Appendix A: Biological Resources

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Minnesota-Wisconsin Ecological Services Field Office
3815 American Blvd East
Bloomington, MN 55425-1659
Phone: (952) 858-0793

In Reply Refer To: 12/19/2024 13:45:23 UTC
Project code: 2024-0122727
Project Name: New Ulm Municipal Airport Crosswind Runway

Subject: Consistency letter for 'New Ulm Municipal Airport Crosswind Runway' for specified threatened and endangered species that may occur in your proposed project location consistent with the Minnesota-Wisconsin Endangered Species Determination Key (Minnesota-Wisconsin DKey).

Dear Cole Kiernan:

The U.S. Fish and Wildlife Service (Service) received on **December 19, 2024** your effect determination(s) for the 'New Ulm Municipal Airport Crosswind Runway' (Action) using the Minnesota-Wisconsin DKey within the Information for Planning and Consultation (IPaC) system. You have submitted this key to satisfy requirements under Section 7(a)(2). The Service developed this system in accordance of with the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 et seq.).

Based on your answers and the assistance of the Service's Minnesota-Wisconsin DKey, you made the following effect determination(s) for the proposed Action:

Species	Listing Status	Determination
Monarch Butterfly (*Danaus plexippus*)	Proposed Threatened	No effect
Salamander Mussel (*Simpsonaias ambigua*)	Proposed Endangered	No effect
Tricolored Bat (*Perimyotis subflavus*)	Proposed Endangered	No effect

Determination Information

Thank you for informing the Service of your "No Effect" determination(s). Your agency has met consultation requirements and no further consultation is required for the species you determined will not be affected by the Action.

Additional Information

Sufficient project details: Please provide sufficient project details on your project homepage in IPaC (Define Project, Project Description) to support your conclusions. Failure to disclose important aspects of your project that would influence the outcome of your effects determinations may negate your determinations and invalidate this letter. If you have site-specific information that leads you to believe a different determination is more appropriate for your project than what the Dkey concludes, you can and should proceed based on the best available information.

Future project changes: The Service recommends that you contact the Minnesota-Wisconsin Ecological Services Field Office or re-evaluate the project in IPaC if: 1) the scope or location of the proposed Action is changed; 2) new information reveals that the action may affect listed species or designated critical habitat in a manner or to an extent not previously considered; 3) the Action is modified in a manner that causes effects to listed species or designated critical habitat; or 4) a new species is listed or critical habitat designated. If any of the above conditions occurs, additional consultation with the Service should take place before project changes are final or resources committed.

For non-Federal representatives: Please note that when a project requires consultation under section 7 of the Act, the Service must consult directly with the Federal action agency unless that agency formally designates a non-Federal representative (50 CFR 402.08). Non-Federal representatives may prepare analyses or conduct informal consultations; however, the ultimate responsibility for section 7 compliance under the Act remains with the Federal agency. Please include the Federal action agency in additional correspondence regarding this project.

Species-specific information

Bald and Golden Eagles: Bald eagles, golden eagles, and their nests are protected under the Bald and Golden Eagle Protection Act (54 Stat. 250, as amended, 16 U.S.C. 668a-d) (Eagle Act). The Eagle Act prohibits, except when authorized by an Eagle Act permit, the “taking” of bald and golden eagles and defines “take” as “pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb.” The Eagle Act’s implementing regulations define disturb as “… to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, (1) injury to an eagle, (2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or (3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior.”

The following species and/or critical habitats may also occur in your project area and **are not** covered by this conclusion:

- Northern Long-eared Bat *Myotis septentrionalis* Endangered
- Western Regal Fritillary *Argynnis idalia occidentalis* Proposed Threatened

Coordination with the Service is not complete if additional coordination is advised above for any species.

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

New Ulm Municipal Airport Crosswind Runway

2. Description

The following description was provided for the project 'New Ulm Municipal Airport Crosswind Runway':

> The project proposes to relocate and expand the turf crosswind runway

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@44.317154,-94.50034888267922,14z

QUALIFICATION INTERVIEW

1. This determination key is intended to assist the user in evaluating the effects of their actions on Federally listed species in Minnesota and Wisconsin. It does not cover other prohibited activities under the Endangered Species Act (e.g., for wildlife: import/export, Interstate or foreign commerce, possession of illegally taken wildlife, etc.; for plants: import/export, reduce to possession, malicious destruction on Federal lands, commercial sale, etc.) or other statutes. Additionally, this key DOES NOT cover wind development, purposeful take (e.g., for research or surveys), communication towers that have guy wires or are over 450 feet in height, aerial or other large-scale application of any chemical (such as insecticide or herbicide), and approval of long-term permits or plans (e.g., FERC licenses, HCP's).

   Click **YES** to acknowledge that you must consider other prohibitions of the ESA or other statutes outside of this determination key.

   Yes
2. Is the action being funded, authorized, or carried out by a Federal agency?

   Yes
3. Are you the Federal agency or designated non-federal representative?

   No
4. Does the action involve the installation or operation of wind turbines?

   No
5. Does the action involve purposeful take of a listed animal?

   No
6. Does the action involve a new communications tower?

   No
7. Does the activity involve aerial or other large-scale application of ANY chemical, including pesticides (insecticide, herbicide, fungicide, rodenticide, etc)?

   No
8. Will your action permanently affect local hydrology?

   No
9. Will your action temporarily affect local hydrology?

   No
10. Will your project have any direct impacts to a stream or river (e.g., Horizontal Directional Drilling (HDD), hydrostatic testing, stream/road crossings, new stormwater outfall discharge, dams, other in-stream work, etc.)?

    No

11. Does your project have the potential to impact the riparian zone or indirectly impact a stream/river (e.g., cut and fill; horizontal directional drilling; construction; vegetation removal; pesticide or fertilizer application; discharge; runoff of sediment or pollutants; increase in erosion, etc.)?

    Note: Consider all potential effects of the action, including those that may happen later in time and outside and downstream of the immediate area involved in the action.

    Endangered Species Act regulation defines "effects of the action" to include all consequences to listed species or critical habitat that are caused by the proposed action, including the consequences of other activities that are caused by the proposed action. A consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action. (50 CFR 402.02).

    No

12. Will your action disturb the ground or existing vegetation?

    Note: This includes any off-road vehicle access, soil compaction (enough to collapse a rodent burrow), digging, seismic survey, directional drilling, heavy equipment, grading, trenching, placement of fill, pesticide application (herbicide, fungicide), vegetation management (including removal or maintenance using equipment or prescribed fire), cultivation, development, etc.

    Yes

13. Will your action include spraying insecticides?

    No

14. Does your action area occur entirely within an already developed area?

    Note: Already developed areas are already paved, covered by existing structures, manicured lawns, industrial sites, or cultivated cropland, AND do not contain trees that could be roosting habitat. Be aware that listed species may occur in areas with natural, or semi-natural, vegetation immediately adjacent to existing utilities (e.g. roadways, railways) or within utility rights-of-way such as overhead transmission line corridors, and can utilize suitable trees, bridges, or culverts for roosting even in urban dominated landscapes (so these are not considered "already developed areas" for the purposes of this question). If unsure, select NO..

    No

15. [Semantic] Does the project intersect the Salamander mussel AOI?

    Automatically answered

    Yes

16. [Hidden Semantic] Does the action area intersect the monarch butterfly species list area?

    Automatically answered

    Yes

17. Under the ESA, monarchs remain warranted but precluded by listing actions of higher priority. The monarch is a candidate for listing at this time. The Endangered Species Act does not establish protections or consultation requirements for candidate species. Some Federal and State agencies may have policy requirements to consider candidate species in planning. We encourage implementing measures that will remove or reduce threats to these species and possibly make listing unnecessary.

    If your project will have no effect on monarch butterflies (for example, if your project won't affect their habitat or individuals), then you can make a "no effect" determination for this project.

    Are you making a "no effect" determination for monarch?

    Yes

18. [Hidden semantic] Does the action intersect the Tricolored bat species list area?

    Automatically answered

    Yes

19. The tricolored bat was proposed for listing as endangered on September 13, 2022. During winter, tricolored bats hibernate in caves, abandoned mines, and abandoned tunnels ranging from small to large in size. During spring, summer and fall months, they roost primarily among leaf clusters of live or recently dead deciduous/hardwood trees.

    What effect determination do you want to make for the tricolored bat (Only make a "may affect" determination if you think the project is likely to jeopardize the continued existence of the species)?

    1. "No effect"

IPAC USER CONTACT INFORMATION

Agency: New Ulm city
Name: Cole Kiernan
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City: West Allis
State: WI
Zip: 53214
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Phone: 4149354275

LEAD AGENCY CONTACT INFORMATION

Lead Agency: New Ulm city

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Minnesota-Wisconsin Ecological Services Field Office
3815 American Blvd East
Bloomington, MN 55425-1659
Phone: (952) 858-0793

In Reply Refer To: 12/19/2024 15:39:30 UTC
Project code: 2025-0033809
Project Name: New Ulm Crosswind Runway Project

Federal Nexus: yes
Federal Action Agency (if applicable): New Ulm city

Subject: Technical assistance for 'New Ulm Crosswind Runway Project'

Dear Cole Kiernan:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on December 19, 2024, for 'New Ulm Crosswind Runway Project' (here forward, Project). This project has been assigned Project Code 2025-0033809 and all future correspondence should clearly reference this number. **Please carefully review this letter. Your Endangered Species Act (Act) requirements may not be complete.**

Ensuring Accurate Determinations When Using IPaC

The Service developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in IPaC or the Northern Long-eared Bat and Tricolored Bat Range-wide Determination Key (Dkey), invalidates this letter. ***Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid. Note that conservation measures for northern long-eared bat and tricolored bat may differ. If both bat species are present in the action area and the key suggests more conservative measures for one of the species for your project, the Project may need to apply the most conservative measures in order to avoid adverse effects. If unsure which conservation measures should be applied, please contact the appropriate Ecological Services Field Office***

Determination for the Northern Long-Eared Bat and Tricolored Bat

Based upon your IPaC submission and a standing analysis completed by the Service, your project has reached the following effect determination(s):

Species	Listing Status	Determination
Northern Long-eared Bat (*Myotis septentrionalis*)	Endangered	NLAA
Tricolored Bat (*Perimyotis subflavus*)	Proposed Endangered	NLAA

Federal agencies must consult with U.S. Fish and Wildlife Service under section 7(a)(2) of the Endangered Species Act (ESA) when an action *may affect* a listed species. Tricolored bat is proposed for listing as endangered under the ESA, but not yet listed. For actions that may affect a proposed species, agencies cannot consult, but they can *confer* under the authority of section 7(a)(4) of the ESA. Such conferences can follow the procedures for a consultation and be adopted as such if and when the proposed species is listed. Should the tricolored bat be listed, agencies must review projects that are not yet complete, or projects with ongoing effects within the tricolored bat range that previously received a NE or NLAA determination from the key to confirm that the determination is still accurate.

Other Species and Critical Habitat that May be Present in the Action Area

The IPaC-assisted determination key for the northern long-eared bat and tricolored bat does not apply to the following ESA-protected species and/or critical habitat that also may occur in your Action area:

- Monarch Butterfly *Danaus plexippus* Proposed Threatened
- Salamander Mussel *Simpsonaias ambigua* Proposed Endangered
- Western Regal Fritillary *Argynnis idalia occidentalis* Proposed Threatened

You may coordinate with our Office to determine whether the Action may cause prohibited take of the animal species listed above. Note that if a new species is listed that may be affected by the identified action before it is complete, additional review is recommended to ensure compliance with the Endangered Species Act.

Next Steps

Consultation with the Service is necessary. The project has a federal nexus (e.g., Federal funds, permit, etc.), but you are not the federal action agency or its designated (in writing) non-federal representative. Therefore, the ESA consultation status is incomplete and no project activities should occur until consultation between the Service and the Federal action agency (or designated non-federal representative), is completed.

As the federal agency or designated non-federal representative deems appropriate, they should submit their determination of effects to the Service by doing the following.

1. Log into IPaC using an agency email account and click on My Projects, click "Search by record locator" to find this Project using **177-154466596**. (Alternatively, the originator of

the project in IPaC can add the agency representative to the project by using the Add Member button on the project home page.)

2. Review the answers to the Northern Long-eared Bat and Tricolored Bat Range-wide Determination Key to ensure that they are accurate.
3. Click on Review/ Finalize to convert the ‘not likely to adversely affect’ technical assistance letter to a concurrence letter. Download the concurrence letter for your files if needed.

If no changes occur with the Project or there are no updates on listed species, no further consultation/coordination for this project is required for the northern long-eared bat. However, the Service recommends that project proponents re-evaluate the Project in IPaC if: 1) the scope, timing, duration, or location of the Project changes (includes any project changes or amendments); 2) new information reveals the Project may impact (positively or negatively) federally listed species or designated critical habitat; or 3) a new species is listed, or critical habitat designated. If any of the above conditions occurs, additional coordination with the Service should take place before project implements any changes which are final or commits additional resources.

If you have any questions regarding this letter or need further assistance, please contact the Minnesota-Wisconsin Ecological Services Field Office and reference Project Code 2025-0033809 associated with this Project.

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

New Ulm Crosswind Runway Project

2. Description

The following description was provided for the project 'New Ulm Crosswind Runway Project':

> The project proposes to relocate and expand the turf crosswind runway.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@44.3177819,-94.50567031510252,14z

DETERMINATION KEY RESULT

Based on the answers provided, the proposed Action is consistent with a determination of “may affect, but not likely to adversely affect” for a least one species covered by this determination key.

QUALIFICATION INTERVIEW

1. Does the proposed project include, or is it reasonably certain to cause, intentional take of listed bats or any other listed species?

   Note: Intentional take is defined as take that is the intended result of a project. Intentional take could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered or proposed species?

   No

2. Is the action area wholly within Zone 2 of the year-round active area for northern long-eared bat and/or tricolored bat?

   Automatically answered
   No

3. Does the action area intersect Zone 1 of the year-round active area for northern long-eared bat and/or tricolored bat?

   Automatically answered
   No

4. Does any component of the action involve leasing, construction or operation of wind turbines? Answer 'yes' if the activities considered are conducted with the intention of gathering survey information to inform the leasing, construction, or operation of wind turbines.

   Note: For federal actions, answer ‘yes’ if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

   No

5. Is the proposed action authorized, permitted, licensed, funded, or being carried out by a Federal agency in whole or in part?

   Yes

6. Is the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), or Federal Transit Administration (FTA) funding or authorizing the proposed action, in whole or in part?

   No

7. Are you an employee of the federal action agency or have you been officially designated in writing by the agency as its designated non-federal representative for the purposes of Endangered Species Act Section 7 informal consultation per 50 CFR § 402.08?

   Note: This key may be used for federal actions and for non-federal actions to facilitate section 7 consultation and to help determine whether an incidental take permit may be needed, respectively. This question is for information purposes only.

   No

8. Is the lead federal action agency the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC)? Is the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC) funding or authorizing the proposed action, in whole or in part?

   No

9. Is the lead federal action agency the Federal Energy Regulatory Commission (FERC)?

   No

10. [Semantic] Is the action area located within 0.5 miles of a known bat hibernaculum?

    Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your State wildlife agency.

    Automatically answered
    No

11. Does the action area contain any winter roosts or caves (or associated sinkholes, fissures, or other karst features), mines, rocky outcroppings, or tunnels that could provide habitat for hibernating bats?

    No

12. Does the action area contain (1) talus or (2) anthropogenic or naturally formed rock shelters or crevices in rocky outcrops, rock faces or cliffs?

    No

13. Will the action cause effects to a bridge?

    Note: Covered bridges should be considered as bridges in this question.

    No

14. Will the action result in effects to a culvert or tunnel at any time of year?

    Yes

15. Does the culvert or tunnel equal or exceed 23 feet (7.0 meters) in length?

    Yes

16. Do the interior dimensions of the culvert or tunnel **equal or exceed 3.0 feet (0.9 meters) in height (minimum height for tricolored bat)**?

    No

17. Are trees present within 1000 feet of the action area?

    Note: If there are trees within the action area that are of a sufficient size to be potential roosts for bats answer "Yes". If unsure, additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    Yes

18. Does the action include the intentional exclusion of bats from a building or structure?

    Note: Exclusion is conducted to deny bats' entry or reentry into a building. To be effective and to avoid harming bats, it should be done according to established standards. If your action includes bat exclusion and you are unsure whether northern long-eared bats or tricolored bats are present, answer "Yes." Answer "No" if there are no signs of bat use in the building/structure. If unsure, contact your local Ecological Services Field Office to help assess whether northern long-eared bats or tricolored bats may be present. Contact a Nuisance Wildlife Control Operator (NWCO) for help in how to exclude bats from a structure safely without causing harm to the bats (to find a NWCO certified in bat standards, search the Internet using the search term "National Wildlife Control Operators Association bats"). Also see the White-Nose Syndrome Response Team's guide for bat control in structures.

    No

19. Does the action involve removal, modification, or maintenance of a human-made structure (barn, house, or other building) **known or suspected to contain roosting bats?**

    No

20. Will the action cause construction of one or more new roads open to the public?

    For federal actions, answer 'yes' when the construction or operation of these facilities is either (1) part of the federal action or (2) would not occur but for an action taken by a federal agency (federal permit, funding, etc.).

    No

21. Will the action include or cause any construction or other activity that is reasonably certain to increase average daily traffic permanently or temporarily on one or more existing roads?

    Note: For federal actions, answer 'yes' when the construction or operation of these facilities is either (1) part of the federal action or (2) would not occur but for an action taken by a federal agency (federal permit, funding, etc.). .

    No

22. Will the action include or cause any construction or other activity that is reasonably certain to increase the number of travel lanes on an existing thoroughfare?

    For federal actions, answer 'yes' when the construction or operation of these facilities is either (1) part of the federal action or (2) would not occur but for an action taken by a federal agency (federal permit, funding, etc.).

    No

23. Will the proposed Action involve the creation of a new water-borne contaminant source (e.g., leachate pond, pits containing chemicals that are not NSF/ANSI 60 compliant)?

    Note: For information regarding NSF/ANSI 60 please visit https://www.nsf.org/knowledge-library/nsf-ansi-standard-60-drinking-water-treatment-chemicals-health-effects

    No

24. Will the proposed action involve the creation of a new point source discharge from a facility other than a water treatment plant or storm water system?

    No

25. Will the action include drilling or blasting?

    No

26. Will the action involve military training (e.g., smoke operations, obscurant operations, exploding munitions, artillery fire, range use, helicopter or fixed wing aircraft use)?

    No

27. Will the proposed action involve the use of herbicides or other pesticides other than herbicides (e.g., fungicides, insecticides, or rodenticides)?

    No

28. Will the action include or cause activities that are reasonably certain to cause chronic or intense nighttime noise (above current levels of ambient noise in the area) in suitable summer habitat for the northern long-eared bat or tricolored bat during the active season?

    Chronic noise is noise that is continuous or occurs repeatedly again and again for a long time. Sources of chronic or intense noise that could cause adverse effects to bats may include, but are not limited to: road traffic; trains; aircraft; industrial activities; gas compressor stations; loud music; crowds; oil and gas extraction; construction; and mining.

    Note: Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    No

29. Does the action include, or is it reasonably certain to cause, the use of permanent or temporary artificial lighting within 1000 feet of suitable northern long-eared bat or tricolored bat roosting habitat?

    Note: Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    No

30. Will the action include tree cutting or other means of knocking down or bringing down trees, tree topping, or tree trimming?

    Yes

31. Will the proposed action occur exclusively in an already established and currently maintained utility right-of-way?

    No

32. Does the action include emergency cutting or trimming of hazard trees in order to remove an imminent threat to human safety or property? See hazard tree note at the bottom of the key for text that will be added to response letters

    Note: A "hazard tree" is a tree that is an immediate threat to lives, public health and safety, or improved property.

    No

33. Does the project intersect with the 0- 9.9% forest density category?

    Automatically answered
    No

34. Does the project intersect with the 10.0- 19.9% forest density category map?

    Automatically answered
    Yes

35. Does the project intersect with the 20.0- 29.9% forest density category map?

    Automatically answered
    Yes

36. Does the project intersect with the 30.0- 100% forest density category map?

    Automatically answered
    No

37. Will the action cause trees to be cut, knocked down, or otherwise brought down across an area greater than 5 acres in total extent?

    No

38. Will the proposed action result in the use of prescribed fire?

    Note: If the prescribed fire action includes other activities than application of fire (e.g., tree cutting, fire line preparation) please consider impacts from those activities within the previous representative questions in the key. This set of questions only considers impacts from flame and smoke.

    No

39. Does the action area intersect the northern long-eared bat species list area?

    Automatically answered
    Yes

40. [Semantic] Is the action area located within 0.25 miles of a culvert that is known to be occupied by northern long-eared or tricolored bats?

    Automatically answered
    No

41. [Semantic] Is the action area located within 150 feet of a documented northern long-eared bat roost site?

    Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your State wildlife agency.

    Automatically answered
    No

42. Is suitable summer habitat for the northern long-eared bat present within 1000 feet of project activities?
    If unsure, answer "Yes."

    Note: Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    Yes

43. Has a presence/probable absence summer bat survey targeting the northern long-eared bat following the Service's Range-wide Indiana Bat and Northern Long-Eared Bat Survey Guidelines been conducted within the project area?

    No

44. Are any of the trees proposed for cutting or other means of knocking down, bringing down, topping, or trimming suitable for northern long-eared bat roosting (i.e., live trees and/or snags ≥3 inches dbh that have exfoliating bark, cracks, crevices, and/or cavities)?

    Note: Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    Yes

45. Will any tree cutting/trimming or other knocking or bringing down of trees occur during the **Summer Occupancy season** for northern long-eared bats in the action area?

    Note: Bat activity periods for your state can be found in Appendix L of the Service's Range-wide Indiana Bat and Northern long-eared Bat Survey Guidelines.

    No

46. Does the action area intersect the tricolored bat species list area?

    Automatically answered
    Yes

47. [Semantic] Is the action area located within 0.25 miles of a culvert that is known to be occupied by northern long-eared or tricolored bats?

    Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your State wildlife agency.

    Automatically answered
    No

48. Has a presence/probable absence bat survey targeting the tricolored bat and following the Service's Range-wide Indiana Bat and Northern Long-Eared Bat Survey Guidelines been conducted within the project area?

    No

49. Is suitable summer habitat for the tricolored bat present within 1000 feet of project activities?
    (If unsure, answer ""Yes."")

    Note: If there are trees within the action area that may provide potential roosts for tricolored bats (e.g., clusters of leaves in live and dead deciduous trees, Spanish moss (Tillandsia usneoides), clusters of dead pine needles of large live pines) answer ""Yes."" For a complete definition of suitable summer habitat for the tricolored bat, please see Appendix A in the Service's Range-wide Indiana Bat and Northern long-eared Bat Survey Guidelines.

    Yes

50. Do any of the trees proposed for cutting or other means of knocking down, bringing down, topping, or trimming provide potential roosts for tricolored bats (e.g., clusters of leaves in live and dead deciduous trees, Spanish moss (*Tillandsia usneoides*), clusters of dead pine needles of large live pine trees)?

    Note: Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    Yes

51. Will any tree cutting/trimming or other knocking or bringing down of trees be conducted during the Pup Season for tricolored bat?

    Note: Bat activity periods for your state can be found in Appendix L of the Service's Range-wide Indiana Bat and Northern long-eared Bat Survey Guidelines.

    No

52. Do you have any documents that you want to include with this submission?

    No

PROJECT QUESTIONNAIRE

Enter the extent of the action area (in acres) from which trees will be removed - round up to the nearest tenth of an acre. For this question, include the entire area where tree removal will take place, even if some live or dead trees will be left standing.

0.6

IPAC USER CONTACT INFORMATION

Agency: Bloomington city
Name: Cole Kiernan
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Phone: 4149354275

LEAD AGENCY CONTACT INFORMATION

Lead Agency: New Ulm city

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Minnesota-Wisconsin Ecological Services Field Office
3815 American Blvd East
Bloomington, MN 55425-1659
Phone: (952) 858-0793

In Reply Refer To: 12/19/2024 15:16:34 UTC
Project Code: 2025-0033809
Project Name: New Ulm Crosswind Runway Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

This response has been generated by the Information, Planning, and Conservation (IPaC) system to provide information on natural resources that could be affected by your project. The U.S. Fish and Wildlife Service (Service) provides this response under the authority of the Endangered Species Act of 1973 (16 U.S.C. 1531-1543), the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (16 U.S.C. 703-712), and the Fish and Wildlife Coordination Act (16 U.S.C. 661 *et seq.*).

Threatened and Endangered Species
The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirement for obtaining a Technical Assistance Letter from the U.S. Fish and Wildlife Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

Consultation Technical Assistance
Please refer to refer to our Section 7 website for guidance and technical assistance, including step-by-step instructions for making effects determinations for each species that might be present and for specific guidance on the following types of projects: projects in developed areas, HUD, CDBG, EDA, USDA Rural Development projects, pipelines, buried utilities, telecommunications, and requests for a Conditional Letter of Map Revision (CLOMR) from FEMA.

We recommend running the project (if it qualifies) through our **Minnesota-Wisconsin Federal Endangered Species Determination Key (Minnesota-Wisconsin ("D-key"))**. A demonstration video showing how-to access and use the determination key is available. Please note that the Minnesota-Wisconsin D-key is the third option of 3 available d-keys. D-keys are tools to help Federal agencies and other project proponents determine if their proposed action has the potential to adversely affect federally listed species and designated critical habitat. The Minnesota-Wisconsin D-key includes a structured set of questions that assists a project proponent in determining whether a proposed project qualifies for a certain predetermined consultation outcome for all federally listed species found in Minnesota and Wisconsin (except for the northern long-eared bat- see below), which includes determinations of “no effect” or “may affect, not likely to adversely affect." In each case, the Service has compiled and analyzed the best available information on the species’ biology and the impacts of certain activities to support these determinations.

If your completed d-key output letter shows a "No Effect" (NE) determination for all listed species, print your IPaC output letter for your files to document your compliance with the Endangered Species Act.

For Federal projects with a “Not Likely to Adversely Affect” (NLAA) determination, our concurrence becomes valid if you do not hear otherwise from us after a 30-day review period, as indicated in your letter.

If your d-key output letter indicates additional coordination with the Minnesota-Wisconsin Ecological Services Field Office is necessary (i.e., you get a “May Affect” determination), you will be provided additional guidance on contacting the Service to continue ESA coordination outside of the key; ESA compliance cannot be concluded using the key for “May Affect” determinations unless otherwise indicated in your output letter.

Note: Once you obtain your official species list, you are not required to continue in IPaC with d-keys, although in most cases these tools should expedite your review. If you choose to make an effects determination on your own, you may do so. If the project is a Federal Action, you may want to review our section 7 step-by-step instructions before making your determinations.

Using the IPaC Official Species List to Make No Effect and May Affect Determinations for Listed Species

1. If IPaC returns a result of “There are no listed species found within the vicinity of the project,” then project proponents can conclude the proposed activities will have **no effect** on any federally listed species under Service jurisdiction. Concurrence from the Service is not required for **no effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.
2. If IPaC returns one or more federally listed, proposed, or candidate species as potentially present in the action area of the proposed project – other than bats (see below) – then project proponents must determine if proposed activities will have **no effect** on or **may affect** those species. For assistance in determining if suitable habitat for listed, candidate, or proposed species occurs within your project area or if species may be affected by project activities, you can obtain Life History Information for Listed and Candidate Species on our office website. If no impacts will occur to a species on the IPaC species list (e.g., there is no habitat present in the project area), the appropriate determination is **no effect**. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.

3. Should you determine that project activities **may affect** any federally listed, please contact our office for further coordination. Letters with requests for consultation or correspondence about your project should include the Consultation Tracking Number in the header. Electronic submission is preferred.

Northern Long-Eared Bats
Northern long-eared bats occur throughout Minnesota and Wisconsin and the information below may help in determining if your project may affect these species.

Suitable summer habitat for northern long-eared bats consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥3 inches dbh for northern long-eared bat that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of forested/wooded habitat. Northern long-eared bats have also been observed roosting in human-made structures, such as buildings, barns, bridges, and bat houses; therefore, these structures should also be considered potential summer habitat and evaluated for use by bats. If your project will impact caves or mines or will involve clearing forest or woodland habitat containing suitable roosting habitat, northern long-eared bats could be affected. For bat activity dates, please review Appendix L in the Range-wide Indiana Bat and Northern Long-Eared Bat Survey Guidelines.

Examples of unsuitable habitat include:

- Individual trees that are greater than 1,000 feet from forested or wooded areas,
- Trees found in highly developed urban areas (e.g., street trees, downtown areas),
- A pure stand of less than 3-inch dbh trees that are not mixed with larger trees, and
- A monoculture stand of shrubby vegetation with no potential roost trees.

If IPaC returns a result that northern long-eared bats are potentially present in the action area of the proposed project, project proponents can conclude the proposed activities **may affect** this species **IF** one or more of the following activities are proposed:

- Clearing or disturbing suitable roosting habitat, as defined above, at any time of year,
- Any activity in or near the entrance to a cave or mine,
- Mining, deep excavation, or underground work within 0.25 miles of a cave or mine,
- Construction of one or more wind turbines, or
- Demolition or reconstruction of human-made structures that are known to be used by bats based on observations of roosting bats, bats emerging at dusk, or guano deposits or stains.

If none of the above activities are proposed, project proponents can conclude the proposed activities will have **no effect** on the northern long-eared bat. Concurrence from the Service is not required for **No Effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC

species list report for your records.

If any of the above activities are proposed, and the northern long-eared bat appears on the user's species list, the federal project user will be directed to either the northern long-eared bat and tricolored bat range-wide D-key or the Federal Highways Administration, Federal Railways Administration, and Federal Transit Administration Indiana bat/Northern long-eared bat D-key, depending on the type of project and federal agency involvement. Similar to the Minnesota-Wisconsin D-key, these d-keys helps to determine if prohibited take might occur and, if not, will generate an automated verification letter. Additional information about available tools can be found on the Service's northern long-eared bat website.

Whooping Crane
Whooping crane is designated as a non-essential experimental population in Wisconsin and consultation under Section 7(a)(2) of the Endangered Species Act is only required if project activities will occur within a National Wildlife Refuge or National Park. If project activities are proposed on lands outside of a National Wildlife Refuge or National Park, then you are not required to consult. For additional information on this designation and consultation requirements, please review "Establishment of a Nonessential Experimental Population of Whooping Cranes in the Eastern United States."

Other Trust Resources and Activities
Bald and Golden Eagles - Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. It is the responsibility of the project proponent to survey the area for any migratory bird nests. If there is an eagle nest on-site while work is on-going, eagles may be disturbed. We recommend avoiding and minimizing disturbance to eagles whenever practicable. If you cannot avoid eagle disturbance, you may seek a permit. A nest take permit is always required for removal, relocation, or obstruction of an eagle nest. For communication and wind energy projects, please refer to additional guidelines below.

Migratory Birds - The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of recommendations that minimize potential impacts to migratory birds. Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.

Communication Towers - Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed voluntary guidelines for minimizing impacts.

Transmission Lines - Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please refer to guidelines developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.

Wind Energy - To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's Wind Energy Guidelines. In addition, please refer to the Service's Eagle Conservation Plan Guidance, which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

State Department of Natural Resources Coordination
While it is not required for your Federal section 7 consultation, please note that additional state endangered or threatened species may also have the potential to be impacted. **Please contact the Minnesota or Wisconsin Department of Natural Resources for information on state listed species that may be present in your proposed project area.**

Minnesota
Minnesota Department of Natural Resources - Endangered Resources Review Homepage
Email: Review.NHIS@state.mn.us

Wisconsin
Wisconsin Department of Natural Resources - Endangered Resources Review Homepage
Email: DNRERReview@wi.gov

We appreciate your concern for threatened and endangered species. Please feel free to contact our office with questions or for additional information.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Minnesota-Wisconsin Ecological Services Field Office
3815 American Blvd East
Bloomington, MN 55425-1659
(952) 858-0793

PROJECT SUMMARY

Project Code: 2025-0033809
Project Name: New Ulm Crosswind Runway Project
Project Type: Airport - Maintenance/Modification
Project Description: The project proposes to relocate and expand the turf crosswind runway
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@44.3177819,-94.50567031510252,14z

Counties: Brown County, Minnesota

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

CLAMS

NAME	STATUS
Salamander Mussel *Simpsonaias ambigua* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6208	Proposed Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Western Regal Fritillary *Argynnis idalia occidentalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/12017	Proposed Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

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1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to Bald Eagle Nesting and Sensitivity to Human Activity

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

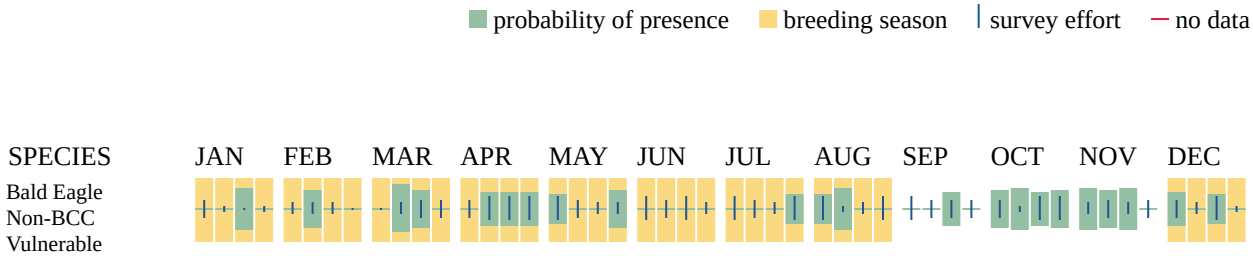
Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Black Tern *Chlidonias niger surinamenisis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	Breeds May 15 to Aug 20
Black-billed Cuckoo *Coccyzus erythropthalmus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Bobolink *Dolichonyx oryzivorus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9454	Breeds May 20 to Jul 31
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Franklin's Gull *Leucophaeus pipixcan* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10567	Breeds May 1 to Jul 31
Golden-winged Warbler *Vermivora chrysoptera* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8745	Breeds May 1 to Jul 20
Grasshopper Sparrow *Ammodramus savannarum perpallidus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8329	Breeds Jun 1 to Aug 20
Henslow's Sparrow *Centronyx henslowii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3941	Breeds May 1 to Aug 31

NAME	BREEDING SEASON
Hudsonian Godwit *Limosa haemastica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9482	Breeds elsewhere
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Northern Harrier *Circus hudsonius* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8350	Breeds Apr 1 to Sep 15
Pectoral Sandpiper *Calidris melanotos* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9561	Breeds elsewhere
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Western Grebe *aechmophorus occidentalis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

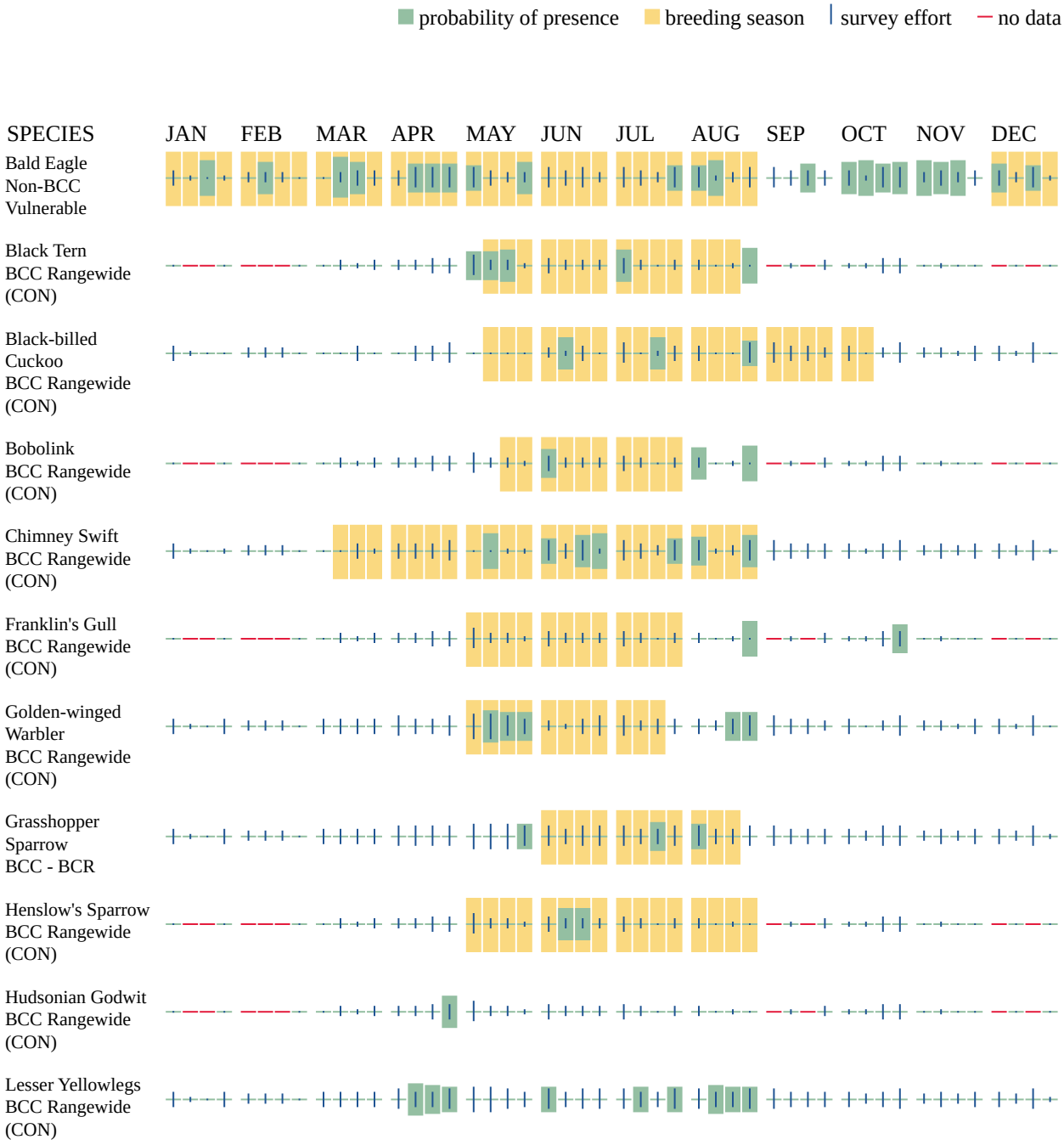
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

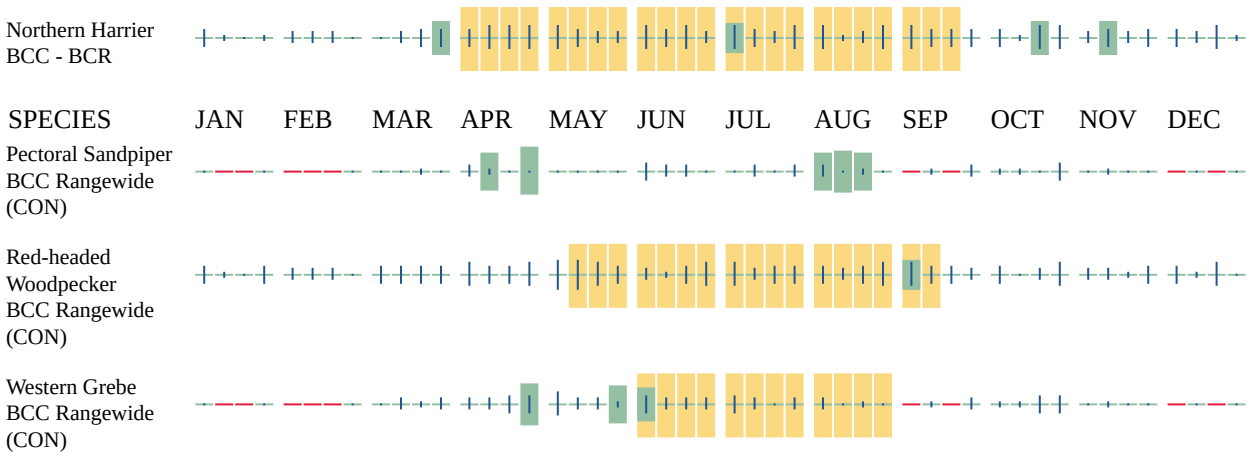
Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.





Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER EMERGENT WETLAND

- PEM1Af
- PEM1A
- PEM1Ax

IPAC USER CONTACT INFORMATION

Agency: Bloomington city
Name: Cole Kiernan
Address: 6737 W Washington St Ste 3440
City: West Allis
State: WI
Zip: 53214
Email cole.kiernan@meadhunt.com
Phone: 4149354275

LEAD AGENCY CONTACT INFORMATION

Lead Agency: New Ulm city

Minnesota Department of Natural Resources
Division of Ecological & Water Resources
500 Lafayette Road, Box 25
St. Paul, MN 55155-4025

July 30, 2024
Correspondence # MCE 2024-00557

Sarah Emmel
Mead & Hunt, Inc.

RE: Natural Heritage Review of the proposed **ULM Crosswind Runway**,
T110N R31W Section 14; Brown County

Dear Sarah Emmel,

As requested, the Minnesota Natural Heritage Information System has been reviewed to determine if the proposed project has the potential to impact any rare species or other significant natural features. **Based on the project details provided with the request, I do not believe the proposed project will negatively affect any known occurrences of rare features**. To ensure compliance with federal law, conduct a federal regulatory review using the U.S. Fish and Wildlife Service's (USFWS) online Information for Planning and Consultation (IPaC) tool.

The Natural Heritage Information System (NHIS), a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area. If additional information becomes available regarding rare features in the vicinity of the project, further review may be necessary.

For environmental review purposes, the results of this Natural Heritage Review are valid for one year; the results are only valid for the project location and project description provided with the request. **If project details change or the project has not occurred within one year, please resubmit the project for review within one year of initiating project activities.**

The Natural Heritage Review does not constitute project approval by the Department of Natural Resources. Instead, it identifies issues regarding known occurrences of rare features and potential impacts to these rare features. Visit the Natural Heritage Review website for additional information regarding this process, survey guidance, and other related information. For information on the environmental review process or other natural resource concerns, you may contact your DNR Regional Environmental Assessment Ecologist.

Please include a copy of this letter and the MCE-generated Final Project Report in any state or local license or permit application. Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources.

Sincerely,

Molly Barrett

Natural Heritage Review Specialist
Molly.Barrett@state.mn.us

Appendix B: Farmland

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request 10/09/2024	
Name of Project New Ulm Crosswind Relocation		Federal Agency Involved FAA	
Proposed Land Use Aviation		County and State Brown/Minnesota	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS 10/15/2024	Person Completing Form: Jordan Welp, SS
Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated 3293	Average Farm Size 311
Major Crop(s) Corn, Soybeans	Farmable Land In Govt. Jurisdiction Acres: 375762 % 94.91	Amount of Farmland As Defined in FPPA Acres: 359310 % 90.76	
Name of Land Evaluation System Used Crop Productivity Index	Name of State or Local Site Assessment System N/A	Date Land Evaluation Returned by NRCS 10/24/2024	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	55.3			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	55.3			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	51.1			
B. Total Acres Statewide Important or Local Important Farmland	0			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.01359			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	62.1065			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	86.0235			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	9			
2. Perimeter In Non-urban Use	(10)	5			
3. Percent Of Site Being Farmed	(20)	20			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	3			
6. Distance To Urban Support Services	(15)	0			
7. Size Of Present Farm Unit Compared To Average	(10)	0			
8. Creation Of Non-farmable Farmland	(10)	0			
9. Availability Of Farm Support Services	(5)	5			
10. On-Farm Investments	(20)	7			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	0			
TOTAL SITE ASSESSMENT POINTS	160	49	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	86.0235	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	49	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	135.023	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES ☐ NO ☐

Reason For Selection:

Name of Federal agency representative completing this form:	Date:

(See Instructions on reverse side) **Form AD-1006 (03-02)**

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, http://fppa.nrcs.usda.gov/lesa/.

Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s)of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map**,** or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)

Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.

Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.

Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.

Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.

Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.

2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.
Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \text{ X } 160 = 144 \text{ points for Site A}$$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.

Appendix C: Hazardous Materials

Phase I Environmental Site Assessment

Ultimate Crosswind Runway 9/27

New Ulm Municipal Airport (ULM)

1617 Highway 14 W
New Ulm, MN 56073

Prepared for

The City of New Ulm

100 N Broadway, P.O. Box 636
New Ulm, MN 56073-2331

Prepared by

Mead & Hunt

www.meadhunt.com

December 18, 2024

Table of Contents

Appendices

Summary

Mead & Hunt, Inc. (Mead & Hunt) has completed a Phase I Environmental Site Assessment (ESA), according to American Society for Testing and Materials (ASTM) *E1527-21*, for proposed runway enhancements at the New Ulm Municipal Airport (ULM). This ESA was completed as part of a Federal Environmental Assessment (EA) in compliance with the National Environmental Policy Act (NEPA).

Mead & Hunt services are authorized by the City of New Ulm, under Task 6.3 of the Professional Services Terms and Conditions of Agreement signed on August 20, 2024.

This summary is intended as an overview of the Phase I ESA for the convenience of the reader. The complete report must be reviewed in its entirety prior to making decisions regarding the Airport property.

A. Proposed Project Activities

The New Ulm Municipal Airport (ULM, also referred to as Airport) is located in New Ulm, Minnesota. A Project Location Map is included in **Appendix A**. The airport is owned by the City of New Ulm (city, also referred to as Owner) and operated by North Star Aviation. ULM is a general aviation airport with two runways, a hangar, terminal, fixed base operator (FBO) and refueling facilities. The Airport was established in 1943. In 1948, the Airport's facilities consisted of two landing strips. An administration building was added in 1950. Over the years, the airport has expanded as needed to serve the general aviation needs of the New Ulm area.

The proposed project will relocate the turf crosswind runway (4/22) to a 9/27 alignment. The purpose of the proposed project is to maintain the functionality and usability of the Airport and enhance safety for the Airport users and neighbors. This project will improve crosswind coverage and enable planned building area expansion while adhering to FAA Design Standards.

Existing Airport facilities are depicted in **Appendix B: Existing Conditions**. A location map illustrating the proposed airport enhancements is included in **Appendix C: Proposed Project Activities**.

B. Findings & Conclusions

Mead & Hunt has performed a Phase I ESA of the New Ulm Municipal Airport property located in New Ulm, Minnesota, in conformance with our understanding of the scope and limitations of ASTM Practice E1527-21. Any exceptions to, or deletions from this practice are described in Section 1.D of this report.

This assessment has revealed the following potentially hazardous materials conditions in connection with the proposed action. In total, 5 sites (Findings) were identified. Of those, 2 sites pose potentially hazardous materials concerns for the proposed action. A Map of the Findings is included in Appendix I.

The following Findings are associated with the subject property:

Finding 4: Debris Pile, New Ulm Airport

a. Business Environmental Risk

b. Recommended Action: Individual items need to be relocated or disposed of properly prior to development of the area

Finding 5: Metal Fencing, New Ulm Airport

a. Business Environmental Risk

b. Recommended Action: Requires specific removal and disposal prior to tree clearing and grading

This report is based on the currently proposed scope of work. If conditions of the project area change or the scope of work changes, the recommendations in this report should be revisited.

1. Introduction

A. Purpose

The purpose of the Phase I ESA is to identify, pursuant to ASTM E1527-21, *recognized environmental conditions* (RECs) in connection with the property.

ASTM defines the term *recognized environmental condition* (REC) as the presence or likely presence of hazardous substances or petroleum products on the property under conditions that are indicative of an existing release, a past release, or a material threat of a release of hazardous substances or petroleum products into the structures on the property or into the ground, groundwater, or surface water of the site. The term does not include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of enforcement action if brought to the attention of appropriate governmental agencies.

B. Detailed Scope of Services

This ESA was completed in accordance with ASTM International Standard *E1527-21, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, and U.S. Environmental Protection Agency (USEPA) All Appropriate Inquires (AAI) regulations under 40 CFR Part 312.

This report summarizes the results of Mead & Hunt's investigation of the proposed subject property, visual non-invasive reconnaissance of the subject property and adjoining properties, federal and state database reviews, and interviews, as applicable. Limitations, deviations, and significant gaps (if identified) are evident from reviewing the applicable scope of services and the report text. No other environmental issues will be assessed beyond the scope of ASTM *E1527-21* in connection with this ESA.

C. Proposed Project Actions

The proposed scope of work recommends implementation of the following proposed project actions:

1. Decommissioning and relocating existing turf crosswind Runway 4/22 to a 9/27 orientation.
2. Adjusting the primary parallel taxiway to cross the new runway at the appropriate angle.
3. Acquiring approximately 25 acres in fee-simple property.

Appendix C illustrates areas of proposed project activities.

D. Significant Assumptions

No significant assumptions were made.

E. Data Gaps

Historical sources were not reviewed in five-year intervals because the sources to achieve that level of documentation were not readily available. However, given the consistent land use between the available sources, this data gap is not considered to be significant.

F. Limitations and Exceptions

This Phase I ESA was conducted using ASTM *E1527-21*. The findings of this report are applicable, and representative of conditions encountered at the property on the date of this assessment and may not represent conditions at a later date.

The review of public records was limited to that information that was available to Mead & Hunt at the time this report was prepared. Interviews with local and state government authorities were limited to those people that Mead & Hunt was able to contact during the preparation of this report. Information was derived from *reasonably ascertainable* and *practically reviewable* sources in compliance with Mead & Hunt's understanding of the standards set forth by ASTM *E1527-21*.

The history of the property could not consistently be documented at approximately five-year intervals because standard historical sources with that information were not reasonably ascertainable.

G. Special Terms and Conditions

This Phase I ESA was conducted in accordance with Task Order #2020-6 of the Professional Services Agreement of The City of New Ulm dated August 20, 2024.

H. User Reliance

The resulting report is provided for the sole use of the Airport and its assignees. Use of this report by any third parties will be at such party's sole risk except when granted under written permission by Mead & Hunt. Any such authorized use or reliance by third parties will be subject to the same work authorization under which the work was conducted for the Airport.

Additional party's use and reliance on the report will be subject to the same rights, obligations, and limitations imposed on the City of New Ulm. However, the total liability of Mead & Hunt to all parties of the Phase I ESA shall be limited to the remedies and amounts as provided in the Work Authorization as a single contract. The additional party's use and reliance on the report shall signify the additional party's agreement to be bound by the proposal and contract that make up the Work Authorization between Mead & Hunt and The City of New Ulm.

The dates of completion for pertinent components are as follows:

Component	**Date of Completion**
Site Reconnaissance	November 12, 2024
Environmental Database Search	November 2024

2. Physical Setting

This section summarizes the physical environment in which the Airport operates that may be useful in determining potential RECs or the potential hazard posed by identified RECs.

A. Location

The New Ulm Municipal Airport serves the City of New Ulm, Minnesota. The Airport is located in Brown County, about 76-miles southwest of Minneapolis, MN. The Airport encompasses approximately 349 acres of land on 5 separate parcels within the New Ulm and is roughly bounded by County Road 12 on the west, US Highway 14 on the north, N Highland Avenue on the east, and County Road 27 on the south end.

B. Current Ownership and Use of the Property

The New Ulm Municipal Airport is owned by the City of New Ulm and operated by North Star Aviation, Inc. The Airport offers full fixed base operator (FBO) services including maintenance and repair. Several hangars are available for lease and the Airport primarily serves charter flights.

C. Site and Vicinity Description

Scattered residences, dating from the mid-nineteenth century to the 2000s, are adjacent to the airport along with a handful of mid-nineteenth-century farmsteads. The City of New Ulm became more urbanized and grew in the 1950s. Three access roads provide entry onto the airport property. The main access road, Airport Road, is located off N Highland Avenue at the eastern extent of the airport property. The second access road connects to the main access road from the north end of the airport property off US Highway 14. An unmarked service road extends north from County Road 27 onto the airport property.

D. Descriptions of Roads, Structures, and Other Improvements on the Site

The airfield includes the main building and apron area to the northeast of the runways. The airport features two runways: a primary runway (Runway 15/33) extending in a northwest-southeast orientation, and a crosswind turf runway (Runway 4/22) extending in a southwest-northeast orientation. The primary runway is 5,401 feet in length and 100 feet wide and the crosswind turf runway is 2,478 feet in length and 160 feet wide.

The Airport contains 5 hangars. Hangars 1-3 contain 6 individual T-Hangars each, Hangar 4 is 100 feet by 80 feet and is insulated and heated, and Hangar 5 is 52 feet by 60 feet.

According to the Airport's 2024 APO Terminal Area Forecast Detail Report, the airport had 13 total based aircraft in 2022[1].

E. Topography

The New Ulm Municipal Airport is located on the west side of the city and surrounded by cornfields. The elevation of the Airport is 1011.2-feet above mean sea level and covers approximately 195 acres of land.

[1] 2024 FAA Terminal Area Forecast (TAF) taf.faa.gov/Home/RunReport

The Airport itself is generally flat with very little elevation change. On the southeast side of the runway, the topography slopes gently down towards Cottonwood River. See **Appendix D** for topographic maps.

F. Hydrogeology and Geology

Surface drainage flows generally towards the north away from the Cottonwood River and toward the Minnesota River. Several small, scattered wetlands are present in the area. A Flood Hazard Area is mapped along the Cottonwood and Minnesota River but is not expected to impact the project site.

The geology underlying the project site is made up primarily of claystone, siltstone, and sandstone.

G. Soils Data

The project area is covered by five soils: poorly drained Webster clay loam (0 to 2 percent slopes), somewhat poorly drained Nicollet clay loam (1 to 3 percent slopes), very poorly drained Okoboji silty clay loam (0 to 1 percent slopes), moderately well drained Clarion loam (2 to 6 percent slopes), and Udorthents, loamy. Soil mapping is presented in **Appendix F.**

3. Site Reconnaissance

Environmental Professionals with Mead & Hunt conducted site reconnaissance in November 2024 to observe the current uses of the site, adjoining properties, and properties in the surrounding area, as well as the hydraulic and topographic conditions of the site and the surrounding area. Photographs were taken of various portions of the subject site to document existing conditions. See **Appendix G** for subject property photographs.

A. Methodology and Limiting Conditions

The area was observed by walking the perimeter to provide an overlapping field of view where accessible.

A vehicular tour of the area was made to confirm the nearby land use. The tour involved viewing nearby properties from publicly accessible roadways. Observation was limited to areas visible in the line of sight from the subject property or public roadways. Mead & Hunt did not enter adjacent properties.

The weather during the visit was around 45 degrees and sunny.

B. Perimeter Observations

The dominant land uses surrounding the subject property is agriculture. Observations were made from the public right-of-way. No evidence of underground storage tanks, stained soils, stressed vegetation, landfilling, or foul odors were noted in perimeter observations. Wallner Pit is located east of the airport property along N Highland Avenue.

C. On-Site Observations

The area within and surrounding the project site comprises the paved Runway 15/33, Taxiway A, and mowed grass runway. Agricultural fields, wetlands, and mowed grass also bound the project area. Areas generally appear to be in good condition and free of clutter. There are lines of trees present to the east and west of Ultimate Runway 9/27 which act as field borders. A few small patches of dated metal fencing are present as field borders in the same line as the trees. Some of the metal fencing is in good condition, but there are multiple areas of deterioration. A small debris pile containing a chair and bucket is located east of the end of Ultimate Runway 27. Vegetation was alive but mostly dormant due to the fall season. Forested areas were relatively sparse and generally found as a single row of trees to act as a windbreak between agricultural fields. Undergrowth was mostly tall grass with intermittent woody shrubs. All buildings appeared pristine, and no spills or leaks were observed.

4. Records Review

A. Historical Use Development of the Airport and Periphery

The Airport was established in 1943 just two miles east of The City of New Ulm. In 1950, an administration building was constructed, and the airport consisted of two landing strips. The airport owner and the City of New Ulm established an Airport Advisory Commission in 1979 to advise on planning and implementation of airport development and future improvements. The airport was expanded in the 1980s which included lengthening the runway. Additional upgrades were made in 1994 and 2005 when a new terminal building and maintenance hangar were constructed. Further expansion of the primary runway took place in 2014 including the installation of a new approach lighting system.

(1) Aerial Photographs

Aerial photography taken between 1939 and 2022 was reviewed to observe previous conditions and development of the property, as well as immediately adjacent properties. Images are included in **Appendix G**.

The earliest aerial image is from 1939 and shows the entire airport area was at that time a farm field with some nearby wetlands. Several structures (assumed farmhouse and barn) are visible just south of the proposed project area.

The 1953 imagery shows an established airport with two landing strips and what appears to be the administration building on the north end of the property. The area is surrounded by farm fields. This remains the same until the 1985 aerial imagery where a new section of airport runway (13/31) is present with additional buildings, hangars, and parking. The runways are paved in comparison to earlier imagery.

In 1991 the shorter airport runway that was present in the 1985 imagery appears to be decommissioned with a new taxiway running parallel the primary runway.

New concrete and pavement appear be present around the administrative building and hangars in 2003. There is new outbuilding present on the southeast end of the taxiway with a connecting access road.

In 2005 an additional connecting road joins the main airport road leading to the administration building. There are no significant changes until 2013, when the primary runway and some connecting roads to the taxiway are repaved and there are two new access roads on the south side of the runway.

In 2015 the outbuilding on the southeast end of the taxiway is no longer present with the area being maintained as mowed grass.

There are no significant changes to the proposed project area or its surroundings from 2015 through 2022.

(2) Land Use

In general, the surrounding land uses are compatible with the Airport. Historical and existing land use is primarily agricultural.

The land use around the Airport consists of farmland and scattered residential development. The Minnesota River is located to the northeast of the main airport facility and the Cottonwood River is located to the south. The National Wetlands Inventory shows several small, scattered wetlands on the airport property.

B. Standard Environmental Record Sources

Mead & Hunt contacted ERIS in November 2024 to conduct environmental searches and prepare an area report compiling Federal and State environmental database information. Previously reported hazardous materials sites were identified based on a review of federal and state agency records and online databases for potential hazardous materials contamination sites in accordance with ASTM standards. For a full list of databases searched please see the full third-party ERIS Database Search Report in **Appendix J**. The following databases returned findings within 200-feet of the project area:

- Facility Registry Service/Facility Index (FINDS/FRS)
    - The Facility Registry Service (FRS) is a centrally managed database that identifies facilities, sites, or places subject to environmental regulations or of environmental interest. FRS incorporates information from program national systems, state master facility records, and data collected from EPA's Central Data Exchange registrations and data management personnel. This list is made available by the U.S. Environmental Protection Agency (EPA). *Government Publication Date: Aug 1, 2024*

- Underground Storage Tanks (UST)
    - In Minnesota, there are about 18,000 regulated underground storage tanks (USTs) currently in use. The Underground Storage Tank Program in the Minnesota Pollution Control Agency (MPCA) was created to help prevent contamination caused by leaking tanks. This is a list that contains all regulated USTs. This data made available by The Minnesota Pollution Control Agency (MPCA). *Government Publication Date: Jun 12, 2024.*

- Department of Agriculture Spills (AG SPILLS)
    - The Minnesota Department of Agriculture Incident Response Unit is the regulatory authority of Agricultural Chemical (Ag-Chem) Incidents in Minnesota. This list contains pesticide and fertilizer incidents reported to the Response Unit. This data made available by The Minnesota Department of Agriculture, Incident Response Unit. *Government Publication Date: Sep 3, 2024.*

- PFAS Industry Sectors (PFAS IND)

- This Per- and Poly-Fluoroalkyl Substances (PFAS) Industry Sectors dataset is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. The EPA developed the dataset from various sources that show which industries may be handling PFAS including: EPA's Enforcement and Compliance History Online (ECHO) records restricted to potential PFAS-handling industry sectors; ECHO records for Fire Training Sites identified where fire-fighting foam may have been used in training exercises; and 14 CFR Part 139 Airports compiled from historic and current records from the FAA Airport Data and Information Portal. Since July 2006, all certificated Part 139 Airports are required to have fire-fighting foam onsite that meet certain military specifications, which to date have been fluorinated (Aqueous Film Forming Foam). Limitations: Inclusion in this dataset does not indicate that PFAS are being manufactured, processed, used, or released by the facility. Listed facilities potentially handle PFAS based on their industrial profile but are unconfirmed by the EPA. Keyword searches in ECHO for Fire Training sites may misidentify some facilities and should not be considered to be an exhaustive list of fire training facilities in the *U.S. Government Publication Date: Sep 23, 2024.*

- MPCA Agency Interests (MPCA AI)
  - Facility, site and project locations from the Minnesota Pollution Control Agency's enterprise database, representing locations associated with wastewater, storm water, hazardous waste, feedlot, solid waste, tanks, remediation, and other agency programs. Includes records from "What's In My Neighborhood Sites". *Government Publication Date: Jul 24, 2024.*[2]

[2] Online services | Minnesota Pollution Control Agency

5. Interviews

A. Interview with Owner

A User Questionnaire was provided to the Airport maintenance manager and was returned on December 5, 2024. No unusual circumstances were identified in the interview document. See **Appendix K**.

An interview was not conducted the with the Airport maintenance manager due to the lack of Findings adjacent to the proposed work.

B. Interview with Occupants

No interviews were conducted with the airport occupants as no record results were determined to warrant additional information from occupants.

C. Interview with Local Government Officials

No individual local government officials were interviewed as no record results were determined to warrant additional information from local officials.

D. Interviews with Others

No additional interviews were conducted.

6. Evaluation

A. Pertinent Definitions

Recognized environmental condition (REC)

The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: 1) due to any release to the environment; 2) under conditions indicative of a release to the environment; or 3) under conditions that pose a material threat of a future release to the environment.

Controlled recognized environmental condition (CREC)

A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

Historical recognized environmental condition (HREC)

A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

De minimis condition (DEM)

A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis conditions are not recognized environmental conditions nor controlled recognized environmental conditions.

Business environmental risk (BER)

A risk which can have a material environmental or environmentally driven impact on the business associated with the current or planned use of a parcel of commercial real estate, not necessarily limited to those environmental issues required to be investigated in *ASTM Practice E1527-21*. The likely presence of historic coal chutes is an example of a business environmental risk.

B. Findings & Opinions

Findings are listed below. Multiple records may exist for one Finding or location. For instance, the general Airport property. However, each site was evaluated individually. A corresponding map of Findings illustrating their location to the proposed subject property is included in **Appendix I**. In general, only findings located within 200-feet of the proposed project area (area of disturbance) are evaluated in this report.

Opinions regarding the findings identified are provided by the Environmental Professional. Frequently, items initially suspected to be recognized environmental condition are subsequently determined, upon further evaluation, to not be considered a recognized environmental condition. Conditions identified by the Environmental Professional as recognized environmental conditions and controlled recognized environmental conditions are listed in the conclusions of the report.

Based on the record search and field reconnaissance, five (5) potentially hazardous materials sites (Findings) were identified within 200 feet of the proposed project area (see Table below). Considering the potential for construction activities and right-of-way acquisition, two (2) have recommended actions.

The following Table presents a summary of site names and addresses, potential contaminants of concern, construction requirements, and real estate interests adjacent to the Findings, as well as recommendations based on the potential presence and type of contamination:

Finding #	Address	Reference Name	Potential HazMat Concerns/Use	ASTM Classification (REC, CREC, HREC, BER)	Real Estate Needs	Proposed Action (Construction Requirements)	Recommended Action
1	1617 Highway 14 W	Taxilane Pavement Reconstruction	1. Reconstructed pavement around Hangar 1, 2, & 3. Located 700 feet south of Highway 14 and 1000 feet west of Highland Ave. 2. PFAS air emissions. 3. Stormwater permits. 4. UST 140387-EQUI0000000001: removed, gasoline. 5. UST 140387-EQUI0000000002: removed, aviation gasoline. 6. UST 140387-EQUI0000000003: removed, gasoline. 7. UST underground 140387-EQUI0000000004: active, aviation gasoline. 8. UST underground 140387-EQUI0000000005: active, jet fuel	Finding	None	TBD	No further action
2	New Ulm Airport	New Ulm Airport	Broken connection - 100 gallons water, 2 gallons parathion. Closed.	Finding	None	TBD	No further action
3	New Ulm, MN 56073	New Ulm Municipal Airport Runway	Construction Stormwater - inactive	Finding	None	TBD	No further action
4	New Ulm Airport	Debris Pile	Chair and bucket, small debris pile	BER	25.17 acres of fee simple land	TBD	Individual items need to be relocated or disposed of properly prior to development of the area
5	New Ulm Airport	Metal Fencing	Agricultural fencing remnants	BER	25.17 acres of fee simple land	TBD	Requires specific removal and disposal prior to tree clearing and grading

7. Conclusions

Mead & Hunt has performed a Phase I ESA of the New Ulm Municipal Airport property located in New Ulm, Minnesota, in conformance with our understanding of the scope and limitations of ASTM Practice *E1527-21*. Any exceptions to, or deletions from, this practice are described in Section 1.F of this report.

This assessment has revealed no recognized environmental conditions, controlled recognized environmental conditions, or significant data gaps in connection with the subject property.

Finding 1: Taxilane Pavement Reconstruction, 1617 Highway 14 W | ID: 140387

a. Finding

b. Recommended Action: No further action

Finding 2: New Ulm Airport, New Ulm Airport | ID: FY78I006

a. Finding

b. Recommended Action: No further action

Finding 3: New Ulm Municipal Airport Runway, New Ulm, MN 56073 | ID: C00030933

a. Finding

b. Recommended Action: No further action

Finding 4: Debris Pile, New Ulm Airport

a. Business Environmental Risk

b. Recommended Action: Individual items need to be relocated or disposed of properly prior to development of the area

Finding 5: Metal Fencing, New Ulm Airport

a. Business Environmental Risk

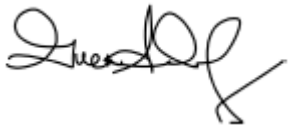
b. Recommended Action: Requires specific removal and disposal prior to tree clearing and grading

This report is based on the currently proposed scope of work. If conditions of the project area change or the scope of work changes, the recommendations in this report should be revisited.

8. Statement of Environmental Professional

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §312.10 of 40 CFR § 312 and I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the proposed action. I have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Signed,



Guen Adams

Mark S. Sauer, AICP

Mead&Hunt

Guen Adams

ENVIRONMENTAL PLANNER

Areas of Expertise

- Environmental research
- Grant writing
- Public engagement
- Training
- Budget development and management
- Environmental consultation and coordination
- Environmental compliance
- Project management
- ArcGIS

Education

- MS, Environmental Geoscience: Mississippi State University, currently attending
- BS, Physical/Environmental Geography, University of Wisconsin – Whitewater, 2017

Registration/Certifications

- Certificate in Environmental Studies, UW-Madison

Memberships

- Geological Society of America

Training and Seminars

- "Enterprise Management Development Academy," State of Wisconsin: 2020-2021
- "Overview of the Coastal Zone Management Act," Shipley Group, 2023

Presentations

- Streamflow Trends in Wisconsin, Presenter, WAFSCM Conference, 2019
- Stream Discharge for Federally Declared Disasters in La Crosse County, Presenter, WAFSCM Conference, 2020 & 2021

Awards

- "Commemorative Certificate of Service and Appreciation," Wisconsin Emergency Management, 2020

Guen is a dedicated environmental specialist with experience in state- and federal-level environmental compliance. She has extensive experience in grant management for programs under the Federal Emergency Management Agency (FEMA), including Hazard Mitigation and Public Assistance. Guen is skilled in streamlining programmatic documents, providing technical assistance, training, and balancing multiple projects with competing deadlines.

PROJECT EXPERIENCE

WI SW Mineral Point Road 5592-10-19
Dane County Highway Department
Dane County, Wisconsin
Planner. This project involved pavement and drainage improvements along Mineral Point Road. Guen authored the environmental documents and assisted in the Public Involvement Plan.

Federal Emergency Management Agency
Chicago, Illinois
Environmental Protection Specialist. As an environmental protection specialist, Guen conducted environmental reviews for FEMA eligible projects, ensuring compliance with various environmental laws and regulations. She also created and modified documents, coordinated with internal and external partners, and responded to requests for information. Additionally, Guen provided technical assistance, training, and guidance to applicants and stakeholders on complex and sensitive environmental issues.

PROJECT EXPERIENCE (FEMA)

Acquisition Demolition
Wayne County
Dearborn Heights, Michigan
Guen led the environmental compliance review of the acquisition and demolition of 18 flood-prone homes in the floodplain of the Ecorse Creek.

Hazard Mitigation Grant Program
Size: 18 properties, Total Cost: $3,180,000, Start: 10/2023, Completion: 08/2024

Metro East Horseshoe Lake Flooding and Restoration Project
St. Clair County
East St. Louis, Illinois
Guen led the environmental compliance review of the construction of a permanent flood pump to help control the higher lake levels at Horseshoe Lake and minimize flooding.

Pre-Disaster Mitigation Program – Congressionally Directed
Size: xxxxx, Total Cost: $500,000, Start: 02/2023, Completion: 10/2023

Flood Risk Reduction
Wayne County

- "Excellence in Service," FEMA, 2023

Past Employment

- Federal Emergency Management Agency
- Wisconsin Emergency Management

No. of Years with Mead & Hunt

- Hired 08/2024

No. of Years with Other Firms

- Six

LinkedIn URL

- www.linkedin.com/in/guen-adams-422985318

Hamtramck, Michigan

Guen led the environmental compliance review for the flood reduction project in Hamtramck. The project included upgrading sewer systems and overflow structures to reduce flood impacts to residents.

Building Resilient Infrastructure and Communities
Size: xxxxx. Total Cost: $9,962,147. Start: 11/2022. Completion: 05/2024

State Hazard Mitigation Officer
Wisconsin Emergency Management
Madison, Wisconsin

State Hazard Mitigation Officer. As Hazard Mitigation Officer, Guen assigned and reviewed projects; hosted and attended conferences and trainings; provided technical assistance and guidance to grant applicants; completed the grant cycle for awarded projects; created and maintained a program database; conducted Section 106 Consultations; created internal and external documents; assisted in the State Emergency Operations Center; and provided on-call support as the Wisconsin Emergency Management (WEM) Duty Officer. This was completed while Guen was employed with another firm.

PROJECT EXPERIENCE (WISCONSIN EMERGENCY MANGEMENT)

Acquisition and Demolition
Jefferson County
Jefferson County, Wisconsin

Guen led the state-level review of this project including project application review, environmental compliance review, project submission, and grant award to then include grant management during project implementation. This project included the acquisition and demolition of 12 flood-prone properties.

Pre-Disaster Mitigation Program
Size: 12 properties. Total Cost: $1,500,000. Start: 01/2021. Completion: 08/2022

Acquisition and Demolition
Sauk County
Reedsburg, Wisconsin

Guen led the state-level review of this project including project application review, environmental compliance review, project submission, and grant award to then include grant management during project implementation. This project included the acquisition and demolition of 4 flood-prone properties. Coordination with Wisconsin DOT was required to retain additional ROW for WI-23 for potential future projects.

Hazard Mitigation Grant Program
Size: 4 properties. Total Cost: $1,486,658. Start: 03/2018. Completion: 03/2022

Mead&Hunt

Mark Sauer, AICP

PLANNER/TRANSPORTATION PLANNER

Areas of Expertise

- Comprehensive Smart Growth planning
- Park planning and design
- Land and site planning
- Urban design
- Land division and zoning change procedures
- Zoning code and policy analysis
- Presentation graphics
- Public involvement/charettes
- NEPA documentation
- Environmental Permitting
- Transportation corridor studies
- Grant applications
- Phase 1 Environmental Site Assessments
- Section 4(f)

Education

- Master of Urban Planning, University of Wisconsin – Milwaukee (2011)
- Bachelor of Urban Planning, University of Cincinnati (2008)

Registration

- American Institute of Certified Planners (AICP) (2015)

Training

- Phase I & Phase II Environmental Site Assessment Processes, ASTM International (2017)

Mark Sauer has worked in diverse professional workplaces designing and leading projects in the A&E industry both domestically and internationally for over ten years. He has expertise in comprehensive and sub-area planning, site design, urban and rural transportation studies, land division and zoning procedures, public involvement, and presentation visualizations. He has prepared numerous environmental documents including Categorical Exclusions, Environmental Reports, Environmental Assessments, and Indirect and Cumulative Effects Analyses. He has specialized training in Section 4(f) and Phase 1 Environmental Site Assessments. Mark has completed Phase 1 Environmental Site Assessments for the following projects:

Transportation

WisDOT NC Region

- County K Bridge Replacement, Wisconsin River, Vilas County, WI
- County GG Bridge Replacement, Cranberry Creek, Wood County, WI
- County J Bridge Replacement, Little Wolf River, Waupaca County, WI

WisDOT NE Region

- WIS 32 Resurfacing, Main Avenue & Reid Street, City of De Pere, Brown County
- Rest Areas 51 (Maribel) and 52 (Denmark) Reconstruction, I-43, Manitowoc County, WI
- Lawrence Drive Reconstruction, Fortune Avenue – Scheuring Road, City of De Pere, WI
- I-43 Resurfacing, WIS 172 – Atkinson Dr., Brown County, WI
- North Union Road Bridge Replacement, Branch River, Manitowoc County, WI
- Old Hwy 47 Bridge Replacement, Toad Creek, Outagamie County, WI
- Maloney Road Bridge Replacement, Branch Apple Creek, Outagamie County, WI
- WIS 57 Resurfacing, WIS 42 – Summit Road, Door County, WI
- County BB Bridge Replacement, Little River, Marinette County, WI
- South Union Road Bridge Replacement, Point Creek, Manitowoc County, WI
- WIS 67 Resurfacing/ Reconstruction, West County Line – East County Line, Fond du Lac County, WI

WisDOT NW Region

- County A Reconstruction, Village of Stetsonville, Taylor County, WI
- Joe Coulee & Hagestad Road Bridge Replacements, North Fork Beaver Creek, Trempealeau County, WI
- County O Reconstruction, Gibson St. – WIS 13, Taylor County, WI
- I-94 Bridge Replacements, Rush River, St. Croix County, WI
- WIS 88 Reconstruction, County U – WIS 37, Buffalo County, WI
- Owen Avenue Bridge Replacement, Rock Creek, Clark County, WI
- WIS 29 Pavement Replacement, Koser Avenue to County D, Clark County, WI

WisDOT SW Region

- WIS 95 Resurfacing, Main Street. County A to 250' West of WIS 93, City of Arcadia, Trempealeau County
- WIS 16 Reconstruction, Wisconsin Dells – Portage, Columbia Co., WI
- WIS 16/60 Urban Reconstruction, US 151 – River Road, Columbia County, WI
- WIS 16 Intersection Improvements, La Crosse & Onalaska County, WI
- WIS 173 Reconstruction, WIS 21 – County Line, Monroe & Juneau County, WI
- WIS 162 Resurfacing & Bridge Replacements, Coon Valley – Bangor, Vernon & La Crosse County, WI
- WIS 162 Resurfacing & Bridge Replacements, Village Park Drive to Depot Street, Vernon County, WI
- WIS 16 Pavement Replacement, County L / Business 26 to E. Main Street, Dodge & Jefferson County, WI
- WIS 19 Pavement Replacement, Crawford River Bridge to Gypsy Road, Dodge & Jefferson County, WI

Transportation Other

- Dunbar Toll Bridge Replacement, Kanawha County, WV

Aviation

- Stanley Municipal Airport, Turf Crosswind Runway 3/21 Construction, Stanley, ND
- Casselton Robert Miller Regional Airport Runway Relocation & Extension, Casselton, ND (150 acres)
- Roben-Hood Airport, Runway 9/27 Extension and Obstruction Clearing, Big Rapids, MI (65 acres)
- 21D, Lake Elmo Airport, Runway 14/32 Relocation and Associated Improvements, Washington County, MN (142 acres)
- AGS, Augusta Regional Airport, Aviation Improvements, Richmond County, GA
- BIV, West Michigan Regional Airport, Land Release, City of Holland, Ottawa and Allegan County, MI (32 acres)
- BTL, W.K. Kellogg Airport, Mass Grading, City of Battle Creek, Calhoun County, MI (120 acres)
- CMX, Houghton County Memorial Airport, Runway 25 Obstructions Clearing, Houghton, MI (20 acres)
- OCQ, J. Douglas Bake Municipal Airport, Land Acquisition, Oconto County, WI (140 acres)
- OGM, Ontonagon County Airport Schuster Field, Runway 17 Obstructions Clearing, Ontonagon County, MI (4 acres)
- MSN, Dane County Regional Airport, East Side Hangar Development, City of Madison, Dane County, WI (50 acres)

Land Development

- Chr. Hansen Land Acquisition, Wausau, WI (18 acres)
- Oakwood Village University Woods Campus, Madison, WI (35 acres)
- Oakwood Village Prairie Ridge Campus, Madison, WI (18 acres)
- Historic Iowa State Penitentiary, Land Release, Fort Madison, IA (55 acres)
- Parcel SC-194, Residential Development, Town of Scott, Brown County, WI (40 acres)
- Salm Partners, LLC, Commercial Development, Village of Denmark, Brown County, WI (26 acres)

Appendix A. Project Location Map

Brown County, Minnesota

Project Vicinity

Project Location

New Ulm Municipal Airport
Ultimate Crosswind Runway 9/27
New Ulm, Brown County, Minnesota

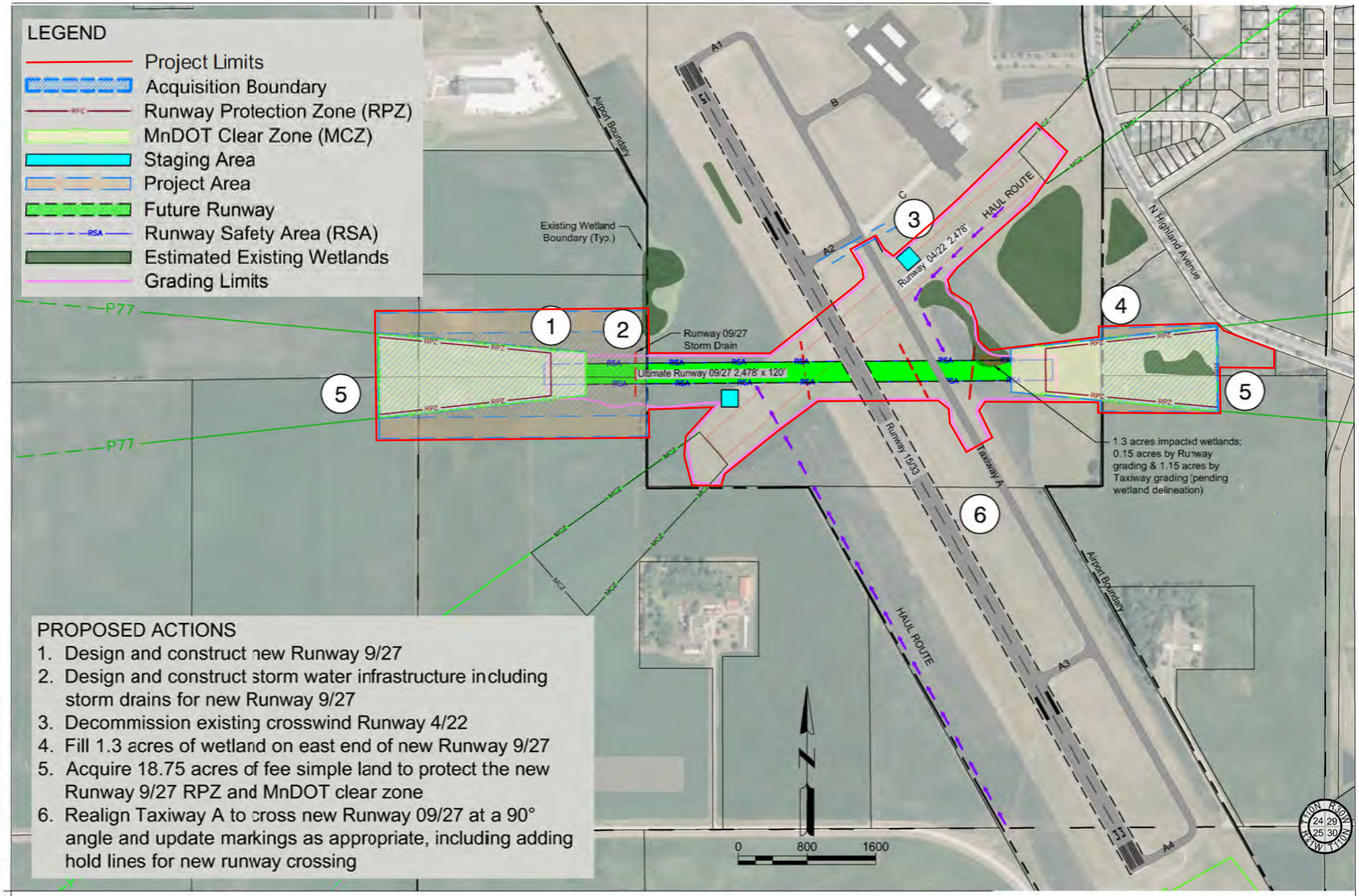
11/27/2024

Earthstar Geographics, Esri, TomTom, Garmin, SafeGraph, METI/

Appendix B. Airport Existing Conditions


N
Hangars
Terminal Building
Apron
Taxiway
Taxiway
Runway 4/22 (2,478'x160' Turf)
Parallel Taxiway
Runway 15/33 (5,401' x 100')
15
33
N Highland Ave
County State Aid Highway 27
0
250
500
1,000
Feet

Appendix C. Area of Proposed Project Activities



PROPOSED ACTIONS

1. Design and construct new Runway 9/27
2. Design and construct storm water infrastructure including storm drains for new Runway 9/27
3. Decommission existing crosswind Runway 4/22
4. Fill 1.3 acres of wetland on east end of new Runway 9/27
5. Acquire 18.75 acres of fee simple land to protect the new Runway 9/27 RPZ and MnDOT clear zone
6. Realign Taxiway A to cross new Runway 09/27 at a 90° angle and update markings as appropriate, including adding hold lines for new runway crossing

NEW ULM
MUNICIPAL AIRPORT
ULTIMATE CROSS WIND
RUNWAY 09/27

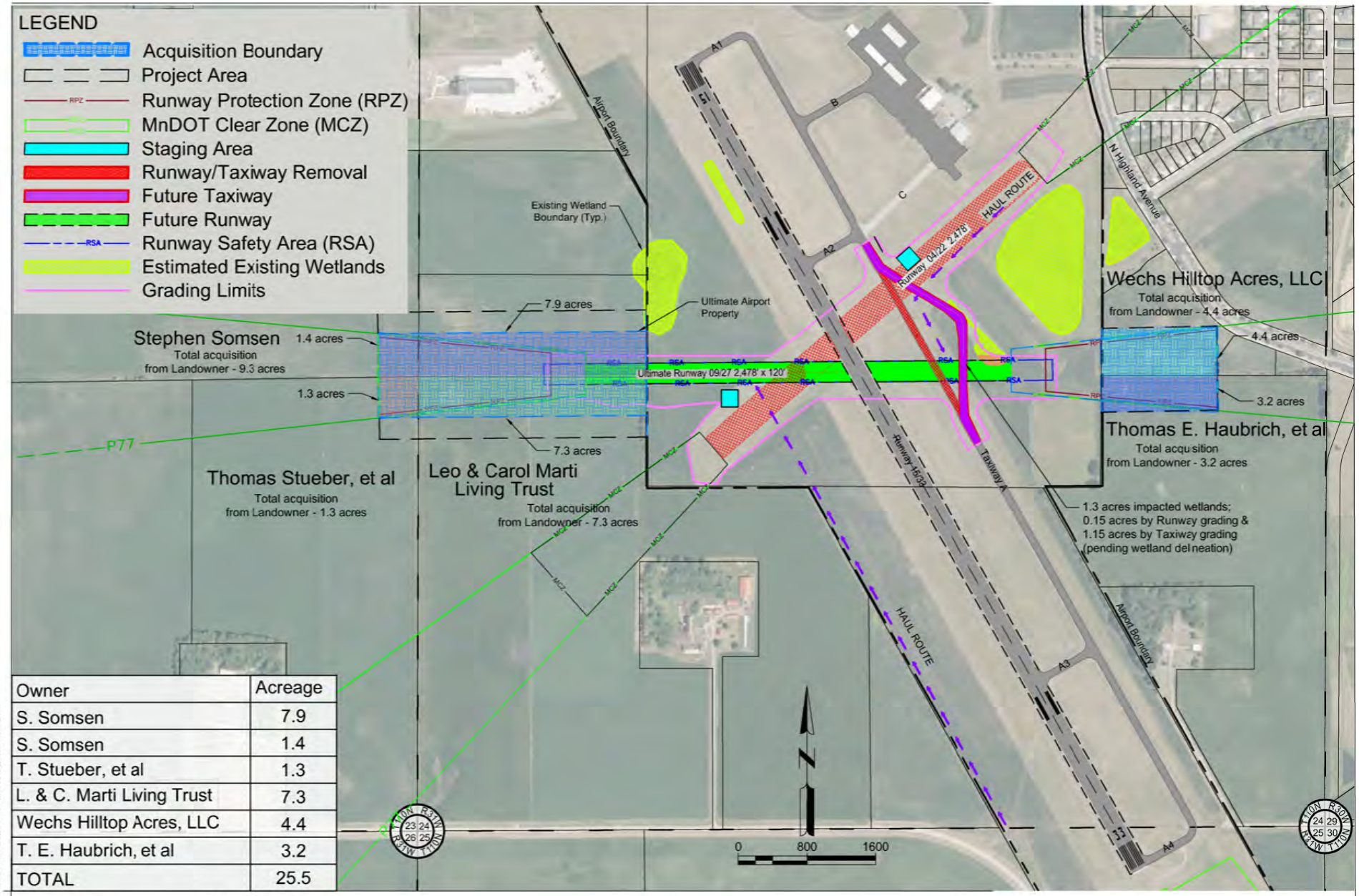
1416900-231225.01
10/2024

PROPOSED ACTION - REALIGNMENT

Mead & Hunt

EXHIBIT 1

10/1/2024 8:04:38 AM
X:\1416900\17\704 01\TECH\CAD\ULM-AREA OF POTENTIAL EFFECT REALIGNMENT.DWG



Owner	Acreage
S. Somsen	7.9
S. Somsen	1.4
T. Stueber, et al	1.3
L. & C. Marti Living Trust	7.3
Wechs Hilltop Acres, LLC	4.4
T. E. Haubrich, et al	3.2
TOTAL	25.5

NEW ULM
MUNICIPAL AIRPORT
ULTIMATE CROSS WIND
RUNWAY 09/27

1416900-231225.01
10/2024

PROPOSED PROPERTY ACQUISITION

Mead & Hunt

EXHIBIT 1

11/12/2024 12:50:12 PM
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Appendix D. Topography Maps

TOPOGRAPHIC MAPS

Project Property:	New Ulm Airport (ULM)
	New Ulm Airport (ULM)
	New Ulm MN None
Project No:	R1416900-231225.01
Requested By:	Mead & Hunt, Inc.
Order No:	24102800050
Date Completed:	October 28, 2024

Environmental Risk Information Services
A division of Glacier Media Inc.
1.866.517.5204 | info@erisinfo.com | erisinfo.com

We have searched USGS collections of current topographic maps and historical topographic maps for the project property. Below is a list of maps found for the project property and adjacent area. Maps are from 7.5 and 15 minute topographic map series, if available.

Year	Map Series
2019	7.5
2016	7.5
2013	7.5
1994	7.5
1964	7.5

Topographic Map Symbology for the maps may be available in the following documents:

Pre-1947

Page 223 of 1918 Topographic Instructions

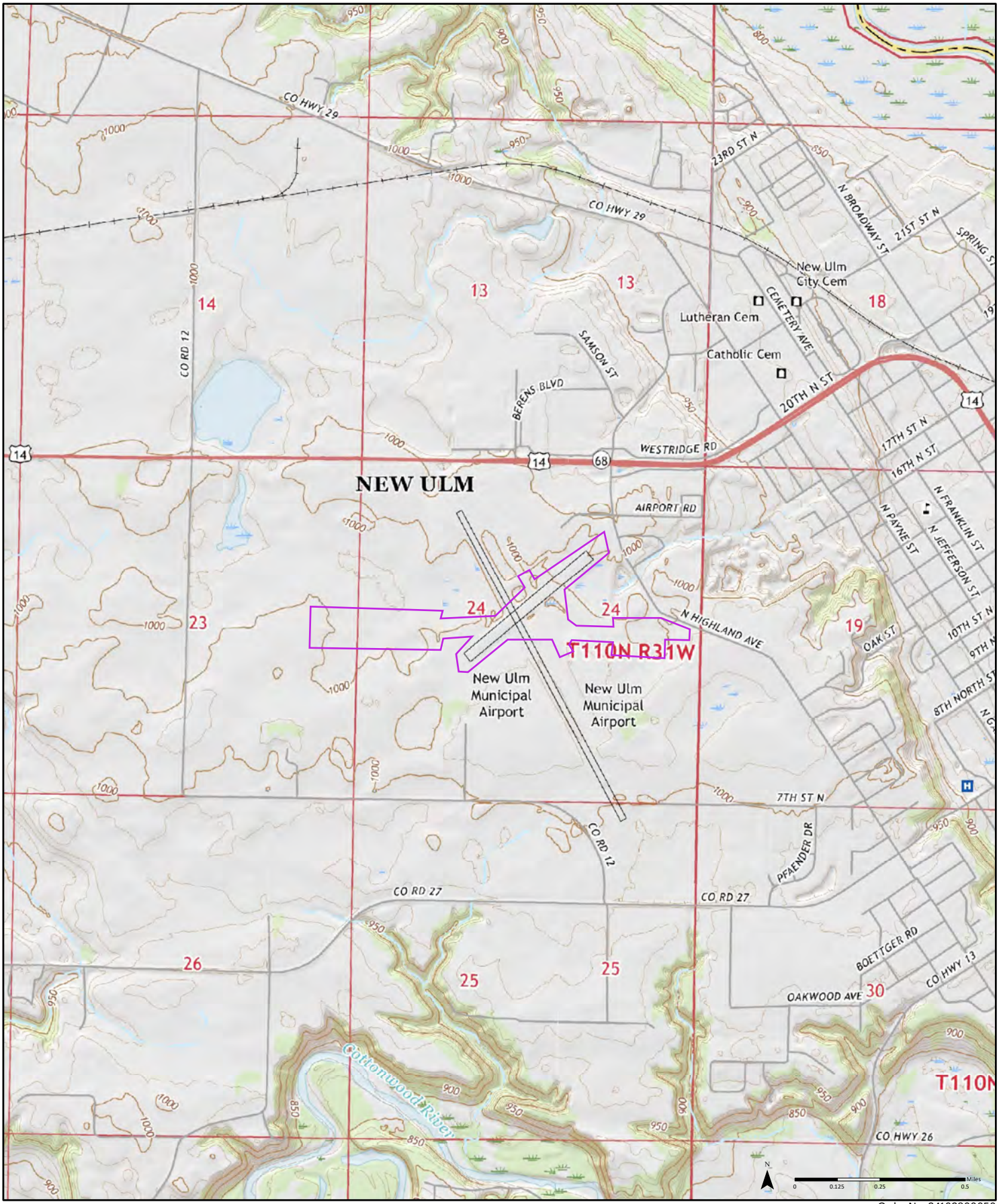
Page 130 of 1928 Topographic Instructions

1947-2009

Topographic Map Symbols

2009-present

US Topo Map Symbols

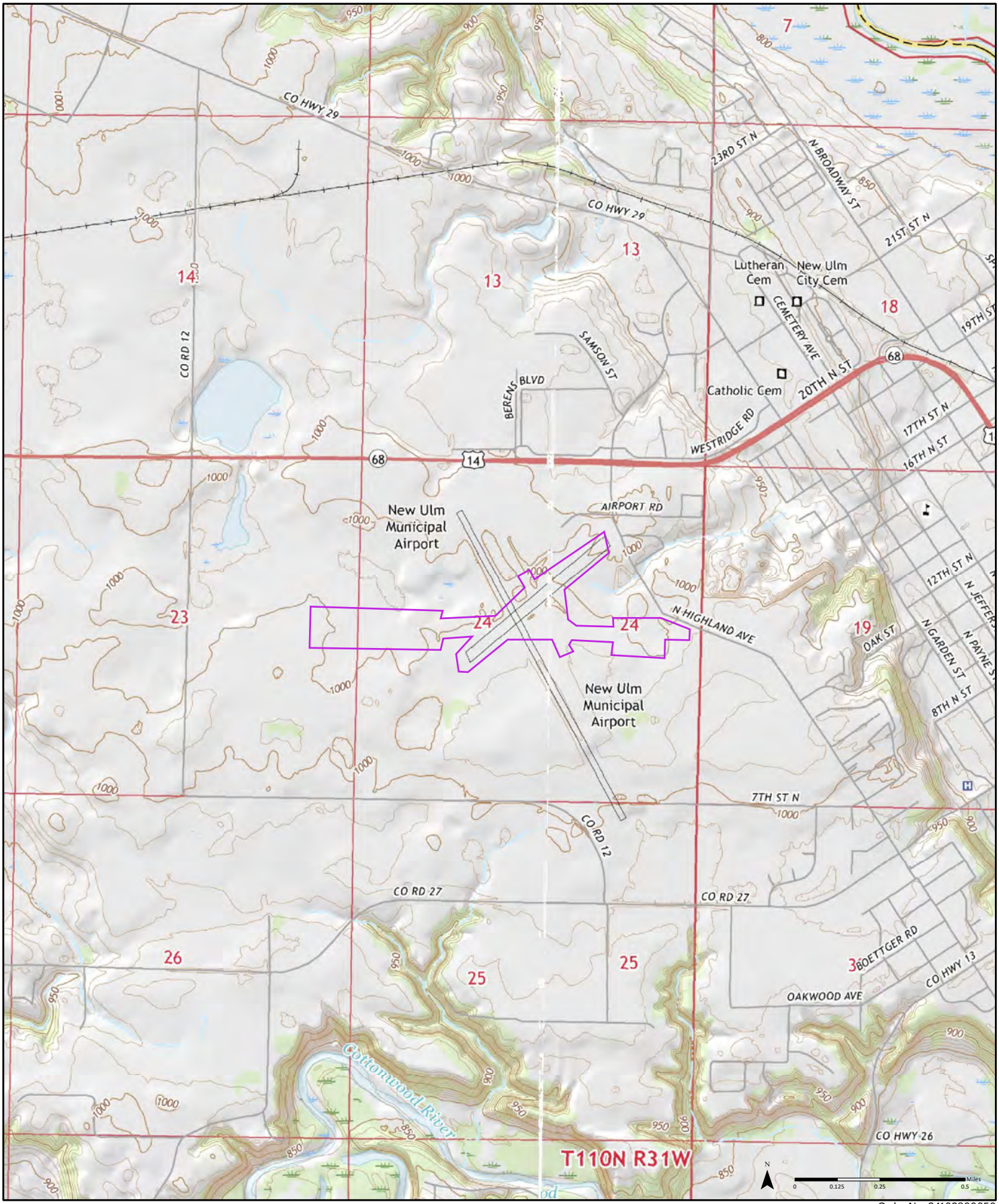


Order No. 24102800050

2019

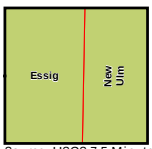
Available Quadrangle(s): Essig, MN
New Ulm, MN

Source: USGS 7.5 Minute Topographic Map



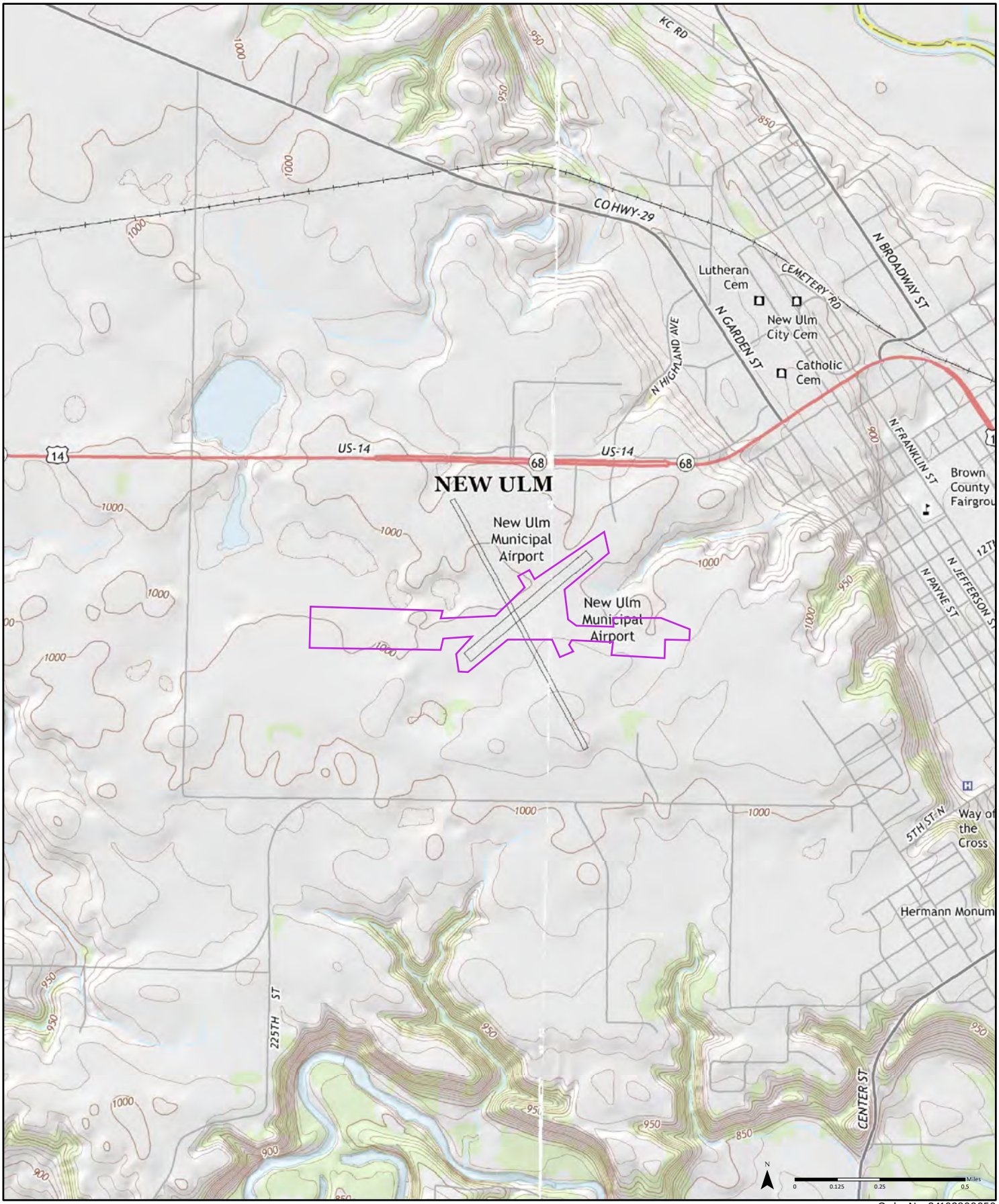
Order No. 24102800050

2016



Available Quadrangle(s): Essig, MN
New Ulm, MN

Source: USGS 7.5 Minute Topographic Map



2013

Order No. 24102800050

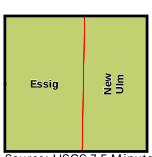
Available Quadrangle(s): New Ulm, MN
Essig, MN

Source: USGS 7.5 Minute Topographic Map

ERIS

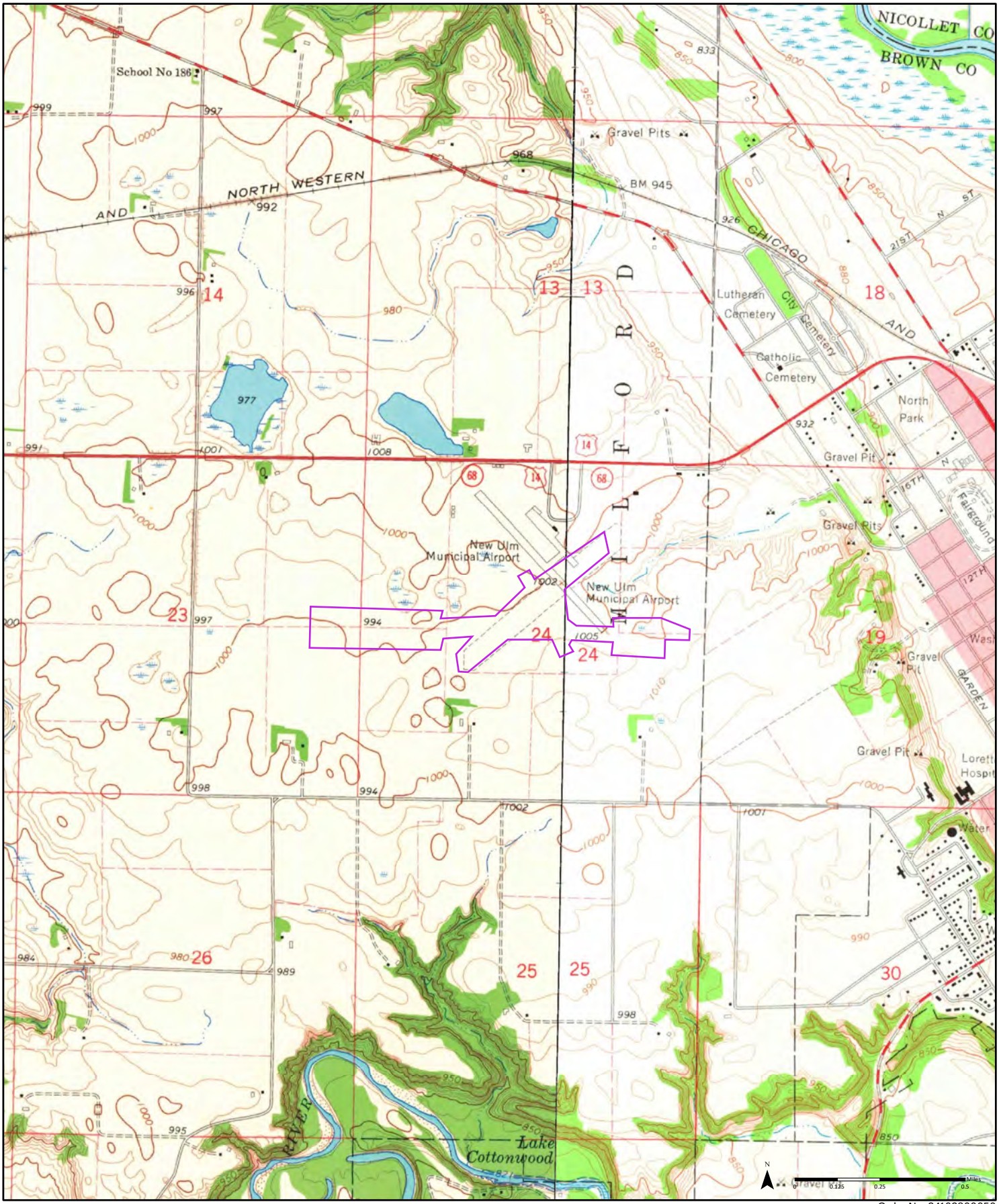
1994 *(1-1964) Aerial Photo Year: 1963* *(2-1994) Aerial Photo Year: 1992*

Order No. 24102800050



Available Quadrangle(s): Essig, MN (1-1964)
New Ulm, MN (2-1994)

Source: USGS 7.5 Minute Topographic Map

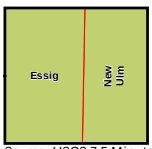


1964

(1-1964) *Aerial Photo Year: 1963*

(2-1964) *Aerial Photo Year: 1963*

Order No. 24102800050



Available Quadrangle(s): Essig, MN (1-1964)
New Ulm, MN (2-1964)

Source: USGS 7.5 Minute Topographic Map

ERIS

Appendix E. FIRM Panels

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1929 (NGVD 29). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study Report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 15. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

Spatial Reference System Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description, and/or location information about the **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713- 3242**, or visit their website at http://www.ngs.noaa.gov.

Base map information shown on this FIRM was derived from multiple sources. Water features were obtained from the USGS National Hydrography Dataset. Transportation features and political boundaries were provided by the Minnesota Department of Transportation (MNDOT). The MNDOT Public Land Survey System features and the county boundary were provided by the Minnesota Department of Natural Resources.

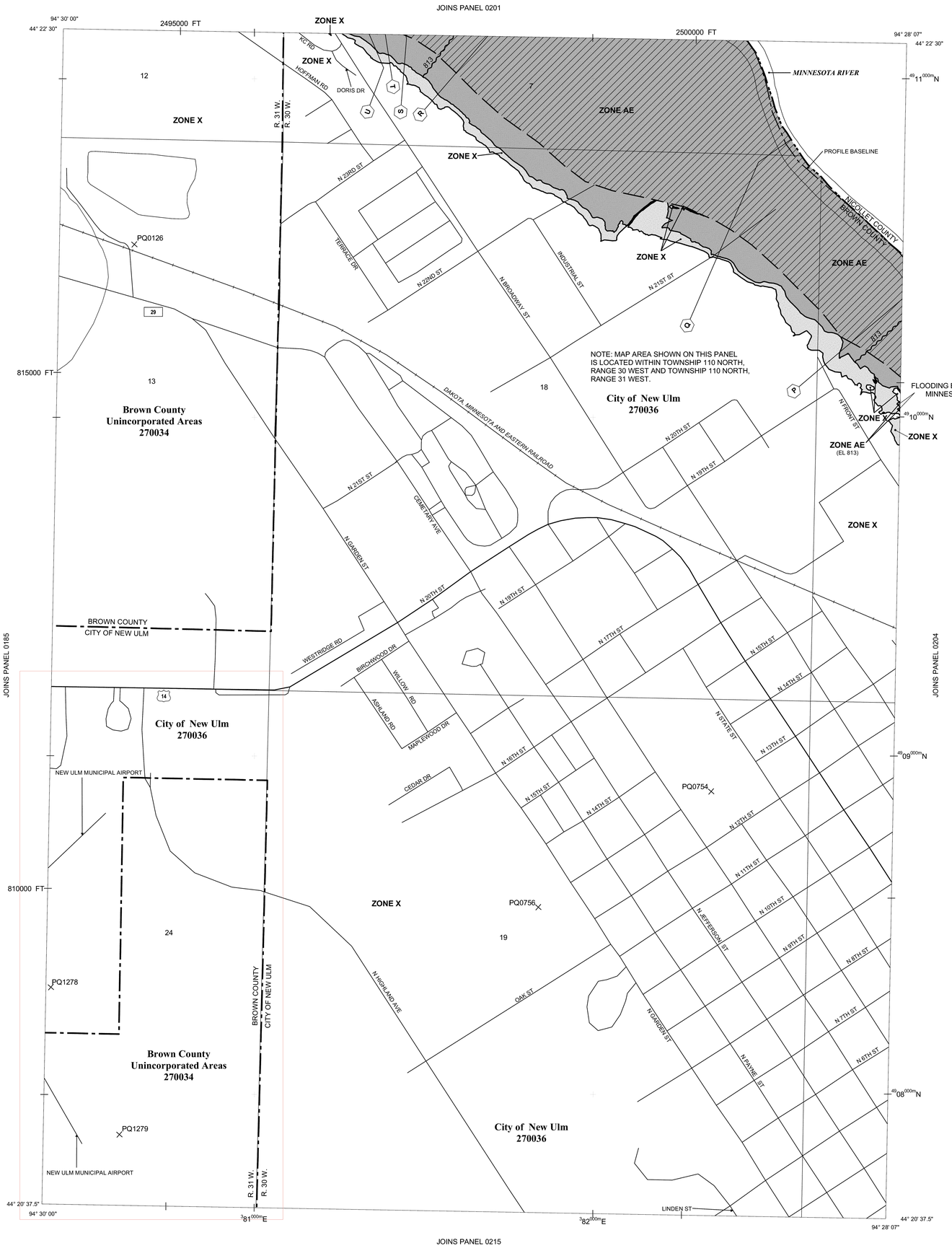
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous may have been adjusted to conform to these new stream channel configurations. As a result the Flood profiles and Floodway Data tables may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and their website at http://www.msc.fema.gov.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1- 877- FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfip.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood is the flood that has 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Area of special hazard formerly protected from the 1% annual chance flood event by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance of greater flood event.
ZONE A99	Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

	Floodplain Boundary
	Floodway Boundary
	Zone D boundary
	CBRS and OPA boundary
	Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
513	Base Flood Elevation line and value; elevation in feet *
(EL 978)	Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

A — A	Cross Section Line
23 — 23	Transect Line
97° 10' 30.5", 32° 10' 30.5"	Geographic coordinates referenced to North American Datum of 1983 (NAD 83)
42 76 000m E	1000-meter Universal Transverse Mercator grid values, zone 15
600000 FT	5000-foot grid ticks: Minnesota State Plane coordinate system, (FIPSZONE 2203) Lambert Conformal Conic projection.
MG5510 X	Bench mark (see explanation in Notes to Users section of this FIRM panel)
• M1.5	River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
JUNE 6, 2000

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

September 25, 2009 - to add Special Flood Hazard Areas, Base Flood Elevations, and roads and road names; to change Special Flood Hazard Areas, floodway, Base Flood Elevations and zone designations; to update corporate limits and map format; and to incorporate previously issued Letters of Map Revision

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET
150 0 150 300 METERS

NFIP NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0203D

FIRM
FLOOD INSURANCE RATE MAP

BROWN COUNTY, MINNESOTA
AND INCORPORATED AREAS

PANEL 203 OF 600

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BROWN COUNTY	270034	0203	D
NEW ULM, CITY OF	270036	0203	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
27015C0203D

MAP REVISED
SEPTEMBER 25, 2009

Federal Emergency Management Agency

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

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Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1929 (NGVD 29). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study Report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 15. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

Spatial Reference System Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description, and/or location information about the **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713- 3242**, or visit their website at http://www.ngs.noaa.gov.

Base map information shown on this FIRM was derived from multiple sources. Water features were obtained from the USGS National Hydrography Dataset. Transportation features and political boundaries were provided by the Minnesota Department of Transportation (MNDOT). The MNDOT Public Land Survey System features and the county boundary were provided by the Minnesota Department of Natural Resources.

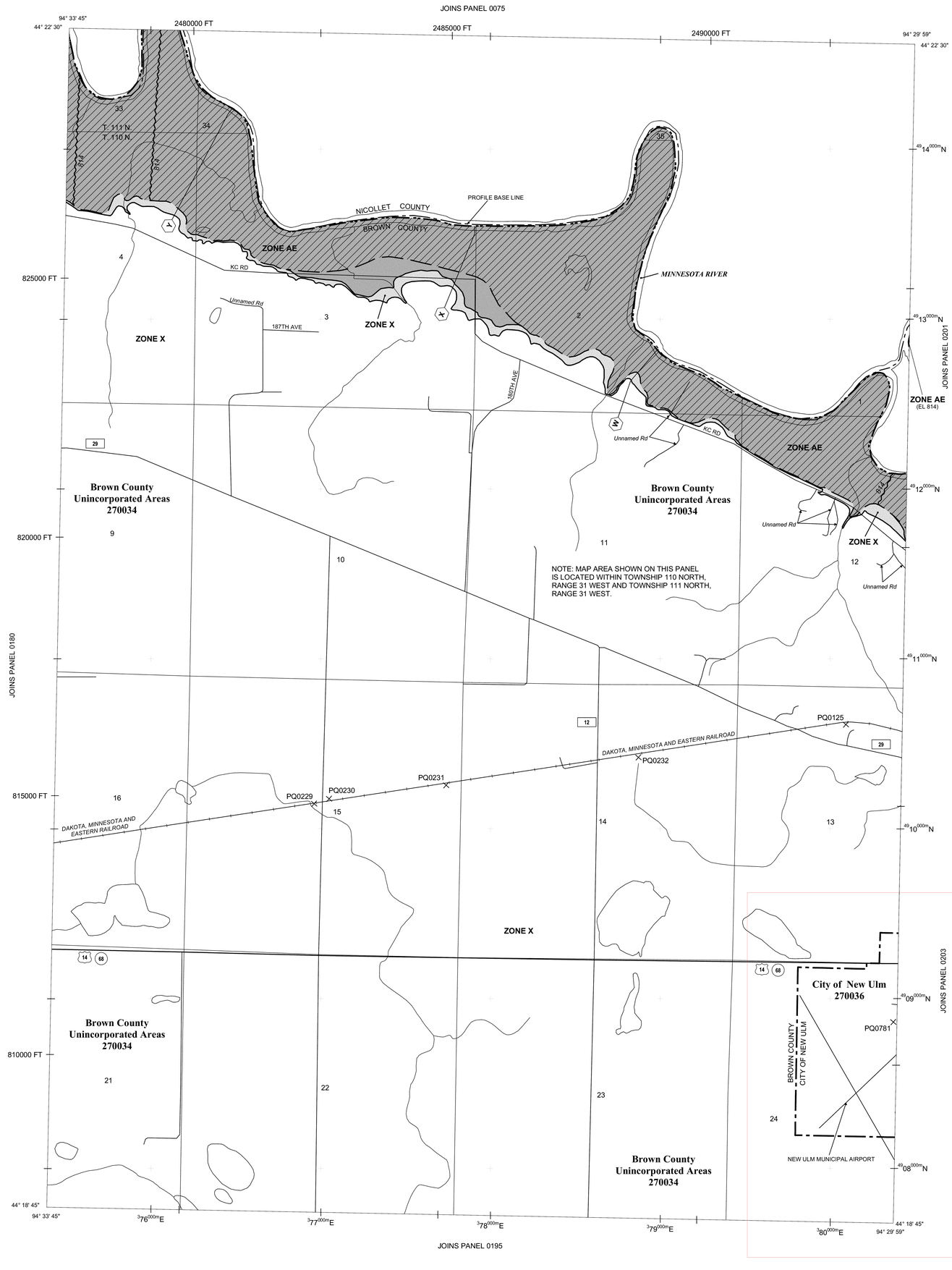
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous may have been adjusted to conform to these new stream channel configurations. As a result the Flood profiles and Floodway Data tables may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and their website at http://www.msc.fema.gov.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1- 877- FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfip.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood is the flood that has 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Area of special hazard formerly protected from the 1% annual chance flood event by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance of greater flood event.

ZONE A99 Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- Floodplain Boundary
- Floodway Boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 — Base Flood Elevation line and value; elevation in feet *
- (EL 978) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

- A — A — Cross Section Line
- 23 — 23 — Transect Line
- 97° 10' 30.5", 32° 10' 30.5" — Geographic coordinates referenced to North American Datum of 1983 (NAD 83)
- 4976000mE — 1000-meter Universal Transverse Mercator grid values, zone 15
- 600000 FT — 5000-foot grid ticks: Minnesota State Plane coordinate system, (FIPSZONE 2203) Lambert Conformal Conic projection.
- MG5510 × — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 • — River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
JUNE 6, 2000

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

September 25, 2009 - to add Special Flood Hazard Areas, Base Flood Elevations, and roads and road names; to change Special Flood Hazard Areas, floodway, Base Flood Elevations and zone designations; to update corporate limits and map format; and to incorporate previously issued Letters of Map Revision

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET
300 0 300 600 METERS

NFIP NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0185D

FIRM
FLOOD INSURANCE RATE MAP

BROWN COUNTY, MINNESOTA
AND INCORPORATED AREAS

PANEL 185 OF 600

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BROWN COUNTY	270034	0185	D
NEW ULM, CITY OF	270036	0185	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

U.S. DEPARTMENT OF HOMELAND SECURITY

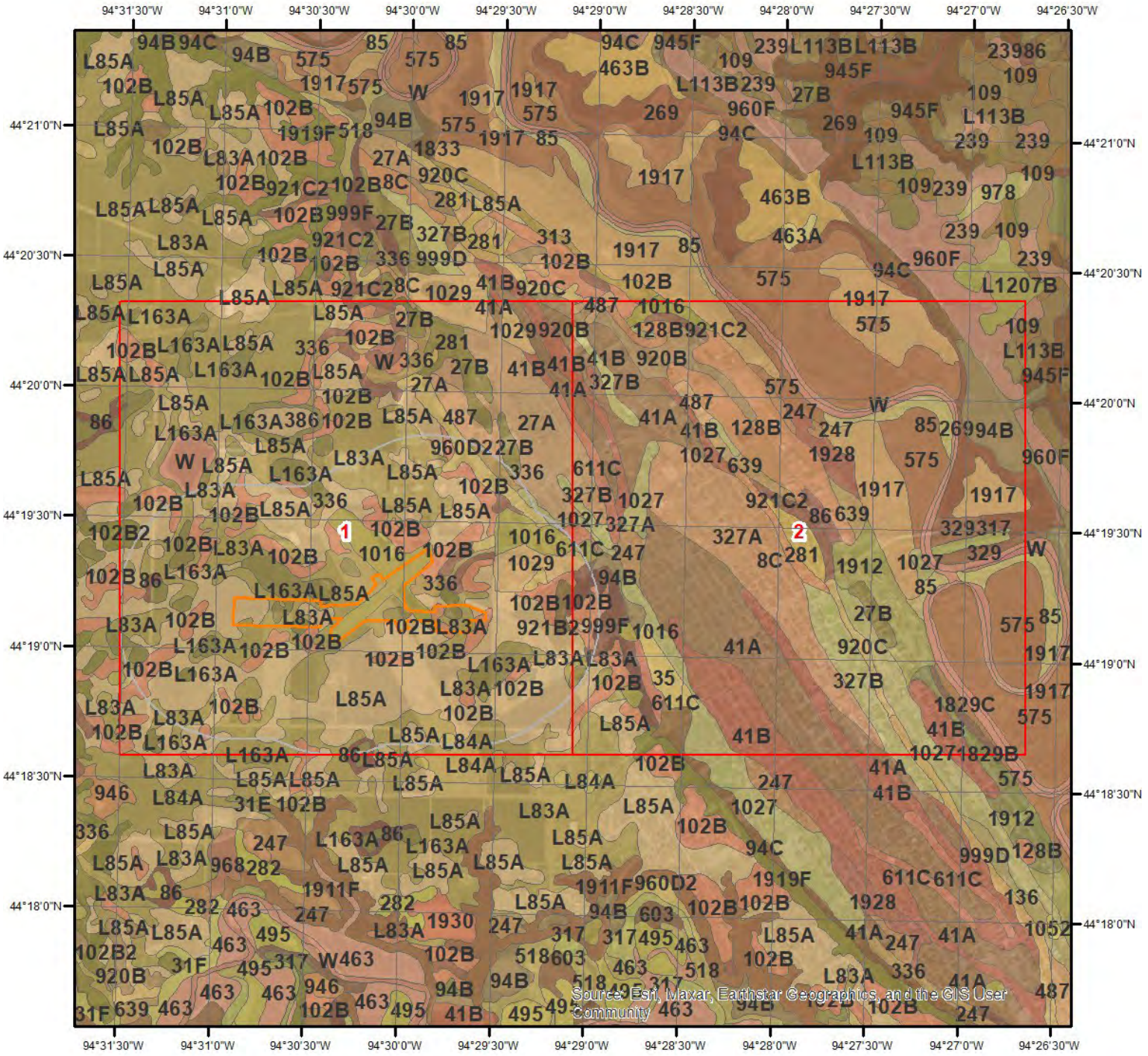
MAP NUMBER
27015C0185D

MAP REVISED
SEPTEMBER 25, 2009

Federal Emergency Management Agency

Appendix F. Soils Data

Soil Information



SSURGO Soils

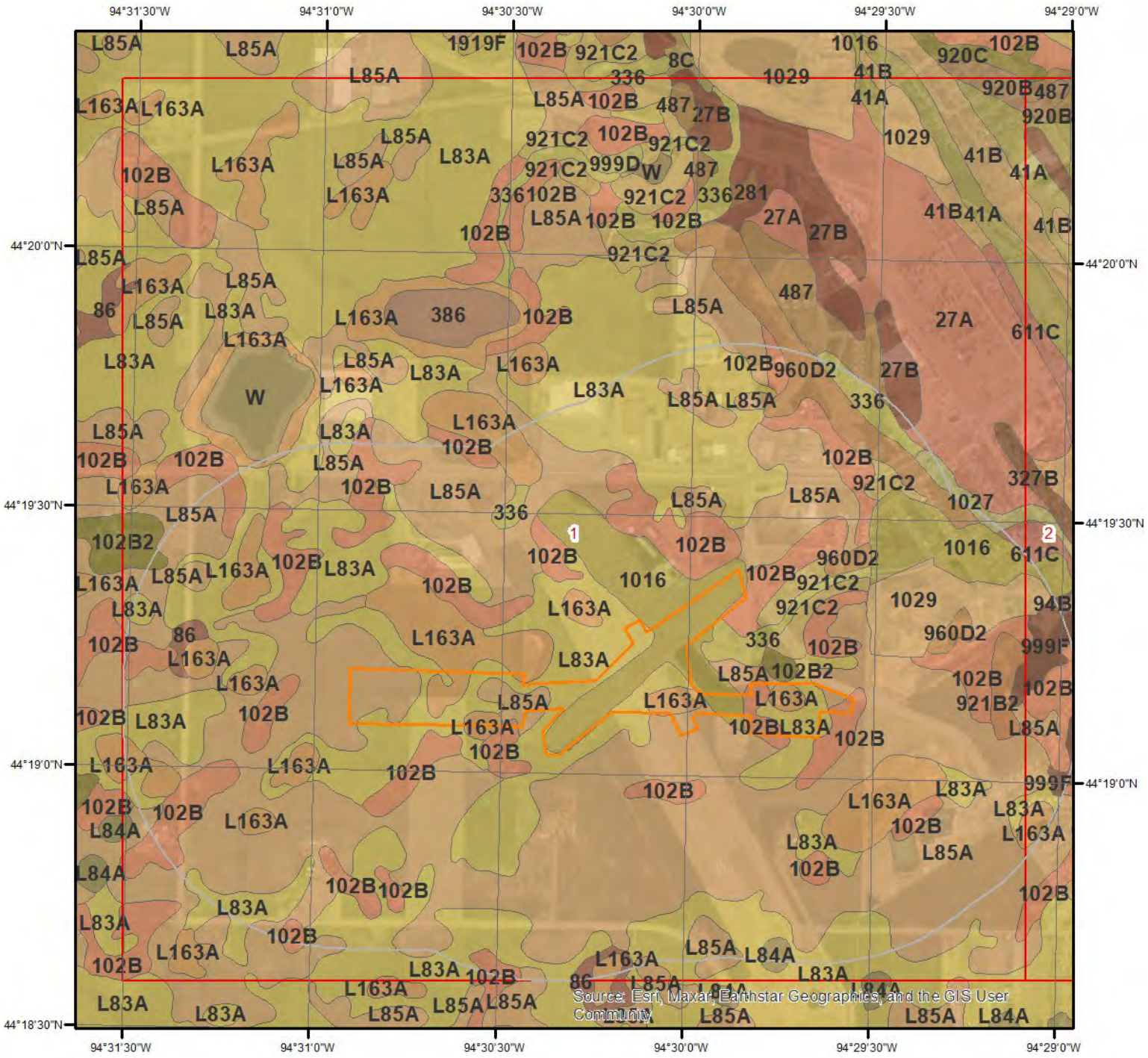
N

0 0.5 1 Miles

This maps shows SSURGO soil units around the target property. Please refer to the report for detailed soil descriptions.

ERIS

Soil Information



SSURGO Soils - Page 1

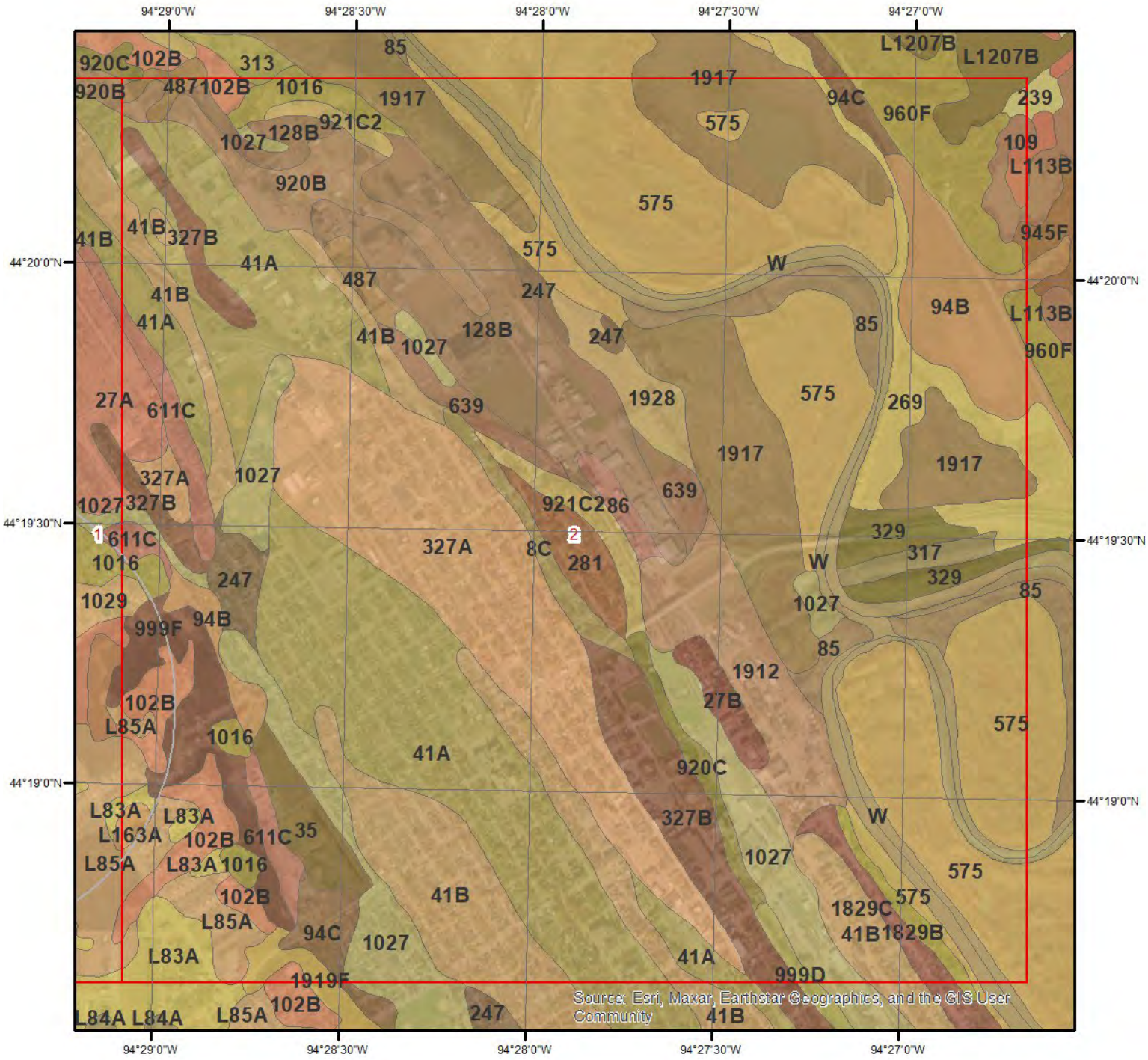
N

0 0.25 0.5 Miles

This maps shows SSURGO soil units around the target property. Please refer to the report for detailed soil descriptions.

ERIS

Soil Information



SSURGO Soils - Page 2

N

0 0.25 0.5 Miles

This maps shows SSURGO soil units around the target property. Please refer to the report for detailed soil descriptions.

ERIS

Soil Information

The previous page shows a soil map using SSURGO data from USDA Natural Resources Conservation Service. Detailed information about each unit is provided below.

Map Unit 1016 (3.69%)

Map Unit Name: Udorthents, loamy

No more attributes available for this map unit

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 1016 - Udorthents, loamy

Component: Udorthents (100%)
Udorthents consist primarily of cut or fill material resulting from development activity. The cut and/or fill material is dominantly loamy soil material. As much as 30 percent of this map unit is covered by impervious surfaces. Most of the map unit has been disturbed by construction activity. Because of the variability of these soils, interpretations for specific uses are not available. Onsite investigation is needed.

Map Unit 1027 (0.4%)

Map Unit Name: Udorthents, wet substratum

No more attributes available for this map unit

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 1027 - Udorthents, wet substratum

Component: Udorthents (100%)
Udorthents, wet substratum, consist of fill material placed in wet depressional areas to match the level of the adjoining upland landscape. Because of the variability of these soils, interpretations for specific uses are not available. Onsite investigation is needed.

Map Unit 1029 (1.25%)

Map Unit Name: Pits, gravel

No more attributes available for this map unit

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 1029 - Pits, gravel

Component: Pits (100%)
Gravel pits are areas that have been mined for gravel or sand. This map unit is actively being mined or is an abandoned pit. Because of the variability of this map unit, interpretations for specific uses are not available. Onsite investigation is needed.

Map Unit 102B (8.89%)

Map Unit Name: Clarion loam, 2 to 6 percent slopes

Bedrock Depth - Min: null

Watertable Depth - Annual Min: 90cm

Soil Information

Drainage Class - Dominant:	Moderately well drained
Hydrologic Group - Dominant:	C - Soils in this group have moderately high runoff potential when thoroughly wet. Water transmission through the soil is somewhat restricted.

Major components are printed below

Clarion(85%)

horizon Ap(0cm to 20cm)	Loam
horizon A(20cm to 40cm)	Loam
horizon Bw(40cm to 86cm)	Loam
horizon C(86cm to 200cm)	Loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 102B - Clarion loam, 2 to 6 percent slopes

Component: Clarion (85%)
The Clarion component makes up 85 percent of the map unit. Slopes are 2 to 6 percent. This component is on ground moraines on till plains. The parent material consists of fine-loamy till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 35 inches during April. Organic matter content in the surface horizon is about 4 percent. This component is in the R103XY004MN Loamy Upland Prairies ecological site. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 15 percent.

Component: Nicollet (5%)
Generated brief soil descriptions are created for major soil components. The Nicollet soil is a minor component.

Component: Storden (5%)
Generated brief soil descriptions are created for major soil components. The Storden soil is a minor component.

Component: Webster (5%)
Generated brief soil descriptions are created for major soil components. The Webster soil is a minor component.

Map Unit 102B2 (0.72%)

Map Unit Name:	Clarion loam, 2 to 6 percent slopes, moderately eroded
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	90cm
Drainage Class - Dominant:	Moderately well drained
Hydrologic Group - Dominant:	C - Soils in this group have moderately high runoff potential when thoroughly wet. Water transmission through the soil is somewhat restricted.

Major components are printed below

Clarion(85%)

horizon Ap(0cm to 20cm)	Loam
horizon Bw(20cm to 81cm)	Loam
horizon C(81cm to 200cm)	Loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 102B2 - Clarion loam, 2 to 6 percent slopes, moderately eroded

Component: Clarion (85%)
The Clarion, moderately eroded component makes up 85 percent of the map unit. Slopes are 2 to 6 percent. This component is on ground moraines on till plains. The parent material consists of fine-loamy till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 35 inches during April. Organic matter content in the surface horizon is about 3 percent. This

component is in the R103XY004MN Loamy Upland Prairies ecological site. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 15 percent.

Component: Nicollet (5%)
Generated brief soil descriptions are created for major soil components. The Nicollet soil is a minor component.

Component: Storden (5%)
Generated brief soil descriptions are created for major soil components. The Storden soil is a minor component.

Component: Webster (5%)
Generated brief soil descriptions are created for major soil components. The Webster soil is a minor component.

Map Unit 27A (5.3%)

Map Unit Name:	Dickinson sandy loam, 0 to 2 percent slopes
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	null
Drainage Class - Dominant:	Well drained
Hydrologic Group - Dominant:	A - Soils in this group have low runoff potential when thoroughly wet. Water is transmitted freely through the soil.

Major components are printed below

Dickinson(90%)

horizon Ap,A(0cm to 46cm)	Sandy loam
horizon Bw(46cm to 61cm)	Sandy loam
horizon BC(61cm to 102cm)	Loamy sand
horizon C(102cm to 152cm)	Sand

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 27A - Dickinson sandy loam, 0 to 2 percent slopes

Component: Dickinson (90%)
The Dickinson component makes up 90 percent of the map unit. Slopes are 0 to 2 percent. This component is on outwash plains. The parent material consists of coarse-loamy outwash over sandy outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is high. Available water to a depth of 60 inches is low. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. Nonirrigated land capability classification is 3s. This soil does not meet hydric criteria.

Component: Hoopeston (5%)
Generated brief soil descriptions are created for major components. The Hoopeston soil is a minor component.

Component: Darfur (5%)
Generated brief soil descriptions are created for major components. The Darfur soil is a minor component.

Map Unit 27B (0.4%)

Map Unit Name:	Dickinson sandy loam, 2 to 6 percent slopes
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	null
Drainage Class - Dominant:	Well drained
Hydrologic Group - Dominant:	A - Soils in this group have low runoff potential when thoroughly wet. Water is transmitted freely through the soil.

Major components are printed below

Dickinson(85%)

horizon Ap,A(0cm to 46cm)	Sandy loam

horizon Bw(46cm to 61cm)	Sandy loam
horizon BC(61cm to 102cm)	Loamy sand
horizon C(102cm to 152cm)	Sand

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 27B - Dickinson sandy loam, 2 to 6 percent slopes

Component: Dickinson (85%)
The Dickinson component makes up 85 percent of the map unit. Slopes are 2 to 6 percent. This component is on outwash plains. The parent material consists of coarse-loamy outwash over sandy outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is high. Available water to a depth of 60 inches is low. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. Nonirrigated land capability classification is 3e. This soil does not meet hydric criteria.

Component: Darfur (10%)
Generated brief soil descriptions are created for major components. The Darfur soil is a minor component.

Component: Hoopeston (5%)
Generated brief soil descriptions are created for major components. The Hoopeston soil is a minor component.

Map Unit 336 (0.8%)

Map Unit Name:	Delft clay loam, 0 to 2 percent slopes
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	0cm
Drainage Class - Dominant:	Poorly drained
Hydrologic Group - Dominant:	C/D - These soils have moderately high runoff potential when drained and high runoff potential when undrained.

Major components are printed below

Delft(85%)

horizon Ap(0cm to 25cm)	Clay loam
horizon A(25cm to 100cm)	Clay loam
horizon Bg(100cm to 114cm)	Clay loam
horizon 2Cg(114cm to 200cm)	Clay loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 336 - Delft clay loam, 0 to 2 percent slopes

Component: Delft (85%)
The Delft component makes up 85 percent of the map unit. Slopes are 0 to 2 percent. This component is on swales on ground moraines on till plains. The parent material consists of colluvium over till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is poorly drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 0 inches during April. Organic matter content in the surface horizon is about 7 percent. This component is in the R103XY012MN Wet Footslope/drainageway Prairies ecological site. Nonirrigated land capability classification is 2w. This soil meets hydric criteria.

Component: Glencoe (8%)
Generated brief soil descriptions are created for major soil components. The Glencoe soil is a minor component.

Component: Nicollet (5%)
Generated brief soil descriptions are created for major soil components. The Nicollet soil is a minor component.

Component: Canisteo (2%)

Soil Information

Generated brief soil descriptions are created for major soil components. The Canisteo soil is a minor component.

Map Unit 487 (0.97%)

Map Unit Name:	Hoopeston sandy loam
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	61cm
Drainage Class - Dominant:	Moderately well drained
Hydrologic Group - Dominant:	B - Soils in this group have moderately low runoff potential when thoroughly wet. Water transmission through the soil is unimpeded.

Major components are printed below

Hoopeston(85%)

horizon Ap,A(0cm to 38cm)	Sandy loam
horizon Bw(38cm to 61cm)	Fine sandy loam
horizon C(61cm to 152cm)	Loamy fine sand

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 487 - Hoopeston sandy loam

Component: Hoopeston (85%)
The Hoopeston component makes up 85 percent of the map unit. Slopes are 0 to 3 percent. This component is on outwash plains. The parent material consists of coarse-loamy outwash over sandy outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is high. Available water to a depth of 60 inches is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 24 inches during April, May, November. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 2s. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 10 percent.

Component: Darfur (10%)
Generated brief soil descriptions are created for major components. The Darfur soil is a minor component.

Component: Dickinson (5%)
Generated brief soil descriptions are created for major components. The Dickinson soil is a minor component.

Map Unit 611C (0.22%)

Map Unit Name:	Hawick gravelly sandy loam, 6 to 12 percent slopes
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	null
Drainage Class - Dominant:	Excessively drained
Hydrologic Group - Dominant:	A - Soils in this group have low runoff potential when thoroughly wet. Water is transmitted freely through the soil.

Major components are printed below

Hawick(90%)

horizon Ap(0cm to 18cm)	Gravelly sandy loam
horizon Bw(18cm to 28cm)	Gravelly loamy coarse sand
horizon C(28cm to 200cm)	Gravelly coarse sand

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 611C - Hawick gravelly sandy loam, 6 to 12 percent slopes

Soil Information

Component: Hawick (90%)
The Hawick component makes up 90 percent of the map unit. Slopes are 6 to 12 percent. This component is on terraces on till plains, outwash plains on till plains. The parent material consists of loamy glaciofluvial deposits over sandy and gravelly outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is excessively drained. Water movement in the most restrictive layer is high. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 3 percent. This component is in the R103XY003MN Sandy Upland Prairies ecological site. Nonirrigated land capability classification is 4s. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 18 percent.

Component: Estherville (10%)
Generated brief soil descriptions are created for major soil components. The Estherville soil is a minor component.

Map Unit 86 (0.38%)

Map Unit Name:	Canisteo clay loam, 0 to 2 percent slopes
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	0cm
Drainage Class - Dominant:	Poorly drained
Hydrologic Group - Dominant:	C/D - These soils have moderately high runoff potential when drained and high runoff potential when undrained.

Major components are printed below

Canisteo(75%)

horizon Ap(0cm to 23cm)	Clay loam
horizon A(23cm to 41cm)	Clay loam
horizon AB(41cm to 51cm)	Clay loam
horizon Bkg(51cm to 91cm)	Clay loam
horizon Cg(91cm to 200cm)	Loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 86 - Canisteo clay loam, 0 to 2 percent slopes

Component: Canisteo (75%)
The Canisteo component makes up 75 percent of the map unit. Slopes are 0 to 2 percent. This component is on ground moraines on till plains. The parent material consists of fine-loamy till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 0 inches during April. Organic matter content in the surface horizon is about 7 percent. This component is in the R103XY001MN Loamy Wet Prairies ecological site. Nonirrigated land capability classification is 2w. This soil meets hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 17 percent.

Component: Okoboji (13%)
Generated brief soil descriptions are created for major soil components. The Okoboji soil is a minor component.

Component: Harps (5%)
Generated brief soil descriptions are created for major soil components. The Harps soil is a minor component.

Component: Webster (5%)
Generated brief soil descriptions are created for major soil components. The Webster soil is a minor component.

Component: Glencoe (2%)
Generated brief soil descriptions are created for major soil components. The Glencoe soil is a minor component.

Map Unit 921B2 (0.31%)

Map Unit Name:	Clarion-Swanlake complex, 2 to 6 percent slopes

Soil Information

Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	90cm
Drainage Class - Dominant:	Moderately well drained
Hydrologic Group - Dominant:	C - Soils in this group have moderately high runoff potential when thoroughly wet. Water transmission through the soil is somewhat restricted.

Major components are printed below

Clarion(60%)	
horizon Ap(0cm to 20cm)	Loam
horizon A(20cm to 40cm)	Loam
horizon Bw(40cm to 86cm)	Loam
horizon C(86cm to 200cm)	Loam
Swanlake(25%)	
horizon Ap(0cm to 20cm)	Loam
horizon Bk(20cm to 110cm)	Loam
horizon C(110cm to 200cm)	Loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 921B2 - Clarion-Swanlake complex, 2 to 6 percent slopes

Component: Clarion (60%)
The Clarion component makes up 60 percent of the map unit. Slopes are 2 to 6 percent. This component is on ground moraines on till plains. The parent material consists of fine-loamy till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 35 inches during April. Organic matter content in the surface horizon is about 4 percent. This component is in the R103XY004MN Loamy Upland Prairies ecological site. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 15 percent.

Component: Swanlake (25%)
The Swanlake component makes up 25 percent of the map unit. Slopes are 2 to 6 percent. This component is on ground moraines on till plains. The parent material consists of fine-loamy till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 43 inches during April. Organic matter content in the surface horizon is about 3 percent. This component is in the R103XY002MN Calcareous Upland Prairies ecological site. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 20 percent.

Component: Webster (5%)
Generated brief soil descriptions are created for major soil components. The Webster soil is a minor component.

Component: Storden (5%)
Generated brief soil descriptions are created for major soil components. The Storden soil is a minor component.

Component: Nicollet (5%)
Generated brief soil descriptions are created for major soil components. The Nicollet soil is a minor component.

Map Unit 921C2 (0.59%)

Map Unit Name:	Clarion-Storden complex, 6 to 10 percent slopes, moderately eroded
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	140cm
Drainage Class - Dominant:	Well drained
Hydrologic Group - Dominant:	B - Soils in this group have moderately low runoff potential when thoroughly wet. Water transmission through the soil is unimpeded.

Major components are printed below

Clarion(45%)

horizon Ap(0cm to 20cm)	Loam
horizon Bw(20cm to 61cm)	Loam
horizon C(61cm to 200cm)	Loam
Storden(40%)	
horizon Ap(0cm to 20cm)	Loam
horizon Bk(20cm to 140cm)	Loam
horizon C(140cm to 200cm)	Loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 921C2 - Clarion-Storden complex, 6 to 10 percent slopes, moderately eroded

Component: Clarion (45%)
The Clarion, moderately eroded component makes up 45 percent of the map unit. Slopes are 6 to 10 percent. This component is on ground moraines on till plains. The parent material consists of fine-loamy till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 55 inches during April. Organic matter content in the surface horizon is about 3 percent. This component is in the R103XY004MN Loamy Upland Prairies ecological site. Nonirrigated land capability classification is 3e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 15 percent.

Component: Storden (40%)
The Storden, moderately eroded component makes up 40 percent of the map unit. Slopes are 6 to 10 percent. This component is on ground moraines on till plains. The parent material consists of fine-loamy till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 55 inches during April. Organic matter content in the surface horizon is about 3 percent. This component is in the R103XY002MN Calcareous Upland Prairies ecological site. Nonirrigated land capability classification is 3e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 20 percent.

Component: Terril (10%)
Generated brief soil descriptions are created for major soil components. The Terril soil is a minor component.

Component: Delft (5%)
Generated brief soil descriptions are created for major soil components. The Delft soil is a minor component.

Map Unit 960D2 (1.73%)

Map Unit Name:	Omsrud-Storden complex, 10 to 16 percent slopes, moderately eroded
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	160cm
Drainage Class - Dominant:	Well drained
Hydrologic Group - Dominant:	B - Soils in this group have moderately low runoff potential when thoroughly wet. Water transmission through the soil is unimpeded.

Major components are printed below

Omsrud(55%)	
horizon Ap(0cm to 23cm)	Loam
horizon Bw(23cm to 61cm)	Loam
horizon Bk(61cm to 91cm)	Loam
horizon C(91cm to 200cm)	Loam
Storden(35%)	
horizon Ap(0cm to 20cm)	Loam
horizon Bk(20cm to 140cm)	Loam
horizon C(140cm to 200cm)	Loam

Component Description:

Minor map unit components are excluded from this report.

Soil Information

Map Unit: 960D2 - Omsrud-Storden complex, 10 to 16 percent slopes, moderately eroded

Component: Omsrud (55%)
The Omsrud, moderately eroded component makes up 55 percent of the map unit. Slopes are 10 to 16 percent. This component is on ground moraines on till plains. The parent material consists of fine-loamy till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 63 inches during April. Organic matter content in the surface horizon is about 3 percent. This component is in the R103XY004MN Loamy Upland Prairies ecological site. Nonirrigated land capability classification is 4e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 20 percent.

Component: Storden (35%)
The Storden, moderately eroded component makes up 35 percent of the map unit. Slopes are 10 to 16 percent. This component is on ground moraines on till plains. The parent material consists of fine-loamy till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 63 inches during April. Organic matter content in the surface horizon is about 3 percent. This component is in the R103XY002MN Calcareous Upland Prairies ecological site. Nonirrigated land capability classification is 4e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 20 percent.

Component: Terril (10%)
Generated brief soil descriptions are created for major soil components. The Terril soil is a minor component.

Map Unit 999F (1.79%)

Map Unit Name:	Storden-Hawick complex, 18 to 50 percent slopes
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	null
Drainage Class - Dominant:	Well drained
Hydrologic Group - Dominant:	B - Soils in this group have moderately low runoff potential when thoroughly wet. Water transmission through the soil is unimpeded.
Major components are printed below	
Storden(55%)	
horizon Ap(0cm to 20cm)	Loam
horizon C(20cm to 152cm)	Loam
Hawick(30%)	
horizon Ap(0cm to 28cm)	Loamy coarse sand
horizon Bw(28cm to 53cm)	Gravelly coarse sand
horizon C(53cm to 152cm)	Gravelly coarse sand

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 999F - Storden-Hawick complex, 18 to 50 percent slopes

Component: Storden (55%)
The Storden component makes up 55 percent of the map unit. Slopes are 18 to 50 percent. This component is on hills on moraines. The parent material consists of fine-loamy till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. Nonirrigated land capability classification is 7e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 18 percent.

Component: Hawick (30%)
The Hawick component makes up 30 percent of the map unit. Slopes are 18 to 50 percent. This component is on hills on moraines. The parent material consists of sandy and gravelly outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is excessively drained. Water movement in the most restrictive layer is high. Available water to a depth of 60 inches is low. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 7s. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 10 percent.

Soil Information

Component: Sparta (10%)
Generated brief soil descriptions are created for major components. The Sparta soil is a minor component.

Component: Terril (5%)
Generated brief soil descriptions are created for major components. The Terril soil is a minor component.

Map Unit L163A (5.1%)

Map Unit Name:	Okoboji silty clay loam, 0 to 1 percent slopes
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	0cm
Drainage Class - Dominant:	Very poorly drained
Hydrologic Group - Dominant:	C/D - These soils have moderately high runoff potential when drained and high runoff potential when undrained.

Major components are printed below

Okoboji(85%)

horizon Ap(0cm to 20cm)	Silty clay loam
horizon A(20cm to 84cm)	Silty clay loam
horizon Bg(84cm to 97cm)	Silty clay loam
horizon Cg(97cm to 200cm)	Silty clay loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: L163A - Okoboji silty clay loam, 0 to 1 percent slopes

Component: Okoboji (85%)
The Okoboji component makes up 85 percent of the map unit. Slopes are 0 to 1 percent. This component is on depressions on till plains. The parent material consists of local alluvium over till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is very poorly drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is very high. Shrink-swell potential is moderate. This soil is not flooded. It is occasionally ponded. A seasonal zone of water saturation is at 0 inches during April. Organic matter content in the surface horizon is about 9 percent. This component is in the R103XY015MN Depressional Marsh ecological site. Nonirrigated land capability classification is 3w. This soil meets hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 15 percent.

Component: Canisteo (10%)
Generated brief soil descriptions are created for major soil components. The Canisteo soil is a minor component.

Component: Harps (5%)
Generated brief soil descriptions are created for major soil components. The Harps soil is a minor component.

Map Unit L83A (36.76%)

Map Unit Name:	Webster clay loam, 0 to 2 percent slopes
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	0cm
Drainage Class - Dominant:	Poorly drained
Hydrologic Group - Dominant:	C/D - These soils have moderately high runoff potential when drained and high runoff potential when undrained.

Major components are printed below

Webster(85%)

horizon Ap(0cm to 25cm)	Clay loam
horizon A(25cm to 51cm)	Clay loam
horizon Bg(51cm to 107cm)	Clay loam
horizon Cg(107cm to 200cm)	Loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: L83A - Webster clay loam, 0 to 2 percent slopes

Component: Webster (85%)
The Webster component makes up 85 percent of the map unit. Slopes are 0 to 2 percent. This component is on ground moraines on till plains. The parent material consists of fine-loamy till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is poorly drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 0 inches during April. Organic matter content in the surface horizon is about 7 percent. This component is in the R103XY001MN Loamy Wet Prairies ecological site. Nonirrigated land capability classification is 2w. This soil meets hydric criteria.

Component: Okoboji (5%)
Generated brief soil descriptions are created for major soil components. The Okoboji soil is a minor component.

Component: Nicollet (5%)
Generated brief soil descriptions are created for major soil components. The Nicollet soil is a minor component.

Component: Glencoe (3%)
Generated brief soil descriptions are created for major soil components. The Glencoe soil is a minor component.

Component: Canisteo (2%)
Generated brief soil descriptions are created for major soil components. The Canisteo soil is a minor component.

Map Unit L84A (0.1%)

Map Unit Name:	Glencoe clay loam, 0 to 1 percent slopes
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	0cm
Drainage Class - Dominant:	Very poorly drained
Hydrologic Group - Dominant:	C/D - These soils have moderately high runoff potential when drained and high runoff potential when undrained.
Major components are printed below	
Glencoe(80%)	
horizon Ap(0cm to 23cm)	Clay loam
horizon A(23cm to 99cm)	Clay loam
horizon Bg(99cm to 127cm)	Clay loam
horizon Cg(127cm to 200cm)	Clay loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: L84A - Glencoe clay loam, 0 to 1 percent slopes

Component: Glencoe (80%)
The Glencoe component makes up 80 percent of the map unit. Slopes are 0 to 1 percent. This component is on depressions on till plains. The parent material consists of local alluvium over till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is very poorly drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is moderate. This soil is not flooded. It is occasionally ponded. A seasonal zone of water saturation is at 0 inches during April. Organic matter content in the surface horizon is about 9 percent. This component is in the R103XY015MN Depressional Marsh ecological site. Nonirrigated land capability classification is 3w. This soil meets hydric criteria.

Component: Okoboji (10%)
Generated brief soil descriptions are created for major soil components. The Okoboji soil is a minor component.

Component: Webster (5%)
Generated brief soil descriptions are created for major soil components. The Webster soil is a minor component.

Soil Information

Component: Canisteo (5%)
Generated brief soil descriptions are created for major soil components. The Canisteo soil is a minor component.

Map Unit L85A (29.58%)

Map Unit Name:	Nicollet clay loam, 1 to 3 percent slopes
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	45cm
Drainage Class - Dominant:	Somewhat poorly drained
Hydrologic Group - Dominant:	C/D - These soils have moderately high runoff potential when drained and high runoff potential when undrained.

Major components are printed below

Nicollet(85%)

horizon Ap(0cm to 25cm)	Clay loam
horizon A(25cm to 43cm)	Clay loam
horizon Bg(43cm to 91cm)	Clay loam
horizon C(91cm to 200cm)	Loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: L85A - Nicollet clay loam, 1 to 3 percent slopes

Component: Nicollet (85%)
The Nicollet component makes up 85 percent of the map unit. Slopes are 1 to 3 percent. This component is on ground moraines on till plains. The parent material consists of fine-loamy till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 18 inches during April. Organic matter content in the surface horizon is about 6 percent. This component is in the R103XY004MN Loamy Upland Prairies ecological site. Nonirrigated land capability classification is 1. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 15 percent.

Component: Webster (5%)
Generated brief soil descriptions are created for major soil components. The Webster soil is a minor component.

Component: Clarion (5%)
Generated brief soil descriptions are created for major soil components. The Clarion soil is a minor component.

Component: Okoboji (5%)
Generated brief soil descriptions are created for major soil components. The Okoboji soil is a minor component.

Map Unit W (1.03%)

Map Unit Name:	Water

No more attributes available for this map unit

Component Description:

Minor map unit components are excluded from this report.

Map Unit: W - Water

Component: Water (100%)
This map unit consists of naturally occurring bodies of water or water that has been impounded by structures in natural waterways. The areas range in size from about 1.5 acres to tens of thousands of acres.

Appendix G. Site Reconnaissance Photos

Airport Entrance

Buildings and NW Apron Pavement


TITAN

Aircraft Fueling Systems


AVGAS 100LL

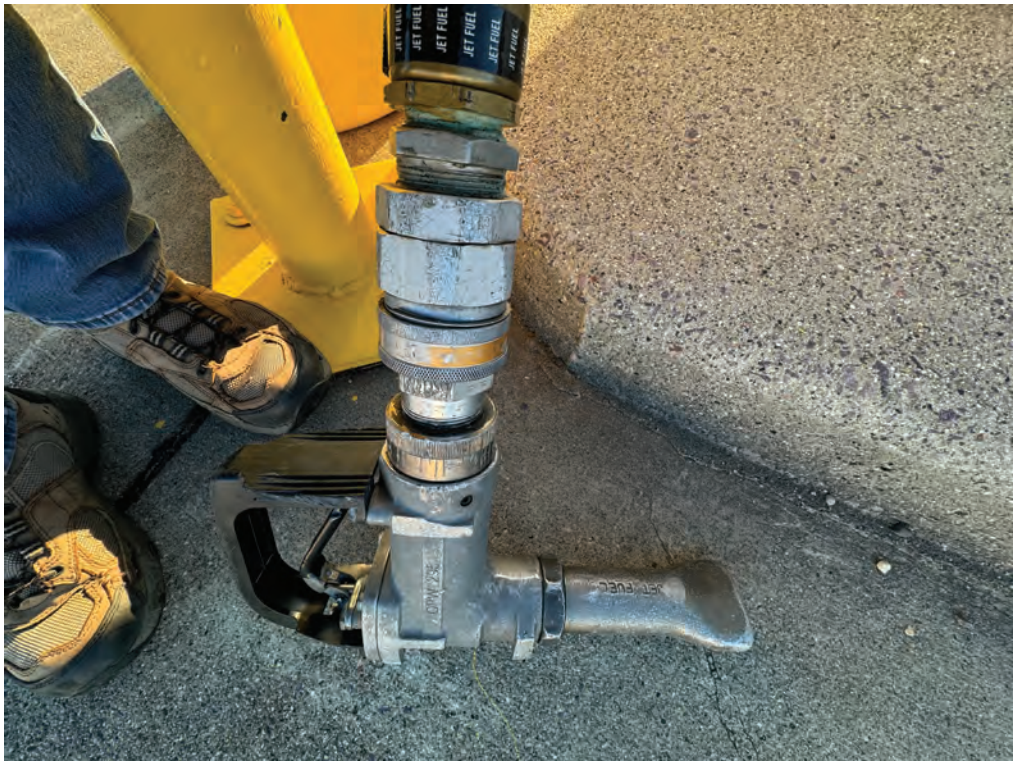

FLAMMABLE
NO SMOKING
AVGAS 100LL


JET A


FLAMMABLE
NO SMOKING
AVGAS 100LL

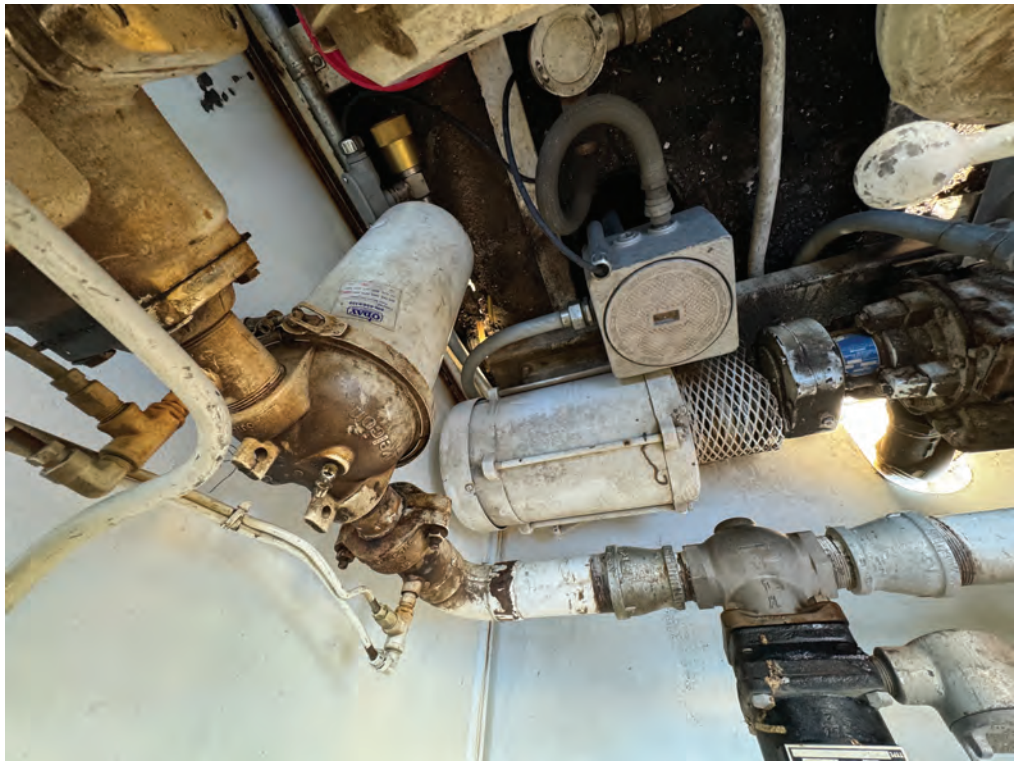

FLAMMABLE
NO SMOKING
AVGAS 100LL
JET A


JET A
NO SMOKING


JET FUEL


NFPA 407 / 2017
EI 1529 / 2014 TYPE C GRADE 2 2000 KPa (300 PSI) MAX WP
45005


WINGCRAFT AIRCRAFT FUELING HOSE




A-B
GALLONS
0 0 0 0.0
DO NOT RESET WHILE COUNTING
OPERATING INSTRUCTIONS


GALLONS
0 0 0 0.0
DO NOT RESET WHILE COUNTING
NO SMOKING
OPERATING INSTRUCTIONS
Before Delivery
1. Walk static cable to aircraft and connect securely to grounding lug.
2. For models with printer, insert new ticket and turn handle one revolution.
3. For models with preset, set desired quantity and open valve.
4. For models with register only, reset register to zero.
5. Start pump.
6. Walk nozzle to aircraft and deliver desired quantity of fuel.
After Delivery
7. Return nozzle to pump station.
8. Turn pump off.
9. Rewind hose, guiding it onto reel.
10. For models with printer, turn handle one revolution.
11. Disconnect static cable and walk it back to station. Never let go of cable as it may damage the cable reel.
12. Record transaction.
DETERMAN


JET A

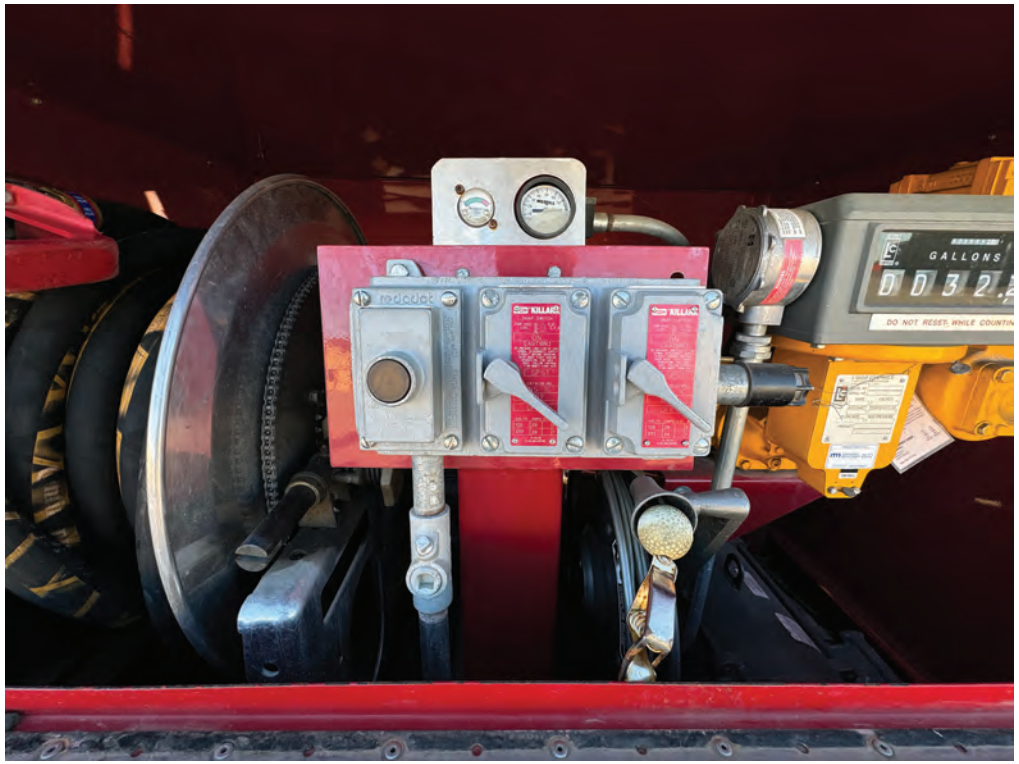

JET


Tank Capacity:
Tank Inspection Date:
Element Type
Element Replaced
Month/Year
Date
Starting D/P
Elements Next Due
Date
DEWALT
25ft


JET FUEL
DEWALT
25ft


FUELMASTER PLUS
PRESS THE "A" KEY


EMERGENCY SHUT OFF
LOCATED ACROSS RAMP ON
HANGAR WALL
NO SMOKING
FLAMMABLE
AVGAS 100LL


GALLONS
DO NOT RESET WHILE COUNTIN


GALLONS
0 0 3 2.2
DO NOT RESET WHILE COUNTING


NO SMOKING
FLAMMABLE
AVGAS
100LL
1. Open cabinet door
2. Reset meter register to zero gallons
3. Ground aircraft using static wire and clamp on reel
4. Pull out required length of fueling hose
5. Select payment options at fueling controller
6. Turn pump switch to "On"
7. Dispense product
8. Turn pump switch to "Off"
9. Press button to rewind hose
10. Disconnect static wire & rewind
11. Close cabinet door


NO SMOKING
FLAMMABLE
AVGA
100LL

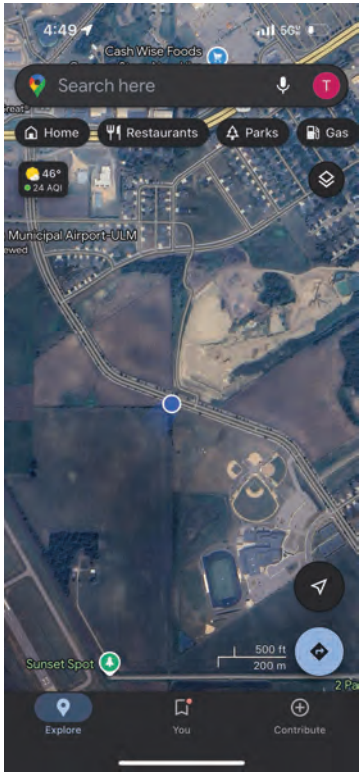

JET A


DEWALT

Existing Turf Runway 4/22

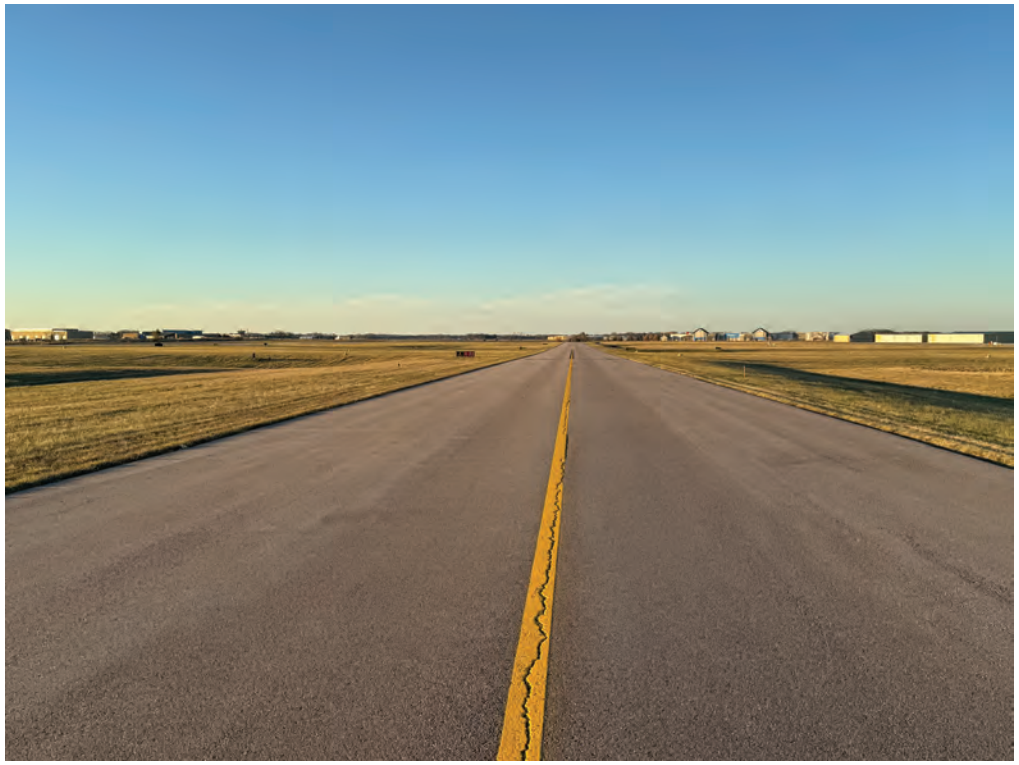

15-33

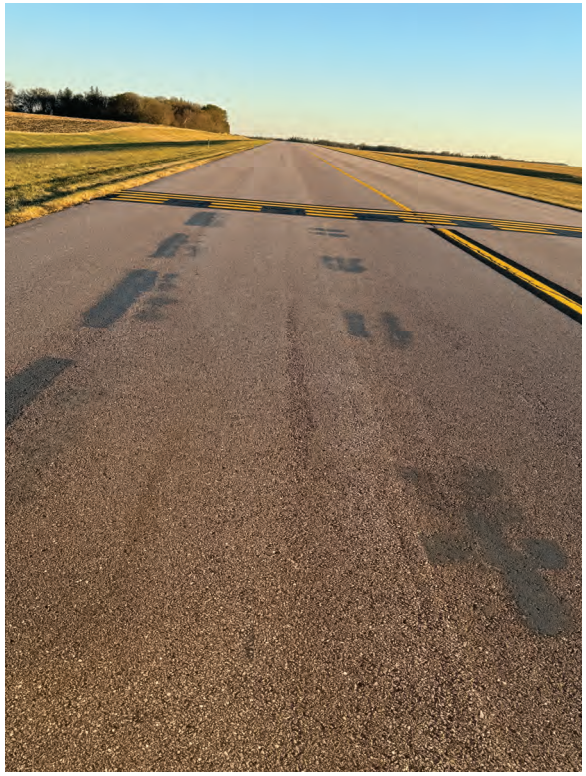
East of Ultimate Runway 27 Approach




Wallner Pit
1500 N. Highland Ave.
Operated by:
M.R.
PAVING & EXCAVATING, INC.
Quality Service On Time
507-354-4171
Construction Materials:
Washed Sand
Washed Rock
Gravel
Black Dirt
Crushed Concrete
Crushed Blacktop
Construction Services:
Underground Utilities
Excavation
Site Work
Paving
Custom Crushing
Loading Hours 7:30-5:00pm Monday-Friday

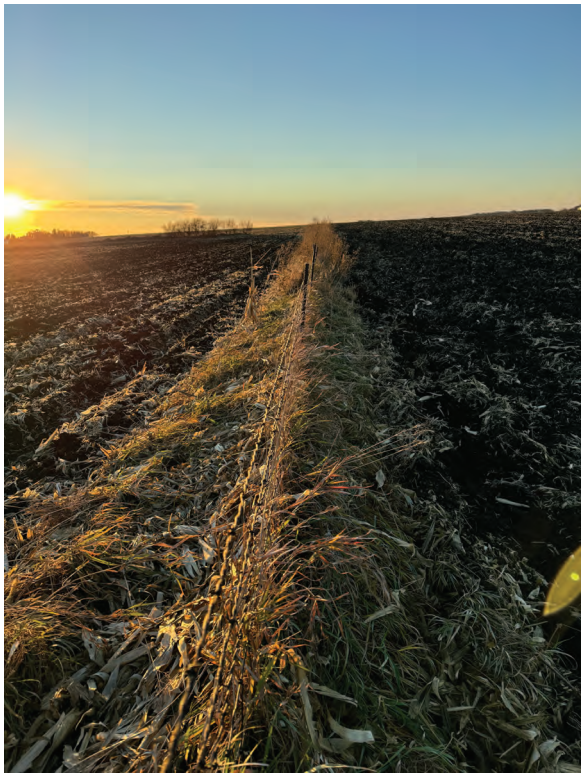
Taxiway A Realignment

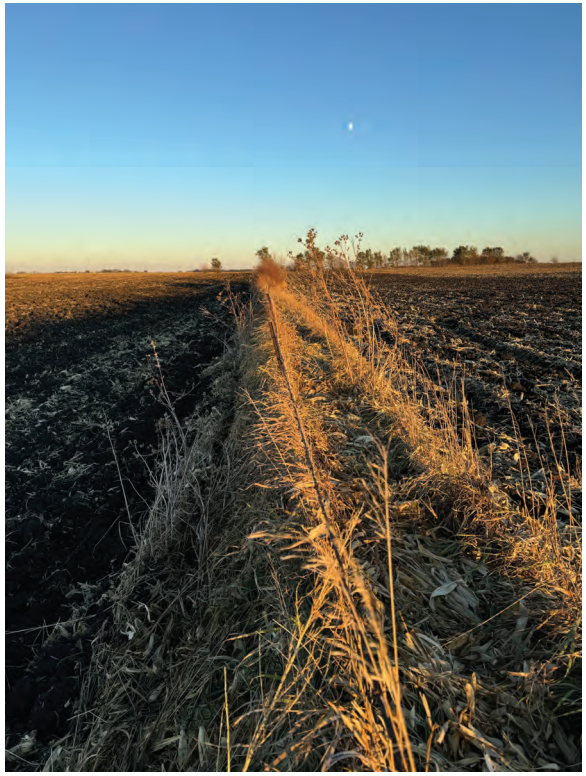


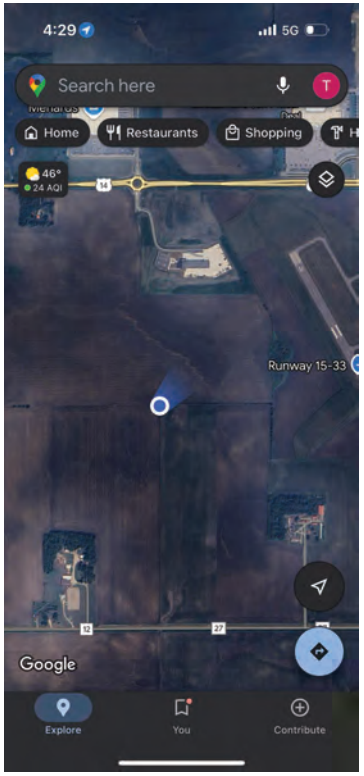



A←B↗

Ultimate Runway 9 End






4:29
5G
Search here
T
Home
Restaurants
Shopping
46°
24 AQI
Runway 15-33
Google
Explore
You
Contribute

Ultimate Runway 27 End

Appendix H. Historic Aerials

HISTORICAL AERIALS

Project Property: New Ulm Airport (ULM)
New Ulm Airport (ULM)
New Ulm MN

Project No: R1416900-231225.01

Requested By: Mead & Hunt, Inc.

Order No: 24102800050

Date Completed: October 31,2024

Environmental Risk Information Services
A division of Glacier Media Inc.
1.866.517.5204 | info@erisinfo.com | erisinfo.com

Date	Source	Scale	Comments
2022	Maxar Technologies	1" = 900'	
2021	United States Department of Agriculture	1" = 900'	
2019	United States Department of Agriculture	1" = 900'	
2017	United States Department of Agriculture	1" = 900'	
2015	United States Department of Agriculture	1" = 900'	
2013	United States Department of Agriculture	1" = 900'	
2010	United States Department of Agriculture	1" = 900'	
2009	United States Department of Agriculture	1" = 900'	
2008	United States Department of Agriculture	1" = 900'	
2006	United States Department of Agriculture	1" = 900'	
2005	United States Department of Agriculture	1" = 900'	
2004	United States Department of Agriculture	1" = 900'	
2003	United States Department of Agriculture	1" = 900'	
1991	United States Geological Survey	1" = 900'	
1985	United States Geological Survey	1" = 900'	
1978	United States Department of Agriculture	1" = 900'	Photo Index - Best Available
1963	United States Geological Survey	1" = 900'	
1961	Agricultural Stabilization & Conserv. Service	1" = 900'	
1955	Agricultural Stabilization & Conserv. Service	1" = 900'	
1953	Army Mapping Service	1" = 900'	Best Copy Available
1939	Agricultural Stabilization & Conserv. Service	1" = 900'	

Year: 2022
Source: MAXAR
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS

Year: 2021
Source: USDA
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS

Year: 2019
Source: USDA
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

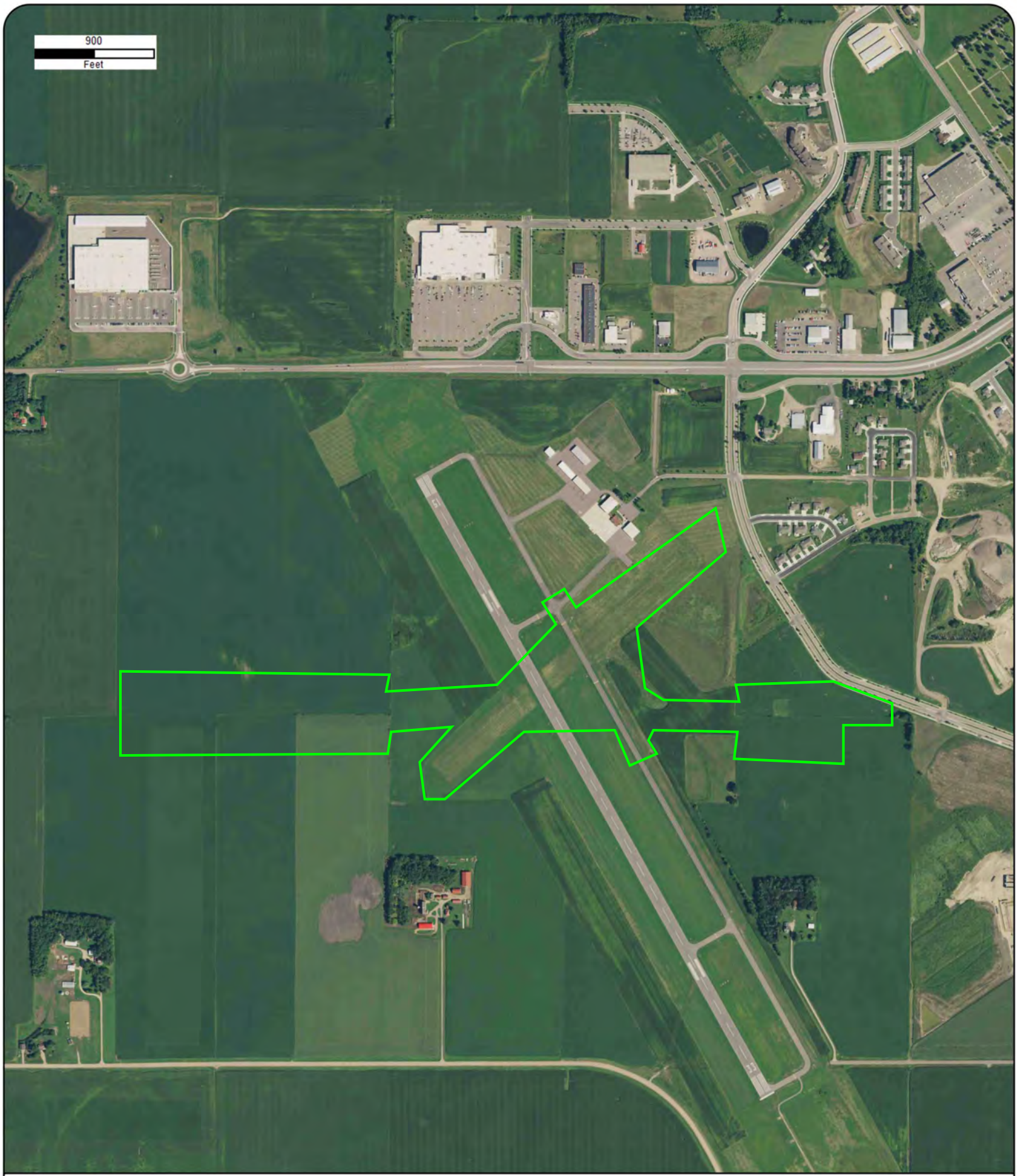
ERIS

Year: 2017
Source: USDA
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS



Year: 2015
Source: USDA
Scale: 1" = 900'
Comment:

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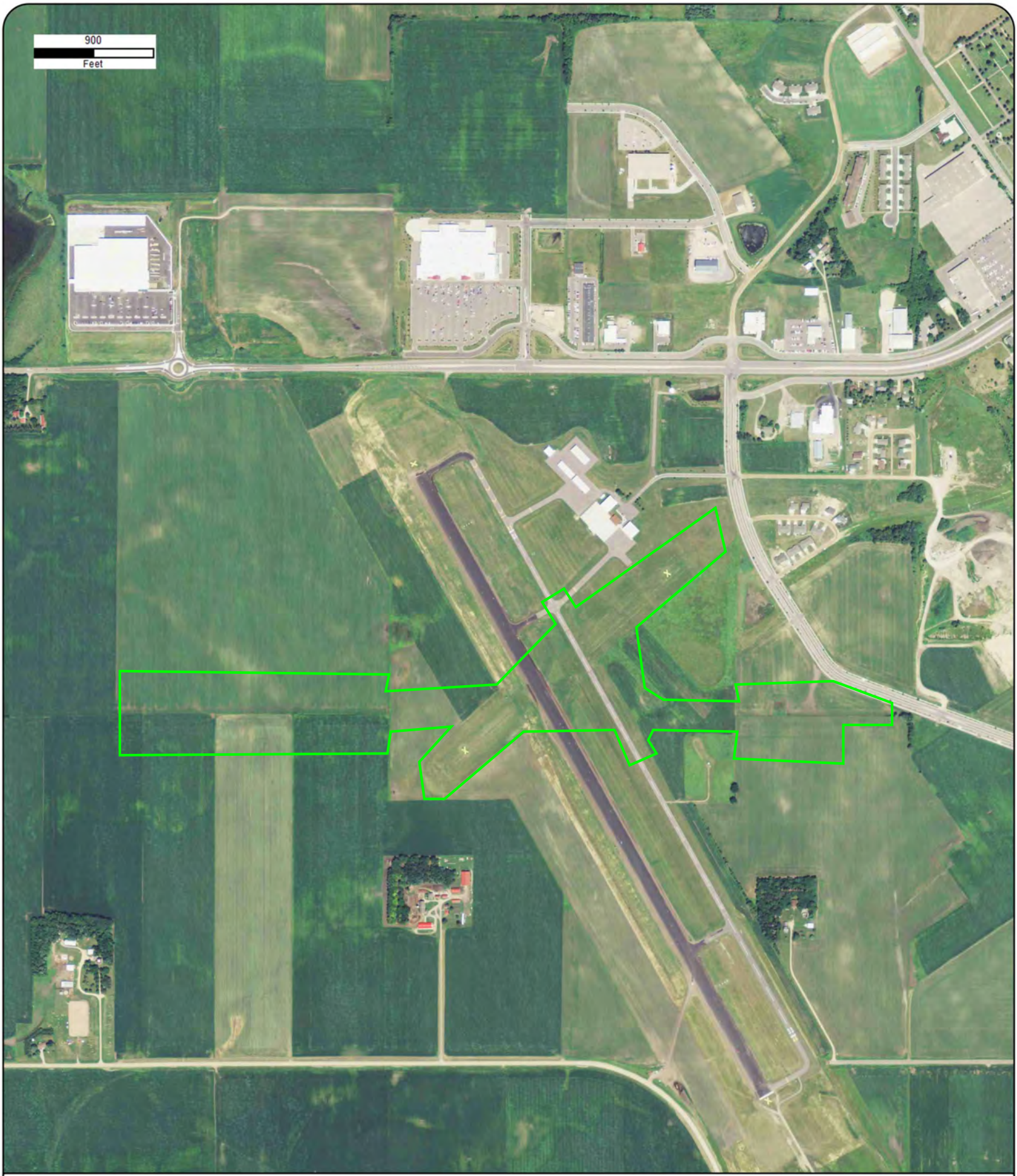
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS

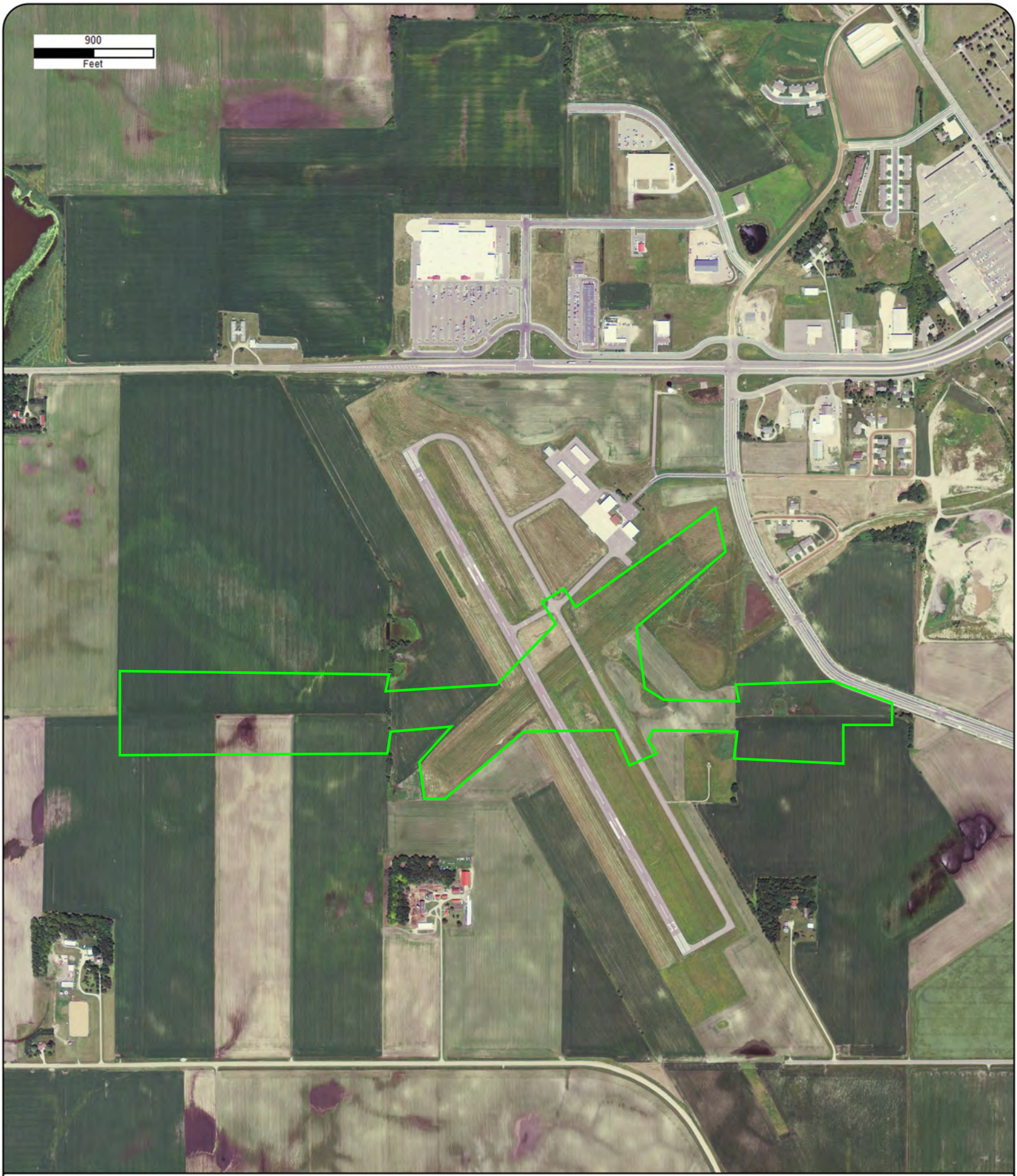


Year: 2013
Source: USDA
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS



Year: 2010
Source: USDA
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

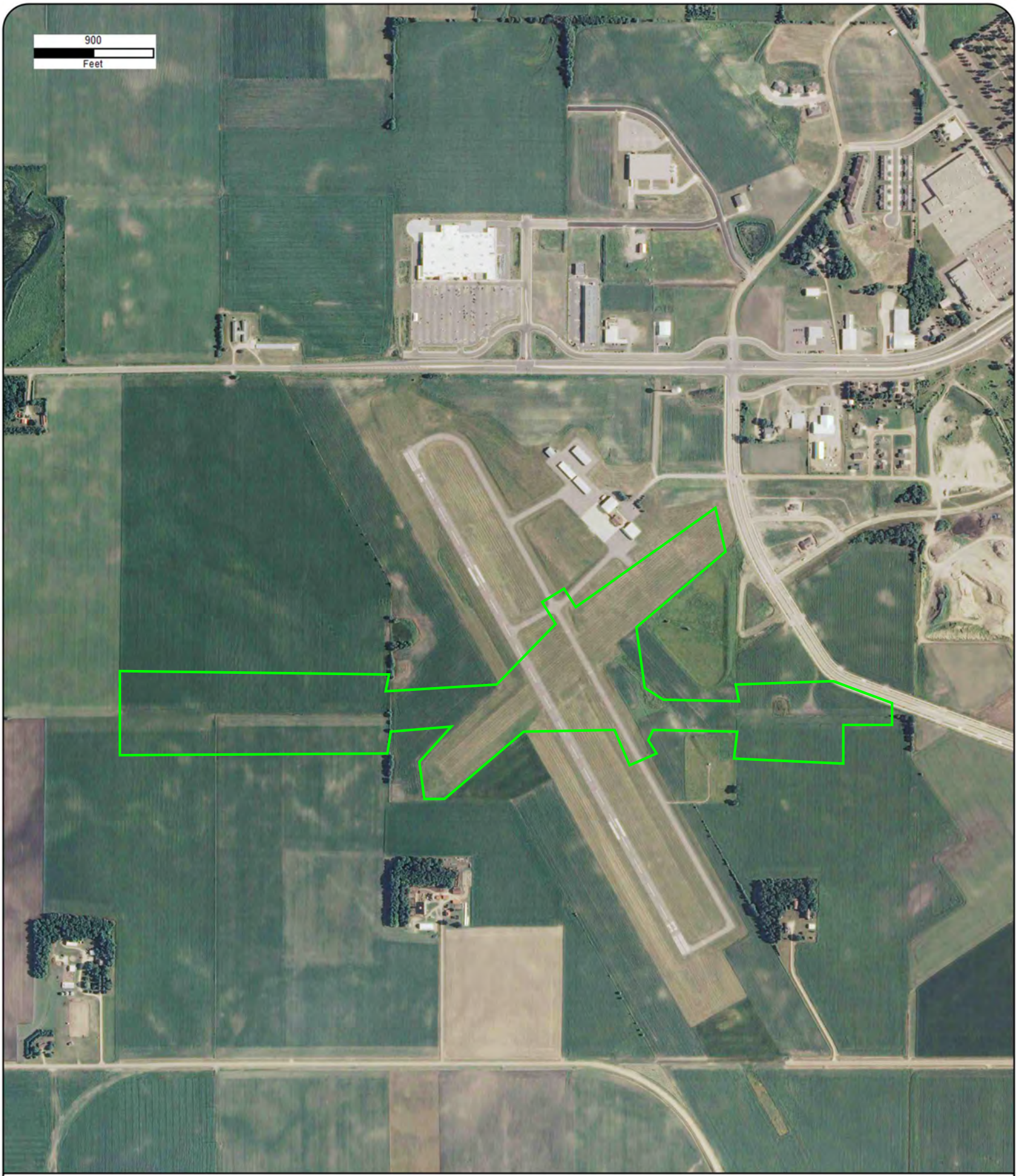
ERIS

Year: 2009
Source: USDA
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS



Year: 2008
Source: USDA
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS

Year: 2006
Source: USDA
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

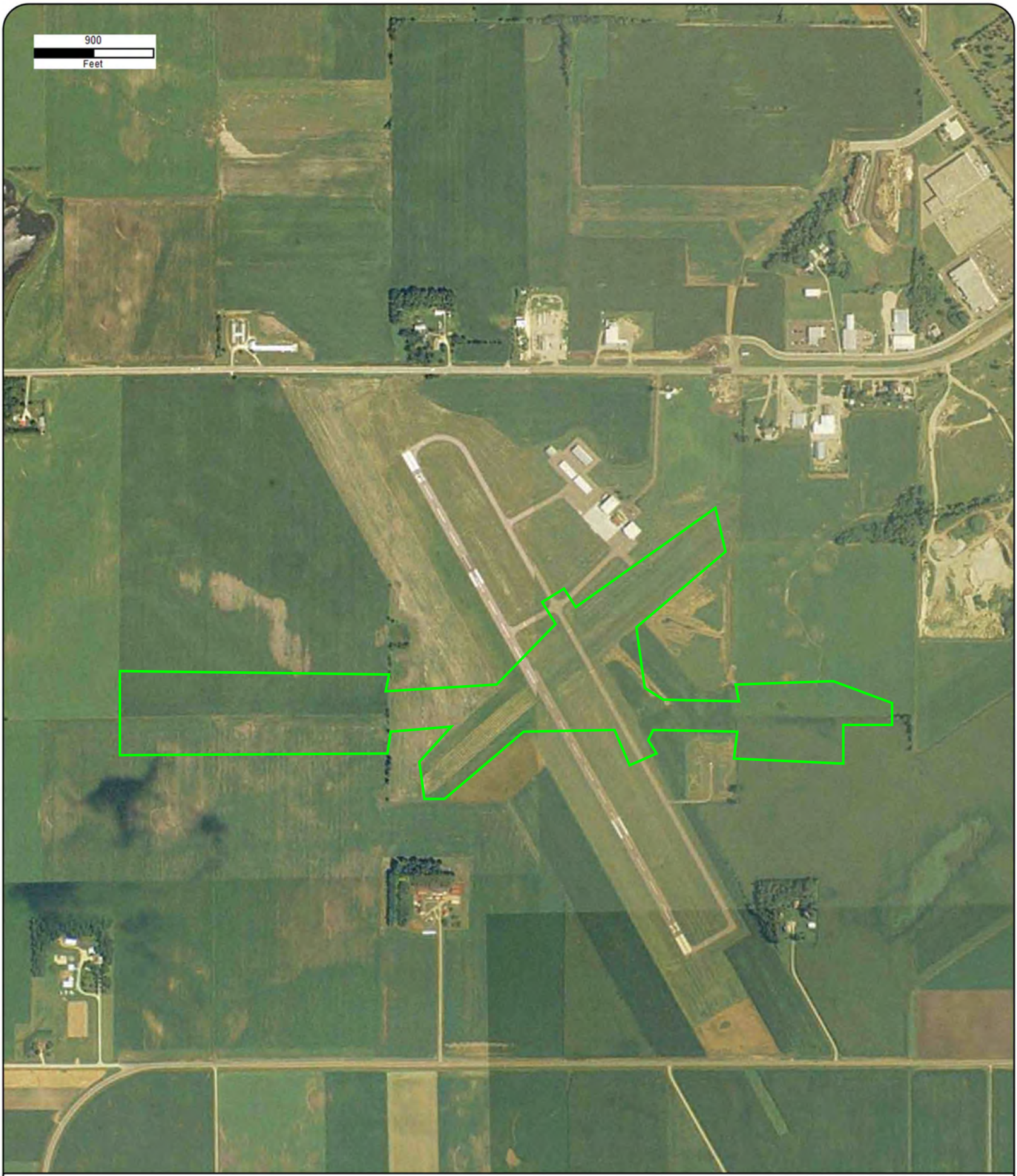
ERIS

Year: 2005
Source: USDA
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS

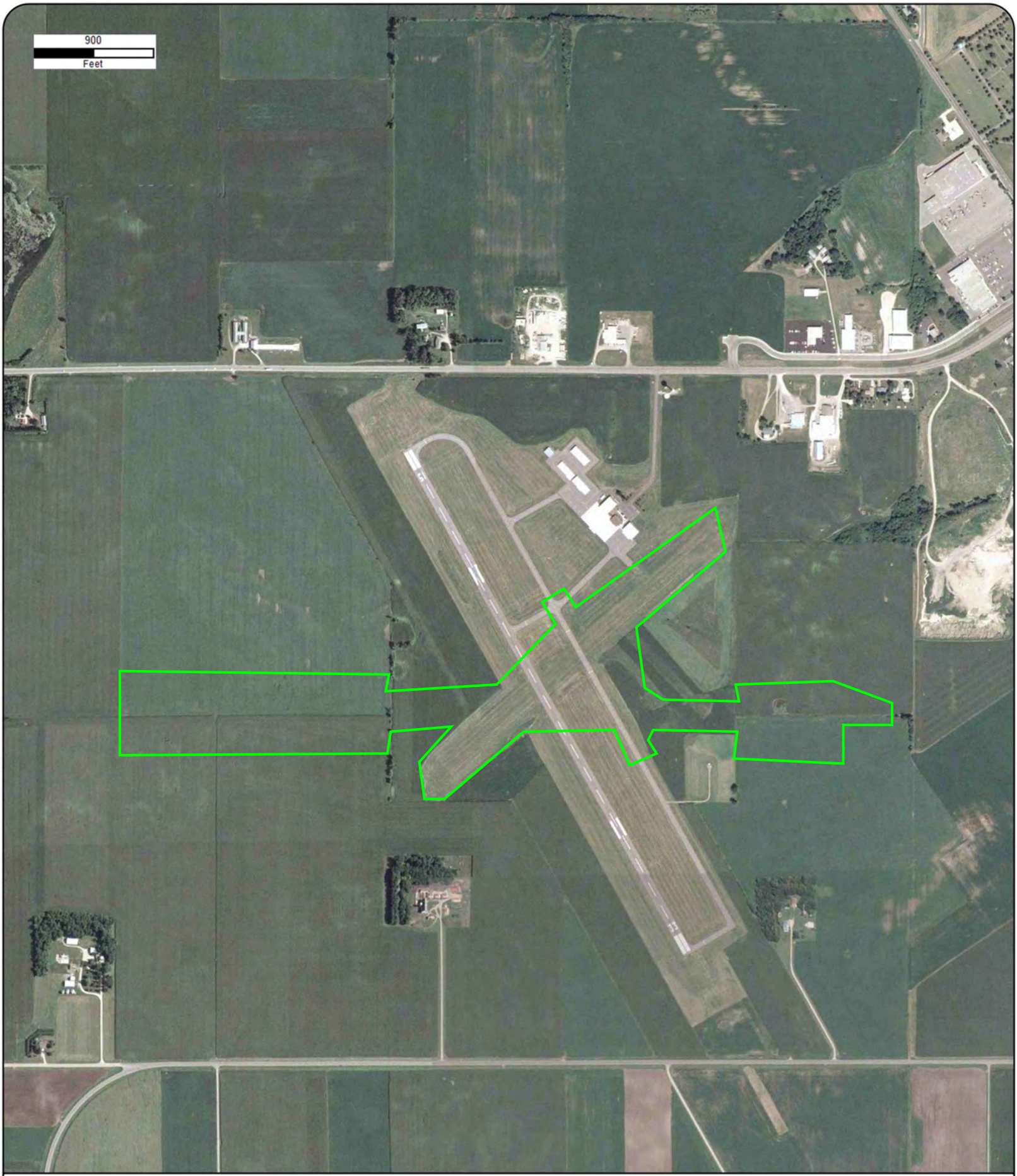


Year: 2004
Source: USDA
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS



Year: 2003
Source: USDA
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

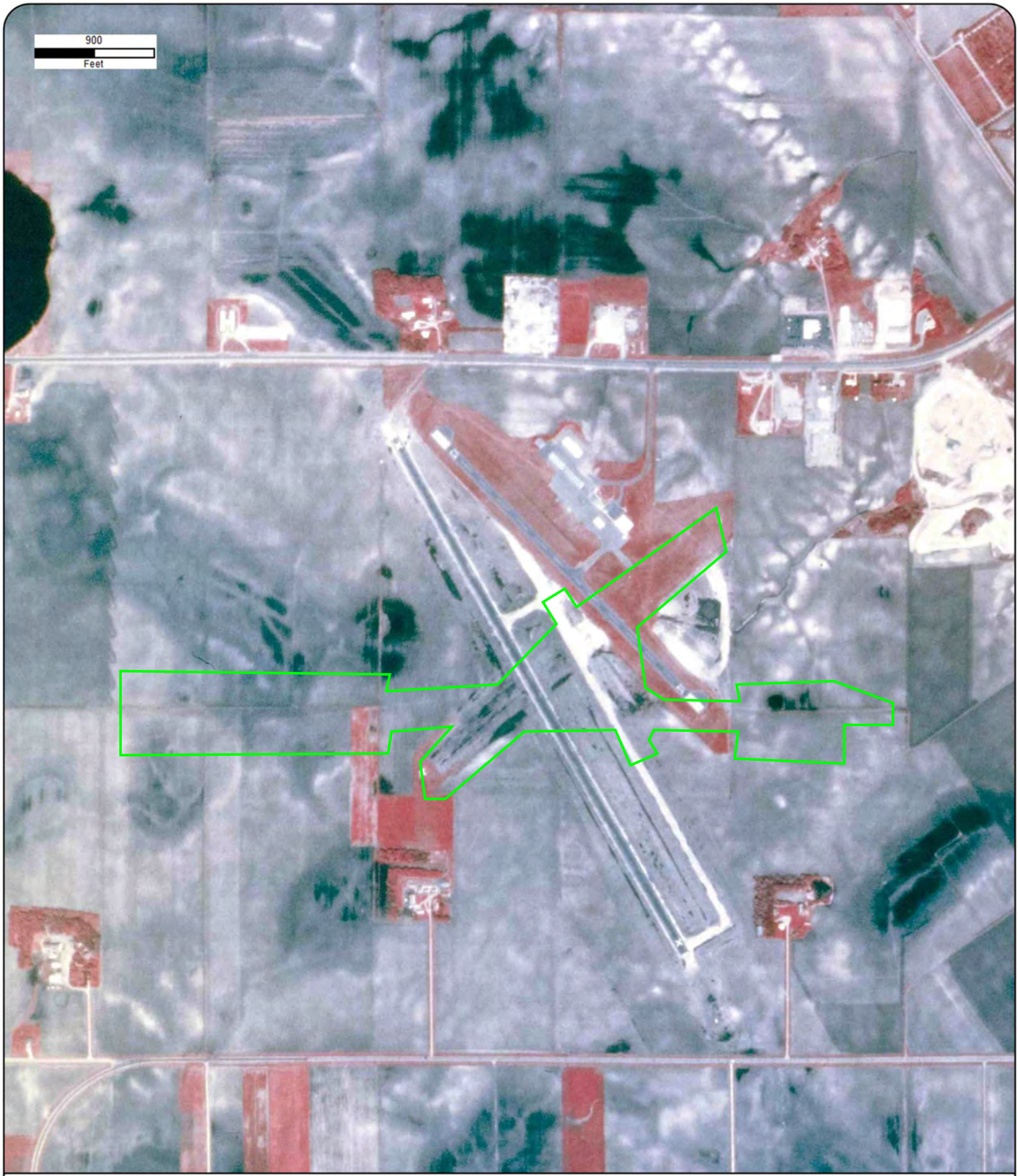
ERIS

Year: 1991
Source: USGS
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS



Year: 1985
Source: USGS
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS

Year: 1978
Source: USDA
Scale: 1" = 900'
Comment: Photo Index - Best Available

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS

Year: 1963
Source: USGS
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS

Year: 1961
Source: ASCS
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS

Year: 1955
Source: ASCS
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS

Year: 1953
Source: AMS
Scale: 1" = 900'
Comment: Best Copy Available

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS

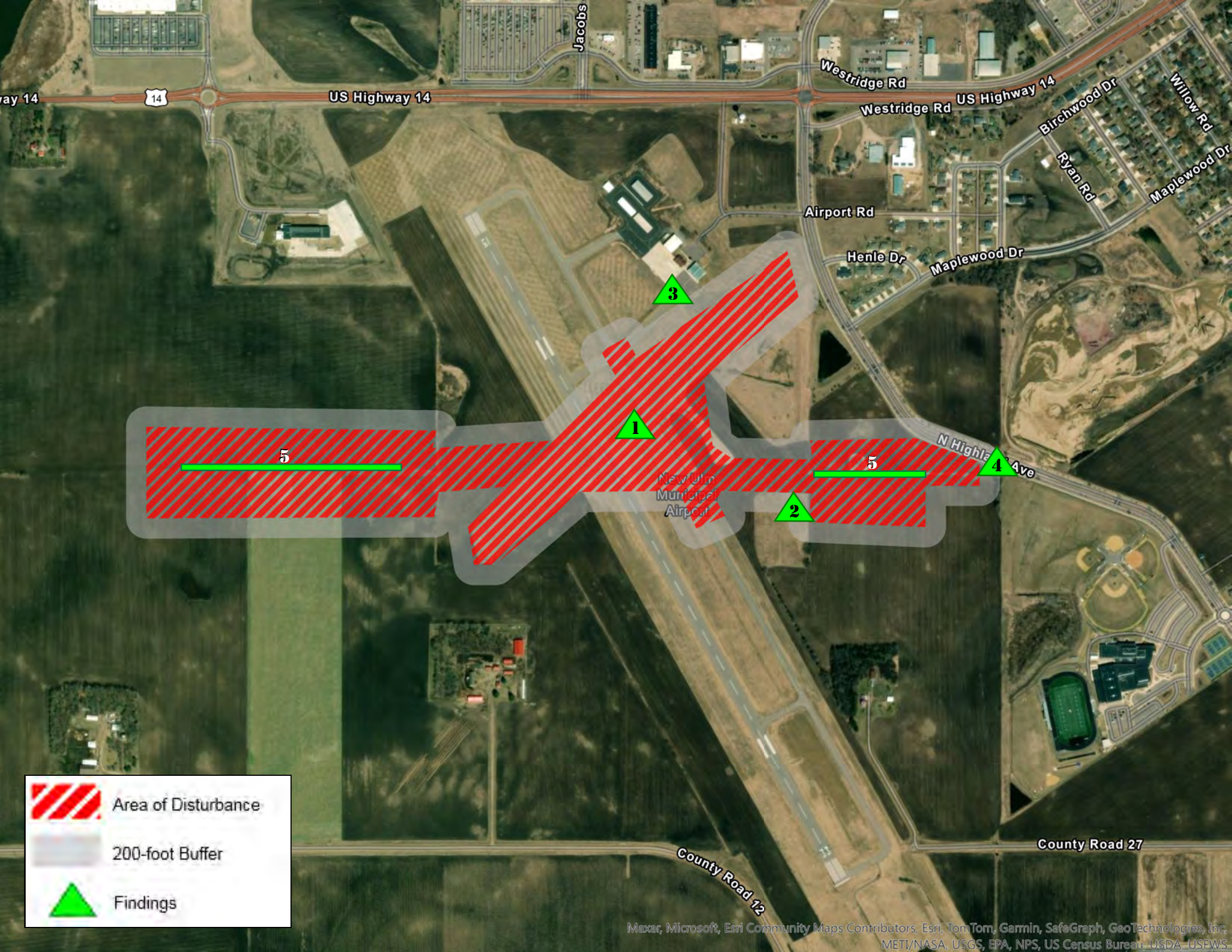
Year: 1939
Source: ASCS
Scale: 1" = 900'
Comment:

Address: New Ulm Airport (ULM), New Ulm, MN
Approx Center: -94.50406133,44.31942955

Order No: 24102800050

ERIS

Appendix I. Potentially Hazardous Materials Map


Jacobs
Westridge Rd
US Highway 14
Westridge Rd
US Highway 14
Birchwood Dr
Willow Rd
Ryan Rd
Maplewood Dr
Airport Rd
Henle Dr
Maplewood Dr
3
1
5
5
4
2
N Highland Ave
New Ulm Municipal Airport
County Road 27
County Road 12
Area of Disturbance
200-foot Buffer
Findings
Maxar, Microsoft, Esri Community Maps Contributors, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Appendix J. ERIS Full Report

DATABASE REPORT

Project Property:	*New Ulm Airport (ULM)* *New Ulm Airport (ULM)* *New Ulm MN*
Project No:	*R1416900-231225.01*
Report Type:	*Database Report*
Order No:	*24102800050*
Requested by:	*Mead & Hunt, Inc.*
Date Completed:	*October 30, 2024*

Environmental Risk Information Services
A division of Glacier Media Inc.
1.866.517.5204 | info@erisinfo.com | erisinfo.com

Table of Contents

Executive Summary

Property Information:

Project Property:		*New Ulm Airport (ULM)* *New Ulm Airport (ULM) New Ulm MN*
Project No:		*R1416900-231225.01*
Coordinates:		
	Latitude:	*44.31942955*
	Longitude:	*-94.50406133*
	UTM Northing:	*4,908,452.16*
	UTM Easting:	*380,061.71*
	UTM Zone:	*UTM Zone 15T*
Elevation:		*1,002 FT*

Order Information:

Order No:	*24102800050*
Date Requested:	*October 28, 2024*
Requested by:	*Mead & Hunt, Inc.*
Report Type:	*Database Report*

Historicals/Products:

Aerial Photographs	*Historical Aerials (with Project Boundaries)*
ERIS Xplorer	*ERIS Xplorer*
Excel Add-On	*Excel Add-On*
Fire Insurance Maps	*US Fire Insurance Maps*
Physical Setting Report (PSR)	*Physical Setting Report (PSR)*
Topographic Map	*Topographic Maps*

Executive Summary: Report Summary

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
Standard Environmental Records								
Federal								
NPL	Y	1	0	0	0	0	0	0
PROPOSED NPL	Y	1	0	0	0	0	0	0
DELETED NPL	Y	0.5	0	0	0	0	-	0
SEMS	Y	0.5	0	0	0	0	-	0
SEMS ARCHIVE	Y	0.5	0	0	0	0	-	0
ODI	Y	0.5	0	0	0	0	-	0
CERCLIS	Y	0.5	0	0	0	0	-	0
IODI	Y	0.5	0	0	0	0	-	0
CERCLIS NFRAP	Y	0.5	0	0	0	0	-	0
CERCLIS LIENS	Y	PO	0	-	-	-	-	0
RCRA CORRACTS	Y	1	0	0	0	0	0	0
RCRA TSD	Y	0.5	0	0	0	0	-	0
RCRA LQG	Y	0.25	0	0	0	-	-	0
RCRA SQG	Y	0.25	0	0	0	-	-	0
RCRA VSQG	Y	0.25	0	0	0	-	-	0
RCRA NON GEN	Y	0.25	0	0	0	-	-	0
RCRA CONTROLS	Y	0.5	0	0	0	0	-	0
FED ENG	Y	0.5	0	0	0	0	-	0
FED INST	Y	0.5	0	0	0	0	-	0
LUCIS	Y	0.5	0	0	0	0	-	0
NPL IC	Y	0.5	0	0	0	0	-	0
ERNS 1982 TO 1986	Y	PO	0	-	-	-	-	0
ERNS 1987 TO 1989	Y	PO	0	-	-	-	-	0
ERNS	Y	PO	0	-	-	-	-	0
FED BROWNFIELDS	Y	0.5	0	0	0	0	-	0
FEMA UST	Y	0.25	0	0	0	-	-	0
FRP	Y	0.25	0	0	0	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
DELISTED FRP	Y	0.25	0	0	0	-	-	0
HIST GAS STATIONS	Y	0.25	0	0	0	-	-	0
REFN	Y	0.25	0	0	0	-	-	0
BULK TERMINAL	Y	0.25	0	0	0	-	-	0
SEMS LIEN	Y	PO	0	-	-	-	-	0
SUPERFUND ROD	Y	1	0	0	0	0	0	0
DOE FUSRAP	Y	1	0	0	0	0	0	0
State								
PLP	Y	1	0	0	0	0	0	0
DEL PLP	Y	1	0	0	0	0	0	0
SHWS	Y	0.5	0	0	0	0	-	0
SITE ASSESSMENT	Y	0.25	0	0	0	-	-	0
SWF/LF	Y	0.5	0	0	0	0	-	0
LCP	Y	0.5	0	0	0	0	-	0
UNPERMITTED LF	Y	0.5	0	0	0	0	-	0
RECYCLING	Y	0.5	0	0	0	0	-	0
HIST LUST	Y	0.5	0	0	0	0	-	0
DEL LUST	Y	0.5	0	0	0	0	-	0
HIST LAST	Y	0.5	0	0	0	0	-	0
HIST LEAKSITES	Y	0.5	0	0	0	0	-	0
LST REM SITE	Y	0.5	0	0	0	**1**	-	**1**
LST INCIDENT	Y	0.5	0	0	0	0	-	0
DELISTED LST	Y	0.5	0	0	0	0	-	0
UST	Y	0.25	**1**	0	0	-	-	**1**
AST	Y	0.25	0	0	0	-	-	0
HIST TANK	Y	0.25	0	0	0	-	-	0
DELISTED TANK	Y	0.5	0	0	0	0	-	0
INST	Y	0.5	0	0	0	0	-	0
AG CONTINGENCY	Y	0.125	0	0	-	-	-	0
BROWNFIELDS	Y	0.5	0	0	0	**1**	-	**1**
VIC	Y	0.5	0	0	0	**1**	-	**1**
POTENTIAL VIC	Y	0.5	0	0	0	0	-	0
MPCA AI	Y	0.5	**3**	**1**	**1**	**29**	-	**34**
Tribal								

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
INDIAN LUST	Y	0.5	0	0	0	0	-	0
INDIAN UST	Y	0.25	0	0	0	-	-	0
DELISTED INDIAN LST	Y	0.5	0	0	0	0	-	0
DELISTED INDIAN UST	Y	0.25	0	0	0	-	-	0

County ***No County standard environmental record sources available for this State.***

Additional Environmental Records

Federal

PFAS GHG	Y	0.5	0	0	0	0	-	0
OSC RESPONSE	Y	0.125	0	0	-	-	-	0
FINDS/FRS	Y	PO	**2**	-	-	-	-	**2**
TRIS	Y	PO	0	-	-	-	-	0
PFAS NPL	Y	0.5	0	0	0	0	-	0
PFAS FED SITES	Y	0.5	0	0	0	0	-	0
PFAS SSEHRI	Y	0.5	0	0	0	0	-	0
PFAS ERNS	Y	0.5	0	0	0	0	-	0
PFAS NPDES	Y	0.5	0	0	0	0	-	0
PFAS TRI	Y	0.5	0	0	0	0	-	0
PFAS WATER	Y	0.5	0	0	0	0	-	0
PFAS TSCA	Y	0.5	0	0	0	0	-	0
PFAS E-MANIFEST	Y	0.5	0	0	0	0	-	0
PFAS IND	Y	0.5	**1**	0	0	0	-	**1**
HMIRS	Y	0.125	0	0	-	-	-	0
NCDL	Y	0.125	0	0	-	-	-	0
TSCA	Y	0.125	0	0	-	-	-	0
HIST TSCA	Y	0.125	0	0	-	-	-	0
FTTS ADMIN	Y	PO	0	-	-	-	-	0
FTTS INSP	Y	PO	0	-	-	-	-	0
PRP	Y	PO	0	-	-	-	-	0
SCRD DRYCLEANER	Y	0.5	0	0	0	0	-	0
ICIS	Y	PO	0	-	-	-	-	0
FED DRYCLEANERS	Y	0.25	0	0	0	-	-	0
DELISTED FED DRY	Y	0.25	0	0	0	-	-	0
FUDS	Y	1	0	0	0	0	0	0
FUDS MRS	Y	1	0	0	0	0	0	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
FORMER NIKE	Y	1	0	0	0	0	0	0
PIPELINE INCIDENT	Y	PO	0	-	-	-	-	0
MLTS	Y	PO	0	-	-	-	-	0
HIST MLTS	Y	PO	0	-	-	-	-	0
MINES	Y	0.25	0	0	0	-	-	0
SMCRA	Y	1	0	0	0	0	0	0
MRDS	Y	1	0	0	0	0	0	0
LM SITES	Y	1	0	0	0	0	0	0
ALT FUELS	Y	0.25	0	0	0	-	-	0
CONSENT DECREES	Y	0.25	0	0	0	-	-	0
AFS	Y	PO	0	-	-	-	-	0
SSTS	Y	0.25	0	0	0	-	-	0
PCBT	Y	0.5	0	0	0	0	-	0
PCB	Y	0.5	0	0	0	0	-	0
POWER PLANTS	Y	0.125	0	0	-	-	-	0
State								
SPILLS	Y	0.125	0	0	-	-	-	0
AG SPILLS	Y	0.125	0	**1**	-	-	-	**1**
HIST SPL	Y	0.125	0	0	-	-	-	0
DRYCLEANERS	Y	0.25	0	0	0	-	-	0
DELISTED DRYCLEANERS	Y	0.25	0	0	0	-	-	0
PFAS GW	Y	0.5	0	0	0	0	-	0
PFAS LANDFILL	Y	0.5	0	0	0	0	-	0
CDL	Y	PO	0	-	-	-	-	0
FEEDLOTS	Y	0.5	0	0	**1**	**2**	-	**3**
TIER 2	Y	0.125	0	0	-	-	-	0
BULK STORAGE	Y	0.25	0	0	0	-	-	0
Tribal	***No Tribal additional environmental record sources available for this State.***							
County	***No County additional environmental record sources available for this State.***							
Total:			**7**	**2**	**2**	**34**	0	**45**

**** PO – Property Only***
**** 'Property and adjoining properties' database search radii are set at 0.25 miles.***

Executive Summary: Site Report Summary - Project Property

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
1	UST	New Ulm Municipal Airport	1617 Highway 14 W New Ulm MN 56073-2331	ENE	0.00 / 0.00	1	22
			Tank ID | Tank Status: *140387-EQUI0000000002 | Removed, 140387-EQUI0000000004 | Active, 140387-EQUI0000000005 | Active, 140387-EQUI0000000001 | Removed, 140387-EQUI0000000003 | Removed*				
1	MPCA AI	New Ulm Municipal Airport	1617 Highway 14 W New Ulm MN 56073	ENE	0.00 / 0.00	1	25
1	MPCA AI	New Ulm Municipal Airport Reconstruction	Hwy 14 West New Ulm MN 56073	ENE	0.00 / 0.00	1	27
1	FINDS/FRS	NEW ULM MUNICIPAL AIRPORT	1617 HIGHWAY 14 WEST NEW ULM MN 56073	ENE	0.00 / 0.00	1	29
			Registry ID: *110061963718*				
1	MPCA AI	Taxilane Pavement Reconstruction	1617 Highway 14 W New Ulm MN 56073	ENE	0.00 / 0.00	1	29
1	PFAS IND	NEW ULM MUNI	NEW ULM MN	ENE	0.00 / 0.00	1	31
1	FINDS/FRS	TAXILANE PAVEMENT RECONSTRUCT	1617 HIGHWAY 14 W NEW ULM MN 56073-2331	ENE	0.00 / 0.00	1	32
			Registry ID: *110071476059*				

Executive Summary: Site Report Summary - Surrounding Properties

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
2	AG SPILLS		MN ***Inv ID*	*Inv Status Type:*** FY78I006 | Closed	E	0.01 / 69.39	8	33
3	MPCA AI	New Ulm Municipal Airport Runway	Address Unknown New Ulm MN 56073	NE	0.03 / 178.76	0	33
4	FEEDLOTS	Leo Marti Farm	23830 County Road 12 New Ulm MN 56073	SSW	0.14 / 749.67	10	35
4	MPCA AI	Leo Marti Farm	23830 County Road 12 New Ulm MN 56073	SSW	0.14 / 749.67	10	37
5	MPCA AI	O'Reilly Auto Parts - 2345	1508 Westridge Rd New Ulm MN 56073	NE	0.25 / 1,321.51	-16	39
6	MPCA AI	Brown County Tire & Service	1604 Westridge Rd New Ulm MN 56073	NNE	0.26 / 1,368.74	-14	41
7	MPCA AI	Kohls Weelborg Chevrolet LLC	1430 Westridge Rd New Ulm MN 56073	NE	0.26 / 1,380.67	-9	43
8	MPCA AI	FMS 6 - New Ulm	2100 Palmer Ave New Ulm MN 56073	WNW	0.29 / 1,556.03	1	44
8	MPCA AI	MNARNG New Ulm Readiness Center	2100 Palmer Ave New Ulm MN 56073	WNW	0.29 / 1,556.03	1	46
8	MPCA AI	New Ulm Readiness Center	2100 Palmer Ave New Ulm MN 56073	WNW	0.29 / 1,556.03	1	48
9	MPCA AI	Laraway Roofing Inc	Highway 14 W New Ulm MN 56073	NNE	0.31 / 1,632.77	-5	50
10	MPCA AI	Dollar Tree 03487	1702 Westridge Rd Ste 16 New Ulm MN 56073	NNE	0.31 / 1,650.42	-10	51

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
11	MPCA AI	Marvs Sport Center Inc	1414 Westridge Rd New Ulm MN 56073	NE	0.33 / 1,716.58	-9	53
12	MPCA AI	Fairhills Sixth Addition	Fairhills Sixth Addition New Ulm MN 56073	ENE	0.33 / 1,748.84	0	55
13	MPCA AI	North Central International	Address Unknown New Ulm MN 56073	NE	0.34 / 1,809.46	-22	57
13	MPCA AI	North Central International New Ulm	3 Somsen St New Ulm MN 56073	NE	0.34 / 1,809.46	-22	58
14	MPCA AI	Wech's Second Addition	Address Unknown New Ulm MN 56073	E	0.36 / 1,886.47	13	60
15	LST REM SITE	Gopher Concrete	Highway 14 W New Ulm MN 56073	N	0.36 / 1,892.77	-9	62
16	MPCA AI	Wech's 2nd Addition	1400 12th North St New Ulm MN 56073	E	0.38 / 1,991.28	9	63
17	MPCA AI	Walmart Supercenter 3760	1720 Westridge Rd New Ulm MN 56073	N	0.38 / 1,993.50	-6	65
18	MPCA AI	Hardees Restaurant	Address Unknown New Ulm MN 56073	N	0.38 / 1,994.95	-11	67
19	MPCA AI	Hardees Restaurant	Address Unknown New Ulm MN 56073	N	0.38 / 1,996.86	-10	68
20	MPCA AI	Taz, LLC - Terry Zinniel New Lot Sitework	4 Somsen St New Ulm MN 56073	NE	0.38 / 2,008.66	-20	70
21	MPCA AI	Joseph G Stanek	1626 Oak St La Crosse MN	E	0.38 / 2,017.13	14	72
21	MPCA AI	Kwik Trip Inc	1626 Oak St La Crosse MN 54602	E	0.38 / 2,017.13	14	73
21	MPCA AI	Ken Nelson	1626 Oak St La Crosse MN	E	0.38 / 2,017.13	14	74

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
21	MPCA AI	Bill Eastman	1626 Oak St La Crosse MN	E	0.38 / 2,017.13	14	75
22	MPCA AI	Retail Facility #81	Lot 2, Block 1, Valley Heights Fifth Addition New Ulm MN 56073	N	0.40 / 2,134.02	-4	76
23	VIC	Gopher Concrete Site	16568 US Hwy 14 New Ulm MN 56073	NNW	0.43 / 2,296.44	-11	78
23	MPCA AI	Gopher Concrete Site	16568 US Hwy 14 New Ulm MN 56073	NNW	0.43 / 2,296.44	-11	79
23	BROWNFIELDS	Gopher Concrete Site	16568 US Hwy 14 New Ulm MN 56073	NNW	0.43 / 2,296.44	-11	81
24	MPCA AI	GENES	16972 US Highway 14 New Ulm MN 56073	NW	0.44 / 2,341.76	4	82
24	FEEDLOTS	GENES	16972 US Highway 14 New Ulm MN 56073	NW	0.44 / 2,341.76	4	84
25	FEEDLOTS	Doyle Sandmann Farm	24016 County Road 12 New Ulm MN 56073	WSW	0.44 / 2,344.93	-8	86
25	MPCA AI	Doyle Sandmann Farm	24016 County Road 12 New Ulm MN 56073	WSW	0.44 / 2,344.93	-8	88
26	MPCA AI	Zinniel Boring Building Site	Address Unknown New Ulm MN 56073	NE	0.47 / 2,474.19	-21	90
27	MPCA AI	Menard's New Ulm	Address Unknown New Ulm MN 56073	NW	0.49 / 2,580.12	2	92
28	MPCA AI	Windings, Inc.	15 Somsen St New Ulm MN 56073	NNE	0.49 / 2,594.11	-13	94

Executive Summary: Summary by Data Source

Standard

State

LST REM SITE - MPCA Remediation Leak Sites

A search of the LST REM SITE database, dated Jun 12, 2024 has found that there are 1 LST REM SITE site(s) within approximately 0.50miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
Gopher Concrete	Highway 14 W New Ulm MN 56073	N	0.36 / 1,892.77	15

UST - Underground Storage Tanks

A search of the UST database, dated Jun 12, 2024 has found that there are 1 UST site(s) within approximately 0.25miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
New Ulm Municipal Airport	1617 Highway 14 W New Ulm MN 56073-2331	ENE	0.00 / 0.00	1
	Tank ID* | *Tank Status: *140387-EQUI0000000002 | Removed, 140387-EQUI0000000004 | Active, 140387-EQUI0000000005 | Active, 140387-EQUI0000000001 | Removed, 140387-EQUI0000000003 | Removed*			

BROWNFIELDS - Petroleum Brownfields Program Sites

A search of the BROWNFIELDS database, dated Jun 12, 2024 has found that there are 1 BROWNFIELDS site(s) within approximately 0.50miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
Gopher Concrete Site	16568 US Hwy 14 New Ulm MN 56073	NNW	0.43 / 2,296.44	23

VIC - Voluntary Investigation and Cleanup Program List

A search of the VIC database, dated Jun 12, 2024 has found that there are 1 VIC site(s) within approximately 0.50miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
Gopher Concrete Site	16568 US Hwy 14 New Ulm MN 56073	NNW	0.43 / 2,296.44	23

MPCA AI - MPCA Agency Interests

A search of the MPCA AI database, dated Jul 24, 2024 has found that there are 34 MPCA AI site(s) within approximately 0.50miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
New Ulm Municipal Airport	1617 Highway 14 W New Ulm MN 56073	ENE	0.00 / 0.00	1
New Ulm Municipal Airport Reconstruction	Hwy 14 West New Ulm MN 56073	ENE	0.00 / 0.00	1
Taxilane Pavement Reconstruction	1617 Highway 14 W New Ulm MN 56073	ENE	0.00 / 0.00	1
New Ulm Municipal Airport Runway	Address Unknown New Ulm MN 56073	NE	0.03 / 178.76	3
Leo Marti Farm	23830 County Road 12 New Ulm MN 56073	SSW	0.14 / 749.67	4
FMS 6 - New Ulm	2100 Palmer Ave New Ulm MN 56073	WNW	0.29 / 1,556.03	8
MNARNG New Ulm Readiness Center	2100 Palmer Ave New Ulm MN 56073	WNW	0.29 / 1,556.03	8
New Ulm Readiness Center	2100 Palmer Ave New Ulm MN 56073	WNW	0.29 / 1,556.03	8
Fairhills Sixth Addition	Fairhills Sixth Addition New Ulm MN 56073	ENE	0.33 / 1,748.84	12
Wech's Second Addition	Address Unknown New Ulm MN 56073	E	0.36 / 1,886.47	14
Wech's 2nd Addition	1400 12th North St New Ulm MN 56073	E	0.38 / 1,991.28	16
Joseph G Stanek	1626 Oak St La Crosse MN	E	0.38 / 2,017.13	21
Kwik Trip Inc	1626 Oak St La Crosse MN 54602	E	0.38 / 2,017.13	21

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Ken Nelson	1626 Oak St La Crosse MN	E	0.38 / 2,017.13	21
Bill Eastman	1626 Oak St La Crosse MN	E	0.38 / 2,017.13	21
GENES	16972 US Highway 14 New Ulm MN 56073	NW	0.44 / 2,341.76	24
Menard's New Ulm	Address Unknown New Ulm MN 56073	NW	0.49 / 2,580.12	27

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
O'Reilly Auto Parts - 2345	1508 Westridge Rd New Ulm MN 56073	NE	0.25 / 1,321.51	5
Brown County Tire & Service	1604 Westridge Rd New Ulm MN 56073	NNE	0.26 / 1,368.74	6
Kohls Weelborg Chevrolet LLC	1430 Westridge Rd New Ulm MN 56073	NE	0.26 / 1,380.67	7
Laraway Roofing Inc	Highway 14 W New Ulm MN 56073	NNE	0.31 / 1,632.77	9
Dollar Tree 03487	1702 Westridge Rd Ste 16 New Ulm MN 56073	NNE	0.31 / 1,650.42	10
Marvs Sport Center Inc	1414 Westridge Rd New Ulm MN 56073	NE	0.33 / 1,716.58	11
North Central International	Address Unknown New Ulm MN 56073	NE	0.34 / 1,809.46	13
North Central International New Ulm	3 Somsen St New Ulm MN 56073	NE	0.34 / 1,809.46	13
Walmart Supercenter 3760	1720 Westridge Rd New Ulm MN 56073	N	0.38 / 1,993.50	17

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
Hardees Restaurant	Address Unknown New Ulm MN 56073	N	0.38 / 1,994.95	18
Hardees Restaurant	Address Unknown New Ulm MN 56073	N	0.38 / 1,996.86	19
Taz, LLC - Terry Zinniel New Lot Sitework	4 Somsen St New Ulm MN 56073	NE	0.38 / 2,008.66	20
Retail Facility #81	Lot 2, Block 1, Valley Heights Fifth Addition New Ulm MN 56073	N	0.40 / 2,134.02	22
Gopher Concrete Site	16568 US Hwy 14 New Ulm MN 56073	NNW	0.43 / 2,296.44	23
Doyle Sandmann Farm	24016 County Road 12 New Ulm MN 56073	WSW	0.44 / 2,344.93	25
Zinniel Boring Building Site	Address Unknown New Ulm MN 56073	NE	0.47 / 2,474.19	26
Windings, Inc.	15 Somsen St New Ulm MN 56073	NNE	0.49 / 2,594.11	28

Non Standard

Federal

FINDS/FRS - Facility Registry Service/Facility Index

A search of the FINDS/FRS database, dated Aug 1, 2024 has found that there are 2 FINDS/FRS site(s) within approximately 0.02miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
TAXILANE PAVEMENT RECONSTRUCT	1617 HIGHWAY 14 W NEW ULM MN 56073-2331 ***Registry ID**: 110071476059*	ENE	0.00 / 0.00	1
NEW ULM MUNICIPAL AIRPORT	1617 HIGHWAY 14 WEST NEW ULM MN 56073 ***Registry ID**: 110061963718*	ENE	0.00 / 0.00	1

PFAS IND - PFAS Industry Sectors

A search of the PFAS IND database, dated Sep 23, 2024 has found that there are 1 PFAS IND site(s) within approximately 0.50miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
NEW ULM MUNI	NEW ULM MN	ENE	0.00 / 0.00	1

State

AG SPILLS - Department of Agriculture Spills

A search of the AG SPILLS database, dated Sep 3, 2024 has found that there are 1 AG SPILLS site(s) within approximately 0.12miles of the project property.

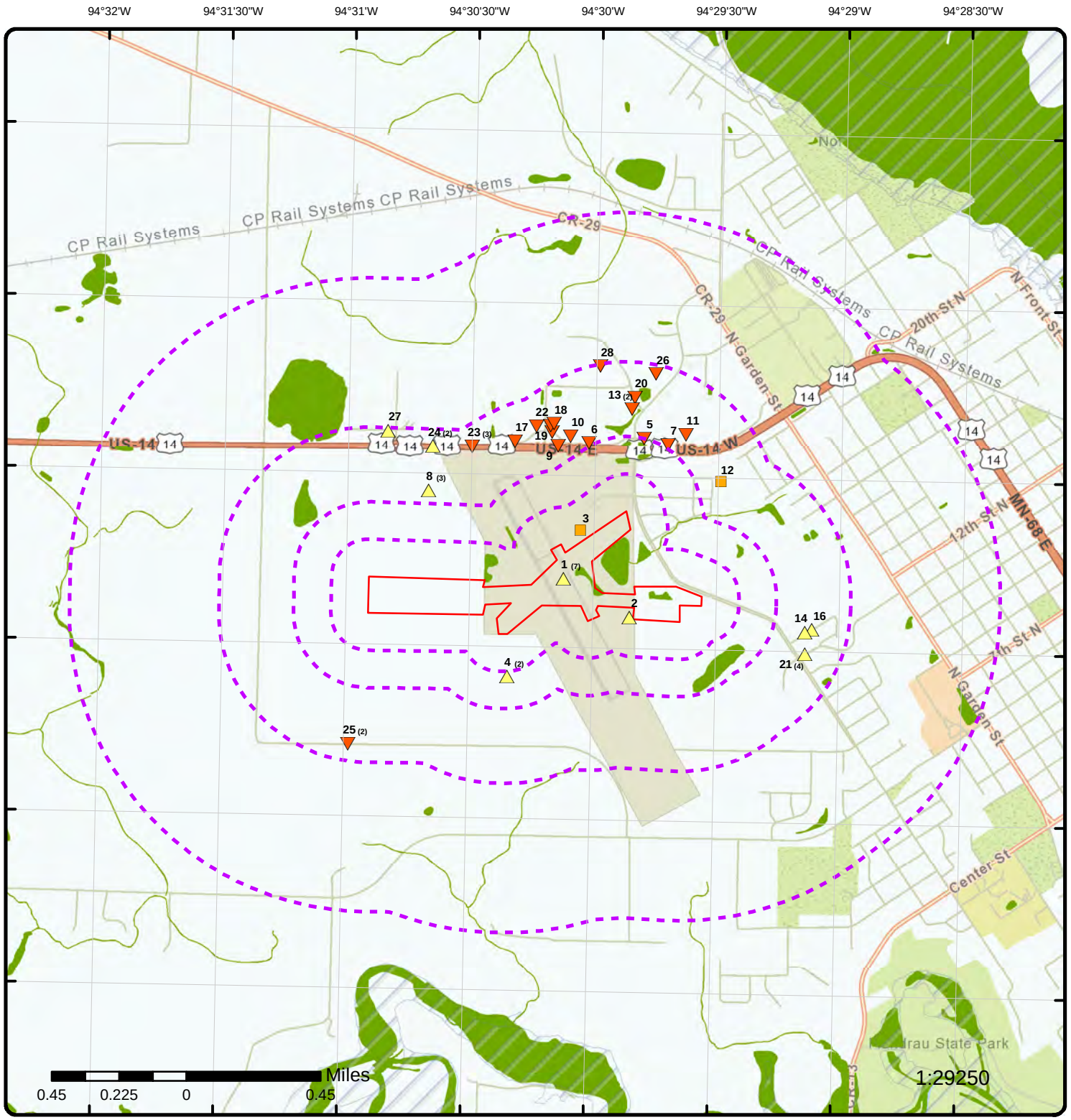
Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
	MN	E	0.01 / 69.39	2
	Inv ID* | *Inv Status Type: *FY78I006* | *Closed*			

FEEDLOTS - Animal Feedlots

A search of the FEEDLOTS database, dated May 1, 2023 has found that there are 3 FEEDLOTS site(s) within approximately 0.50miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Leo Marti Farm	23830 County Road 12 New Ulm MN 56073	SSW	0.14 / 749.67	4
GENES	16972 US Highway 14 New Ulm MN 56073	NW	0.44 / 2,341.76	24

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
Doyle Sandmann Farm	24016 County Road 12 New Ulm MN 56073	WSW	0.44 / 2,344.93	25

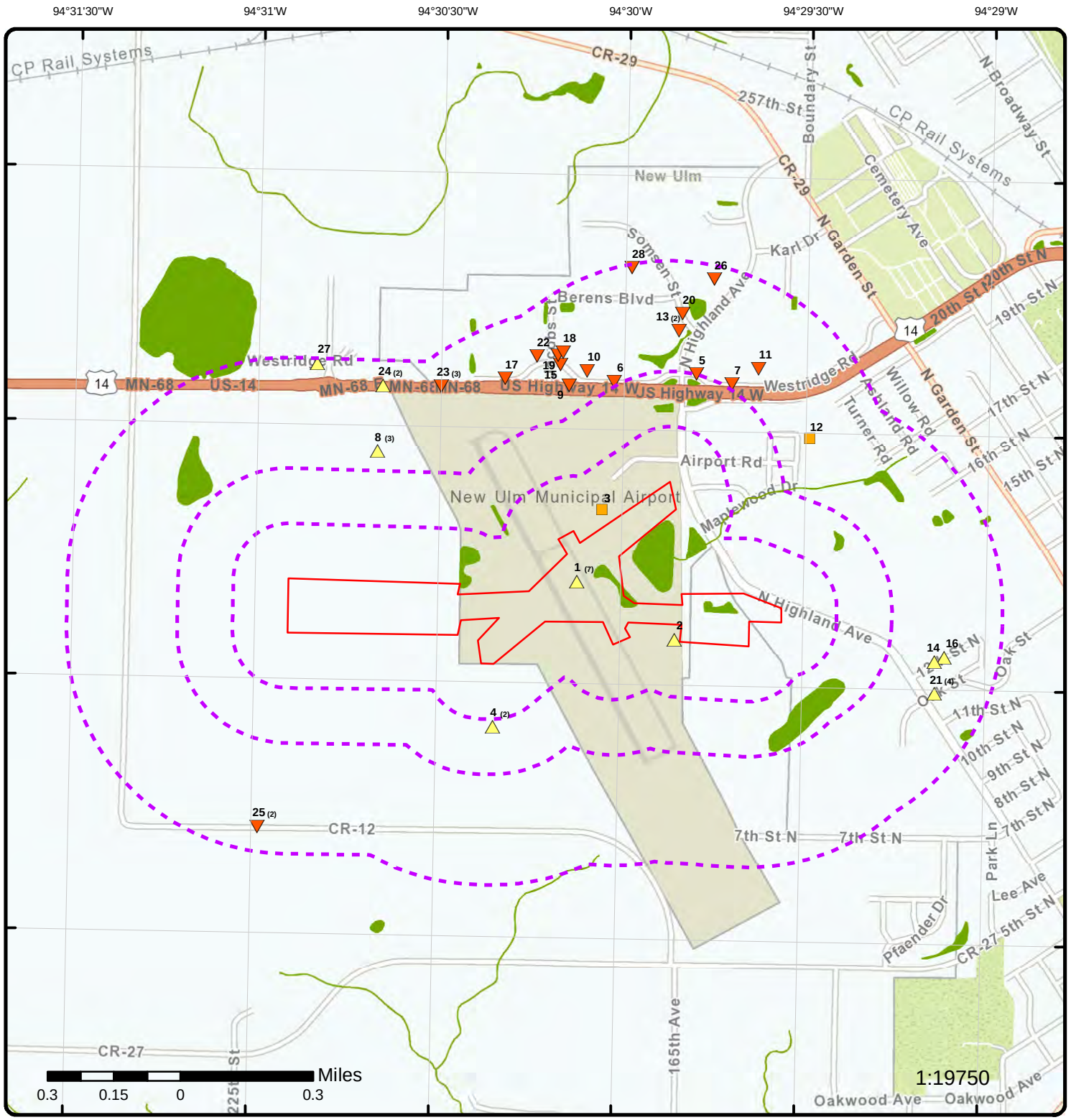


Map: 1.0 Mile Radius

Order Number: 24102800050

Address: New Ulm Airport (ULM), New Ulm, MN

- Project Property
- Buffer Outline
- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- Areas with Higher Elevation
- Areas with Same Elevation
- Areas with Lower Elevation
- Areas with Unknown Elevation
- Freeways; Highways
- Traffic Circle; Ramp
- Major & Minor Arterial
- Traffic Circle; Ramp
- Local Road
- Rail
- State
- Country
- National Wetland
- Indian Reserve Land
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- National Priorities List (Active, Delisted, Proposed, Institutional Control)

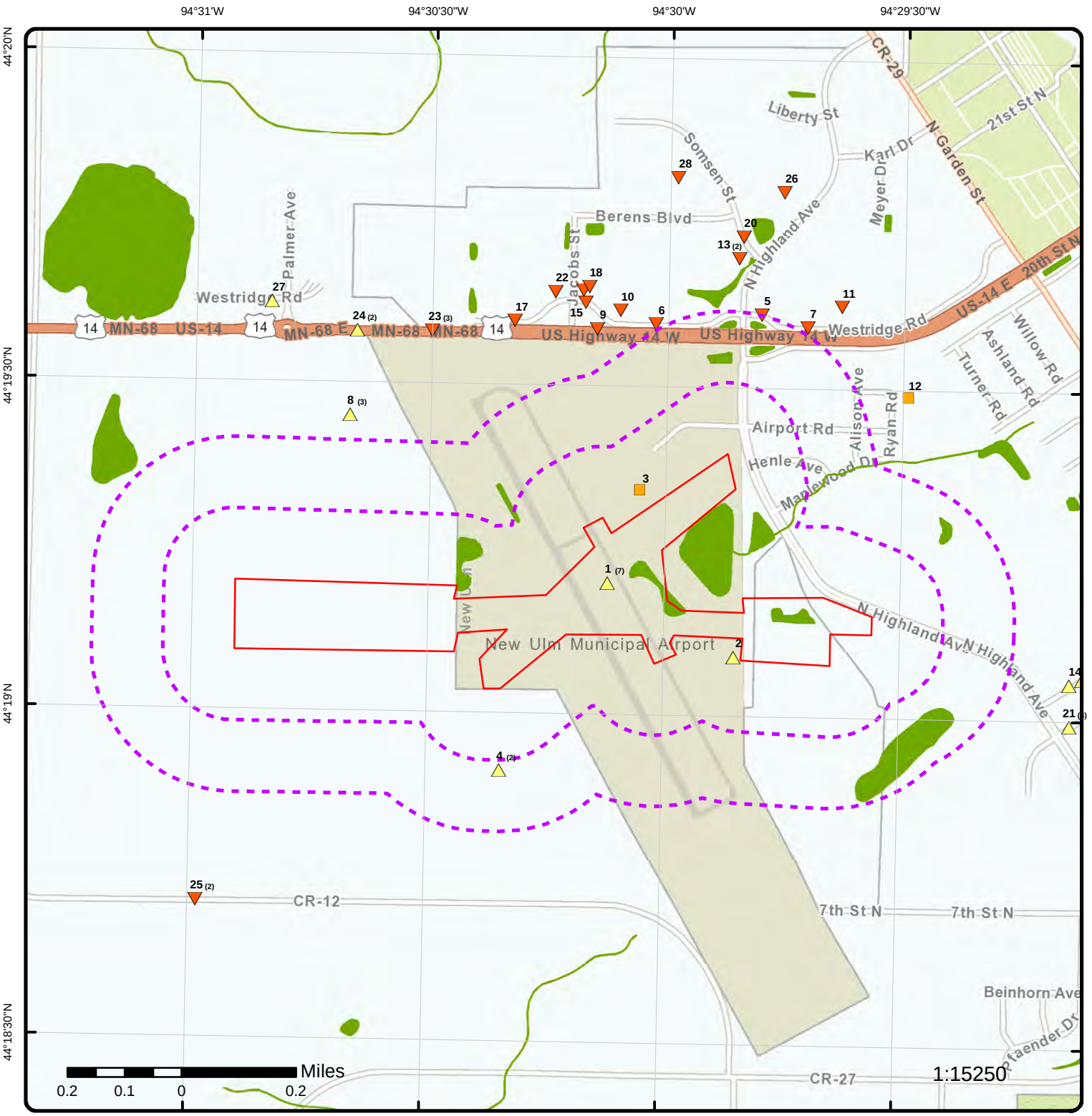


Map: 0.5 Mile Radius

Order Number: 24102800050

Address: New Ulm Airport (ULM), New Ulm, MN

- Project Property
- Buffer Outline
- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- Areas with Higher Elevation
- Areas with Same Elevation
- Areas with Lower Elevation
- Areas with Unknown Elevation
- Freeways; Highways
- Traffic Circle; Ramp
- Major & Minor Arterial
- Traffic Circle; Ramp
- Local Road
- Rail
- State
- Country
- National Wetland
- Indian Reserve Land
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- National Priorities List (Active, Delisted, Proposed, Institutional Control)



Map: 0.25 Mile Radius

Order Number: 24102800050

Address: New Ulm Airport (ULM), New Ulm, MN

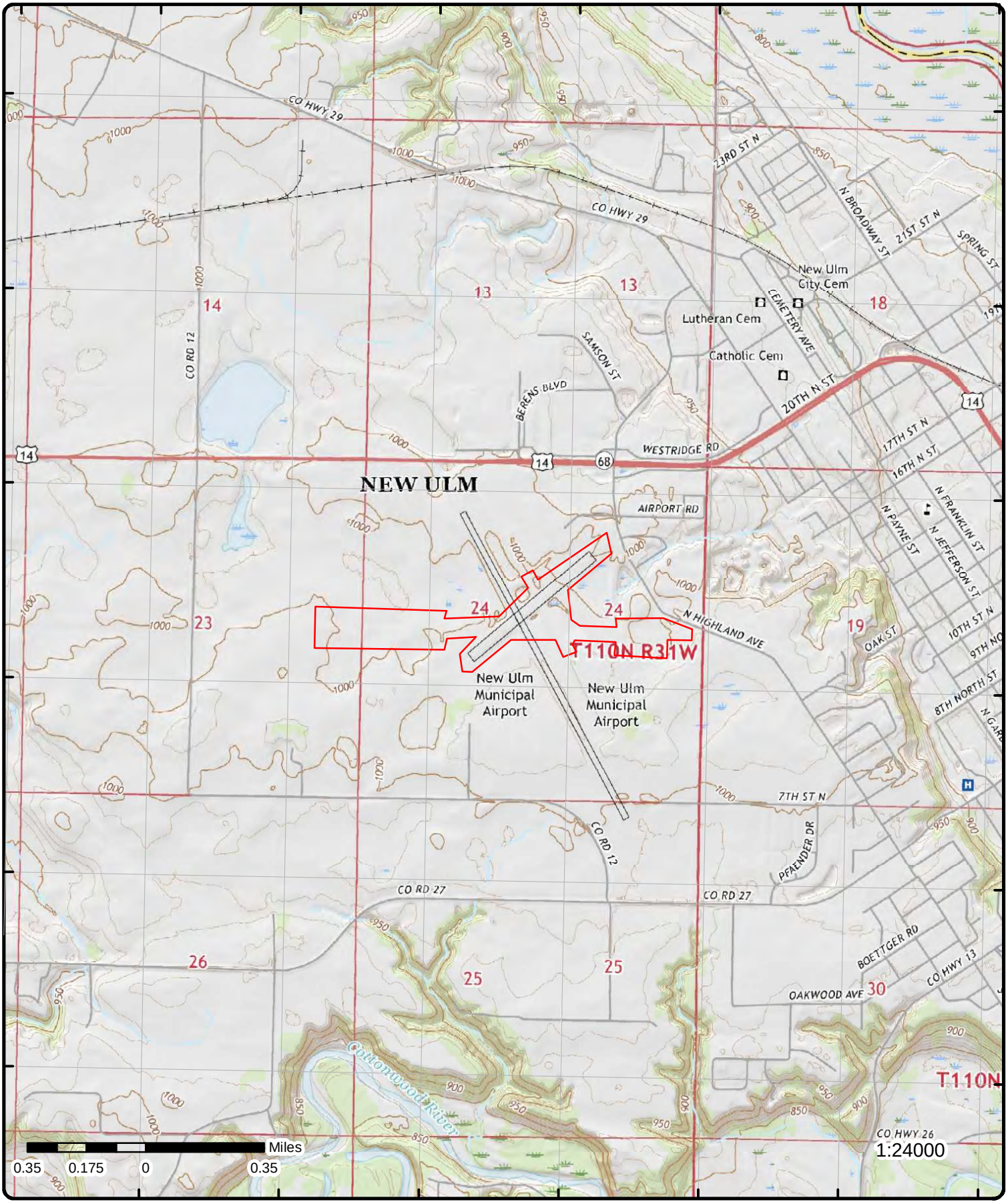
- Project Property
- Buffer Outline
- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- Areas with Higher Elevation
- Areas with Same Elevation
- Areas with Lower Elevation
- Areas with Unknown Elevation
- Freeways; Highways
- Traffic Circle; Ramp
- Major & Minor Arterial
- Traffic Circle; Ramp
- Local Road
- Rail
- State
- Country
- National Wetland
- Indian Reserve Land
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- National Priorities List (Active, Delisted, Proposed, Institutional Control)

Aerial **Year: 2022**

Address: New Ulm Airport (ULM), New Ulm, MN

Source: ESRI World Imagery

Order Number: 24102800050



Topographic Map

Year: 2019

Order Number: 24102800050

Address: New Ulm Airport (ULM), MN

Quadrangle(s): Essig MN, New Ulm MN

Source: USGS Topographic Map

Detail Report

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	1 of 7	ENE	0.00 / 0.00	1,002.46 / 1	New Ulm Municipal Airport 1617 Highway 14 W New Ulm MN 56073-2331	UST

AI ID: 140387
Tank Type: Underground Storage Tank System
AI Name: New Ulm Municipal Airport
Address1: 1617 Highway 14 W
Address2:
Address3:
City: New Ulm
County: Brown
State: MN
Zip: 56073-2331
Location Description:
AI Name (Map): New Ulm Municipal Airport
Address1 (Map): 1617 Highway 14 W
Address2 (Map):
City (Map): New Ulm
State (Map): MN
Zip (Map): 56073
Owner: New Ulm city of
Owner Address: 100 Broadway St
Owner City: New Ulm
Owner State: MN
Owner Zip: 560731795
Data Source: Minnesota Pollution Control Agency Tank Sites; Minnesota Pollution Control Agency Regulated Tank Systems (Map)

Tank Information

Tank Site ID: TS0000689
Tank ID: 140387-EQUI0000000002
Tank Status: Removed
Install Date: 1/1/1951
Status Change Date: 7/24/1989
Primary NAICS:
Primary SIC: 4581 - Airports, Flying Fields, and Airport Terminal Services
Subject Item Description: 1,000 gal/Gasoline/Removed
Tanks Url: https://webapp.pca.state.mn.us/tank-leak/sites/TS/TS0000689
Coord Collect Meth Desc: Digitized - MPCA internal map
Latitude: 44.32286164
Longitude: -94.50147954
Contractor of Tank: Zahl Equipment Service Inc
Tribal Land:

Compartment Information

Compartment ID: 140387-EQUI0000000002-1
Compartment No: 1
Tank Wall Type: Single
Tank Material: Bare/Paint/Asph Coat Steel
Subject Item Designation: 3
Overfill Prevention System: UST Not needed
Programs: UT
Capacity (gal): 1000
Cathodic Prot Sys: Not needed
Special Use Desc: None

Pipe Information

Pipe Wall Type: Single
Pipe Leak Detection: SSP
Pipe Material: Steel/Iron
Pipe Corrosion Protection: None
Stored Product: Gasoline
Tank Leak Detection: UST Not needed
Vapor Recovery Flag: No

Tank Information

Tank Site ID: TS0000689
Tank ID: 140387-EQUI0000000004
Tank Status: Active
Install Date: 12/1/1989
Status Change Date: 12/1/1989
Latitude: 44.3228436
Longitude: -94.50135241
Contractor of Tank: Zahl Equipment Service Inc
Tribal Land:

Primary NAICS:
Primary SIC: 4581 - Airports, Flying Fields, and Airport Terminal Services
Subject Item Description: 12,000 ga. Jet Fuel
Tanks Url: https://webapp.pca.state.mn.us/tank-leak/sites/TS/TS0000689
Coord Collect Meth Desc: Digitized - MPCA internal map

Compartment Information

Compartment ID: 140387-EQUI0000000004-1
Compartment No: 1
Tank Wall Type: Double
Tank Material: STI-P3, DW
Subject Item Designation: 5
Overfill Prevention System: UST Automatic shutoff
Programs: UT
Capacity (gal): 12000
Cathodic Prot Sys: Anode
Special Use Desc: None

Pipe Information

Pipe Wall Type: Single
Pipe Leak Detection: SSP
Pipe Material: Coated steel
Pipe Corrosion Protection: Anode
Stored Product: Jet Fuel
Tank Leak Detection: UST Automatic tank gauging
Vapor Recovery Flag: No

Tank Information

Tank Site ID: TS0000689
Tank ID: 140387-EQUI0000000005
Tank Status: Active
Install Date: 5/1/1990
Status Change Date: 5/1/1990
Latitude: 44.32293455
Longitude: -94.50148383
Contractor of Tank: Zahl Equipment Service Inc
Tribal Land:
Primary NAICS:
Primary SIC: 4581 - Airports, Flying Fields, and Airport Terminal Services
Subject Item Description: 12,000 ga. AV gas
Tanks Url: https://webapp.pca.state.mn.us/tank-leak/sites/TS/TS0000689
Coord Collect Meth Desc: Digitized - MPCA internal map

Compartment Information

Compartment ID: 140387-EQUI0000000005-1
Compartment No: 1
Tank Wall Type: Double
Tank Material: STI-P3, DW
Subject Item Designation: 4
Overfill Prevention System: UST Automatic shutoff
Programs: UT
Capacity (gal): 12000
Cathodic Prot Sys: Anode
Special Use Desc: None

Pipe Information

Pipe Wall Type: Single
Pipe Leak Detection: SSP
Pipe Material: Coated steel
Pipe Corrosion Protection: Anode
Stored Product: Aviation gasoline
Tank Leak Detection: UST Automatic tank gauging, UST Interstitial monitoring
Vapor Recovery Flag: No

Tank Information

Tank Site ID: TS0000689
Tank ID: 140387-EQUI0000000001
Tank Status: Removed
Install Date: 1/1/1951
Status Change Date: 7/24/1989
Latitude: 44.32286164
Longitude: -94.50147364
Contractor of Tank: Zahl Equipment Service Inc
Tribal Land:
Primary NAICS:
Primary SIC: 4581 - Airports, Flying Fields, and Airport Terminal Services
Subject Item Description: 1,000 gal/Gasoline/Removed

Tanks Url: https://webapp.pca.state.mn.us/tank-leak/sites/TS/TS0000689
Coord Collect Meth Desc: Digitized - MPCA internal map

Compartment Information

Compartment ID: 140387-EQUI0000000001-1
Compartment No: 1
Tank Wall Type: Single
Tank Material: Bare/Paint/Asph Coat Steel
Subject Item Designation: 1
Overfill Prevention System: UST Not needed
Programs: UT
Capacity (gal): 1000
Cathodic Prot Sys: Not needed
Special Use Desc: None

Pipe Information

Pipe Wall Type: Single
Pipe Leak Detection: SSP
Pipe Material: Steel/Iron
Pipe Corrosion Protection: None
Stored Product: Gasoline
Tank Leak Detection: UST Not needed
Vapor Recovery Flag: No

Tank Information

Tank Site ID: TS0000689
Tank ID: 140387-EQUI0000000003
Tank Status: Removed
Install Date: 11/1/1976
Status Change Date: 4/1/1990
Primary NAICS:
Primary SIC: 4581 - Airports, Flying Fields, and Airport Terminal Services
Subject Item Description: 12,000 gal/Aviation gasoline/Removed
Tanks Url: https://webapp.pca.state.mn.us/tank-leak/sites/TS/TS0000689
Coord Collect Meth Desc: Digitized - MPCA internal map
Latitude: 44.32286279
Longitude: -94.5014715
Contractor of Tank: Zahl Equipment Service Inc
Tribal Land:

Compartment Information

Compartment ID: 140387-EQUI0000000003-1
Compartment No: 1
Tank Wall Type: Single
Tank Material: Bare/Paint/Asph Coat Steel
Subject Item Designation: 2
Overfill Prevention System: UST Not needed
Programs: UT
Capacity (gal): 12000
Cathodic Prot Sys: Anode
Special Use Desc: None

Pipe Information

Pipe Wall Type: Single
Pipe Leak Detection: SSP
Pipe Material: Steel/Iron
Pipe Corrosion Protection: None
Stored Product: Aviation gasoline
Tank Leak Detection: UST Not needed
Vapor Recovery Flag: No

MPCA Map Regulated Tank Systems

Item ID: 140387-EQUI0000000005
Int Doc ID: 0
Spatial ID:
SI Type: USTS
SI Cat: EQUI
SI ID: 5
SI Cat Desc: Equipment
SI Designation: 004
Status Desc: Active
Status Date: 4/30/1990, 8:00 PM
Install Date: 4/30/1990, 8:00 PM
AI Prg Code: UT
Longitude: -94.50148383
Ctu Name: New Ulm
Cong Dist: 1
House Dist: 15B
Senate Dist: 15
Huc8: 07020007
Huc10: 0702000706
Huc12: 070200070602
Dwsma Code:
Dwsma Name:
Trdsqq:
Pls Twsp:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

AI Program:	Underground Tanks	**Range :**	
Compartments:	1	**Range Dir:**	
Substance:	Aviation gasoline	**Section:**	
Capacity:	12000	**Quarters:**	
Overfill Prevent:	UST Automatic shutoff	**Method Desc:**	Digitized - MPCA internal map
Loc Desc:		**Ref Desc:**	General Location
County:	Brown	**X:**	-94.5014758195002
Latitude:	44.32293455	**Y:**	44.32292673836248
Si Type Desc:	Underground Storage Tank System		
Huc8 Name:	Minnesota River - Mankato		
Huc12 Name:	Huelskamp Creek-Minnesota River		
Description:	12,000 ga. AV gas		

MPCA Map Regulated Tank Systems

Item ID:	140387-EQUI0000000004	**Longitude:**	-94.50135241
Int Doc ID:	0	**Ctu Name:**	New Ulm
Spatial ID:		**Cong Dist:**	1
SI Type:	USTS	**House Dist:**	15B
SI Cat:	EQUI	**Senate Dist:**	15
SI ID:	4	**Huc8:**	07020007
SI Cat Desc:	Equipment	**Huc10:**	0702000706
SI Designation:	005	**Huc12:**	070200070602
Status Desc:	Active	**Dwsma Code:**	
Status Date:	11/30/1989, 7:00 PM	**Dwsma Name:**	
Install Date:	11/30/1989, 7:00 PM	**Trdsqq:**	
AI Prg Code:	UT	**Pls Twsp:**	
AI Program:	Underground Tanks	**Range :**	
Compartments:	1	**Range Dir:**	
Substance:	Jet Fuel	**Section:**	
Capacity:	12000	**Quarters:**	
Overfill Prevent:	UST Automatic shutoff	**Method Desc:**	Digitized - MPCA internal map
Loc Desc:		**Ref Desc:**	General Location
County:	Brown	**X:**	-94.50134439961646
Latitude:	44.3228436	**Y:**	44.32283578812827
Si Type Desc:	Underground Storage Tank System		
Huc8 Name:	Minnesota River - Mankato		
Huc12 Name:	Huelskamp Creek-Minnesota River		
Description:	12,000 ga. Jet Fuel		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	2 of 7	ENE	0.00 / 0.00	1,002.46 / 1	New Ulm Municipal Airport 1617 Highway 14 W New Ulm MN 56073	MPCA AI

Agency Interest ID:	140387
Name (Map):	New Ulm Municipal Airport
Address (Map):	1617 Highway 14 W
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.32312753
Longitude (Map):	-94.50076209
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	New Ulm Municipal Airport
Address (Site):	1617 Highway 14 W
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073-2331
Latitude (Site):	44.32312753
Longitude (Site):	-94.50076209
County (Site):	Brown
Name (Req):	New Ulm Municipal Airport
Address (Req):	1617 Highway 14 W
City (Req):	New Ulm
State (Req):	MN

ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.32312753
Longitude (Req):	-94.50076209
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	140387-AISI0000140387	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Multiple Programs	**SI ID:**	140387
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	5/15/2024	**TRDSQQ:**	
Tmsp Created:	7/5/2012	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	5/15/2024	**Verified:**	No
Spatial ID:	63366433	**User Updt:**	spatial_
Name:	New Ulm Municipal Airport		
Program List:	IS, UT		
HUC 8:	07020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	0702000706		
HUC 12:	070200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
DWSMA Code:			
DWSMA Name:			
Method Code:	DM		
Method Desc:	Digitized - MPCA internal map		

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020007
MPCA ID:	Multiple IDs	**Cong Distr:**	1
Program Co:	ST; TL	**Senate Dis:**	15
Program Name:	Multiple Programs	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073-2331	**Coord Coll:**	DM
City:	New Ulm	**Latitude:**	44.32312753
County:	Brown	**Longitude:**	-94.50076209
Activity:	Multiple Activities		
Addr St:	1617 Highway 14 W		
Addr City:	New Ulm		
MPCA ID List:	MNR0537JQ; MNR0539CX; TS0000689		
Program 1:	Stormwater; Tanks		
Name:	New Ulm Municipal Airport		
Watershed :	Minnesota River - Mankato		
Coord Co 1:	Digitized - MPCA internal map		
Activity L:	Industrial Stormwater; Underground Tanks		
Industrial:			
Site URL:	https://webapp.pca.state.mn.us/wimn/site/140387		

Agency Interests: File Request Details

Item ID:	140387-AISI0000140387	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Program:	Multiple Programs	**SI ID:**	140387
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	5/15/2024	**Ref Code:**	GEN
Tmsp Created:	7/5/2012	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	5/15/2024	**User Updt:**	spatial_
Spatial ID:	63366433		
Name:	New Ulm Municipal Airport		
Program List:	IS, UT		
HUC 8:	7020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	702000706		
HUC 10 Name:	City of New Ulm-Minnesota River		
HUC 12:	70200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
SI Type Desc:	Conventional Site		
DWSMA Code:			
DWSMA Name:			
Method Code:	DM		
Method Desc:	Digitized - MPCA internal map		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	3 of 7	ENE	0.00 / 0.00	1,002.46 / 1	New Ulm Municipal Airport Reconstruction Hwy 14 West New Ulm MN 56073	MPCA AI

Agency Interest ID:	143971
Name (Map):	New Ulm Municipal Airport Reconstruction
Address (Map):	Hwy 14 West
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.31839001
Longitude (Map):	-94.53883405
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	New Ulm Municipal Airport Reconstruction
Address (Site):	Hwy 14 West
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.31839001
Longitude (Site):	-94.53883405
County (Site):	Brown
Name (Req):	New Ulm Municipal Airport Reconstruction
Address (Req):	Hwy 14 West
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.31839001
Longitude (Req):	-94.53883405
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	143971-AISI0000143971	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON

Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	143971
CTU Code:	664973	**SI Cat Desc:**	Agency Interest
CTU Name:	Milford Township	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	7/20/2017	**TRDSQQ:**	
Tmsp Created:	5/13/2014	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	7/20/2017	**Verified:**	No
Spatial ID:	68685043	**User Updt:**	geo_nc

Name: New Ulm Municipal Airport Reconstruction
Program List: CS
HUC 8: 07020008
HUC 8 Name: Cottonwood River
HUC 10: 0702000808
HUC 12: 070200080803
HUC 12 Name: Cottonwood River
DWSMA Code:
DWSMA Name:
Method Code: Z1
Method Desc: Zip Code Centroid

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020008
MPCA ID:	C00038061	**Cong Distr:**	1
Program Co:	ST	**Senate Dis:**	15
Program Name:	Stormwater	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	Z1
City:	Milford Township	**Latitude:**	44.31839001
County:	Brown	**Longitude:**	-94.53883405

Activity: Construction Stormwater
Addr St: Hwy 14 West
Addr City: New Ulm
MPCA ID List: C00038061
Program 1: Stormwater
Name: New Ulm Municipal Airport Reconstruction
Watershed : Cottonwood River
Coord Co 1: Zip Code Centroid
Activity L: Construction Stormwater
Industrial:
Site URL: https://webapp.pca.state.mn.us/wimn/site/143971

Agency Interests: File Request Details

Item ID:	143971-AISI0000143971	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	143971
CTU Code:	664973	**SI Cat Desc:**	Agency Interest
CTU Name:	Milford Township	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	7/20/2017	**Ref Code:**	GEN
Tmsp Created:	5/13/2014	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	7/20/2017	**User Updt:**	geo_nc
Spatial ID:	68685043		

Name: New Ulm Municipal Airport Reconstruction

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Program List:	CS
HUC 8:	7020008
HUC 8 Name:	Cottonwood River
HUC 10:	702000808
HUC 10 Name:	Cottonwood River
HUC 12:	70200080803
HUC 12 Name:	Cottonwood River
SI Type Desc:	Conventional Site
DWSMA Code:	
DWSMA Name:	
Method Code:	Z1
Method Desc:	Zip Code Centroid

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	4 of 7	ENE	0.00 / 0.00	1,002.46 / 1	NEW ULM MUNICIPAL AIRPORT 1617 HIGHWAY 14 WEST NEW ULM MN 56073	FINDS/FRS

Registry ID:	110061963718
FIPS Code:	27015
HUC Code:	07020007
Site Type Name:	STATIONARY
Location Description:	
Supplemental Location:	
Create Date:	31-OCT-14
Update Date:	02-JUN-16
Interest Types:	STATE MASTER
SIC Codes:	
SIC Code Descriptions:	
NAICS Codes:	
NAICS Code Descriptions:	
Conveyor:	FRS-GEOCODE
Federal Facility Code:	
Federal Agency Name:	
Tribal Land Code:	
Tribal Land Name:	
Congressional Dist No:	01
Census Block Code:	270159604003074
EPA Region Code:	05
County Name:	BROWN
US/Mexico Border Ind:	
Latitude:	44.32626
Longitude:	-94.50218
Reference Point:	CENTER OF A FACILITY OR STATION
Coord Collection Method:	ADDRESS MATCHING-HOUSE NUMBER
Accuracy Value:	30
Datum:	NAD83
Source:	
Facility Detail Rprt URL:	https://ofmpub.epa.gov/frs_public2/fii_query_detail.disp_program_facility?p_registry_id=110061963718
Data Source:	Facility Registry Service - Single File
Program Acronyms:	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	5 of 7	ENE	0.00 / 0.00	1,002.46 / 1	Taxilane Pavement Reconstruction 1617 Highway 14 W New Ulm MN 56073	MPCA AI

Agency Interest ID:	248673
Name (Map):	Taxilane Pavement Reconstruction
Address (Map):	1617 Highway 14 W
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.324324
Longitude (Map):	-94.50184
County (Map):	Brown

County Code (Map):	015
Loc Desc (Map):	This project is located at the New Ulm Municipal Airport. We are reconstructing the taxilane pavement around hangar 1,2, & 3. This is located 700 ft south of highway 14 and 1000 ft west of Highland Ave. *** Note:many records provided by the department have a truncated LOC_DESC field.
Name (Site):	Taxilane Pavement Reconstruction
Address (Site):	1617 Highway 14 W
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073-2331
Latitude (Site):	44.324324
Longitude (Site):	-94.50184
County (Site):	Brown
Name (Req):	Taxilane Pavement Reconstruction
Address (Req):	1617 Highway 14 W
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	This project is located at the New Ulm Municipal Airport. We are reconstructing the taxilane pavement around hangar 1,2, & 3. This is located 700 ft south of highway 14 and 1000 ft west of Highland Ave.
Latitude (Req):	44.324324
Longitude (Req):	-94.50184
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	248673-AISI0000248673	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	248673
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	8/17/2021	**TRDSQQ:**	
Tmsp Created:	8/17/2021	**Ref Code:**	CEN
User Created:	RSP	**Ref Desc:**	Center of Feature Represented
Tmsp Updt:	8/17/2021	**Verified:**	No
Spatial ID:		**User Updt:**	geo_nc
Name:	Taxilane Pavement Reconstruction		
Program List:	CS		
HUC 8:	07020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	0702000706		
HUC 12:	070200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
DWSMA Code:			
DWSMA Name:			
Method Code:	DP		
Method Desc:	Digitized - MPCA online map		

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020007
MPCA ID:	C00061448	**Cong Distr:**	1
Program Co:	ST	**Senate Dis:**	15
Program Name:	Stormwater	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073-2331	**Coord Coll:**	DP
City:	New Ulm	**Latitude:**	44.324324
County:	Brown	**Longitude:**	-94.50184
Activity:	Construction Stormwater		
Addr St:	1617 Highway 14 W		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Addr City: New Ulm
MPCA ID List: C00061448
Program 1: Stormwater
Name: Taxilane Pavement Reconstruction
Watershed : Minnesota River - Mankato
Coord Co 1: Digitized - MPCA online map
Activity L: Construction Stormwater
Industrial:
Site URL: https://webapp.pca.state.mn.us/wimn/site/248673

Agency Interests: File Request Details

Item ID:	248673-AISI0000248673	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	248673
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	8/17/2021	**Ref Code:**	CEN
Tmsp Created:	8/17/2021	**Ref Desc:**	Center of Feature Represented
User Created:	RSP	**Verified:**	No
Tmsp Updt:	8/17/2021	**User Updt:**	geo_nc
Spatial ID:			

Name: Taxilane Pavement Reconstruction
Program List: CS
HUC 8: 7020007
HUC 8 Name: Minnesota River - Mankato
HUC 10: 702000706
HUC 10 Name: City of New Ulm-Minnesota River
HUC 12: 70200070602
HUC 12 Name: Huelskamp Creek-Minnesota River
SI Type Desc: Conventional Site
DWSMA Code:
DWSMA Name:
Method Code: DP
Method Desc: Digitized - MPCA online map

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	6 of 7	ENE	0.00 / 0.00	1,002.46 / 1	NEW ULM MUNI NEW ULM MN	PFAS IND

Status:	Unknown	**Fac Fips Code:**	27015
Fac Indian Cntry Flg:	No	**Compliance Status:**	-
Fac Derived Huc:	07020007	**EPA Programs:**	-
Fac Derived Wbd:	070200070602	**Federal Facility:**	No
Fac Derived Cd113:	01	**Federal Agency:**	-
Fac Derived Cb2010:	270159604001006	**Fac Snc Flg:**	No
Fac Informal Count:	0	**AIR Flag:**	No
Last Informal Action:	-	**NPDES Flag:**	No
Formal Action Count:	0	**SDWIS Flag:**	No
Last Formal Action:	-	**RCRAFlag:**	No
Fac Total Penalties:	0	**TRI Flag:**	No
Fac Penalty Count:	-	**GHG Flag:**	No
Date Last Penalty:	-	**TRI IDs:**	-
Last Penalty Amt:	-	**TRI Releases Trnsfrs:**	-
Fac Qtrs With Nc:	-	**TRI on Site Releases:**	-
Programs With Snc:	0	**TRI off Site Trnsfrs:**	-
Fac Percent Minority:	3.296	**TRI Reporter:**	-
Fac Pop Den:	463.51	**Fac Imp Water Flg:**	-
Count:	1	**Fac Major Flag:**	-
Fac County:	BROWN	**Fac Active Flag:**	-
State Other :		**Fac Inspection Count:**	0

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Region:	05	**Date Last Inspection:**	-
Latitude:	44.32	**Days Last Inspection:**	-
Longitude:	-94.50199		
Fac Derived Tribes:	-		
AIR IDs:	-		
CAA Permit Types:	-		
CAA NAICS:	-		
CAA SICS:	-		
NPDES IDs:	-		
CWA Permit Types:	-		
CWA NAICS:	-		
CWA SICS:	-		
RCRA IDs:	-		
RCRA Permit Types:	-		
RCRA NAICS:	-		
SDWA IDs:	-		
SDWA System Types:	-		
SDWA Compliance Status:	-		
SDWA Snc Flag:	No		
Fac Collection Meth:	UNKNOWN		
EJSCREEN Flag Us:	No		
EJSCREEN Report:	https://ejscreen.epa.gov/mapper/mobile/EJSCREEN_mobile.aspx?geometry=%7B%22x%22:-94.50199,%22y%22:44.32,%22spatialReference%22:%7B%22wkid%22:4326%7D%7D&unit=9035&areatype=&areaid=&basemap=streets&distance=1		
ECHO Facility Report:	https://echo.epa.gov/detailed-facility-report?fid=110040934200		
Industry:	Airports		

1	7 of 7	ENE	0.00 / 0.00	1,002.46 / 1	**TAXILANE PAVEMENT RECONSTRUCT** **1617 HIGHWAY 14 W** **NEW ULM MN 56073-2331**	FINDS/FRS

Registry ID:	110071476059
FIPS Code:	27015
HUC Code:	
Site Type Name:	
Location Description:	THIS PROJECT IS LOCATED AT THE NEW ULM MUNICIPAL AIRPORT. WE ARE RECONSTRUCTING THE TAXILANE PAVEMENT AROUND HANGAR 1,2, & 3. THIS IS LOCATED 700 FT SOUTH OF HIGHWAY 14 AND 1000 FT WEST OF HIGHLAND AVE.
Supplemental Location:	
Create Date:	04-OCT-23
Update Date:	
Interest Types:	
SIC Codes:	
SIC Code Descriptions:	
NAICS Codes:	
NAICS Code Descriptions:	
Conveyor:	
Federal Facility Code:	
Federal Agency Name:	
Tribal Land Code:	
Tribal Land Name:	
Congressional Dist No:	
Census Block Code:	
EPA Region Code:	05
County Name:	BROWN
US/Mexico Border Ind:	
Latitude:	
Longitude:	
Reference Point:	
Coord Collection Method:	
Accuracy Value:	
Datum:	NAD83
Source:	
Facility Detail Rprt URL:	https://ofmpub.epa.gov/frs_public2/fii_query_detail.disp_program_facility?p_registry_id=110071476059
Data Source:	Facility Registry Service - Single File
Program Acronyms:	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
2	1 of1	E	0.01 / 69.39	1,009.35 / 8	MN	AG SPILLS

Inv ID:	FY78I006	**Township Name:**	
Inv Status Type:	Closed	**Township:**	
Inv Typ:	Emergency	**Point X:**	-94.4975000518702
Inv Loc ID:	2922	**Point Y:**	44.3181666264546
Old Loc ID:	0000002922	**Coord Type Desc:**	Map Digitization
Whole Site:		**Shape Length:**	
Contaminant Desc:	Unknown	**Shape Area:**	
CO Desc:	Brown	**Inv Loc ID (Info):**	2922
Corrective Action:		**Old Loc ID (Info):**	0000002922
Remedi Method:		**Inc Site (Info):**	
Excava Depth(ft):		**Inv Typ Desc(Info):**	Emergency
Excavation Volume:		**Inv Stat Des(Info):**	Closed
CRTN Mthd:		**Contam Desc (Info):**	Unknown
MERLA:	No	**MERLA (Info):**	No
Contingncy:	No	**Contingncy (Info):**	No
Date Closed:	8/23/1978	**Date Closed (Info):**	8/23/1978
Contact Name:	MDA Data Practices Records Mng	**Contact Name(Info):**	MDA Data Practices Records Mng
Contact Ph:	(651) 201-6698	**Contac Phone(Info):**	(651) 201-6698
GIS Data Desc:		**Edit by (Info):**	586
Range:		**Edit Dt (Info):**	3/1/2004
Section:		**County Desc (Info):**	Brown
Sub Section:		**GIS Desc (Info):**	Old Emergency
Loc Desc (Info):		**Location Desc:**	
SDE Length:			
Global ID (Info):	{5A7D2B5E-2FC4-49F2-A5B0-C682E64363BE}		
Source Type:	Old Emergency Incidents; Agricultural Chemical Incidents from Argriculture Department (INFO)		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
3	1 of1	NE	0.03 / 178.76	1,001.64 / 0	New Ulm Municipal Airport Runway Address Unknown New Ulm MN 56073	MPCA AI

Agency Interest ID:	134476
Name (Map):	New Ulm Municipal Airport Runway
Address (Map):	Address Unknown
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.317778
Longitude (Map):	-94.501389
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	New Ulm Municipal Airport Runway
Address (Site):	Address Unknown
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.317778
Longitude (Site):	-94.501389
County (Site):	Brown
Name (Req):	New Ulm Municipal Airport Runway
Address (Req):	Address Unknown
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.317778
Longitude (Req):	-94.501389
County (Req):	Brown

County Code (Req): 15
Data Source: MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID: 134476-AISI0000134476
Status: Inactive
Status Date: 2014-02-05 00:00:00
Program: Const Stormwater
CTU Code: 239521
CTU Name: New Ulm
PLS Twsp:
Range :
Range Dir:
Section:
Quarters:
Collection Date: 9/27/2015
Tmsp Created: 10/4/2010
User Created: DELTA_M_R1
Tmsp Updt: 4/26/2016
Spatial ID: 58742534
Name: New Ulm Municipal Airport Runway
Program List: CS
HUC 8: 07020007
HUC 8 Name: Minnesota River - Mankato
HUC 10: 0702000706
HUC 12: 070200070602
HUC 12 Name: Huelskamp Creek-Minnesota River
DWSMA Code:
DWSMA Name:
Method Code: G8
Method Desc: GPS - Other

Int Doc ID: 0
SI Type: CON
SI Cat: AISI
SI ID: 134476
SI Cat Desc: Agency Interest
SI Type Desc: Conventional Site
Description:
SI Designation:
Cong Dist: 1
House Dist: 15B
Senate Dist: 15
TRDSQQ:
Ref Code: GEN
Ref Desc: General Location
Verified: No
User Updt: spatial_

My Neighborhood Site Details

Active FLA: No
MPCA ID: Multiple IDs
Program Co: ST
Program Name: Stormwater
Address: MN
Addr ZIP: 56073
City: New Ulm
County: Brown
Activity: Construction Stormwater
Addr St: Address Unknown
Addr City: New Ulm
MPCA ID List: C00030933; SUB0034760
Program 1: Stormwater
Name: New Ulm Municipal Airport Runway
Watershed : Minnesota River - Mankato
Coord Co 1: GPS - Other
Activity L: Construction Stormwater
Industrial:
Site URL: https://webapp.pca.state.mn.us/wimn/site/134476

HUC 8: 07020007
Cong Distr: 1
Senate Dis: 15
House Dist: 15B
IC Flag: No
Coord Coll: G8
Latitude: 44.317778
Longitude: -94.501389

Agency Interests: File Request Details

Item ID: 134476-AISI0000134476
Status: Inactive
Status Date: 2/5/2014
Program: Const Stormwater
CTU Code: 239521
CTU Name: New Ulm
PLS Twsp:
Range :

Int Doc ID: 0
SI Type: CON
SI Cat: AISI
SI ID: 134476
SI Cat Desc: Agency Interest
Description:
SI Designation:
Cong Dist: 1

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	9/27/2015	**Ref Code:**	GEN
Tmsp Created:	10/4/2010	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	4/26/2016	**User Updt:**	spatial_
Spatial ID:	58742534		
Name:	New Ulm Municipal Airport Runway		
Program List:	CS		
HUC 8:	7020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	702000706		
HUC 10 Name:	City of New Ulm-Minnesota River		
HUC 12:	70200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
SI Type Desc:	Conventional Site		
DWSMA Code:			
DWSMA Name:			
Method Code:	G8		
Method Desc:	GPS - Other		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
4	1 of2	SSW	0.14 / 749.67	1,011.41 / 10	Leo Marti Farm 23830 County Road 12 New Ulm MN 56073	FEEDLOTS

AI ID (Map):	55984	**Site ID (WIMN):**	55984
Registrtn No (Map):	015-71922	**Activity ID (WIMN):**	015-71922
County Name (Map):	Brown	**County (WIMN):**	Brown
Latitude (Map):	44.31521	**Lat (WIMN):**	44.31521
Longitude (Map):	-94.50618	**Long (WIMN):**	-94.50618
Name (Map):	Leo Marti Farm		
Physical Address (Map):	23830 County Road 12		
Physical City (Map):	New Ulm		
Physical State (Map):	MN		
Physical Zip (Map):	56073		
Location Desc (Map):			
Site Name (WIMN):	Leo Marti Farm		
Address 1 (WIMN):	23830 County Road 12		
Address 2 (WIMN):			
City Name (WIMN):	New Ulm		
State (WIMN):	MN		
Zip Code (WIMN):	56073		
Data Source:	Minnesota Pollution Control Agency Locations of Animal Feedlot Facilities; Minnesota Pollution Control Agency What"s In My Neighborhood Sites		

Details (Map)

Active Reg:	Yes	**Item ID:**	55984-AREA0000000001
Activity Permit:		**Lamaalpac Au:**	0.0
Activity Regstrtn:	REG20210001	**Last Animal Date:**	31-Dec-2011
Alpacas:	0.0	**Lq S Close Date:**	
Animal Count:	40	**Lq Store Flag:**	Yes
Au Count:	48.0	**M Well Distance:**	600
Birds Au:	0.0	**No Permit:**	
Bison:	0.0	**Open Lot Flag:**	Yes
Bison Calf:	0.0	**Other Au:**	0.0
Bovines Au:	48.0	**Pasture Flag:**	Yes
Building Flag:	Yes	**Permit Flag:**	No
Bull Mature:	0.0	**Pigs Au:**	0.0
Cafo Flag:		**Primary Stock:**	Beef Cattle - Cow & calf pair
Calf B:	0.0	**Program List:**	FE
Calf D:	0.0	**Ref Code:**	GEN
Cattle Db:	0.0	**Ref Desc:**	General Location
Cattle Dl:	0.0	**River Stream Flag:**	No
Chx B Big:	0.0	**Senate Dist:**	15
Chx B Little:	0.0	**Sheep:**	0.0

Chx L Big:	0.0	**Shoreland Flag:**	No
Chx L Little:	0.0	**SI CAT:**	AREA
Chx Lm:	0.0	**SI ID:**	1
Co No Reg:		**Sol S Close Date:**	
Collection Date:	27-Sep-2021	**Sol Store Flag:**	No
Cong Dist:	1	**Start D Per:**	
Cow Calf B:	40.0	**Start D Reg:**	27-Sep-2021
Deerelk Au:	0.0	**Status FDLT:**	active
Duck:	0.0	**Steer B:**	0.0
Duck Lm:	0.0	**Swine Big:**	0.0
End D Per:		**Swine Little:**	0.0
End D Reg:	28-Sep-2025	**Swine Medium:**	0.0
Goatsheep Au:	0.0	**Title Permit:**	
H Well Distance:	400	**Title Reg:**	015-71922
Heifer B:	0.0	**Turkey Big:**	0.0
Heifer D:	0.0	**Turkey Little:**	0.0
Horse:	0.0	**Type Permit:**	
Horses Au:	0.0	**Type Reg:**	Feedlot Registration Update
House Dist:	15B	**Veal Calf:**	0.0
Int Doc ID:	0	**Verified Flag:**	No

Huc8:	07020007
Huc8 Name:	Minnesota River - Mankato
Huc10:	0702000706
Huc10 Name:	City of New Ulm-Minnesota River
Huc12:	070200070602
Huc12 Name:	Huelskamp Creek-Minnesota River
DWSMA Code:	
DWSMA Name:	
Waterbody Type Cd:	

Details (Cont'd) (Map)

Deer:	0.0	**Mink:**	0.0
Donkey Mule:	0.0	**Rabbits:**	0.0
Elk:	0.0	**Reindeer Caribou:**	0.0
Emus Ostriches:	0.0	**Unknown:**	0.0
Peacocks:	0.0	**Camels:**	0.0
Fowl:	0.0	**Category F:**	Not required to register
Foxes:	0.0	**Reg Requir:**	No
Geese:	0.0	**Reg Curren:**	Yes
Goats:	0.0	**Per Class:**	
Goats Small:	0.0	**Per Active:**	
Ponies:	0.0	**NPDES Sds:**	
Llamas:	0.0		
Type Fdlt:	Not required to register		

Owner Details (Map)

Owner:	Keith Marti
Phone Owner:	507-227-2226
Addr M Owner:	23830 County Road 12
City M Owner:	New Ulm
State M Owner:	MN
Zip M Owner:	56073

Contact Details (Map)

Contact:	Keith Marti
Phone Contact:	507-227-2226
Addr M Contact:	23830 County Road 12
City M Contact:	New Ulm
State M Contact:	MN
Zip M Contact:	56073

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Animal Units Details (Map)

Au Cat Dl:	0.0	***Au Duck:***	0.0
Au Hef D:	0.0	***Au Duck Lm:***	0.0
Au Calf D:	0.0	***Au Alpacas:***	0.0
Au Cat Db:	0.0	***Au Bison:***	0.0
Au Steer B:	0.0	***Au Bison Calf:***	0.0
Au Hef B:	0.0	***Au Camels:***	0.0
Au Cwcal B:	48.0	***Au Deer:***	0.0
Au Calf B:	0.0	***Au Donkey Mule:***	0.0
Au Bull Mature:	0.0	***Au Elk:***	0.0
Au Veal Calf:	0.0	***Au Emus Ostriches:***	0.0
Au Swine B:	0.0	***Au Peacocks:***	0.0
Au Swine M:	0.0	***Au Fowl:***	0.0
Au Swine L:	0.0	***Au Foxes:***	0.0
Au Horse:	0.0	***Au Geese:***	0.0
Au Sheep:	0.0	***Au Goats:***	0.0
Au Chx Lm:	0.0	***Au Goats Small:***	0.0
Au Chx Bbig:	0.0	***Au Ponies:***	0.0
Au Chx Blittle:	0.0	***Au Llamas:***	0.0
Au Chx Lbig:	0.0	***Au Mink:***	0.0
Au Chx Llittle:	0.0	***Au Rabbits:***	0.0
Au Turk Big:	0.0	***Au Reindeer Caribo:***	0.0
Au Turk Little:	0.0	***Au Unknown:***	0.0

Coordinates Details (Map)

TRDSQQ:	11031224cd	***Section:***	24
Pls Township:	110	***Quarters:***	cd
Range:	31	***Latitude:***	44.31521
Range Dir:	W	***Longitude:***	-94.50618
Method Code:	DP		
Method Desc:	Digitized - MPCA online map		

What's in My Neighborhood Details (WIMN)

Owner Name:	Keith Marti
Program Name:	Feedlots
Activity Type Name:	Feedlots
Activity Subtype Nm:	
Activity Name:	Leo Marti Farm
Active:	Yes
Industrial Classification:	
Legislative District:	1
HUC8:	07020007
Water Shed Name:	Minnesota River - Mankato
Institutional Control:	No
Coordinate Method:	Digitized - MPCA online map
Lat:	44.31521
Long:	-94.50618

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
4	*2 of2*	*SSW*	*0.14 / 749.67*	*1,011.41 / 10*	***Leo Marti Farm*** ***23830 County Road 12*** ***New Ulm MN 56073***	***MPCA AI***

Agency Interest ID:	55984
Name (Map):	Leo Marti Farm
Address (Map):	23830 County Road 12
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.31521
Longitude (Map):	-94.50618
County (Map):	Brown
County Code (Map):	015

Loc Desc (Map):	
Name (Site):	Leo Marti Farm
Address (Site):	23830 County Road 12
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.31521
Longitude (Site):	-94.50618
County (Site):	Brown
Name (Req):	Leo Marti Farm
Address (Req):	23830 County Road 12
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.31521
Longitude (Req):	-94.50618
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	55984-AISI0000055984	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Feedlots	**SI ID:**	55984
CTU Code:	664973	**SI Cat Desc:**	Agency Interest
CTU Name:	Milford Township	**SI Type Desc:**	Conventional Site
PLS Twsp:	110	**Description:**	
Range :	31	**SI Designation:**	
Range Dir:	W	**Cong Dist:**	1
Section:	24	**House Dist:**	15B
Quarters:	cd	**Senate Dist:**	15
Collection Date:	9/27/2021	**TRDSQQ:**	11031224cd
Tmsp Created:	3/9/2002	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	9/27/2021	**Verified:**	No
Spatial ID:		**User Updt:**	geo_nc

Name:	Leo Marti Farm
Program List:	FE
HUC 8:	07020007
HUC 8 Name:	Minnesota River - Mankato
HUC 10:	0702000706
HUC 12:	070200070602
HUC 12 Name:	Huelskamp Creek-Minnesota River
DWSMA Code:	
DWSMA Name:	
Method Code:	DP
Method Desc:	Digitized - MPCA online map

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020007
MPCA ID:	015-71922	**Cong Distr:**	1
Program Co:	FE	**Senate Dis:**	15
Program Name:	Feedlots	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	DP
City:	Milford Township	**Latitude:**	44.31521
County:	Brown	**Longitude:**	-94.50618

Activity:	Feedlots
Addr St:	23830 County Road 12
Addr City:	New Ulm
MPCA ID List:	015-71922
Program 1:	Feedlots
Name:	Leo Marti Farm

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Watershed : Minnesota River - Mankato
Coord Co 1: Digitized - MPCA online map
Activity L: Feedlots
Industrial:
Site URL: https://webapp.pca.state.mn.us/wimn/site/55984

Agency Interests: File Request Details

Item ID:	55984-AISI0000055984	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Feedlots	**SI ID:**	55984
CTU Code:	664973	**SI Cat Desc:**	Agency Interest
CTU Name:	Milford Township	**Description:**	
PLS Twsp:	110	**SI Designation:**	
Range :	31	**Cong Dist:**	1
Range Dir:	W	**House Dist:**	15B
Section:	24	**Senate Dist:**	15
Quarters:	cd	**TRDSQQ:**	11031224cd
Collection Date:	9/27/2021	**Ref Code:**	GEN
Tmsp Created:	3/9/2002	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	9/27/2021	**User Updt:**	geo_nc
Spatial ID:			

Name: Leo Marti Farm
Program List: FE
HUC 8: 7020007
HUC 8 Name: Minnesota River - Mankato
HUC 10: 702000706
HUC 10 Name: City of New Ulm-Minnesota River
HUC 12: 70200070602
HUC 12 Name: Huelskamp Creek-Minnesota River
SI Type Desc: Conventional Site
DWSMA Code:
DWSMA Name:
Method Code: DP
Method Desc: Digitized - MPCA online map

5	1 of1	NE	0.25 / 1,321.51	985.70 / -16	O'Reilly Auto Parts - 2345 1508 Westridge Rd New Ulm MN 56073	MPCA AI

Agency Interest ID: 143930
Name (Map): O'Reilly Auto Parts - 2345
Address (Map): 1508 Westridge Rd
City (Map): New Ulm
State (Map): MN
ZIP (Map): 56073
Latitude (Map): 44.3275938
Longitude (Map): -94.4895945
County (Map): Brown
County Code (Map): 015
Loc Desc (Map):
Name (Site): O'Reilly Auto Parts - 2345
Address (Site): 1508 Westridge Rd
City (Site): New Ulm
State (Site): MN
ZIP (Site): 56073-2346
Latitude (Site): 44.3275938
Longitude (Site): -94.4895945
County (Site): Brown
Name (Req): O'Reilly Auto Parts - 2345
Address (Req): 1508 Westridge Rd
City (Req): New Ulm
State (Req): MN
ZIP (Req): 56073
Loc Desc (Req):

Latitude (Req):	44.3275938
Longitude (Req):	-94.4895945
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	143930-AISI0000143930	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Hazardous Waste	**SI ID:**	143930
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:		**TRDSQQ:**	
Tmsp Created:	3/5/2014	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	9/15/2016	**Verified:**	No
Spatial ID:	68240904	**User Updt:**	RSP
Name:	O'Reilly Auto Parts - 2345		
Program List:	HW		
HUC 8:	07020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	0702000706		
HUC 12:	070200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
DWSMA Code:			
DWSMA Name:			
Method Code:	A1		
Method Desc:	Address Matching House Number		

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020007
MPCA ID:	MNS000198713	**Cong Distr:**	1
Program Co:	HW	**Senate Dis:**	15
Program Name:	Hazardous Waste	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073-2346	**Coord Coll:**	A1
City:	New Ulm	**Latitude:**	44.3275938
County:	Brown	**Longitude:**	-94.4895945
Activity:	Hazardous Waste, Minimal quantity generator		
Addr St:	1508 Westridge Rd		
Addr City:	New Ulm		
MPCA ID List:	MNS000198713		
Program 1:	Hazardous Waste		
Name:	O'Reilly Auto Parts - 2345		
Watershed :	Minnesota River - Mankato		
Coord Co 1:	Address Matching House Number		
Activity L:	Hazardous Waste, Minimal quantity generator		
Industrial:	Automotive Parts and Accessories Retailers		
Site URL:	https://webapp.pca.state.mn.us/wimn/site/143930		

Agency Interests: File Request Details

Item ID:	143930-AISI0000143930	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Hazardous Waste	**SI ID:**	143930
CTU Code:	239521	**SI Cat Desc:**	Agency Interest

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

CTU Name:	New Ulm	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:		**Ref Code:**	GEN
Tmsp Created:	3/5/2014	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	9/15/2016	**User Updt:**	RSP
Spatial ID:	68240904		
Name:	O'Reilly Auto Parts - 2345		
Program List:	HW		
HUC 8:	7020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	702000706		
HUC 10 Name:	City of New Ulm-Minnesota River		
HUC 12:	70200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
SI Type Desc:	Conventional Site		
DWSMA Code:			
DWSMA Name:			
Method Code:	A1		
Method Desc:	Address Matching House Number		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
6	1 of1	NNE	0.26 / 1,368.74	987.92 / -14	**Brown County Tire & Service** **1604 Westridge Rd** **New Ulm MN 56073**	MPCA AI

Agency Interest ID:	37223
Name (Map):	Brown County Tire & Service
Address (Map):	1604 Westridge Rd
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.3052469
Longitude (Map):	-94.4786803
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	Brown County Tire & Service
Address (Site):	1604 Westridge Rd
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.3052469
Longitude (Site):	-94.4786803
County (Site):	Brown
Name (Req):	Brown County Tire & Service
Address (Req):	1604 Westridge Rd
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.3052469
Longitude (Req):	-94.4786803
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	37223-AISI0000037223	**Int Doc ID:**	0
Status:	Inactive	**SI Type:**	CON
Status Date:	2014-12-18 00:00:00	**SI Cat:**	AISI
Program:	Hazardous Waste	**SI ID:**	37223
CTU Code:	239521	**SI Cat Desc:**	Agency Interest

CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	9/27/2015	**TRDSQQ:**	
Tmsp Created:	10/14/1999	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	4/26/2016	**Verified:**	No
Spatial ID:	48418	**User Updt:**	spatial_
Name:	Brown County Tire & Service		
Program List:	HW		
HUC 8:	07020008		
HUC 8 Name:	Cottonwood River		
HUC 10:	0702000808		
HUC 12:	070200080803		
HUC 12 Name:	Cottonwood River		
DWSMA Code:			
DWSMA Name:			
Method Code:	A1		
Method Desc:	Address Matching House Number		

My Neighborhood Site Details

Active FLA:	No	**HUC 8:**	07020008
MPCA ID:	MND985721562	**Cong Distr:**	1
Program Co:	HW	**Senate Dis:**	15
Program Name:	Hazardous Waste	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	A1
City:	New Ulm	**Latitude:**	44.3052469
County:	Brown	**Longitude:**	-94.4786803
Activity:	Hazardous Waste		
Addr St:	1604 Westridge Rd		
Addr City:	New Ulm		
MPCA ID List:	MND985721562		
Program 1:	Hazardous Waste		
Name:	Brown County Tire & Service		
Watershed :	Cottonwood River		
Coord Co 1:	Address Matching House Number		
Activity L:	Hazardous Waste		
Industrial:	Tire Dealers		
Site URL:	https://webapp.pca.state.mn.us/wimn/site/37223		

Agency Interests: File Request Details

Item ID:	37223-AISI0000037223	**Int Doc ID:**	0
Status:	Inactive	**SI Type:**	CON
Status Date:	12/18/2014	**SI Cat:**	AISI
Program:	Hazardous Waste	**SI ID:**	37223
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	9/27/2015	**Ref Code:**	GEN
Tmsp Created:	10/14/1999	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	4/26/2016	**User Updt:**	spatial_
Spatial ID:	48418		
Name:	Brown County Tire & Service		
Program List:	HW		
HUC 8:	7020008		
HUC 8 Name:	Cottonwood River		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

HUC 10:	702000808
HUC 10 Name:	Cottonwood River
HUC 12:	70200080803
HUC 12 Name:	Cottonwood River
SI Type Desc:	Conventional Site
DWSMA Code:	
DWSMA Name:	
Method Code:	A1
Method Desc:	Address Matching House Number

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
7	1 of1	NE	0.26 / 1,380.67	992.76 / -9	Kohls Weelborg Chevrolet LLC 1430 Westridge Rd New Ulm MN 56073	MPCA AI

Agency Interest ID:	218859
Name (Map):	Kohls Weelborg Chevrolet LLC
Address (Map):	1430 Westridge Rd
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.31839001
Longitude (Map):	-94.53883405
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	
Address (Site):	
City (Site):	
State (Site):	
ZIP (Site):	
Latitude (Site):	
Longitude (Site):	
County (Site):	
Name (Req):	Kohls Weelborg Chevrolet LLC
Address (Req):	1430 Westridge Rd
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.31839001
Longitude (Req):	-94.53883405
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req)

Agency Interests: Map Details

Item ID:	218859-AISI0000218859	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:		**SI ID:**	218859
CTU Code:	664973	**SI Cat Desc:**	Agency Interest
CTU Name:	Milford Township	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	8/10/2017	**TRDSQQ:**	
Tmsp Created:	8/10/2017	**Ref Code:**	GEN
User Created:	SYSTEM	**Ref Desc:**	General Location
Tmsp Updt:	8/10/2017	**Verified:**	No
Spatial ID:		**User Updt:**	geo_nc
Name:	Kohls Weelborg Chevrolet LLC		
Program List:			
HUC 8:	07020008		
HUC 8 Name:	Cottonwood River		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

HUC 10: 0702000808
HUC 12: 070200080803
HUC 12 Name: Cottonwood River
DWSMA Code:
DWSMA Name:
Method Code: Z1
Method Desc: Zip Code Centroid

Agency Interests: File Request Details

Item ID: 218859-AISI0000218859
Status: Active
Status Date:
Program:
CTU Code: 664973
CTU Name: Milford Township
PLS Twsp:
Range :
Range Dir:
Section:
Quarters:
Collection Date: 8/10/2017
Tmsp Created: 8/10/2017
User Created: SYSTEM
Tmsp Updt: 8/10/2017
Spatial ID:
Int Doc ID: 0
SI Type: CON
SI Cat: AISI
SI ID: 218859
SI Cat Desc: Agency Interest
Description:
SI Designation:
Cong Dist: 1
House Dist: 15B
Senate Dist: 15
TRDSQQ:
Ref Code: GEN
Ref Desc: General Location
Verified: No
User Updt: geo_nc

Name: Kohls Weelborg Chevrolet LLC
Program List:
HUC 8: 7020008
HUC 8 Name: Cottonwood River
HUC 10: 702000808
HUC 10 Name: Cottonwood River
HUC 12: 70200080803
HUC 12 Name: Cottonwood River
SI Type Desc: Conventional Site
DWSMA Code:
DWSMA Name:
Method Code: Z1
Method Desc: Zip Code Centroid

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
8	1 of3	WNW	0.29 / 1,556.03	1,002.76 / 1	FMS 6 - New Ulm 2100 Palmer Ave New Ulm MN 56073	MPCA AI

Agency Interest ID: 246852
Name (Map): FMS 6 - New Ulm
Address (Map): 2100 Palmer Ave
City (Map): New Ulm
State (Map): MN
ZIP (Map): 56073
Latitude (Map): 44.325838
Longitude (Map): -94.513167
County (Map): Brown
County Code (Map): 015
Loc Desc (Map):
Name (Site): FMS 6 - New Ulm
Address (Site): 2100 Palmer Ave
City (Site): New Ulm
State (Site): MN
ZIP (Site): 56073
Latitude (Site): 44.325838
Longitude (Site): -94.513167
County (Site): Brown
Name (Req): FMS 6 - New Ulm
Address (Req): 2100 Palmer Ave
City (Req): New Ulm
State (Req): MN

ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.325838
Longitude (Req):	-94.513167
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	246852-AISI0000246852	***Int Doc ID:***	0
Status:	Active	***SI Type:***	CON
Status Date:		***SI Cat:***	AISI
Program:	Multiple Programs	***SI ID:***	246852
CTU Code:	239521	***SI Cat Desc:***	Agency Interest
CTU Name:	New Ulm	***SI Type Desc:***	Conventional Site
PLS Twsp:		***Description:***	
Range :		***SI Designation:***	
Range Dir:		***Cong Dist:***	1
Section:		***House Dist:***	16B
Quarters:		***Senate Dist:***	16
Collection Date:	1/17/2023	***TRDSQQ:***	
Tmsp Created:	4/1/2021	***Ref Code:***	GEN
User Created:	RSP	***Ref Desc:***	General Location
Tmsp Updt:	1/17/2023	***Verified:***	No
Spatial ID:		***User Updt:***	geo_nc

Name:	FMS 6 - New Ulm
Program List:	CS, HW
HUC 8:	07020007
HUC 8 Name:	Minnesota River - Mankato
HUC 10:	0702000706
HUC 12:	070200070602
HUC 12 Name:	Huelskamp Creek-Minnesota River
DWSMA Code:	
DWSMA Name:	
Method Code:	DW
Method Desc:	Digitized - Web Map Google / Yahoo / Microsoft

My Neighborhood Site Details

Active FLA:	Yes	***HUC 8:***	07020007
MPCA ID:	Multiple IDs	***Cong Distr:***	1
Program Co:	HW; ST	***Senate Dis:***	16
Program Name:	Multiple Programs	***House Dist:***	16B
Address:	MN	***IC Flag:***	No
Addr ZIP:	56073	***Coord Coll:***	DW
City:	New Ulm	***Latitude:***	44.325838
County:	Brown	***Longitude:***	-94.513167

Activity:	Multiple Activities
Addr St:	2100 Palmer Ave
Addr City:	New Ulm
MPCA ID List:	C00059764; MNS000349696
Program 1:	Hazardous Waste; Stormwater
Name:	FMS 6 - New Ulm
Watershed :	Minnesota River - Mankato
Coord Co 1:	Digitized - Web Map Google / Yahoo / Microsoft
Activity L:	Construction Stormwater; Hazardous Waste, Minimal quantity generator
Industrial:	National Security
Site URL:	https://webapp.pca.state.mn.us/wimn/site/246852

Agency Interests: File Request Details

Item ID:	246852-AISI0000246852	***Int Doc ID:***	0
Status:	Active	***SI Type:***	CON
Status Date:		***SI Cat:***	AISI

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Program:	Multiple Programs	**SI ID:**	246852
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	16B
Section:		**Senate Dist:**	16
Quarters:		**TRDSQQ:**	
Collection Date:	1/17/2023	**Ref Code:**	GEN
Tmsp Created:	4/1/2021	**Ref Desc:**	General Location
User Created:	RSP	**Verified:**	No
Tmsp Updt:	1/17/2023	**User Updt:**	geo_nc
Spatial ID:			
Name:	FMS 6 - New Ulm		
Program List:	CS, HW		
HUC 8:	7020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	702000706		
HUC 10 Name:	City of New Ulm-Minnesota River		
HUC 12:	70200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
SI Type Desc:	Conventional Site		
DWSMA Code:			
DWSMA Name:			
Method Code:	DW		
Method Desc:	Digitized - Web Map Google / Yahoo / Microsoft		

8	2 of3	WNW	0.29 / 1,556.03	1,002.76 / 1	MNARNG New Ulm Readiness Center 2100 Palmer Ave New Ulm MN 56073	MPCA AI

Agency Interest ID:	257411
Name (Map):	MNARNG New Ulm Readiness Center
Address (Map):	2100 Palmer Ave
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.324446
Longitude (Map):	-94.511307
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	MNARNG New Ulm Readiness Center
Address (Site):	2100 Palmer Ave
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.324446
Longitude (Site):	-94.511307
County (Site):	Brown
Name (Req):	MNARNG New Ulm Readiness Center
Address (Req):	2100 Palmer Ave
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.324446
Longitude (Req):	-94.511307
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	257411-AISI0000257411	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON

Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	257411
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	10/12/2023	**TRDSQQ:**	
Tmsp Created:	10/12/2023	**Ref Code:**	CEN
User Created:	RSP	**Ref Desc:**	Center of Feature Represented
Tmsp Updt:	10/12/2023	**Verified:**	No
Spatial ID:		**User Updt:**	geo_nc

Name:	MNARNG New Ulm Readiness Center
Program List:	CS
HUC 8:	07020007
HUC 8 Name:	Minnesota River - Mankato
HUC 10:	0702000706
HUC 12:	070200070602
HUC 12 Name:	Huelskamp Creek-Minnesota River
DWSMA Code:	
DWSMA Name:	
Method Code:	DP
Method Desc:	Digitized - MPCA online map

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020007
MPCA ID:	C00068131	**Cong Distr:**	1
Program Co:	ST	**Senate Dis:**	15
Program Name:	Stormwater	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	DP
City:	New Ulm	**Latitude:**	44.324446
County:	Brown	**Longitude:**	-94.511307

Activity:	Construction Stormwater
Addr St:	2100 Palmer Ave
Addr City:	New Ulm
MPCA ID List:	C00068131
Program 1:	Stormwater
Name:	MNARNG New Ulm Readiness Center
Watershed :	Minnesota River - Mankato
Coord Co 1:	Digitized - MPCA online map
Activity L:	Construction Stormwater
Industrial:	
Site URL:	https://webapp.pca.state.mn.us/wimn/site/257411

Agency Interests: File Request Details

Item ID:	257411-AISI0000257411	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	257411
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	10/12/2023	**Ref Code:**	CEN
Tmsp Created:	10/12/2023	**Ref Desc:**	Center of Feature Represented
User Created:	RSP	**Verified:**	No
Tmsp Updt:	10/12/2023	**User Updt:**	geo_nc
Spatial ID:			

Name:	MNARNG New Ulm Readiness Center

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Program List:	CS
HUC 8:	7020007
HUC 8 Name:	Minnesota River - Mankato
HUC 10:	702000706
HUC 10 Name:	City of New Ulm-Minnesota River
HUC 12:	70200070602
HUC 12 Name:	Huelskamp Creek-Minnesota River
SI Type Desc:	Conventional Site
DWSMA Code:	
DWSMA Name:	
Method Code:	DP
Method Desc:	Digitized - MPCA online map

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
8	3 of3	WNW	0.29 / 1,556.03	1,002.76 / 1	New Ulm Readiness Center 2100 Palmer Ave New Ulm MN 56073	MPCA AI

Agency Interest ID:	258598
Name (Map):	New Ulm Readiness Center
Address (Map):	2100 Palmer Ave
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.325115
Longitude (Map):	-94.511209
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	New Ulm Readiness Center
Address (Site):	2100 Palmer Ave
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.325115
Longitude (Site):	-94.511209
County (Site):	Brown
Name (Req):	New Ulm Readiness Center
Address (Req):	2100 Palmer Ave
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.325115
Longitude (Req):	-94.511209
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	258598-AISI0000258598	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	258598
CTU Code:		**SI Cat Desc:**	Agency Interest
CTU Name:		**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	
Section:		**House Dist:**	
Quarters:		**Senate Dist:**	
Collection Date:	3/7/2024	**TRDSQQ:**	
Tmsp Created:	3/8/2024	**Ref Code:**	CEN
User Created:	RSP	**Ref Desc:**	Center of Feature Represented
Tmsp Updt:	3/8/2024	**Verified:**	No
Spatial ID:		**User Updt:**	RSP
Name:	New Ulm Readiness Center		

Program List:	CS
HUC 8:	
HUC 8 Name:	
HUC 10:	
HUC 12:	
HUC 12 Name:	
DWSMA Code:	
DWSMA Name:	
Method Code:	DP
Method Desc:	Digitized - MPCA online map

My Neighborhood Site Details

Active FLA:	Yes	***HUC 8:***	
MPCA ID:	C00068959	***Cong Distr:***	
Program Co:	ST	***Senate Dis:***	
Program Name:	Stormwater	***House Dist:***	
Address:	MN	***IC Flag:***	No
Addr ZIP:	56073	***Coord Coll:***	DP
City:		***Latitude:***	44.325115
County:	Brown	***Longitude:***	-94.511209
Activity:	Construction Stormwater		
Addr St:	2100 Palmer Ave		
Addr City:	New Ulm		
MPCA ID List:	C00068959		
Program 1:	Stormwater		
Name:	New Ulm Readiness Center		
Watershed :			
Coord Co 1:	Digitized - MPCA online map		
Activity L:	Construction Stormwater		
Industrial:			
Site URL:	https://webapp.pca.state.mn.us/wimn/site/258598		

Agency Interests: File Request Details

Item ID:	258598-AISI0000258598	***Int Doc ID:***	0
Status:	Active	***SI Type:***	CON
Status Date:		***SI Cat:***	AISI
Program:	Const Stormwater	***SI ID:***	258598
CTU Code:		***SI Cat Desc:***	Agency Interest
CTU Name:		***Description:***	
PLS Twsp:		***SI Designation:***	
Range :		***Cong Dist:***	
Range Dir:		***House Dist:***	
Section:		***Senate Dist:***	
Quarters:		***TRDSQQ:***	
Collection Date:	3/7/2024	***Ref Code:***	CEN
Tmsp Created:	3/8/2024	***Ref Desc:***	Center of Feature Represented
User Created:	RSP	***Verified:***	No
Tmsp Updt:	3/8/2024	***User Updt:***	RSP
Spatial ID:			
Name:	New Ulm Readiness Center		
Program List:	CS		
HUC 8:			
HUC 8 Name:			
HUC 10:			
HUC 10 Name:			
HUC 12:			
HUC 12 Name:			
SI Type Desc:	Conventional Site		
DWSMA Code:			
DWSMA Name:			
Method Code:	DP		
Method Desc:	Digitized - MPCA online map		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
9	1 of1	NNE	0.31 / 1,632.77	996.67 / -5	Laraway Roofing Inc Highway 14 W New Ulm MN 56073	MPCA AI

Agency Interest ID:	36117
Name (Map):	Laraway Roofing Inc
Address (Map):	Highway 14 W
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.32643475
Longitude (Map):	-94.50250181
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	Laraway Roofing Inc
Address (Site):	Highway 14 W
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073-0072
Latitude (Site):	44.32643475
Longitude (Site):	-94.50250181
County (Site):	Brown
Name (Req):	Laraway Roofing Inc
Address (Req):	Highway 14 W
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.32643475
Longitude (Req):	-94.50250181
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	36117-AISI0000036117	**Int Doc ID:**	0
Status:	Inactive	**SI Type:**	CON
Status Date:	2014-05-31 00:00:00	**SI Cat:**	AISI
Program:	Hazardous Waste	**SI ID:**	36117
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	9/27/2015	**TRDSQQ:**	
Tmsp Created:	10/26/1999	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	4/26/2016	**Verified:**	No
Spatial ID:	48736	**User Updt:**	spatial_
Name:	Laraway Roofing Inc		
Program List:	HW		
HUC 8:	07020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	0702000706		
HUC 12:	070200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
DWSMA Code:			
DWSMA Name:			
Method Code:	A1		
Method Desc:	Address Matching House Number		

My Neighborhood Site Details

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Active FLA:	No	**HUC 8:**	07020007
MPCA ID:	MNR000031179	**Cong Distr:**	1
Program Co:	HW	**Senate Dis:**	15
Program Name:	Hazardous Waste	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073-0072	**Coord Coll:**	A1
City:	New Ulm	**Latitude:**	44.32643475
County:	Brown	**Longitude:**	-94.50250181
Activity:	Hazardous Waste		
Addr St:	Highway 14 W		
Addr City:	New Ulm		
MPCA ID List:	MNR000031179		
Program 1:	Hazardous Waste		
Name:	Laraway Roofing Inc		
Watershed :	Minnesota River - Mankato		
Coord Co 1:	Address Matching House Number		
Activity L:	Hazardous Waste		
Industrial:			
Site URL:	https://webapp.pca.state.mn.us/wimn/site/36117		

Agency Interests: File Request Details

Item ID:	36117-AISI0000036117	**Int Doc ID:**	0
Status:	Inactive	**SI Type:**	CON
Status Date:	5/31/2014	**SI Cat:**	AISI
Program:	Hazardous Waste	**SI ID:**	36117
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	9/27/2015	**Ref Code:**	GEN
Tmsp Created:	10/26/1999	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	4/26/2016	**User Updt:**	spatial_
Spatial ID:	48736		
Name:	Laraway Roofing Inc		
Program List:	HW		
HUC 8:	7020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	702000706		
HUC 10 Name:	City of New Ulm-Minnesota River		
HUC 12:	70200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
SI Type Desc:	Conventional Site		
DWSMA Code:			
DWSMA Name:			
Method Code:	A1		
Method Desc:	Address Matching House Number		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
10	1 of1	NNE	0.31 / 1,650.42	991.51 / -10	Dollar Tree 03487 1702 Westridge Rd Ste 16 New Ulm MN 56073	MPCA AI

Agency Interest ID:	146014
Name (Map):	Dollar Tree 03487
Address (Map):	1702 Westridge Rd Ste 16
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.3268077
Longitude (Map):	-94.4913292
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	

Name (Site):	Dollar Tree 03487
Address (Site):	1702 Westridge Rd Ste 16
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.3268077
Longitude (Site):	-94.4913292
County (Site):	Brown
Name (Req):	Dollar Tree 03487
Address (Req):	1702 Westridge Rd Ste 16
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.3268077
Longitude (Req):	-94.4913292
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	146014-AISI0000146014	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Hazardous Waste	**SI ID:**	146014
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	9/27/2015	**TRDSQQ:**	
Tmsp Created:	5/7/2014	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	4/26/2016	**Verified:**	No
Spatial ID:	68604685	**User Updt:**	spatial_
Name:	Dollar Tree 03487		
Program List:	HW		
HUC 8:	07020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	0702000706		
HUC 12:	070200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
DWSMA Code:			
DWSMA Name:			
Method Code:	A1		
Method Desc:	Address Matching House Number		

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020007
MPCA ID:	MNS000200840	**Cong Distr:**	1
Program Co:	HW	**Senate Dis:**	15
Program Name:	Hazardous Waste	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	A1
City:	New Ulm	**Latitude:**	44.3268077
County:	Brown	**Longitude:**	-94.4913292
Activity:	Hazardous Waste, Minimal quantity generator		
Addr St:	1702 Westridge Rd Ste 16		
Addr City:	New Ulm		
MPCA ID List:	MNS000200840		
Program 1:	Hazardous Waste		
Name:	Dollar Tree 03487		
Watershed :	Minnesota River - Mankato		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Coord Co 1: Address Matching House Number
Activity L: Hazardous Waste, Minimal quantity generator
Industrial: All Other General Merchandise Retailers
Site URL: https://webapp.pca.state.mn.us/wimn/site/146014

Agency Interests: File Request Details

Item ID: 146014-AISI0000146014
Status: Active
Status Date:
Program: Hazardous Waste
CTU Code: 239521
CTU Name: New Ulm
PLS Twsp:
Range :
Range Dir:
Section:
Quarters:
Collection Date: 9/27/2015
Tmsp Created: 5/7/2014
User Created: DELTA_M_R1
Tmsp Updt: 4/26/2016
Spatial ID: 68604685
Name: Dollar Tree 03487
Program List: HW
HUC 8: 7020007
HUC 8 Name: Minnesota River - Mankato
HUC 10: 702000706
HUC 10 Name: City of New Ulm-Minnesota River
HUC 12: 70200070602
HUC 12 Name: Huelskamp Creek-Minnesota River
SI Type Desc: Conventional Site
DWSMA Code:
DWSMA Name:
Method Code: A1
Method Desc: Address Matching House Number

Int Doc ID: 0
SI Type: CON
SI Cat: AISI
SI ID: 146014
SI Cat Desc: Agency Interest
Description:
SI Designation:
Cong Dist: 1
House Dist: 15B
Senate Dist: 15
TRDSQQ:
Ref Code: GEN
Ref Desc: General Location
Verified: No
User Updt: spatial_

11	1 of1	NE	0.33 / 1,716.58	993.14 / -9	Marvs Sport Center Inc 1414 Westridge Rd New Ulm MN 56073	MPCA AI

Agency Interest ID: 34938
Name (Map): Marvs Sport Center Inc
Address (Map): 1414 Westridge Rd
City (Map): New Ulm
State (Map): MN
ZIP (Map): 56073
Latitude (Map): 44.3355261
Longitude (Map): -94.4766524
County (Map): Brown
County Code (Map): 015
Loc Desc (Map):
Name (Site): Marvs Sport Center Inc
Address (Site): 1414 Westridge Rd
City (Site): New Ulm
State (Site): MN
ZIP (Site): 56073
Latitude (Site): 44.3355261
Longitude (Site): -94.4766524
County (Site): Brown
Name (Req): Marvs Sport Center Inc
Address (Req): 1414 Westridge Rd
City (Req): New Ulm
State (Req): MN
ZIP (Req): 56073
Loc Desc (Req):
Latitude (Req): 44.3355261

Longitude (Req):	-94.4766524
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	34938-AISI0000034938	**Int Doc ID:**	0
Status:	Inactive	**SI Type:**	CON
Status Date:	2007-01-23 00:00:00	**SI Cat:**	AISI
Program:	Hazardous Waste	**SI ID:**	34938
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	9/27/2015	**TRDSQQ:**	
Tmsp Created:	10/26/1999	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	4/26/2016	**Verified:**	No
Spatial ID:	48643	**User Updt:**	spatial_
Name:	Marvs Sport Center Inc		
Program List:	HW		
HUC 8:	07020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	0702000706		
HUC 12:	070200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
DWSMA Code:	86		
DWSMA Name:	New Ulm		
Method Code:	A1		
Method Desc:	Address Matching House Number		

My Neighborhood Site Details

Active FLA:	No	**HUC 8:**	07020007
MPCA ID:	MND981532112	**Cong Distr:**	1
Program Co:	HW	**Senate Dis:**	15
Program Name:	Hazardous Waste	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	A1
City:	New Ulm	**Latitude:**	44.3355261
County:	Brown	**Longitude:**	-94.4766524
Activity:	Hazardous Waste		
Addr St:	1414 Westridge Rd		
Addr City:	New Ulm		
MPCA ID List:	MND981532112		
Program 1:	Hazardous Waste		
Name:	Marvs Sport Center Inc		
Watershed :	Minnesota River - Mankato		
Coord Co 1:	Address Matching House Number		
Activity L:	Hazardous Waste		
Industrial:			
Site URL:	https://webapp.pca.state.mn.us/wimn/site/34938		

Agency Interests: File Request Details

Item ID:	34938-AISI0000034938	**Int Doc ID:**	0
Status:	Inactive	**SI Type:**	CON
Status Date:	1/23/2007	**SI Cat:**	AISI
Program:	Hazardous Waste	**SI ID:**	34938
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	9/27/2015	**Ref Code:**	GEN
Tmsp Created:	10/26/1999	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	4/26/2016	**User Updt:**	spatial_
Spatial ID:	48643		
Name:	Marvs Sport Center Inc		
Program List:	HW		
HUC 8:	7020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	702000706		
HUC 10 Name:	City of New Ulm-Minnesota River		
HUC 12:	70200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
SI Type Desc:	Conventional Site		
DWSMA Code:	86		
DWSMA Name:	New Ulm		
Method Code:	A1		
Method Desc:	Address Matching House Number		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
12	1 of1	ENE	0.33 / 1,748.84	1,001.96 / 0	Fairhills Sixth Addition Fairhills Sixth Addition New Ulm MN 56073	MPCA AI

Agency Interest ID:	229741
Name (Map):	Fairhills Sixth Addition
Address (Map):	
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.324828
Longitude (Map):	-94.491472
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	Fairhills Sixth Addition *** Note:many records provided by the department have a truncated LOC_DESC field.
Name (Site):	Fairhills Sixth Addition
Address (Site):	
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.324828
Longitude (Site):	-94.491472
County (Site):	Brown
Name (Req):	Fairhills Sixth Addition
Address (Req):	
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	Fairhills Sixth Addition
Latitude (Req):	44.324828
Longitude (Req):	-94.491472
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	229741-AISI0000229741	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	229741
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site

PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	5/21/2019	**TRDSQQ:**	
Tmsp Created:	5/21/2019	**Ref Code:**	CEN
User Created:	RSP	**Ref Desc:**	Center of Feature Represented
Tmsp Updt:	5/21/2019	**Verified:**	No
Spatial ID:		**User Updt:**	geo_nc

Name: Fairhills Sixth Addition
Program List: CS
HUC 8: 07020007
HUC 8 Name: Minnesota River - Mankato
HUC 10: 0702000706
HUC 12: 070200070602
HUC 12 Name: Huelskamp Creek-Minnesota River
DWSMA Code:
DWSMA Name:
Method Code: DP
Method Desc: Digitized - MPCA online map

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020007
MPCA ID:	C00053890	**Cong Distr:**	1
Program Co:	ST	**Senate Dis:**	15
Program Name:	Stormwater	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	DP
City:	New Ulm	**Latitude:**	44.324828
County:	Brown	**Longitude:**	-94.491472

Activity: Construction Stormwater
Addr St:
Addr City: New Ulm
MPCA ID List: C00053890
Program 1: Stormwater
Name: Fairhills Sixth Addition
Watershed : Minnesota River - Mankato
Coord Co 1: Digitized - MPCA online map
Activity L: Construction Stormwater
Industrial:
Site URL: https://webapp.pca.state.mn.us/wimn/site/229741

Agency Interests: File Request Details

Item ID:	229741-AISI0000229741	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	229741
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	5/21/2019	**Ref Code:**	CEN
Tmsp Created:	5/21/2019	**Ref Desc:**	Center of Feature Represented
User Created:	RSP	**Verified:**	No
Tmsp Updt:	5/21/2019	**User Updt:**	geo_nc
Spatial ID:			

Name: Fairhills Sixth Addition
Program List: CS
HUC 8: 7020007
HUC 8 Name: Minnesota River - Mankato
HUC 10: 702000706

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

HUC 10 Name: City of New Ulm-Minnesota River
HUC 12: 70200070602
HUC 12 Name: Huelskamp Creek-Minnesota River
SI Type Desc: Conventional Site
DWSMA Code:
DWSMA Name:
Method Code: DP
Method Desc: Digitized - MPCA online map

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13 | **1 of2** | **NE** | **0.34 / 1,809.46** | **980.01 / -22** | **North Central International**
Address Unknown
New Ulm MN 56073 | **MPCA AI**

Agency Interest ID: 134647
Name (Map): North Central International
Address (Map): Address Unknown
City (Map): New Ulm
State (Map): MN
ZIP (Map): 56073
Latitude (Map): 44.3282843
Longitude (Map): -94.497528
County (Map): Brown
County Code (Map): 015
Loc Desc (Map):
Name (Site): North Central International
Address (Site): Address Unknown
City (Site): New Ulm
State (Site): MN
ZIP (Site): 56073
Latitude (Site): 44.3282843
Longitude (Site): -94.497528
County (Site): Brown
Name (Req): North Central International
Address (Req): Address Unknown
City (Req): New Ulm
State (Req): MN
ZIP (Req): 56073
Loc Desc (Req):
Latitude (Req): 44.3282843
Longitude (Req): -94.497528
County (Req): Brown
County Code (Req): 15
Data Source: MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID: 134647-AISI0000134647
Status: Active
Status Date:
Program: Const Stormwater
CTU Code: 239521
CTU Name: New Ulm
PLS Twsp:
Range :
Range Dir:
Section:
Quarters:
Collection Date: 9/27/2015
Tmsp Created: 6/23/2009
User Created: DELTA_M_R1
Tmsp Updt: 4/26/2016
Spatial ID: 56196276
Name: North Central International
Program List: CS
HUC 8: 07020007
HUC 8 Name: Minnesota River - Mankato
HUC 10: 0702000706

Int Doc ID: 0
SI Type: CON
SI Cat: AISI
SI ID: 134647
SI Cat Desc: Agency Interest
SI Type Desc: Conventional Site
Description:
SI Designation:
Cong Dist: 1
House Dist: 15B
Senate Dist: 15
TRDSQQ:
Ref Code: GEN
Ref Desc: General Location
Verified: No
User Updt: spatial_

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

HUC 12: 070200070602
HUC 12 Name: Huelskamp Creek-Minnesota River
DWSMA Code:
DWSMA Name:
Method Code: DW
Method Desc: Digitized - Web Map Google / Yahoo / Microsoft

My Neighborhood Site Details

Active FLA: Yes
MPCA ID: C00027968
Program Co: ST
Program Name: Stormwater
Address: MN
Addr ZIP: 56073
City: New Ulm
County: Brown
HUC 8: 07020007
Cong Distr: 1
Senate Dis: 15
House Dist: 15B
IC Flag: No
Coord Coll: DW
Latitude: 44.3282843
Longitude: -94.497528
Activity: Construction Stormwater
Addr St: Address Unknown
Addr City: New Ulm
MPCA ID List: C00027968
Program 1: Stormwater
Name: North Central International
Watershed : Minnesota River - Mankato
Coord Co 1: Digitized - Web Map Google / Yahoo / Microsoft
Activity L: Construction Stormwater
Industrial:
Site URL: https://webapp.pca.state.mn.us/wimn/site/134647

Agency Interests: File Request Details

Item ID: 134647-AISI0000134647
Status: Active
Status Date:
Program: Const Stormwater
CTU Code: 239521
CTU Name: New Ulm
PLS Twsp:
Range :
Range Dir:
Section:
Quarters:
Collection Date: 9/27/2015
Tmsp Created: 6/23/2009
User Created: DELTA_M_R1
Tmsp Updt: 4/26/2016
Spatial ID: 56196276
Int Doc ID: 0
SI Type: CON
SI Cat: AISI
SI ID: 134647
SI Cat Desc: Agency Interest
Description:
SI Designation:
Cong Dist: 1
House Dist: 15B
Senate Dist: 15
TRDSQQ:
Ref Code: GEN
Ref Desc: General Location
Verified: No
User Updt: spatial_
Name: North Central International
Program List: CS
HUC 8: 7020007
HUC 8 Name: Minnesota River - Mankato
HUC 10: 702000706
HUC 10 Name: City of New Ulm-Minnesota River
HUC 12: 70200070602
HUC 12 Name: Huelskamp Creek-Minnesota River
SI Type Desc: Conventional Site
DWSMA Code:
DWSMA Name:
Method Code: DW
Method Desc: Digitized - Web Map Google / Yahoo / Microsoft

13	2 of2	NE	0.34 / 1,809.46	980.01 / -22	North Central International New Ulm 3 Somsen St New Ulm MN 56073	MPCA AI

Agency Interest ID:	34543
Name (Map):	North Central International New Ulm
Address (Map):	3 Somsen St
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.28829603
Longitude (Map):	-94.50455105
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	North Central International New Ulm
Address (Site):	3 Somsen St
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073-4639
Latitude (Site):	44.28829603
Longitude (Site):	-94.50455105
County (Site):	Brown
Name (Req):	North Central International New Ulm
Address (Req):	3 Somsen St
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.28829603
Longitude (Req):	-94.50455105
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	34543-AISI0000034543	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Hazardous Waste	**SI ID:**	34543
CTU Code:	665609	**SI Cat Desc:**	Agency Interest
CTU Name:	Sigel Township	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:		**TRDSQQ:**	
Tmsp Created:	12/22/2009	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	7/31/2017	**Verified:**	No
Spatial ID:	57372872	**User Updt:**	RSP
Name:	North Central International New Ulm		
Program List:	HW		
HUC 8:	07020008		
HUC 8 Name:	Cottonwood River		
HUC 10:	0702000808		
HUC 12:	070200080803		
HUC 12 Name:	Cottonwood River		
DWSMA Code:			
DWSMA Name:			
Method Code:	Q2		
Method Desc:	Public Land Survey-Two Quarter		

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020008
MPCA ID:	MNS000151431	**Cong Distr:**	1
Program Co:	HW	**Senate Dis:**	15
Program Name:	Hazardous Waste	**House Dist:**	15B

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Address:	MN	**IC Flag:**	No
Addr ZIP:	56073-4639	**Coord Coll:**	Q2
City:	Sigel Township	**Latitude:**	44.28829603
County:	Brown	**Longitude:**	-94.50455105
Activity:	Hazardous Waste, Minimal quantity generator		
Addr St:	3 Somsen St		
Addr City:	New Ulm		
MPCA ID List:	MNS000151431		
Program 1:	Hazardous Waste		
Name:	North Central International New Ulm		
Watershed :	Cottonwood River		
Coord Co 1:	Public Land Survey-Two Quarter		
Activity L:	Hazardous Waste, Minimal quantity generator		
Industrial:	New Car Dealers		
Site URL:	https://webapp.pca.state.mn.us/wimn/site/34543		

Agency Interests: File Request Details

Item ID:	34543-AISI0000034543	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Hazardous Waste	**SI ID:**	34543
CTU Code:	665609	**SI Cat Desc:**	Agency Interest
CTU Name:	Sigel Township	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:		**Ref Code:**	GEN
Tmsp Created:	12/22/2009	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	7/31/2017	**User Updt:**	RSP
Spatial ID:	57372872		
Name:	North Central International New Ulm		
Program List:	HW		
HUC 8:	7020008		
HUC 8 Name:	Cottonwood River		
HUC 10:	702000808		
HUC 10 Name:	Cottonwood River		
HUC 12:	70200080803		
HUC 12 Name:	Cottonwood River		
SI Type Desc:	Conventional Site		
DWSMA Code:			
DWSMA Name:			
Method Code:	Q2		
Method Desc:	Public Land Survey-Two Quarter		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
14	1 of1	E	0.36 / 1,886.47	1,014.61 / 13	Wech's Second Addition Address Unknown New Ulm MN 56073	MPCA AI

Agency Interest ID:	130441
Name (Map):	Wech's Second Addition
Address (Map):	Address Unknown
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.3175881
Longitude (Map):	-94.4856243
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	Wech's Second Addition
Address (Site):	Address Unknown
City (Site):	New Ulm
State (Site):	MN

ZIP (Site):	56073
Latitude (Site):	44.3175881
Longitude (Site):	-94.4856243
County (Site):	Brown
Name (Req):	Wech's Second Addition
Address (Req):	Address Unknown
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.3175881
Longitude (Req):	-94.4856243
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	130441-AISI0000130441	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	130441
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	9/27/2015	**TRDSQQ:**	
Tmsp Created:	12/14/2010	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	4/26/2016	**Verified:**	No
Spatial ID:	59096847	**User Updt:**	spatial_
Name:	Wech's Second Addition		
Program List:	CS		
HUC 8:	07020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	0702000706		
HUC 12:	070200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
DWSMA Code:			
DWSMA Name:			
Method Code:	DM		
Method Desc:	Digitized - MPCA internal map		

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020007
MPCA ID:	Multiple IDs	**Cong Distr:**	1
Program Co:	ST	**Senate Dis:**	15
Program Name:	Stormwater	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	DM
City:	New Ulm	**Latitude:**	44.3175881
County:	Brown	**Longitude:**	-94.4856243
Activity:	Construction Stormwater		
Addr St:	Address Unknown		
Addr City:	New Ulm		
MPCA ID List:	C00031252; SUB0031361; SUB0031365; SUB0032669; SUB0032720; SUB0035694		
Program 1:	Stormwater		
Name:	Wech's Second Addition		
Watershed :	Minnesota River - Mankato		
Coord Co 1:	Digitized - MPCA internal map		
Activity L:	Construction Stormwater		
Industrial:			
Site URL:	https://webapp.pca.state.mn.us/wimn/site/130441		

Agency Interests: File Request Details

Item ID:	130441-AISI0000130441	***Int Doc ID:***	0
Status:	Active	***SI Type:***	CON
Status Date:		***SI Cat:***	AISI
Program:	Const Stormwater	***SI ID:***	130441
CTU Code:	239521	***SI Cat Desc:***	Agency Interest
CTU Name:	New Ulm	***Description:***	
PLS Twsp:		***SI Designation:***	
Range :		***Cong Dist:***	1
Range Dir:		***House Dist:***	15B
Section:		***Senate Dist:***	15
Quarters:		***TRDSQQ:***	
Collection Date:	9/27/2015	***Ref Code:***	GEN
Tmsp Created:	12/14/2010	***Ref Desc:***	General Location
User Created:	DELTA_M_R1	***Verified:***	No
Tmsp Updt:	4/26/2016	***User Updt:***	spatial_
Spatial ID:	59096847		
Name:	Wech's Second Addition		
Program List:	CS		
HUC 8:	7020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	702000706		
HUC 10 Name:	City of New Ulm-Minnesota River		
HUC 12:	70200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
SI Type Desc:	Conventional Site		
DWSMA Code:			
DWSMA Name:			
Method Code:	DM		
Method Desc:	Digitized - MPCA internal map		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
15	1 of1	N	0.36 / 1,892.77	993.04 / -9	Gopher Concrete Highway 14 W New Ulm MN 56073	LST REM SITE

Item ID:	99434-AREA0000000002	***Unpermitted Dump?:***	
Project ID:	LS0006181	***State Reg:***	Yes
Project Type:	Leak Site	***Federal Reg:***	
Project ID (RAP):		***Fed State Reg:***	
Project Type (RAP):		***Non Reg:***	
Site Status:	Closed	***NPL:***	
Perm List of Prio?:		***Site County:***	Brown
Petrol Brownfield?:		***County (RAP):***	
VIC Site?:		***Latitude:***	44.32709885
Sf Voluntary:		***Longitude:***	-94.50291443
Inst Controls?:		***Latitude (RAP):***	
SEMS?:		***Longitude (RAP):***	
Project Name:	Gopher Concrete		
Project Managers:	Edwin Balcos (no longer at MPCA)		
Site Address 1:	Highway 14 W		
Site Address 2:			
Site City:	New Ulm		
Site State:	MN		
Site ZIP:	56073		
Project Name(RAP):			
Address1 (RAP):			
Address2 (RAP):			
City (RAP):			
State (RAP):			
ZIP (RAP):			
Data Source:	MPCA Remediation Sites		

Remediation Sites Details

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Activity ID:	99434	**Object ID:**	9381
SI ID:	2	**Cong Dist:**	1
Si Cat:	AREA	**House Dist:**	15B
SI Type:	LEAK	**Senate Dis:**	15
Site Type:	CON	**HUC 8:**	07020007
Acreage:	2.85	**HUC 10:**	0702000706
HRS Score:		**HUC 12:**	070200070602
Score Year:		**Gdb Geomattr Data:**	
DWSMA Code:		**MNTBA:**	
AI Name:	Laraway Roof Systems		
DWSMA Name:			
Hydrologists:			
Huc 8 Name:	Minnesota River - Mankato		
Huc12 Name:	Huelskamp Creek-Minnesota River		
Method Desc:	Digitized-DOQ		
Loc Desc:	Site Center		
WIMN Url:	https://webapp.pca.state.mn.us/wimn/site/99434		

Spatial Remediation Activity

AI ID:	99434	**Object ID:**	11048
Site ID:	LS0006181	**Remedy Imp:**	
SI ID:	2	**Remedy Sel:**	
SI Cat:	AREA	**ASMT Compl:**	
NFA Decisi:		**Received:**	
Site Start:	1993-04-02 00:00:00	**NPL List:**	
Site Close:	1993-07-29 00:00:00	**NPL Delete:**	
Leak Discovered:	1993-04-02 00:00:00	**PLP List:**	
Leak Reported:	1993-04-02 00:00:00	**PLP Delist:**	
Leak Reopened:		**Staff Assi:**	
Activity No:	1	**FF Aproved:**	
Activity ID:	SIW19930001	**FF Closed:**	
Activity Type:	Leak Site Investigation	**Inv Comple:**	
Activity Code:	SIW	**App Comple:**	2006-02-16 00:00:00
Activity Year:	1993	**Er Site Ev:**	
Discovered:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
16	1 of1	E	0.38 / 1,991.28	1,010.42 / 9	Wech's 2nd Addition 1400 12th North St New Ulm MN 56073	MPCA AI

Agency Interest ID:	250985
Name (Map):	Wech's 2nd Addition
Address (Map):	1400 12th North St
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.317719
Longitude (Map):	-94.485162
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	Wech's 2nd Addition
Address (Site):	1400 12th North St
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.317719
Longitude (Site):	-94.485162
County (Site):	Brown
Name (Req):	Wech's 2nd Addition
Address (Req):	1400 12th North St
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.317719

Longitude (Req):	-94.485162
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	250985-AISI0000250985	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	250985
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	3/29/2022	**TRDSQQ:**	
Tmsp Created:	3/29/2022	**Ref Code:**	CEN
User Created:	RSP	**Ref Desc:**	Center of Feature Represented
Tmsp Updt:	3/29/2022	**Verified:**	No
Spatial ID:		**User Updt:**	geo_nc
Name:	Wech's 2nd Addition		
Program List:	CS		
HUC 8:	07020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	0702000706		
HUC 12:	070200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
DWSMA Code:			
DWSMA Name:			
Method Code:	DP		
Method Desc:	Digitized - MPCA online map		

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020007
MPCA ID:	C00063254	**Cong Distr:**	1
Program Co:	ST	**Senate Dis:**	15
Program Name:	Stormwater	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	DP
City:	New Ulm	**Latitude:**	44.317719
County:	Brown	**Longitude:**	-94.485162
Activity:	Construction Stormwater		
Addr St:	1400 12th North St		
Addr City:	New Ulm		
MPCA ID List:	C00063254		
Program 1:	Stormwater		
Name:	Wech's 2nd Addition		
Watershed :	Minnesota River - Mankato		
Coord Co 1:	Digitized - MPCA online map		
Activity L:	Construction Stormwater		
Industrial:			
Site URL:	https://webapp.pca.state.mn.us/wimn/site/250985		

Agency Interests: File Request Details

Item ID:	250985-AISI0000250985	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	250985
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	3/29/2022	**Ref Code:**	CEN
Tmsp Created:	3/29/2022	**Ref Desc:**	Center of Feature Represented
User Created:	RSP	**Verified:**	No
Tmsp Updt:	3/29/2022	**User Updt:**	geo_nc
Spatial ID:			
Name:	Wech's 2nd Addition		
Program List:	CS		
HUC 8:	7020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	702000706		
HUC 10 Name:	City of New Ulm-Minnesota River		
HUC 12:	70200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
SI Type Desc:	Conventional Site		
DWSMA Code:			
DWSMA Name:			
Method Code:	DP		
Method Desc:	Digitized - MPCA online map		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
17	1 of1	N	0.38 / 1,993.50	995.88 / -6	Walmart Supercenter 3760 1720 Westridge Rd New Ulm MN 56073	MPCA AI

Agency Interest ID:	125739
Name (Map):	Walmart Supercenter 3760
Address (Map):	1720 Westridge Rd
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.3268077
Longitude (Map):	-94.4913292
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	Walmart Supercenter 3760
Address (Site):	1720 Westridge Rd
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073-2337
Latitude (Site):	44.3268077
Longitude (Site):	-94.4913292
County (Site):	Brown
Name (Req):	Walmart Supercenter 3760
Address (Req):	1720 Westridge Rd
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.3268077
Longitude (Req):	-94.4913292
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	125739-AISI0000125739	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Multiple Programs	**SI ID:**	125739
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site

PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:		**TRDSQQ:**	
Tmsp Created:	1/9/2007	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	11/7/2023	**Verified:**	No
Spatial ID:	52241015	**User Updt:**	RSP
Name:	Walmart Supercenter 3760		
Program List:	AT, HW		
HUC 8:	07020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	0702000706		
HUC 12:	070200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
DWSMA Code:			
DWSMA Name:			
Method Code:	A1		
Method Desc:	Address Matching House Number		

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020007
MPCA ID:	Multiple IDs	**Cong Distr:**	1
Program Co:	HW; TL	**Senate Dis:**	15
Program Name:	Multiple Programs	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073-2337	**Coord Coll:**	A1
City:	New Ulm	**Latitude:**	44.3268077
County:	Brown	**Longitude:**	-94.4913292
Activity:	Multiple Activities		
Addr St:	1720 Westridge Rd		
Addr City:	New Ulm		
MPCA ID List:	MNS000122986; TS0124480		
Program 1:	Hazardous Waste; Tanks		
Name:	Walmart Supercenter 3760		
Watershed :	Minnesota River - Mankato		
Coord Co 1:	Address Matching House Number		
Activity L:	Aboveground Tanks; Hazardous Waste, Small quantity generator		
Industrial:	Warehouse Clubs and Supercenters		
Site URL:	https://webapp.pca.state.mn.us/wimn/site/125739		

Agency Interests: File Request Details

Item ID:	125739-AISI0000125739	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Multiple Programs	**SI ID:**	125739
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:		**Ref Code:**	GEN
Tmsp Created:	1/9/2007	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	11/7/2023	**User Updt:**	RSP
Spatial ID:	52241015		
Name:	Walmart Supercenter 3760		
Program List:	AT, HW		
HUC 8:	7020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	702000706		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

HUC 10 Name: City of New Ulm-Minnesota River
HUC 12: 70200070602
HUC 12 Name: Huelskamp Creek-Minnesota River
SI Type Desc: Conventional Site
DWSMA Code:
DWSMA Name:
Method Code: A1
Method Desc: Address Matching House Number

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
18	1 of1	N	0.38 / 1,994.95	990.62 / -11	Hardees Restaurant Address Unknown New Ulm MN 56073	MPCA AI

Agency Interest ID: 143277
Name (Map): Hardees Restaurant
Address (Map): Address Unknown
City (Map): New Ulm
State (Map): MN
ZIP (Map): 56073
Latitude (Map): 44.3275
Longitude (Map): -94.5028
County (Map): Brown
County Code (Map): 015
Loc Desc (Map):
Name (Site): Hardees Restaurant
Address (Site): Address Unknown
City (Site): New Ulm
State (Site): MN
ZIP (Site): 56073
Latitude (Site): 44.3275
Longitude (Site): -94.5028
County (Site): Brown
Name (Req): Hardees Restaurant
Address (Req): Address Unknown
City (Req): New Ulm
State (Req): MN
ZIP (Req): 56073
Loc Desc (Req):
Latitude (Req): 44.3275
Longitude (Req): -94.5028
County (Req): Brown
County Code (Req): 15
Data Source: MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID: 143277-AISI0000143277
Status: Active
Status Date:
Program: Const Stormwater
CTU Code: 239521
CTU Name: New Ulm
PLS Twsp:
Range :
Range Dir:
Section:
Quarters:
Collection Date: 9/27/2015
Tmsp Created: 4/9/2013
User Created: DELTA_M_R1
Tmsp Updt: 4/26/2016
Spatial ID: 65869388
Name: Hardees Restaurant
Program List: CS
HUC 8: 07020007
HUC 8 Name: Minnesota River - Mankato
HUC 10: 0702000706

Int Doc ID: 0
SI Type: CON
SI Cat: AISI
SI ID: 143277
SI Cat Desc: Agency Interest
SI Type Desc: Conventional Site
Description:
SI Designation:
Cong Dist: 1
House Dist: 15B
Senate Dist: 15
TRDSQQ:
Ref Code: GEN
Ref Desc: General Location
Verified: No
User Updt: spatial_

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

HUC 12: 070200070602
HUC 12 Name: Huelskamp Creek-Minnesota River
DWSMA Code:
DWSMA Name:
Method Code: G8
Method Desc: GPS - Other

My Neighborhood Site Details

Active FLA: Yes
MPCA ID: C00035456
Program Co: ST
Program Name: Stormwater
Address: MN
Addr ZIP: 56073
City: New Ulm
County: Brown
HUC 8: 07020007
Cong Distr: 1
Senate Dis: 15
House Dist: 15B
IC Flag: No
Coord Coll: G8
Latitude: 44.3275
Longitude: -94.5028
Activity: Construction Stormwater
Addr St: Address Unknown
Addr City: New Ulm
MPCA ID List: C00035456
Program 1: Stormwater
Name: Hardees Restaurant
Watershed : Minnesota River - Mankato
Coord Co 1: GPS - Other
Activity L: Construction Stormwater
Industrial:
Site URL: https://webapp.pca.state.mn.us/wimn/site/143277

Agency Interests: File Request Details

Item ID: 143277-AISI0000143277
Status: Active
Status Date:
Program: Const Stormwater
CTU Code: 239521
CTU Name: New Ulm
PLS Twsp:
Range :
Range Dir:
Section:
Quarters:
Collection Date: 9/27/2015
Tmsp Created: 4/9/2013
User Created: DELTA_M_R1
Tmsp Updt: 4/26/2016
Spatial ID: 65869388
Int Doc ID: 0
SI Type: CON
SI Cat: AISI
SI ID: 143277
SI Cat Desc: Agency Interest
Description:
SI Designation:
Cong Dist: 1
House Dist: 15B
Senate Dist: 15
TRDSQQ:
Ref Code: GEN
Ref Desc: General Location
Verified: No
User Updt: spatial_
Name: Hardees Restaurant
Program List: CS
HUC 8: 7020007
HUC 8 Name: Minnesota River - Mankato
HUC 10: 702000706
HUC 10 Name: City of New Ulm-Minnesota River
HUC 12: 70200070602
HUC 12 Name: Huelskamp Creek-Minnesota River
SI Type Desc: Conventional Site
DWSMA Code:
DWSMA Name:
Method Code: G8
Method Desc: GPS - Other

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
19	1 of1	N	0.38 / 1,996.86	991.75 / -10	Hardees Restaurant Address Unknown New Ulm MN 56073	MPCA AI

Agency Interest ID: 142797

Name (Map):	Hardees Restaurant
Address (Map):	Address Unknown
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.3274
Longitude (Map):	-94.50301
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	Hardees Restaurant
Address (Site):	Address Unknown
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.3274
Longitude (Site):	-94.50301
County (Site):	Brown
Name (Req):	Hardees Restaurant
Address (Req):	Address Unknown
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.3274
Longitude (Req):	-94.50301
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	142797-AISI0000142797	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	142797
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	9/27/2015	**TRDSQQ:**	
Tmsp Created:	5/20/2013	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	4/26/2016	**Verified:**	No
Spatial ID:	66085476	**User Updt:**	spatial_
Name:	Hardees Restaurant		
Program List:	CS		
HUC 8:	07020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	0702000706		
HUC 12:	070200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
DWSMA Code:			
DWSMA Name:			
Method Code:	DP		
Method Desc:	Digitized - MPCA online map		

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020007
MPCA ID:	C00035845	**Cong Distr:**	1
Program Co:	ST	**Senate Dis:**	15
Program Name:	Stormwater	**House Dist:**	15B
Address:	MN	**IC Flag:**	No

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Addr ZIP:	56073	**Coord Coll:**	DP
City:	New Ulm	**Latitude:**	44.3274
County:	Brown	**Longitude:**	-94.50301
Activity:	Construction Stormwater		
Addr St:	Address Unknown		
Addr City:	New Ulm		
MPCA ID List:	C00035845		
Program 1:	Stormwater		
Name:	Hardees Restaurant		
Watershed :	Minnesota River - Mankato		
Coord Co 1:	Digitized - MPCA online map		
Activity L:	Construction Stormwater		
Industrial:			
Site URL:	https://webapp.pca.state.mn.us/wimn/site/142797		

Agency Interests: File Request Details

Item ID:	142797-AISI0000142797	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	142797
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	9/27/2015	**Ref Code:**	GEN
Tmsp Created:	5/20/2013	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	4/26/2016	**User Updt:**	spatial_
Spatial ID:	66085476		
Name:	Hardees Restaurant		
Program List:	CS		
HUC 8:	7020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	702000706		
HUC 10 Name:	City of New Ulm-Minnesota River		
HUC 12:	70200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
SI Type Desc:	Conventional Site		
DWSMA Code:			
DWSMA Name:			
Method Code:	DP		
Method Desc:	Digitized - MPCA online map		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
20	1 of1	NE	0.38 / 2,008.66	981.35 / -20	Taz, LLC - Terry Zinniel New Lot Sitework 4 Somsen St New Ulm MN 56073	MPCA AI

Agency Interest ID:	259970
Name (Map):	Taz, LLC - Terry Zinniel New Lot Sitework
Address (Map):	4 Somsen St
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.330438
Longitude (Map):	-94.496891
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	AIRPORT INDUSTRIAL PARK LOT-002 BLOCK-003. Lot north of Frontier Labs MN LLC and Zinniel Utility Contracting. East side of Somsen St. *** Note:many records provided by the department have a truncated LOC_DESC field.
Name (Site):	Taz, LLC - Terry Zinniel New Lot Sitework
Address (Site):	4 Somsen St

City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.330438
Longitude (Site):	-94.496891
County (Site):	Brown
Name (Req):	Taz, LLC - Terry Zinniel New Lot Sitework
Address (Req):	4 Somsen St
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	AIRPORT INDUSTRIAL PARK LOT-002 BLOCK-003. Lot north of Frontier Labs MN LLC and Zinniel Utility Contracting. East side of Somsen St.
Latitude (Req):	44.330438
Longitude (Req):	-94.496891
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	259970-AISI0000259970	***Int Doc ID:***	0
Status:	Active	***SI Type:***	CON
Status Date:		***SI Cat:***	AISI
Program:	Const Stormwater	***SI ID:***	259970
CTU Code:	239521	***SI Cat Desc:***	Agency Interest
CTU Name:	New Ulm	***SI Type Desc:***	Conventional Site
PLS Twsp:		***Description:***	
Range :		***SI Designation:***	
Range Dir:		***Cong Dist:***	1
Section:		***House Dist:***	15B
Quarters:		***Senate Dist:***	15
Collection Date:	6/14/2024	***TRDSQQ:***	
Tmsp Created:	6/14/2024	***Ref Code:***	CEN
User Created:	RSP	***Ref Desc:***	Center of Feature Represented
Tmsp Updt:	6/14/2024	***Verified:***	No
Spatial ID:		***User Updt:***	geo_nc

Name:	Taz, LLC - Terry Zinniel New Lot Sitework
Program List:	CS
HUC 8:	07020007
HUC 8 Name:	Minnesota River - Mankato
HUC 10:	0702000706
HUC 12:	070200070602
HUC 12 Name:	Huelskamp Creek-Minnesota River
DWSMA Code:	
DWSMA Name:	
Method Code:	DP
Method Desc:	Digitized - MPCA online map

My Neighborhood Site Details

Active FLA:	Yes	***HUC 8:***	07020007
MPCA ID:	C00069924	***Cong Distr:***	1
Program Co:	ST	***Senate Dis:***	15
Program Name:	Stormwater	***House Dist:***	15B
Address:	MN	***IC Flag:***	No
Addr ZIP:	56073	***Coord Coll:***	DP
City:	New Ulm	***Latitude:***	44.330438
County:	Brown	***Longitude:***	-94.496891

Activity:	Construction Stormwater
Addr St:	4 Somsen St
Addr City:	New Ulm
MPCA ID List:	C00069924
Program 1:	Stormwater
Name:	Taz, LLC - Terry Zinniel New Lot Sitework
Watershed :	Minnesota River - Mankato
Coord Co 1:	Digitized - MPCA online map

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Activity L: Construction Stormwater
Industrial:
Site URL: https://webapp.pca.state.mn.us/wimn/site/259970

Agency Interests: File Request Details

Item ID:	259970-AISI0000259970	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	259970
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	6/14/2024	**Ref Code:**	CEN
Tmsp Created:	6/14/2024	**Ref Desc:**	Center of Feature Represented
User Created:	RSP	**Verified:**	No
Tmsp Updt:	6/14/2024	**User Updt:**	geo_nc

Spatial ID:
Name: Taz, LLC - Terry Zinniel New Lot Sitework
Program List: CS
HUC 8: 7020007
HUC 8 Name: Minnesota River - Mankato
HUC 10: 702000706
HUC 10 Name: City of New Ulm-Minnesota River
HUC 12: 70200070602
HUC 12 Name: Huelskamp Creek-Minnesota River
SI Type Desc: Conventional Site
DWSMA Code:
DWSMA Name:
Method Code: DP
Method Desc: Digitized - MPCA online map

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
21	1 of4	E	0.38 / 2,017.13	1,015.54 / 14	Joseph G Stanek 1626 Oak St La Crosse MN	MPCA AI

Agency Interest ID: 153024
Name (Map):
Address (Map):
City (Map):
State (Map):
ZIP (Map):
Latitude (Map):
Longitude (Map):
County (Map):
County Code (Map):
Loc Desc (Map):
Name (Site):
Address (Site):
City (Site):
State (Site):
ZIP (Site):
Latitude (Site):
Longitude (Site):
County (Site):
Name (Req): Joseph G Stanek
Address (Req): 1626 Oak St
City (Req): La Crosse
State (Req): WI
ZIP (Req):
Loc Desc (Req):
Latitude (Req):
Longitude (Req):

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

County (Req):
County Code (Req):
Data Source: MPCA Agency Interests: File Request (Req)

Agency Interests: File Request Details

Item ID:	153024-AISI0000153024	**Int Doc ID:**	0
Status:	Inactive	**SI Type:**	LCP
Status Date:	4/25/1999	**SI Cat:**	AISI
Program:	Underground Tanks	**SI ID:**	153024
CTU Code:		**SI Cat Desc:**	Agency Interest
CTU Name:		**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	
Range Dir:		**House Dist:**	
Section:		**Senate Dist:**	
Quarters:		**TRDSQQ:**	
Collection Date:		**Ref Code:**	
Tmsp Created:	1/19/2000	**Ref Desc:**	
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	9/26/2015	**User Updt:**	JHENRY

Spatial ID:
Name: Joseph G Stanek
Program List: UT
HUC 8:
HUC 8 Name:
HUC 10:
HUC 10 Name:
HUC 12:
HUC 12 Name:
SI Type Desc: Licensed / Certified Person
DWSMA Code:
DWSMA Name:
Method Code:
Method Desc:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
21	2 of4	E	0.38 / 2,017.13	1,015.54 / 14	Kwik Trip Inc 1626 Oak St La Crosse MN 54602	MPCA AI

Agency Interest ID: 234778
Name (Map):
Address (Map):
City (Map):
State (Map):
ZIP (Map):
Latitude (Map):
Longitude (Map):
County (Map):
County Code (Map):
Loc Desc (Map):
Name (Site):
Address (Site):
City (Site):
State (Site):
ZIP (Site):
Latitude (Site):
Longitude (Site):
County (Site):
Name (Req): Kwik Trip Inc
Address (Req): 1626 Oak St
City (Req): La Crosse
State (Req): WI
ZIP (Req): 54602
Loc Desc (Req):
Latitude (Req): 46.48355146
Longitude (Req): -94.07043458

County (Req): Crow Wing
County Code (Req): 35
Data Source: MPCA Agency Interests: File Request (Req)

Agency Interests: File Request Details

Item ID:	234778-AISI0000234778	**Int Doc ID:**	0
Status:	Active	**SI Type:**	LCO
Status Date:		**SI Cat:**	AISI
Program:	Underground Tanks	**SI ID:**	234778
CTU Code:	664554	**SI Cat Desc:**	Agency Interest
CTU Name:	Irondale Township	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	8
Range Dir:		**House Dist:**	6A
Section:		**Senate Dist:**	6
Quarters:		**TRDSQQ:**	
Collection Date:	2/21/2024	**Ref Code:**	GEN
Tmsp Created:	5/26/2020	**Ref Desc:**	General Location
User Created:	vsetter	**Verified:**	No
Tmsp Updt:	2/21/2024	**User Updt:**	geo_nc

Spatial ID:
Name: Kwik Trip Inc
Program List: UT
HUC 8: 7010104
HUC 8 Name: Mississippi River - Brainerd
HUC 10: 701010405
HUC 10 Name: City of Brainerd-Mississippi River
HUC 12: 70101040502
HUC 12 Name: Black Bear Lake-Mississippi River
SI Type Desc: Licensed / Certified Organization
DWSMA Code:
DWSMA Name:
Method Code: C8
Method Desc: County Centroid

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
21	3 of4	E	0.38 / 2,017.13	1,015.54 / 14	Ken Nelson 1626 Oak St La Crosse MN	MPCA AI

Agency Interest ID: 153022
Name (Map):
Address (Map):
City (Map):
State (Map):
ZIP (Map):
Latitude (Map):
Longitude (Map):
County (Map):
County Code (Map):
Loc Desc (Map):
Name (Site):
Address (Site):
City (Site):
State (Site):
ZIP (Site):
Latitude (Site):
Longitude (Site):
County (Site):
Name (Req): Ken Nelson
Address (Req): 1626 Oak St
City (Req): La Crosse
State (Req): WI
ZIP (Req):
Loc Desc (Req):
Latitude (Req):
Longitude (Req):

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

County (Req):
County Code (Req):
Data Source: MPCA Agency Interests: File Request (Req)

Agency Interests: File Request Details

Item ID:	153022-AISI0000153022	**Int Doc ID:**	0
Status:	Inactive	**SI Type:**	LCP
Status Date:	12/31/1995	**SI Cat:**	AISI
Program:	Underground Tanks	**SI ID:**	153022
CTU Code:		**SI Cat Desc:**	Agency Interest
CTU Name:		**Description:**	
PLS Twsp:	116	**SI Designation:**	
Range :	23	**Cong Dist:**	
Range Dir:	W	**House Dist:**	
Section:	21	**Senate Dist:**	
Quarters:	da	**TRDSQQ:**	11623221da
Collection Date:		**Ref Code:**	
Tmsp Created:	1/19/2000	**Ref Desc:**	
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	9/26/2015	**User Updt:**	JHENRY

Spatial ID:
Name: Ken Nelson
Program List: UT
HUC 8:
HUC 8 Name:
HUC 10:
HUC 10 Name:
HUC 12:
HUC 12 Name:
SI Type Desc: Licensed / Certified Person
DWSMA Code:
DWSMA Name:
Method Code:
Method Desc:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
21	4 of4	E	0.38 / 2,017.13	1,015.54 / 14	Bill Eastman 1626 Oak St La Crosse MN	MPCA AI

Agency Interest ID: 153023
Name (Map):
Address (Map):
City (Map):
State (Map):
ZIP (Map):
Latitude (Map):
Longitude (Map):
County (Map):
County Code (Map):
Loc Desc (Map):
Name (Site):
Address (Site):
City (Site):
State (Site):
ZIP (Site):
Latitude (Site):
Longitude (Site):
County (Site):
Name (Req): Bill Eastman
Address (Req): 1626 Oak St
City (Req): La Crosse
State (Req): WI
ZIP (Req):
Loc Desc (Req):
Latitude (Req):
Longitude (Req):

County (Req):
County Code (Req):
Data Source: MPCA Agency Interests: File Request (Req)

Agency Interests: File Request Details

Item ID:	153023-AISI0000153023	***Int Doc ID:***	0
Status:	Inactive	***SI Type:***	LCP
Status Date:	12/31/1995	***SI Cat:***	AISI
Program:	Underground Tanks	***SI ID:***	153023
CTU Code:		***SI Cat Desc:***	Agency Interest
CTU Name:		***Description:***	
PLS Twsp:	30	***SI Designation:***	
Range :	24	***Cong Dist:***	
Range Dir:	W	***House Dist:***	
Section:	2	***Senate Dist:***	
Quarters:	cb	***TRDSQQ:***	03024202cb
Collection Date:		***Ref Code:***	
Tmsp Created:	1/19/2000	***Ref Desc:***	
User Created:	DELTA_M_R1	***Verified:***	No
Tmsp Updt:	9/26/2015	***User Updt:***	JHENRY

Spatial ID:
Name: Bill Eastman
Program List: UT
HUC 8:
HUC 8 Name:
HUC 10:
HUC 10 Name:
HUC 12:
HUC 12 Name:
SI Type Desc: Licensed / Certified Person
DWSMA Code:
DWSMA Name:
Method Code:
Method Desc:

22	***1 of1***	***N***	***0.40 / 2,134.02***	***997.25 / -4***	***Retail Facility #81 Lot 2, Block 1, Valley Heights Fifth Addition New Ulm MN 56073***	***MPCA AI***

Agency Interest ID: 212363
Name (Map): Retail Facility #81
Address (Map): Lot 2, Block 1, Valley Heights Fifth Addition
City (Map): New Ulm
State (Map): MN
ZIP (Map): 56073
Latitude (Map): 44.327362
Longitude (Map): -94.503994
County (Map): Brown
County Code (Map): 015
Loc Desc (Map):
Name (Site): Retail Facility #81
Address (Site): Lot 2, Block 1, Valley Heights Fifth Addition
City (Site): New Ulm
State (Site): MN
ZIP (Site): 56073
Latitude (Site): 44.327362
Longitude (Site): -94.503994
County (Site): Brown
Name (Req): Retail Facility #81
Address (Req): Lot 2, Block 1, Valley Heights Fifth Addition
City (Req): New Ulm
State (Req): MN
ZIP (Req): 56073
Loc Desc (Req):
Latitude (Req): 44.327362

Longitude (Req):	-94.503994
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	212363-AISI0000212363	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	212363
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	5/26/2017	**TRDSQQ:**	
Tmsp Created:	5/3/2016	**Ref Code:**	GEN
User Created:	RSP	**Ref Desc:**	General Location
Tmsp Updt:	5/30/2017	**Verified:**	No
Spatial ID:		**User Updt:**	swright1
Name:	Retail Facility #81		
Program List:	CS		
HUC 8:	07020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	0702000706		
HUC 12:	070200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
DWSMA Code:			
DWSMA Name:			
Method Code:	DP		
Method Desc:	Digitized - MPCA online map		

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020007
MPCA ID:	C00043103	**Cong Distr:**	1
Program Co:	ST	**Senate Dis:**	15
Program Name:	Stormwater	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	DP
City:	New Ulm	**Latitude:**	44.327362
County:	Brown	**Longitude:**	-94.503994
Activity:	Construction Stormwater		
Addr St:	Lot 2, Block 1, Valley Heights Fifth Addition		
Addr City:	New Ulm		
MPCA ID List:	C00043103		
Program 1:	Stormwater		
Name:	Retail Facility #81		
Watershed :	Minnesota River - Mankato		
Coord Co 1:	Digitized - MPCA online map		
Activity L:	Construction Stormwater		
Industrial:			
Site URL:	https://webapp.pca.state.mn.us/wimn/site/212363		

Agency Interests: File Request Details

Item ID:	212363-AISI0000212363	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	212363
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	5/26/2017	**Ref Code:**	GEN
Tmsp Created:	5/3/2016	**Ref Desc:**	General Location
User Created:	RSP	**Verified:**	No
Tmsp Updt:	5/30/2017	**User Updt:**	swright1
Spatial ID:			
Name:	Retail Facility #81		
Program List:	CS		
HUC 8:	7020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	702000706		
HUC 10 Name:	City of New Ulm-Minnesota River		
HUC 12:	70200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
SI Type Desc:	Conventional Site		
DWSMA Code:			
DWSMA Name:			
Method Code:	DP		
Method Desc:	Digitized - MPCA online map		

23	1 of3	NNW	0.43 / 2,296.44	991.07 / -11	**Gopher Concrete Site** **16568 US Hwy 14** **New Ulm MN 56073**	VIC

Item ID:	193696-AREA0000000001	**Unpermitted Dump?:**	
Project ID:	VP21650	**State Reg:**	Yes
Project Type:	Brownfield Site	**Federal Reg:**	
Project ID (RAP):		**Fed State Reg:**	
Project Type (RAP):		**Non Reg:**	
Site Status:	Closed	**NPL:**	
Perm List of Prio?:		**Site County:**	Brown
Petrol Brownfield?:		**County (RAP):**	
VIC Site?:	Yes	**Latitude:**	44.2768631
Sf Voluntary:		**Longitude:**	-94.49840546
Inst Controls?:		**Latitude (RAP):**	
SEMS?:		**Longitude (RAP):**	
Project Name:	Gopher Concrete Site		
Project Managers:	Edward Olson (no longer at MPCA)		
Site Address 1:	16568 US Hwy 14		
Site Address 2:			
Site City:	New Ulm		
Site State:	MN		
Site Zip:	56073		
Project Name(RAP):			
Address1 (RAP):			
Address2(RAP):			
City (RAP):			
State (RAP):			
Zip (RAP):			
Data Source:	MPCA Remediation Sites		

Remediation Sites Details

Activity ID:	193696	**Object ID:**	6851
SI ID:	1	**Cong Dist:**	1
SI Cat:	AREA	**House Dist:**	15B
SI Type:	BROW	**Senate Dis:**	15
Site Type:	CON	**HUC 8:**	07020008
Acreage:	4.17	**HUC 10:**	0702000808
HRS Score:		**HUC 12:**	070200080803
Score Year:		**Gdb Geomattr Data:**	
DWSMA Code:		**MNTBA:**	
AI Name:	Gopher Concrete Site		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Hydrologists:	Mike Connolly (no longer at MPCA)
DWSMA Name:	
HUC 8 Name:	Cottonwood River
HUC 12 Name:	Cottonwood River
Method Desc:	Digitized-DOQ
Loc Desc:	4 parc tot app 32.75 acr; Parc A, 5.71acr Superior Contrete Block Co w/ 2 vacant conc block bldgs (ofs&produc); Parc B, 1.7 acr Lafayette Ready Mix w/ sgl,sheet metal; Parc C 19.1acr for Ag use; ParcD,6.24acr w/resid & 8 out bldgs for stor and Ag.
WIMN Url:	https://webapp.pca.state.mn.us/wimn/site/193696

Spatial Remediation Activity

AI ID:	193696	**Object ID:**	30079
Site ID:	VP21650	**Remedy Imp:**	
SI ID:	1	**Remedy Sel:**	
SI Cat:	AREA	**ASMT Compl:**	
NFA Decisi:		**Received:**	2006-01-23 00:00:00
Site Start:	2006-01-23 00:00:00	**NPL List:**	
Site Close:	2006-02-03 00:00:00	**NPL Delete:**	
Leak Discovered:		**PLP List:**	
Leak Reported:		**PLP Delist:**	
Leak Reopened:		**Staff Assi:**	2006-01-23 00:00:00
Activity No:	1	**FF Aproved:**	
Activity ID:	SIW20060001	**FF Closed:**	
Activity Type:	Brownfield Site	**Inv Comple:**	
Activity Code:	SIW	**App Comple:**	2006-01-23 00:00:00
Activity Year:	2006	**Er Site Ev:**	
Discovered:			

23	2 of3	NNW	0.43 / 2,296.44	991.07 / -11	**Gopher Concrete Site** **16568 US Hwy 14** **New Ulm MN 56073**	**MPCA AI**

Agency Interest ID:	193696
Name (Map):	Gopher Concrete Site
Address (Map):	16568 US Hwy 14
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.27686389
Longitude (Map):	-94.49840556
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	Gopher Concrete Site
Address (Site):	16568 US Hwy 14
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.27686389
Longitude (Site):	-94.49840556
County (Site):	Brown
Name (Req):	Gopher Concrete Site
Address (Req):	16568 US Hwy 14
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.27686389
Longitude (Req):	-94.49840556
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	193696-AISI0000193696	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Brownfields	**SI ID:**	193696
CTU Code:	665609	**SI Cat Desc:**	Agency Interest
CTU Name:	Sigel Township	**SI Type Desc:**	Conventional Site
PLS Twsp:	110	**Description:**	
Range :	31	**SI Designation:**	
Range Dir:	W	**Cong Dist:**	1
Section:	13	**House Dist:**	15B
Quarters:	d	**Senate Dist:**	15
Collection Date:	8/25/2017	**TRDSQQ:**	11031213d
Tmsp Created:	6/5/2006	**Ref Code:**	GEN
User Created:	DELTA_M_R2	**Ref Desc:**	General Location
Tmsp Updt:	8/25/2017	**Verified:**	No
Spatial ID:	51218257	**User Updt:**	geo_nc

Name:	Gopher Concrete Site
Program List:	BV
HUC 8:	07020008
HUC 8 Name:	Cottonwood River
HUC 10:	0702000808
HUC 12:	070200080803
HUC 12 Name:	Cottonwood River
DWSMA Code:	
DWSMA Name:	
Method Code:	I2
Method Desc:	Digitized-DOQ

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020008
MPCA ID:	VP21650	**Cong Distr:**	1
Program Co:	SR	**Senate Dis:**	15
Program Name:	Investigation and Cleanup	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	I2
City:	Sigel Township	**Latitude:**	44.27686389
County:	Brown	**Longitude:**	-94.49840556

Activity:	Brownfields, Voluntary Investigation and Cleanup
Addr St:	16568 US Hwy 14
Addr City:	New Ulm
MPCA ID List:	VP21650
Program 1:	Investigation and Cleanup
Name:	Gopher Concrete Site
Watershed :	Cottonwood River
Coord Co 1:	Digitized-DOQ
Activity L:	Brownfields, Voluntary Investigation and Cleanup
Industrial:	
Site URL:	https://webapp.pca.state.mn.us/wimn/site/193696

Agency Interests: File Request Details

Item ID:	193696-AISI0000193696	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Brownfields	**SI ID:**	193696
CTU Code:	665609	**SI Cat Desc:**	Agency Interest
CTU Name:	Sigel Township	**Description:**	
PLS Twsp:	110	**SI Designation:**	
Range :	31	**Cong Dist:**	1
Range Dir:	W	**House Dist:**	15B
Section:	13	**Senate Dist:**	15
Quarters:	d	**TRDSQQ:**	11031213d
Collection Date:	8/25/2017	**Ref Code:**	GEN
Tmsp Created:	6/5/2006	**Ref Desc:**	General Location
User Created:	DELTA_M_R2	**Verified:**	No
Tmsp Updt:	8/25/2017	**User Updt:**	geo_nc

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Spatial ID:	51218257
Name:	Gopher Concrete Site
Program List:	BV
HUC 8:	7020008
HUC 8 Name:	Cottonwood River
HUC 10:	702000808
HUC 10 Name:	Cottonwood River
HUC 12:	70200080803
HUC 12 Name:	Cottonwood River
SI Type Desc:	Conventional Site
DWSMA Code:	
DWSMA Name:	
Method Code:	I2
Method Desc:	Digitized-DOQ

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
23	3 of3	NNW	0.43 / 2,296.44	991.07 / -11	Gopher Concrete Site 16568 US Hwy 14 New Ulm MN 56073	BROWNFIELDS

Item ID:	193696-AREA0000000001	**Federal Reg:**	
Project ID:	VP21650	**Fed State Reg:**	
Project Type:	Brownfield Site	**Non Reg:**	
Project ID (RAP):		**SEMS?:**	
Project Type (RAP):		**NPL:**	
Site Status:	Closed	**Unpermitted Dump?:**	
Perm List of Prior?:		**Latitude:**	44.2768631
Petrol Brownfield?:		**Longitude:**	-94.49840546
VIC Site?:	Yes	**County (RAP):**	
Sf Voluntary:		**Latitude (RAP):**	
Inst Controls?:		**Longitude (RAP):**	
State Reg:	Yes		
Project Name:	Gopher Concrete Site		
Site Address 1:	16568 US Hwy 14		
Site Address 2:			
Site City:	New Ulm		
Site State:	MN		
Site Zip:	56073		
Site County:	Brown		
Project Name(RAP):			
Address1 (RAP):			
Address2(RAP):			
City (RAP):			
State (RAP):			
Zip (RAP):			
Project Managers:	Edward Olson (no longer at MPCA)		
Data Source:	MPCA Remediation Sites		

Remediation Sites Details

Activity ID:	193696	**DWSMA Name:**	
AI Name:	Gopher Concrete Site	**Cong Dist:**	1
SI ID:	1	**House Dist:**	15B
SI Cat:	AREA	**Senate Dis:**	15
SI Type:	BROW	**HUC 8:**	07020008
Site Type:	CON	**HUC 10:**	0702000808
Acreage:	4.17	**HUC 12:**	070200080803
HRS Score:		**DWSMA Code:**	
Score Year:		**Method Des:**	Digitized-DOQ
Object ID:	6851		
Loc Desc:	4 parc tot app 32.75 acr; Parc A, 5.71acr Superior Contrete Block Co w/ 2 vacant conc block bldgs (ofs&produc); Parc B, 1.7 acr Lafayette Ready Mix w/ sgl,sheet metal; Parc C 19.1acr for Ag use; ParcD,6.24acr w/resid & 8 out bldgs for stor and Ag.		
HUC 8 Name:	Cottonwood River		
HUC 12 Name:	Cottonwood River		
Hydrologist:	Mike Connolly (no longer at MPCA)		
WIMN Url:	https://webapp.pca.state.mn.us/wimn/site/193696		
MNTBA:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Spatial Remediation Activity

AI ID:	193696	***Site Start:***	2006-01-23 00:00:00
Site ID:	VP21650	***Remedy Imp:***	
SI ID:	1	***Remedy Sel:***	
SI Cat:	AREA	***ASMT Compl:***	
NFA Decisi:		***Received:***	2006-01-23 00:00:00
Site Close:	2006-02-03 00:00:00	***NPL List:***	
Leak Discovered:		***NPL Delete:***	
Leak Reported:		***PLP List:***	
Leak Reopened:		***PLP Delist:***	
Activity No:	1	***Staff Assi:***	2006-01-23 00:00:00
Activity ID:	SIW20060001	***FF Aproved:***	
Activity Type:	Brownfield Site	***FF Closed:***	
Activity Code:	SIW	***Inv Comple:***	
Activity Year:	2006	***App Comple:***	2006-01-23 00:00:00
Discovered:		***Er Site Ev:***	
Objectid:	30079		

24	*1 of2*	*NW*	*0.44 / 2,341.76*	*1,005.52 / 4*	***GENES*** ***16972 US Highway 14*** ***New Ulm MN 56073***	***MPCA AI***

Agency Interest ID:	63602
Name (Map):	GENES
Address (Map):	16972 US Highway 14
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.3280687
Longitude (Map):	-94.5096841
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	GENES
Address (Site):	16972 US Highway 14
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.3280687
Longitude (Site):	-94.5096841
County (Site):	Brown
Name (Req):	GENES
Address (Req):	16972 US Highway 14
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.3280687
Longitude (Req):	-94.5096841
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	63602-AISI0000063602	***Int Doc ID:***	0
Status:	Inactive	***SI Type:***	CON
Status Date:	2013-10-08 10:37:59	***SI Cat:***	AISI
Program:	Feedlots	***SI ID:***	63602
CTU Code:	239521	***SI Cat Desc:***	Agency Interest
CTU Name:	New Ulm	***SI Type Desc:***	Conventional Site
PLS Twsp:	110	***Description:***	
Range :	31	***SI Designation:***	
Range Dir:	W	***Cong Dist:***	1

Section:	13	**House Dist:**	15B
Quarters:	cc	**Senate Dist:**	15
Collection Date:	9/28/2015	**TRDSQQ:**	11031213cc
Tmsp Created:	3/9/2002	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	4/26/2016	**Verified:**	No
Spatial ID:	67578	**User Updt:**	spatial_

Name: GENES
Program List: FE
HUC 8: 07020007
HUC 8 Name: Minnesota River - Mankato
HUC 10: 0702000706
HUC 12: 070200070602
HUC 12 Name: Huelskamp Creek-Minnesota River
DWSMA Code:
DWSMA Name:
Method Code: A1
Method Desc: Address Matching House Number

My Neighborhood Site Details

Active FLA:	No	**HUC 8:**	07020007
MPCA ID:	015-72335	**Cong Distr:**	1
Program Co:	FE	**Senate Dis:**	15
Program Name:	Feedlots	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	A1
City:	New Ulm	**Latitude:**	44.3280687
County:	Brown	**Longitude:**	-94.5096841

Activity: Feedlots
Addr St: 16972 US Highway 14
Addr City: New Ulm
MPCA ID List: 015-72335
Program 1: Feedlots
Name: GENES
Watershed : Minnesota River - Mankato
Coord Co 1: Address Matching House Number
Activity L: Feedlots
Industrial:
Site URL: https://webapp.pca.state.mn.us/wimn/site/63602

Agency Interests: File Request Details

Item ID:	63602-AISI0000063602	**Int Doc ID:**	0
Status:	Inactive	**SI Type:**	CON
Status Date:	10/8/2013	**SI Cat:**	AISI
Program:	Feedlots	**SI ID:**	63602
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	
PLS Twsp:	110	**SI Designation:**	
Range :	31	**Cong Dist:**	1
Range Dir:	W	**House Dist:**	15B
Section:	13	**Senate Dist:**	15
Quarters:	cc	**TRDSQQ:**	11031213cc
Collection Date:	9/28/2015	**Ref Code:**	GEN
Tmsp Created:	3/9/2002	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	4/26/2016	**User Updt:**	spatial_
Spatial ID:	67578		

Name: GENES
Program List: FE
HUC 8: 7020007
HUC 8 Name: Minnesota River - Mankato
HUC 10: 702000706
HUC 10 Name: City of New Ulm-Minnesota River
HUC 12: 70200070602
HUC 12 Name: Huelskamp Creek-Minnesota River

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

SI Type Desc: Conventional Site
DWSMA Code:
DWSMA Name:
Method Code: A1
Method Desc: Address Matching House Number

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24 **2 of2** **NW** **0.44 / 2,341.76** **1,005.52 / 4** **GENES**
16972 US Highway 14
New Ulm MN 56073
FEEDLOTS

AI ID (Map): 63602
Registrtn No (Map): 015-72335
County Name (Map): Brown
Latitude (Map): 44.32630824
Longitude (Map): -94.50824165
Name (Map): GENES
Physical Address (Map): 16972 US Highway 14
Physical City (Map): New Ulm
Physical State (Map): MN
Physical Zip (Map): 56073
Location Desc (Map):
Site Name (WIMN): GENES
Address 1 (WIMN): 16972 US Highway 14
Address 2 (WIMN):
City Name (WIMN): New Ulm
State (WIMN): MN
Zip Code (WIMN): 56073
Data Source: Minnesota Pollution Control Agency Locations of Animal Feedlot Facilities; Minnesota Pollution Control Agency What"s In My Neighborhood Sites

Site ID (WIMN): 63602
Activity ID (WIMN): 015-72335
County (WIMN): Brown
Lat (WIMN): 44.3280687
Long (WIMN): -94.5096841

Details (Map)

Active Reg: No
Activity Permit:
Activity Regstrtn: REG20050001
Alpacas: 0.0
Animal Count: 0
Au Count: 0.0
Birds Au: 0.0
Bison: 0.0
Bison Calf: 0.0
Bovines Au: 0.0
Building Flag: Yes
Bull Mature: 0.0
Cafo Flag:
Calf B: 0.0
Calf D: 0.0
Cattle Db: 0.0
Cattle Dl: 0.0
Chx B Big: 0.0
Chx B Little: 0.0
Chx L Big: 0.0
Chx L Little: 0.0
Chx Lm: 0.0
Co No Reg: 015-08066
Collection Date: 01-Oct-2015
Cong Dist: 1
Cow Calf B: 0.0
Deerelk Au: 0.0
Duck: 0.0
Duck Lm: 0.0
End D Per:
End D Reg: 23-Mar-2009
Goatsheep Au: 0.0
H Well Distance: 150
Heifer B: 0.0
Heifer D: 0.0
Item ID: 63602-AREA0000000001
Lamaalpac Au: 0.0
Last Animal Date:
Lq S Close Date:
Lq Store Flag: Yes
M Well Distance: 150
No Permit:
Open Lot Flag: No
Other Au: 0.0
Pasture Flag: No
Permit Flag: No
Pigs Au: 0.0
Primary Stock: Swine 55-300 lbs
Program List: FE
Ref Code: GEN
Ref Desc: General Location
River Stream Flag: No
Senate Dist: 15
Sheep: 0.0
Shoreland Flag: No
SI CAT: AREA
SI ID: 1
Sol S Close Date:
Sol Store Flag: Yes
Start D Per:
Start D Reg: 23-Mar-2005
Status FDLT: inactive
Steer B: 0.0
Swine Big: 0.0
Swine Little: 0.0
Swine Medium: 0.0
Title Permit:
Title Reg: Feedlot Registration # 2
Turkey Big: 0.0
Turkey Little: 0.0

Horse:	0.0	**Type Permit:**	
Horses Au:	0.0	**Type Reg:**	Feedlot Registration Update
House Dist:	15B	**Veal Calf:**	0.0
Int Doc ID:	0	**Verified Flag:**	No
Huc8:	07020007		
Huc8 Name:	Minnesota River - Mankato		
Huc10:	0702000706		
Huc10 Name:	City of New Ulm-Minnesota River		
Huc12:	070200070602		
Huc12 Name:	Huelskamp Creek-Minnesota River		
DWSMA Code:			
DWSMA Name:			
Waterbody Type Cd:	DITC - Ditch		

Details (Cont'd) (Map)

Deer:	0.0	**Mink:**	0.0
Donkey Mule:	0.0	**Rabbits:**	0.0
Elk:	0.0	**Reindeer Caribou:**	0.0
Emus Ostriches:	0.0	**Unknown:**	0.0
Peacocks:	0.0	**Camels:**	0.0
Fowl:	0.0	**Category F:**	Inactive feedlot
Foxes:	0.0	**Reg Requir:**	No
Geese:	0.0	**Reg Curren:**	No
Goats:	0.0	**Per Class:**	
Goats Small:	0.0	**Per Active:**	
Ponies:	0.0	**NPDES Sds:**	
Llamas:	0.0		
Type Fdlt:	Inactive feedlot		

Contact Details (Map)

Contact:	Adam Barka
Phone Contact:	507-794-5310
Addr M Contact:	23971 County Road 10
City M Contact:	Sleepy Eye
State M Contact:	MN
Zip M Contact:	560854700

Animal Units Details (Map)

Au Cat Dl:	0.0	**Au Duck:**	0.0
Au Hef D:	0.0	**Au Duck Lm:**	0.0
Au Calf D:	0.0	**Au Alpacas:**	0.0
Au Cat Db:	0.0	**Au Bison:**	0.0
Au Steer B:	0.0	**Au Bison Calf:**	0.0
Au Hef B:	0.0	**Au Camels:**	0.0
Au Cwcal B:	0.0	**Au Deer:**	0.0
Au Calf B:	0.0	**Au Donkey Mule:**	0.0
Au Bull Mature:	0.0	**Au Elk:**	0.0
Au Veal Calf:	0.0	**Au Emus Ostriches:**	0.0
Au Swine B:	0.0	**Au Peacocks:**	0.0
Au Swine M:	0.0	**Au Fowl:**	0.0
Au Swine L:	0.0	**Au Foxes:**	0.0
Au Horse:	0.0	**Au Geese:**	0.0
Au Sheep:	0.0	**Au Goats:**	0.0
Au Chx Lm:	0.0	**Au Goats Small:**	0.0
Au Chx Bbig:	0.0	**Au Ponies:**	0.0
Au Chx Blittle:	0.0	**Au Llamas:**	0.0
Au Chx Lbig:	0.0	**Au Mink:**	0.0
Au Chx Llittle:	0.0	**Au Rabbits:**	0.0
Au Turk Big:	0.0	**Au Reindeer Caribo:**	0.0
Au Turk Little:	0.0	**Au Unknown:**	0.0

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Coordinates Details (Map)

TRDSQQ:	11031213cc	***Section:***	13
Pls Township:	110	***Quarters:***	cc
Range:	31	***Latitude:***	44.32630824
Range Dir:	W	***Longitude:***	-94.50824165
Method Code:	A1		
Method Desc:	Address Matching House Number		

What's in My Neighborhood Details (WIMN)

Owner Name:	
Program Name:	Feedlots
Activity Type Name:	Feedlots
Activity Subtype Nm:	
Activity Name:	GENES
Active:	No
Industrial Classification:	
Legislative District:	1
HUC8:	07020007
Water Shed Name:	Minnesota River - Mankato
Institutional Control:	No
Coordinate Method:	Address Matching House Number
Lat:	44.3280687
Long:	-94.5096841

25	*1 of2*	***WSW***	***0.44 / 2,344.93***	***993.32 / -8***	***Doyle Sandmann Farm 24016 County Road 12 New Ulm MN 56073***	***FEEDLOTS***

AI ID (Map):	63465	***Site ID (WIMN):***	63465
Registrtn No (Map):	015-72149	***Activity ID (WIMN):***	015-72149
County Name (Map):	Brown	***County (WIMN):***	Brown
Latitude (Map):	44.31181304	***Lat (WIMN):***	44.31357
Longitude (Map):	-94.51729212	***Long (WIMN):***	-94.5248982
Name (Map):	Doyle Sandmann Farm		
Physical Address (Map):	24016 County Road 12		
Physical City (Map):	New Ulm		
Physical State (Map):	MN		
Physical Zip (Map):	56073		
Location Desc (Map):			
Site Name (WIMN):	Doyle Sandmann Farm		
Address 1 (WIMN):	24016 County Road 12		
Address 2 (WIMN):			
City Name (WIMN):	New Ulm		
State (WIMN):	MN		
Zip Code (WIMN):	56073		
Data Source:	Minnesota Pollution Control Agency Locations of Animal Feedlot Facilities; Minnesota Pollution Control Agency What"s In My Neighborhood Sites		

Details (Map)

Active Reg:	No	***Item ID:***	63465-AREA0000000001
Activity Permit:		***Lamaalpac Au:***	0.0
Activity Regstrtn:	REG20100001	***Last Animal Date:***	
Alpacas:	0.0	***Lq S Close Date:***	
Animal Count:	5	***Lq Store Flag:***	Yes
Au Count:	5.4	***M Well Distance:***	500
Birds Au:	0.0	***No Permit:***	
Bison:	0.0	***Open Lot Flag:***	No
Bison Calf:	0.0	***Other Au:***	0.0
Bovines Au:	1.4	***Pasture Flag:***	No
Building Flag:	Yes	***Permit Flag:***	No
Bull Mature:	0.0	***Pigs Au:***	0.0
Cafo Flag:		***Primary Stock:***	Horses

Calf B:	0.0	**Program List:**	FE
Calf D:	0.0	**Ref Code:**	GEN
Cattle Db:	1.0	**Ref Desc:**	General Location
Cattle Dl:	0.0	**River Stream Flag:**	No
Chx B Big:	0.0	**Senate Dist:**	15
Chx B Little:	0.0	**Sheep:**	0.0
Chx L Big:	0.0	**Shoreland Flag:**	No
Chx L Little:	0.0	**SI CAT:**	AREA
Chx Lm:	0.0	**SI ID:**	1
Co No Reg:	015-19002300415080	**Sol S Close Date:**	
Collection Date:	25-Aug-2017	**Sol Store Flag:**	No
Cong Dist:	1	**Start D Per:**	
Cow Calf B:	0.0	**Start D Reg:**	31-Mar-2010
Deerelk Au:	0.0	**Status FDLT:**	active
Duck:	0.0	**Steer B:**	0.0
Duck Lm:	0.0	**Swine Big:**	0.0
End D Per:		**Swine Little:**	0.0
End D Reg:	26-Jul-2020	**Swine Medium:**	0.0
Goatsheep Au:	0.0	**Title Permit:**	
H Well Distance:	500	**Title Reg:**	Feedlot Registration # 3
Heifer B:	0.0	**Turkey Big:**	0.0
Heifer D:	0.0	**Turkey Little:**	0.0
Horse:	4.0	**Type Permit:**	
Horses Au:	4.0	**Type Reg:**	Feedlot Registration Update
House Dist:	15B	**Veal Calf:**	0.0
Int Doc ID:	0	**Verified Flag:**	No

Huc8:	07020008
Huc8 Name:	Cottonwood River
Huc10:	0702000808
Huc10 Name:	Cottonwood River
Huc12:	070200080803
Huc12 Name:	Cottonwood River
DWSMA Code:	
DWSMA Name:	
Waterbody Type Cd:	UNKW - Unknown

Details (Cont'd) (Map)

Deer:	0.0	**Mink:**	0.0
Donkey Mule:	0.0	**Rabbits:**	0.0
Elk:	0.0	**Reindeer Caribou:**	0.0
Emus Ostriches:	0.0	**Unknown:**	0.0
Peacocks:	0.0	**Camels:**	0.0
Fowl:	0.0	**Category F:**	Not required to register
Foxes:	0.0	**Reg Requir:**	No
Geese:	0.0	**Reg Curren:**	No
Goats:	0.0	**Per Class:**	
Goats Small:	0.0	**Per Active:**	
Ponies:	0.0	**NPDES Sds:**	
Llamas:	0.0		
Type Fdlt:	Not required to register		

Owner Details (Map)

Owner:	Doyle Sandmann
Phone Owner:	
Addr M Owner:	24016 County Road 12
City M Owner:	New Ulm
State M Owner:	MN
Zip M Owner:	56073

Contact Details (Map)

Contact:	Doyle Sandmann
Phone Contact:	507-359-4335

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Addr M Contact: 24016 County Road 12
City M Contact: New Ulm
State M Contact: MN
Zip M Contact: 56073

Animal Units Details (Map)

Au Cat Dl:	0.0	**Au Duck:**	0.0
Au Hef D:	0.0	**Au Duck Lm:**	0.0
Au Calf D:	0.0	**Au Alpacas:**	0.0
Au Cat Db:	1.4	**Au Bison:**	0.0
Au Steer B:	0.0	**Au Bison Calf:**	0.0
Au Hef B:	0.0	**Au Camels:**	0.0
Au Cwcal B:	0.0	**Au Deer:**	0.0
Au Calf B:	0.0	**Au Donkey Mule:**	0.0
Au Bull Mature:	0.0	**Au Elk:**	0.0
Au Veal Calf:	0.0	**Au Emus Ostriches:**	0.0
Au Swine B:	0.0	**Au Peacocks:**	0.0
Au Swine M:	0.0	**Au Fowl:**	0.0
Au Swine L:	0.0	**Au Foxes:**	0.0
Au Horse:	4.0	**Au Geese:**	0.0
Au Sheep:	0.0	**Au Goats:**	0.0
Au Chx Lm:	0.0	**Au Goats Small:**	0.0
Au Chx Bbig:	0.0	**Au Ponies:**	0.0
Au Chx Blittle:	0.0	**Au Llamas:**	0.0
Au Chx Lbig:	0.0	**Au Mink:**	0.0
Au Chx Llittle:	0.0	**Au Rabbits:**	0.0
Au Turk Big:	0.0	**Au Reindeer Caribo:**	0.0
Au Turk Little:	0.0	**Au Unknown:**	0.0

Coordinates Details (Map)

TRDSQQ:	11031223cd	**Section:**	23
Pls Township:	110	**Quarters:**	cd
Range:	31	**Latitude:**	44.31181304
Range Dir:	W	**Longitude:**	-94.51729212
Method Code:	A1		
Method Desc:	Address Matching House Number		

What's in My Neighborhood Details (WIMN)

Owner Name: Doyle Sandmann
Program Name: Feedlots
Activity Type Name: Feedlots
Activity Subtype Nm:
Activity Name: Doyle Sandmann Farm
Active: Yes
Industrial Classification:
Legislative District: 1
HUC8: 07020008
Water Shed Name: Cottonwood River
Institutional Control: No
Coordinate Method: Address Matching House Number
Lat: 44.31357
Long: -94.5248982

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
25	2 of2	WSW	0.44 / 2,344.93	993.32 / -8	Doyle Sandmann Farm 24016 County Road 12 New Ulm MN 56073	MPCA AI

Agency Interest ID: 63465
Name (Map): Doyle Sandmann Farm
Address (Map): 24016 County Road 12
City (Map): New Ulm
State (Map): MN

ZIP (Map):	56073
Latitude (Map):	44.31357
Longitude (Map):	-94.5248982
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	Doyle Sandmann Farm
Address (Site):	24016 County Road 12
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.31357
Longitude (Site):	-94.5248982
County (Site):	Brown
Name (Req):	Doyle Sandmann Farm
Address (Req):	24016 County Road 12
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.31357
Longitude (Req):	-94.5248982
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	63465-AISI0000063465	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Feedlots	**SI ID:**	63465
CTU Code:	664973	**SI Cat Desc:**	Agency Interest
CTU Name:	Milford Township	**SI Type Desc:**	Conventional Site
PLS Twsp:	110	**Description:**	
Range :	31	**SI Designation:**	
Range Dir:	W	**Cong Dist:**	1
Section:	23	**House Dist:**	15B
Quarters:	cd	**Senate Dist:**	15
Collection Date:	9/28/2015	**TRDSQQ:**	11031223cd
Tmsp Created:	3/9/2002	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	4/26/2016	**Verified:**	No
Spatial ID:	67407	**User Updt:**	spatial_
Name:	Doyle Sandmann Farm		
Program List:	FE		
HUC 8:	07020008		
HUC 8 Name:	Cottonwood River		
HUC 10:	0702000808		
HUC 12:	070200080803		
HUC 12 Name:	Cottonwood River		
DWSMA Code:			
DWSMA Name:			
Method Code:	A1		
Method Desc:	Address Matching House Number		

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020008
MPCA ID:	015-72149	**Cong Distr:**	1
Program Co:	FE	**Senate Dis:**	15
Program Name:	Feedlots	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	A1
City:	Milford Township	**Latitude:**	44.31357
County:	Brown	**Longitude:**	-94.5248982
Activity:	Feedlots		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Addr St:	24016 County Road 12
Addr City:	New Ulm
MPCA ID List:	015-72149
Program 1:	Feedlots
Name:	Doyle Sandmann Farm
Watershed :	Cottonwood River
Coord Co 1:	Address Matching House Number
Activity L:	Feedlots
Industrial:	
Site URL:	https://webapp.pca.state.mn.us/wimn/site/63465

Agency Interests: File Request Details

Item ID:	63465-AISI0000063465	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Feedlots	**SI ID:**	63465
CTU Code:	664973	**SI Cat Desc:**	Agency Interest
CTU Name:	Milford Township	**Description:**	
PLS Twsp:	110	**SI Designation:**	
Range :	31	**Cong Dist:**	1
Range Dir:	W	**House Dist:**	15B
Section:	23	**Senate Dist:**	15
Quarters:	cd	**TRDSQQ:**	11031223cd
Collection Date:	9/28/2015	**Ref Code:**	GEN
Tmsp Created:	3/9/2002	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	4/26/2016	**User Updt:**	spatial_
Spatial ID:	67407		

Name:	Doyle Sandmann Farm
Program List:	FE
HUC 8:	7020008
HUC 8 Name:	Cottonwood River
HUC 10:	702000808
HUC 10 Name:	Cottonwood River
HUC 12:	70200080803
HUC 12 Name:	Cottonwood River
SI Type Desc:	Conventional Site
DWSMA Code:	
DWSMA Name:	
Method Code:	A1
Method Desc:	Address Matching House Number

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
26	1 of1	NE	0.47 / 2,474.19	981.00 / -21	Zinniel Boring Building Site Address Unknown New Ulm MN 56073	MPCA AI

Agency Interest ID:	141561
Name (Map):	Zinniel Boring Building Site
Address (Map):	Address Unknown
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.32998
Longitude (Map):	-94.49596
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	Zinniel Boring Building Site
Address (Site):	Address Unknown
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.32998
Longitude (Site):	-94.49596
County (Site):	Brown
Name (Req):	Zinniel Boring Building Site

Address (Req):	Address Unknown
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.32998
Longitude (Req):	-94.49596
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	141561-AISI0000141561	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	141561
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	9/27/2015	**TRDSQQ:**	
Tmsp Created:	10/10/2013	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	4/26/2016	**Verified:**	No
Spatial ID:	67043512	**User Updt:**	spatial_

Name:	Zinniel Boring Building Site
Program List:	CS
HUC 8:	07020007
HUC 8 Name:	Minnesota River - Mankato
HUC 10:	0702000706
HUC 12:	070200070602
HUC 12 Name:	Huelskamp Creek-Minnesota River
DWSMA Code:	
DWSMA Name:	
Method Code:	DP
Method Desc:	Digitized - MPCA online map

My Neighborhood Site Details

Active FLA:	Yes	**HUC 8:**	07020007
MPCA ID:	C00037064	**Cong Distr:**	1
Program Co:	ST	**Senate Dis:**	15
Program Name:	Stormwater	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	DP
City:	New Ulm	**Latitude:**	44.32998
County:	Brown	**Longitude:**	-94.49596

Activity:	Construction Stormwater
Addr St:	Address Unknown
Addr City:	New Ulm
MPCA ID List:	C00037064
Program 1:	Stormwater
Name:	Zinniel Boring Building Site
Watershed :	Minnesota River - Mankato
Coord Co 1:	Digitized - MPCA online map
Activity L:	Construction Stormwater
Industrial:	
Site URL:	https://webapp.pca.state.mn.us/wimn/site/141561

Agency Interests: File Request Details

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Item ID:	141561-AISI0000141561	**Int Doc ID:**	0
Status:	Active	**SI Type:**	CON
Status Date:		**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	141561
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	9/27/2015	**Ref Code:**	GEN
Tmsp Created:	10/10/2013	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	4/26/2016	**User Updt:**	spatial_
Spatial ID:	67043512		
Name:	Zinniel Boring Building Site		
Program List:	CS		
HUC 8:	7020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	702000706		
HUC 10 Name:	City of New Ulm-Minnesota River		
HUC 12:	70200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
SI Type Desc:	Conventional Site		
DWSMA Code:			
DWSMA Name:			
Method Code:	DP		
Method Desc:	Digitized - MPCA online map		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
27	1 of1	NW	0.49 / 2,580.12	1,003.21 / 2	Menard's New Ulm Address Unknown New Ulm MN 56073	MPCA AI

Agency Interest ID:	139634
Name (Map):	Menard's New Ulm
Address (Map):	Address Unknown
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.327
Longitude (Map):	-94.514
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	Menard's New Ulm
Address (Site):	Address Unknown
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073
Latitude (Site):	44.327
Longitude (Site):	-94.514
County (Site):	Brown
Name (Req):	Menard's New Ulm
Address (Req):	Address Unknown
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.327
Longitude (Req):	-94.514
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	139634-AISI0000139634	**Int Doc ID:**	0
Status:	Inactive	**SI Type:**	CON
Status Date:	2014-01-06 00:00:00	**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	139634
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:	9/27/2015	**TRDSQQ:**	
Tmsp Created:	5/14/2012	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	4/26/2016	**Verified:**	No
Spatial ID:	62651511	**User Updt:**	spatial_
Name:	Menard's New Ulm		
Program List:	CS		
HUC 8:	07020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	0702000706		
HUC 12:	070200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
DWSMA Code:			
DWSMA Name:			
Method Code:	DP		
Method Desc:	Digitized - MPCA online map		

My Neighborhood Site Details

Active FLA:	No	**HUC 8:**	07020007
MPCA ID:	C00033763	**Cong Distr:**	1
Program Co:	ST	**Senate Dis:**	15
Program Name:	Stormwater	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073	**Coord Coll:**	DP
City:	New Ulm	**Latitude:**	44.327
County:	Brown	**Longitude:**	-94.514
Activity:	Construction Stormwater		
Addr St:	Address Unknown		
Addr City:	New Ulm		
MPCA ID List:	C00033763		
Program 1:	Stormwater		
Name:	Menard's New Ulm		
Watershed :	Minnesota River - Mankato		
Coord Co 1:	Digitized - MPCA online map		
Activity L:	Construction Stormwater		
Industrial:			
Site URL:	https://webapp.pca.state.mn.us/wimn/site/139634		

Agency Interests: File Request Details

Item ID:	139634-AISI0000139634	**Int Doc ID:**	0
Status:	Inactive	**SI Type:**	CON
Status Date:	1/6/2014	**SI Cat:**	AISI
Program:	Const Stormwater	**SI ID:**	139634
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:	9/27/2015	**Ref Code:**	GEN
Tmsp Created:	5/14/2012	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	4/26/2016	**User Updt:**	spatial_

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Spatial ID:	62651511
Name:	Menard's New Ulm
Program List:	CS
HUC 8:	7020007
HUC 8 Name:	Minnesota River - Mankato
HUC 10:	702000706
HUC 10 Name:	City of New Ulm-Minnesota River
HUC 12:	70200070602
HUC 12 Name:	Huelskamp Creek-Minnesota River
SI Type Desc:	Conventional Site
DWSMA Code:	
DWSMA Name:	
Method Code:	DP
Method Desc:	Digitized - MPCA online map

28	1 of1	NNE	0.49 / 2,594.11	989.03 / -13	Windings, Inc. 15 Somsen St New Ulm MN 56073	MPCA AI

Agency Interest ID:	82570
Name (Map):	Windings, Inc.
Address (Map):	15 Somsen St
City (Map):	New Ulm
State (Map):	MN
ZIP (Map):	56073
Latitude (Map):	44.330724
Longitude (Map):	-94.500502
County (Map):	Brown
County Code (Map):	015
Loc Desc (Map):	
Name (Site):	Windings, Inc.
Address (Site):	15 Somsen St
City (Site):	New Ulm
State (Site):	MN
ZIP (Site):	56073-4639
Latitude (Site):	44.330724
Longitude (Site):	-94.500502
County (Site):	Brown
Name (Req):	Windings, Inc.
Address (Req):	15 Somsen St
City (Req):	New Ulm
State (Req):	MN
ZIP (Req):	56073
Loc Desc (Req):	
Latitude (Req):	44.330724
Longitude (Req):	-94.500502
County (Req):	Brown
County Code (Req):	15
Data Source:	MPCA Agency Interests: Map (Map); MPCA Agency Interests: File Request (Req); My Neighborhood Sites (Site)

Agency Interests: Map Details

Item ID:	82570-AISI0000082570	**Int Doc ID:**	0
Status:	Inactive	**SI Type:**	CON
Status Date:	2021-02-10 00:00:00	**SI Cat:**	AISI
Program:	Multiple Programs	**SI ID:**	82570
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**SI Type Desc:**	Conventional Site
PLS Twsp:		**Description:**	
Range :		**SI Designation:**	
Range Dir:		**Cong Dist:**	1
Section:		**House Dist:**	15B
Quarters:		**Senate Dist:**	15
Collection Date:		**TRDSQQ:**	
Tmsp Created:	8/18/2004	**Ref Code:**	GEN
User Created:	DELTA_M_R1	**Ref Desc:**	General Location
Tmsp Updt:	5/30/2024	**Verified:**	No

Spatial ID:	96806	**User Updt:**	RSP
Name:	Windings, Inc.		
Program List:	AQ, CS, HW, IS		
HUC 8:	07020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	0702000706		
HUC 12:	070200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
DWSMA Code:			
DWSMA Name:			
Method Code:	DP		
Method Desc:	Digitized - MPCA online map		

My Neighborhood Site Details

Active FLA:	No	**HUC 8:**	07020007
MPCA ID:	Multiple IDs	**Cong Distr:**	1
Program Co:	AQ; HW; ST	**Senate Dis:**	15
Program Name:	Multiple Programs	**House Dist:**	15B
Address:	MN	**IC Flag:**	No
Addr ZIP:	56073-4639	**Coord Coll:**	DP
City:	New Ulm	**Latitude:**	44.330724
County:	Brown	**Longitude:**	-94.500502
Activity:	Multiple Activities		
Addr St:	15 Somsen St		
Addr City:	New Ulm		
MPCA ID List:	01500061; C00013303; MNR053C5W; MNRNE35T3; MNRNE3F47; MNRNE3F7S; MNS000165399		
Program 1:	Air Quality; Hazardous Waste; Stormwater		
Name:	Windings, Inc.		
Watershed :	Minnesota River - Mankato		
Coord Co 1:	Digitized - MPCA online map		
Activity L:	Air Quality; Construction Stormwater; Hazardous Waste, Very small quantity generator; Industrial Stormwater		
Industrial:	Wood Window and Door Manufacturing ; Motor and Generator Manufacturing ; Wood Kitchen Cabinet and Countertop Manufacturing		
Site URL:	https://webapp.pca.state.mn.us/wimn/site/82570		

Agency Interests: File Request Details

Item ID:	82570-AISI0000082570	**Int Doc ID:**	0
Status:	Inactive	**SI Type:**	CON
Status Date:	2/10/2021	**SI Cat:**	AISI
Program:	Multiple Programs	**SI ID:**	82570
CTU Code:	239521	**SI Cat Desc:**	Agency Interest
CTU Name:	New Ulm	**Description:**	
PLS Twsp:		**SI Designation:**	
Range :		**Cong Dist:**	1
Range Dir:		**House Dist:**	15B
Section:		**Senate Dist:**	15
Quarters:		**TRDSQQ:**	
Collection Date:		**Ref Code:**	GEN
Tmsp Created:	8/18/2004	**Ref Desc:**	General Location
User Created:	DELTA_M_R1	**Verified:**	No
Tmsp Updt:	5/30/2024	**User Updt:**	RSP
Spatial ID:	96806		
Name:	Windings, Inc.		
Program List:	AQ, CS, HW, IS		
HUC 8:	7020007		
HUC 8 Name:	Minnesota River - Mankato		
HUC 10:	702000706		
HUC 10 Name:	City of New Ulm-Minnesota River		
HUC 12:	70200070602		
HUC 12 Name:	Huelskamp Creek-Minnesota River		
SI Type Desc:	Conventional Site		
DWSMA Code:			
DWSMA Name:			
Method Code:	DP		
Method Desc:	Digitized - MPCA online map		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Unplottable Summary

Total: 5 Unplottable sites

DB	Company Name/Site Name	Address	City	Zip	ERIS ID
FINDS/FRS	ROUNDABOUT, GRADING, BITUMINO	TH 14 AT N HIGHLAND AVE ***Registry ID:*** 110071654487	NEW ULM MN	56073	923372060
FINDS/FRS	PROPOSED BREWERY BUILDING SITE	NORTH HIGHLAND AVE ***Registry ID:*** 110068762850	NEW ULM MN	56073	857849954
HIST TANK	LITTLE DUKES	Westridge Rd ***Tank Site | Active?:*** 121782 | No ***Tank Status:*** Tank Site Deleted, Tank Site Deleted, Tank Site Deleted	New Ulm MN	56073	819369849
RCRA VSQG	NEW ULM FLIGHT SERVICE INC	HIGHWAY 14 W MUNICIPAL AIRPORT ***EPA Handler ID:*** MNR000053744	NEW ULM MN	56073	810816367
SPILLS	Gary Springer (contractor)	Highland Ave & Sunrise Ave. ***Incident ID | Incident Status:*** 190878 | Closed or Completed	New Ulm MN		879219899

Unplottable Report

Site: ***ROUNDABOUT, GRADING, BITUMINO***
TH 14 AT N HIGHLAND AVE NEW ULM MN 56073

FINDS/FRS

Registry ID:	110071654487
FIPS Code:	27015
HUC Code:	
Site Type Name:	
Location Description:	
Supplemental Location:	
Create Date:	06-MAR-24
Update Date:	
Interest Types:	
SIC Codes:	
SIC Code Descriptions:	
NAICS Codes:	
NAICS Code Descriptions:	
Conveyor:	
Federal Facility Code:	
Federal Agency Name:	
Tribal Land Code:	
Tribal Land Name:	
Congressional Dist No:	
Census Block Code:	
EPA Region Code:	05
County Name:	BROWN
US/Mexico Border Ind:	
Latitude:	
Longitude:	
Reference Point:	
Coord Collection Method:	
Accuracy Value:	
Datum:	NAD83
Source:	
Facility Detail Rprt URL:	https://ofmpub.epa.gov/frs_public2/fii_query_detail.disp_program_facility?p_registry_id=110071654487
Data Source:	Facility Registry Service - Single File
Program Acronyms:	

Site: ***PROPOSED BREWERY BUILDING SITE***
NORTH HIGHLAND AVE NEW ULM MN 56073

FINDS/FRS

Registry ID:	110068762850
FIPS Code:	27015
HUC Code:	
Site Type Name:	STATIONARY
Location Description:	
Supplemental Location:	
Create Date:	02-JUN-16
Update Date:	
Interest Types:	STATE MASTER
SIC Codes:	
SIC Code Descriptions:	
NAICS Codes:	
NAICS Code Descriptions:	
Conveyor:	
Federal Facility Code:	
Federal Agency Name:	
Tribal Land Code:	
Tribal Land Name:	
Congressional Dist No:	

Census Block Code:
EPA Region Code: 05
County Name: BROWN
US/Mexico Border Ind:
Latitude:
Longitude:
Reference Point:
Coord Collection Method:
Accuracy Value:
Datum: NAD83
Source:
Facility Detail Rprt URL: https://ofmpub.epa.gov/frs_public2/fii_query_detail.disp_program_facility?p_registry_id=110068762850
Data Source: Facility Registry Service - Single File
Program Acronyms:

Site: ***LITTLE DUKES***
Westridge Rd New Ulm MN 56073

HIST TANK

Prog Int ID: 228550
Site ID: 0
AI ID:
Tank Site ID:
Interest Type Cd: D1
Interest Type Dsc: Deleted Tank Site
ADDR ID: 289839
Tank Site: 121782
Interest Phone:
Interest Start Dt: 09/19/2000 00:00:00
Interest End Dt:
Active?: No
Timestamp Added: 09/19/2000 08:52:35
Timestamp Updt: 05/04/2002 09:54:40
Staff ID Updt: TANKS
Pgm Int Source: TALES
Coord Src Type:
Coord Src Desc:
Org Name Source:
Foreign State:
Foreign Zone: None
Map Scale Code:
Addr Last Update: 11/29/2006 12:56:13
FIPS County Cd1: 015
Tanks URL:
AI Name:
Coord Coll Method Desc:
Lat/Long Desc:
Coord Coll Method Code:
Address Tempo:
Comments:

Address Source: TALES
Township Name:
State County Code: 8
County Name: Brown
Country: USA
Lat/Long ID:
Owner:
Owner Address:
Owner City:
Owner State:
Owner Zip:
Lat Degrees:
Lat Minutes:
Lat Seconds:
Long Degrees:
Long Minutes:
Long Seconds:
Lat/Long Source:
Lat/Long Site ID:
Lat/Long Spatial ID:
Collection Date:
City Tempo:
State Tempo:
Zip Tempo:

Tank

Tank Status: Tank Site Deleted
Tank Status Code: 99
Above Or Under: This is a below ground storage tank.
Above Or Under Code: 2
Mpca Tank No: 003
Piping Cathodic Protection:
Tank Status Defn: The tank site is deleted
Tank Cathodic Protection:
Stored Product: Gasoline
Client Tank No: 003
AST Base Material:
Piping Material Desc:
Piping Material Code: 6
Second Contain. Tank:
Second Contain. Pipe:

Tank Const. Mat.: The tank is made of fiberglass.
Tank Dispenser Type:
Tank Storage Capacity: 6000
Tank Registration Date:
Unreg Tank Reported Date: 09/18/2000 00:00:00
Compartmental Tank Flag:
Heating Product Flag:
HW Generator ID:
Product Replaced Date:
Sludge Disposal Facility:
Comments:
Compliant Flag: Y
Serial No:
Tank Dual Use: N
Tank Reg. Status:

Compartments

Compartment No: 1
Tank Stored Desc:
Tank Stored Product Code: 14
Compartment Capacity: 6000
Heating Flag: N
Other Desc:
Above Or Under Code: 2
Above Or Under: This is a below ground storage tank.
Tmsp Added: 09/19/2000 08:55:26
Tmsp Last Updt: 05/04/2002 09:54:40
Staff ID Last Updt: TANKS

Insrem Action

Insrem Project ID: 864774
Insrem Action ID: 864777
Insrem Action Code: 1
Insrem Product Desc:
Insrem Product Code: 9
Tank Const Mat Code: 3
Piping Material Desc: 6
Piping Material Code:
Action Completed Date:
Insrem Project No: 0
Total Tank Capacity Qty: 6000
No of Dispensers:
Tmsp Added: 05/02/2001 07:42:57
Tmsp Last Updt: 05/04/2002 09:54:40
Staff ID Last Updt: TANKS

Tank

Tank Status: Tank Site Deleted
Tank Status Code: 99
Above Or Under: This is a below ground storage tank.
Above Or Under Code: 2
Mpca Tank No: 002
Piping Cathodic Protection:
Tank Status Defn: The tank site is deleted
Tank Cathodic Protection:
Stored Product: Gasoline
Client Tank No: 002
AST Base Material:
Piping Material Desc:
Piping Material Code: 6
Second Contain. Tank:
Second Contain. Pipe:
Tank Const. Mat.: The tank is made of fiberglass.
Tank Dispenser Type:
Tank Storage Capacity: 10000

Tank Registration Date:
Unreg Tank Reported Date: 09/18/2000 00:00:00
Compartmental Tank Flag:
Heating Product Flag:
HW Generator ID:
Product Replaced Date:
Sludge Disposal Facility:
Comments:
Compliant Flag: Y
Serial No:
Tank Dual Use: N
Tank Reg. Status:

Compartments

Compartment No: 1
Tank Stored Desc:
Tank Stored Product Code: 14
Compartment Capacity: 10000
Heating Flag: N
Other Desc:
Above Or Under Code: 2
Above Or Under: This is a below ground storage tank.
Tmsp Added: 09/19/2000 08:54:53
Tmsp Last Updt: 05/04/2002 09:54:40
Staff ID Last Updt: TANKS

Insrem Action

Insrem Project ID: 864774
Insrem Action ID: 864776
Insrem Action Code: 1
Insrem Product Desc:
Insrem Product Code: 9
Tank Const Mat Code: 3
Piping Material Desc: 6
Piping Material Code:
Action Completed Date:
Insrem Project No: 0
Total Tank Capacity Qty: 10000
No of Dispensers:
Tmsp Added: 05/02/2001 07:42:57
Tmsp Last Updt: 05/04/2002 09:54:40
Staff ID Last Updt: TANKS

Tank

Tank Status: Tank Site Deleted
Tank Status Code: 99
Above Or Under: This is a below ground storage tank.
Above Or Under Code: 2
Mpca Tank No: 001
Piping Cathodic Protection:
Tank Status Defn: The tank site is deleted
Tank Cathodic Protection:
Stored Product: Gasoline
Client Tank No: 001
AST Base Material:
Piping Material Desc:
Piping Material Code: 6
Second Contain. Tank:
Second Contain. Pipe:
Tank Const. Mat.: The tank is made of fiberglass.
Tank Dispenser Type:
Tank Storage Capacity: 15000
Tank Registration Date:
Unreg Tank Reported Date: 09/18/2000 00:00:00
Compartmental Tank Flag:

Heating Product Flag:
HW Generator ID:
Product Replaced Date:
Sludge Disposal Facility:
Comments:
Compliant Flag: Y
Serial No:
Tank Dual Use: N
Tank Reg. Status:

Compartments

Compartment No: 1
Tank Stored Desc:
Tank Stored Product Code: 14
Compartment Capacity: 15000
Heating Flag: N
Other Desc:
Above Or Under Code: 2
Above Or Under: This is a below ground storage tank.
Tmsp Added: 09/19/2000 08:54:18
Tmsp Last Updt: 05/04/2002 09:54:40
Staff ID Last Updt: TANKS

Insrem Action

Insrem Project ID: 864774
Insrem Action ID: 864775
Insrem Action Code: 1
Insrem Product Desc:
Insrem Product Code: 9
Tank Const Mat Code: 3
Piping Material Desc: 6
Piping Material Code:
Action Completed Date:
Insrem Project No: 1
Total Tank Capacity Qty: 15000
No of Dispensers:
Tmsp Added: 05/02/2001 07:41:11
Tmsp Last Updt: 05/04/2002 09:54:40
Staff ID Last Updt: TANKS

Tabsite

Facility Desc: Service Station
Facility Code: 34
Above or Under Desc: Under Ground
Above or Under Code: 2
Indian Reservation Flag: N
UST Registration Date:
AST Registration Date:
Max Monthly Gallons:
Vapor Recovery Installed Flag: U
Vapor Notif Required Flag: U
Staff ID Last Updt: RSUCHAN
Tmsp Added: 09/19/2000 08:53:41
Tmsp Last Updt: 05/05/2006 06:53:31

Site: ***NEW ULM FLIGHT SERVICE INC***
HIGHWAY 14 W MUNICIPAL AIRPORT NEW ULM MN 56073

RCRA VSQG

EPA Handler ID: MNR000053744
Gen Status Universe: VSG
Contact Name: ROBIN MARQUARDT
Contact Address: HIGHWAY 14 W MUNICIPAL AIRPORT , , NEW ULM , MN, 56073 ,
Contact Phone No and Ext: 507-354-8127
Contact Email: NUFS@NEWULMTEL.NET
Contact Country:

County Name: BROWN
EPA Region: 05
Land Type:
Receive Date: 20231218
Location Latitude:
Location Longitude:

Violation/Evaluation Summary

Note: NO RECORDS: As of Apr 2024, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner Exemption: No
Furnace Exemption: No
Underground Injection Activity: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No
Used Oil Burner: No
Used Oil Market Burner: No
Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 19970811
Handler Name: NEW ULM FLIGHT SERVICE INC
Federal Waste Generator Code: 3
Generator Code Description: Very Small Quantity Generator
Source Type: Notification

Waste Code Details

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: F003
Waste Code Description: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Hazardous Waste Code: F005
Waste Code Description: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Hazardous Waste Handler Details

Sequence No: 53
Receive Date: 20231218
Handler Name: NEW ULM FLIGHT SERVICE INC

Federal Waste Generator Code: 3
Generator Code Description: Very Small Quantity Generator
Source Type: Implementer

Owner/Operator Details

Owner/Operator Ind:	Current Operator	***Street No:***	
Type:	Private	***Street 1:***	HIGHWAY 14 W MUNICIPAL AIRPORT
Name:	NEW ULM FLIGHT SERVICE INC	***Street 2:***	
Date Became Current:	19990726	***City:***	NEW ULM
Date Ended Current:		***State:***	MN
Phone:	507-354-8127	***Country:***	US
Source Type:	Notification	***Zip Code:***	56073

Historical Handler Details

Receive Dt: 19970811
Generator Code Description: Very Small Quantity Generator
Handler Name: NEW ULM FLIGHT SERVICE INC

Site: ***Gary Springer (contractor)***
Highland Ave & Sunrise Ave. New Ulm MN

SPILLS

Incident ID:	190878	***AI ID Source:***	
Incident Status:	Closed or Completed	***Source Address:***	
Incident Type:	Spill or Release	***Source City:***	
Incident Date:	5/17/2019	***Source State:***	
Program:	Emergency Response	***Source Zip:***	
Closure Type:	Response/Action Completed	***Latitude:***	
County:	Brown	***Longitude:***	
Coord Method:			
Location:	Highland Ave & Sunrise Ave. **Note: Many records provided by the department have a truncated LOCATION field.		

Lead Investigator and Duty Officer

Substances: 5 gallons Chemical Other Or Unspecified
Duty Officer No: 182996
Lead Investigator: Kevin Mustonen

Appendix: Database Descriptions

Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13 and E1527-21, Section 8.1.8 Sources of Standard Source Information:

"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."

Standard Environmental Record Sources

Federal

National Priority List: NPL

Sites on the United States Environmental Protection Agency (EPA)'s National Priorities List of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. The NPL, which EPA is required to update at least once a year, is based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action. Sites are represented by boundaries where available in the EPA Superfund Site Boundaries maintained by the Shared Enterprise Geodata and Services (SEGS). Site boundaries represent the footprint of a whole site, the sum of all of the Operable Units and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Apr 22, 2024

National Priority List - Proposed: PROPOSED NPL

Sites proposed by the United States Environmental Protection Agency (EPA), the state agency, or concerned citizens for addition to the National Priorities List (NPL) due to contamination by hazardous waste and identified by the EPA as a candidate for cleanup because it poses a risk to human health and/or the environment. Sites are represented by boundaries where available in the EPA Superfund Site Boundaries maintained by the Shared Enterprise Geodata and Services (SEGS). Site boundaries represent the footprint of a whole site, the sum of all of the Operable Units and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Apr 22, 2024

Deleted NPL: DELETED NPL

Sites deleted from the United States Environmental Protection Agency (EPA)'s National Priorities List. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate. Sites are represented by boundaries where available in the EPA Superfund Site Boundaries maintained by the Shared Enterprise Geodata and Services (SEGS). Site boundaries represent the footprint of a whole site, the sum of all of the Operable Units and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Apr 22, 2024

SEMS List 8R Active Site Inventory: SEMS

The U.S. Environmental Protection Agency's (EPA) Superfund Program has deployed the Superfund Enterprise Management System (SEMS), which integrates multiple legacy systems into a comprehensive tracking and reporting tool. This inventory contains active sites evaluated by the Superfund program that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted. This data includes SEMS sites from the List 8R Active file as well as applicable sites from the EPA's Facility Registry Service map tool.

Government Publication Date: Jul 24, 2024

SEMS List 8R Archive Sites: SEMS ARCHIVE

The U.S. Environmental Protection Agency's (EPA) Superfund Enterprise Management System (SEMS) Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. This data includes sites from the List 8R Archived site file.

Government Publication Date: Jul 24, 2024

Inventory of Open Dumps, June 1985: ODI

The Resource Conservation and Recovery Act (RCRA) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

Government Publication Date: Jun 1985

Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS: CERCLIS

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

Government Publication Date: Oct 25, 2013

EPA Report on the Status of Open Dumps on Indian Lands: IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified congressional concerns that solid waste open dump sites located on American Indian or Alaska Native (AI/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

Government Publication Date: Dec 31, 1998

CERCLIS - No Further Remedial Action Planned: CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Government Publication Date: Oct 25, 2013

CERCLIS Liens: CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA). This database was provided by the United States Environmental Protection Agency (EPA). Refer to SEMS LIEN as the current data source for Superfund Liens.

Government Publication Date: Jan 30, 2014

RCRA CORRACTS-Corrective Action: RCRA CORRACTS

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

Government Publication Date: Apr 8, 2024

RCRA non-CORRACTS TSD Facilities: RCRA TSD

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. This database includes Non-Corrective Action sites that have indicated engagement in the treatment, storage, or disposal of hazardous waste which requires a RCRA hazardous waste permit.

Government Publication Date: Apr 8, 2024

RCRA Generator List: RCRA LQG

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Large Quantity Generators (LQGs) generate 1,000 kilograms per month or more of hazardous waste or more than one kilogram per month of acutely hazardous waste.

Government Publication Date: Apr 8, 2024

RCRA Small Quantity Generators List: RCRA SQG

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Small Quantity Generators (SQGs) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Government Publication Date: Apr 8, 2024

RCRA Very Small Quantity Generators List: RCRA VSQG

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Very Small Quantity Generators (VSQG) generate 100 kilograms or less per month of hazardous waste, or one kilogram or less per month of acutely hazardous waste. Additionally, VSQG may not accumulate more than 1,000 kilograms of hazardous waste at any time.

Government Publication Date: Apr 8, 2024

RCRA Non-Generators: RCRA NON GEN

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

Government Publication Date: Apr 8, 2024

RCRA Sites with Controls: RCRA CONTROLS

List of Resource Conservation and Recovery Act (RCRA) facilities with institutional controls in place. RCRA gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Government Publication Date: Apr 8, 2024

Federal Engineering Controls-ECs: FED ENG

List of Engineering controls (ECs) made availabe by the United States Environmental Protection Agency (EPA). ECs encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. The EC listing includes remedy component data from Superfund decision documents for applicable sites on the final or deleted on the National Priorities List (NPL); and sites with a Superfund Alternative Approach (SAA) Agreement in place. The only sites included that are not on the NPL; proposed for NPL; or removed from proposed NPL, are those with an SAA Agreement in place.

Government Publication Date: Sep 25, 2024

Federal Institutional Controls- ICs: FED INST

List of Institutional controls (ICs) made available by the United States Environmental Protection Agency (EPA). ICs are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site. The IC listing includes remedy component data from Superfund decision documents for applicable sites on the final or deleted on the National Priorities List (NPL); and sites with a Superfund Alternative Approach (SAA) Agreement in place. The only sites included that are not on the NPL; proposed for NPL; or removed from proposed NPL, are those with an SAA Agreement in place.

Government Publication Date: Sep 25, 2024

Land Use Control Information System: LUCIS

The LUCIS database is maintained by the U.S. Department of the Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

Government Publication Date: Sep 1, 2006

Institutional Control Boundaries at NPL sites: NPL IC

Boundaries of Institutional Control areas at sites on the United States Environmental Protection Agency (EPA)'s National Priorities List, or Proposed or Deleted, made available by the EPA's Shared Enterprise Geodata and Services (SEGS). United States Environmental Protection Agency (EPA)'s National Priorities List of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. Institutional controls are non-engineered instruments such as administrative and legal controls that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy.

Government Publication Date: Apr 22, 2024

Emergency Response Notification System: ERNS 1982 TO 1986

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1982-1986

Emergency Response Notification System: ERNS 1987 TO 1989

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1987-1989

Emergency Response Notification System: ERNS

Database of oil and hazardous substances spill reports made available by the United States Coast Guard National Response Center (NRC). The NRC fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. These data contain initial incident data that has not been validated or investigated by a federal/state response agency.

Government Publication Date: Jul 14, 2024

The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database: FED BROWNFIELDS

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This data is provided by the United States Environmental Protection Agency (EPA) and includes Brownfield sites from the Cleanups in My Community (CIMC) web application.

Government Publication Date: Feb 7, 2024

FEMA Underground Storage Tank Listing: FEMA UST

The Federal Emergency Management Agency (FEMA) of the Department of Homeland Security maintains a list of FEMA owned underground storage tanks.

Government Publication Date: Dec 31, 2017

Facility Response Plan: FRP

This listing contains facilities that have submitted Facility Response Plans (FRPs) to the U.S. Environmental Protection Agency (EPA). Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit FRPs. Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments. This listing includes FRP facilities from an applicable EPA FOIA file and Homeland Infrastructure Foundation-Level Data (HIFLD) data file.

Government Publication Date: Jan 9, 2024

Delisted Facility Response Plans: DELISTED FRP

Facilities that once appeared in - and have since been removed from - the list of facilities that have submitted Facility Response Plans (FRP) to EPA. Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit Facility Response Plans (FRPs). Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments.

Government Publication Date: Jan 9, 2024

Historical Gas Stations: HIST GAS STATIONS

This historic directory of service stations is provided by the Cities Service Company. The directory includes Cities Service filling stations that were located throughout the United States in 1930.

Government Publication Date: Jul 1, 1930

Petroleum Refineries: REFN

This list of petroleum refineries is sourced from the U.S. Energy Information Administration (EIA), Refinery Capacity Report. The listing includes operating and idle petroleum refineries (including new refineries under construction) and refineries shut down during the previous year. The geographic area the report covers is the 50 States, the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, and other U.S. possessions. Per the EIA, the facility location data represents the approximate location based on research of publicly available information from sources such as Federal agencies, company websites, and satellite images on public websites.

Government Publication Date: Jun 6, 2024

Petroleum Product and Crude Oil Rail Terminals: BULK TERMINAL

A list of petroleum product and crude oil rail terminals from the U.S. Energy Information Administration (EIA), as well as petroleum terminals sourced from the Federal Communications Commission Data hosted by the Homeland Infrastructure Foundation-Level Database. Data includes operable bulk petroleum product terminals with a total bulk shell storage capacity of 50,000 barrels or more, and/or the ability to receive volumes from tanker, barge, or pipeline; also rail terminals handling the loading and unloading of crude oil with activity between 2017 and 2018. EIA petroleum product terminal data comes from the EIA-815 Bulk Terminal and Blender Report, which includes working, shell in operation, and shell idle for several major product groupings.

Government Publication Date: Jun 6, 2024

LIEN on Property: SEMS LIEN

The U.S. Environmental Protection Agency's (EPA) Superfund Enterprise Management System (SEMS) provides Lien details on applicable properties, such as the Superfund lien on property activity, the lien property information, and the parties associated with the lien.

Government Publication Date: Jul 24, 2024

Superfund Decision Documents: SUPERFUND ROD

This database contains a list of decision documents for Superfund sites. Decision documents serve to provide the reasoning for the choice of (or) changes to a Superfund Site cleanup plan. The decision documents include completed Records of Decision (ROD), ROD Amendments, Explanations of Significant Differences (ESD) for active and archived sites stored in the Superfund Enterprise Management System (SEMS), along with other associated memos and files. This information is maintained and made available by the U.S. Environmental Protection Agency.

Government Publication Date: Jul 24, 2024

Formerly Utilized Sites Remedial Action Program: DOE FUSRAP

The U.S. Department of Energy (DOE) established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from the Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations. The DOE Office of Legacy Management (LM) established long-term surveillance and maintenance (LTS&M) requirements for remediated FUSRAP sites. DOE evaluates the final site conditions of a remediated site on the basis of risk for different future uses. DOE then confirms that LTS&M requirements will maintain protectiveness.

Government Publication Date: Mar 4, 2017

State

Minnesota Permanent List of Priorities: PLP

The state Superfund sites in Minnesota are listed on the Minnesota Permanent List of Priorities (PLP). The hazardous waste sites on the PLP are in various stages of remediation. At these sites investigation and cleanup are needed, cleanup is underway, or cleanup has been completed and long-term monitoring or maintenance continues. This data is made available by the Minnesota Pollution Control Agency (MPCA). This database serves a purpose similar to that of the federal NPL, functioning as a state-level counterpart for prioritizing cleanup efforts at hazardous substance release sites.

Government Publication Date: Jun 12, 2024

Delisted Permanent List of Priorities (PLP): DEL PLP

This list contains sites that were previously included - and have since been removed from - the Permanent List of Priorities (PLP) maintained by Minnesota's Pollution Control Agency (MPCA) but have now been delisted.

Government Publication Date: Jun 12, 2024

Minnesota Site Remediation Section Database: SHWS

The Site Remediation Section identifies, investigates, and determines appropriate cleanup plans for abandoned or uncontrolled hazardous waste sites where a release or potential release of a hazardous substance poses a risk to human health or the environment. This data is made available by the Minnesota Pollution Control Agency (MPCA)'s Site Remediation Section. This database serves a purpose similar to that of the federal Superfund Enterprise Management System (SEMS), functioning as a state-level counterpart for tracking potential hazardous substance release sites.

Government Publication Date: Jun 12, 2024

MPCA Site Assessment and Emergency Response Sites: SITE ASSESSMENT

List of active and closed sites that are currently under site assessment by Minnesota Pollution Control Agency (MPCA) and are a part of MPCA Remediation Sites list, and Emergency Management Sites where a chemical spill or some other environmental incident occurred that required immediate action to protect human health and the environment (includes only Emergency Management Sites that require significant staff involvement).

Government Publication Date: Jun 12, 2024

Permitted Solid Waste Facilities: SWF/LF

A list of permitted solid waste and landfill facilities made available by the Minnesota Pollution Control Agency (MPCA).

Government Publication Date: Jul 26, 2024

Closed Landfills Priority List: LCP

The Minnesota Legislature enacted the Landfill Cleanup Act (LCA) in 1994 to ensure the proper closure and post-closure care at up to 112 closed, permitted municipal sanitary landfills located throughout the state. Based on this legislation, the Minnesota Pollution Control Agency (MPCA) created the Closed Landfill Program (CLP) to administer the LCA mandates. This data made available by The Minnesota Pollution Control Agency (MPCA).

Government Publication Date: Nov 9, 2023

Unpermitted Dump Sites: UNPERMITTED LF

The Minnesota Pollution Control Agency (MPCA) defines "dumps" as those landfills that never held a valid permit from the MPCA. Generally, dumps existed prior to the permitting program established with the creation of the MPCA in 1967. This database made available by Minnesota Pollution Control Agency (MPCA).

Government Publication Date: Jun 12, 2024

Recycling Markets Directory: RECYCLING

The Recycling Markets Directory is provided by the Minnesota Pollution Control Agency (MPCA). The markets in this database accept large (commercial) quantities of materials.

Government Publication Date: Nov 10, 2022

Historical Leaking Underground Storage Tanks: HIST LUST

A list of leaking underground storage tanks (LUSTs) in the tanks database maintained by the Minnesota Pollution Control Agency (MPCA) up until Nov 01, 2016.

Government Publication Date: Nov 1, 2016

Deleted Leaking Underground Storage Tanks: DEL LUST

A list of leaking underground storage tanks that are often deleted for various reasons. Deletion occurs primarily due to a duplication, or that the source was determined to not be from a tank. This list was provided by Minnesota Pollution Control Agency.

Government Publication Date: Jan 5, 2016

Historical Leaking Aboveground Storage Tanks: HIST LAST

A list of leaking aboveground storage tanks (LASTs) in the tanks database maintained by the Minnesota Pollution Control Agency (MPCA) up until Nov 01, 2016.

Government Publication Date: Nov 1, 2016

Historical Leak Sites: HIST LEAKSITES

A list of leak sites that were neither determined as aboveground nor underground in the tanks database maintained by the Minnesota Pollution Control Agency (MPCA) up until Nov 01, 2016.

Government Publication Date: Nov 1, 2016

MPCA Remediation Leak Sites: LST REM SITE

A list of leak sites in which Minnesota Pollution Control Agency (MPCA) is involved in remediation activities, this list is published by MPCA.

Government Publication Date: Jun 12, 2024

MPCA Tank Incidents: LST INCIDENT

A list of leaking and registered tank sites in Minnesota that includes locations, details of tank installation and construction, and installed safety measures. This list is provided by Minnesota Pollution Control Agency (MPCA).

Government Publication Date: Jun 12, 2024

Delisted Leaking Storage Tanks: DELISTED LST

This database contains a list of closed leaking storage tank sites that were removed from the Minnesota Pollution Control Agency (MPCA).

Government Publication Date: Jun 12, 2024

Underground Storage Tanks: UST

In Minnesota, there are about 18,000 regulated underground storage tanks (USTs) currently in use. The Underground Storage Tank Program in the Minnesota Pollution Control Agency (MPCA) was created to help prevent contamination caused by leaking tanks. This is a list that contains all regulated USTs. This data made available by The Minnesota Pollution Control Agency (MPCA).

Government Publication Date: Jun 12, 2024

Minnesota Above Ground Storage Tanks: AST

There are more than 20,000 regulated above-ground storage tanks (ASTs) currently in use across Minnesota. Most tanks located above ground containing liquid substances (i.e., not gaseous or solid at ambient temperature and pressure) are subject to the Minnesota Pollution Control Agency's (MPCA) rules for design and operation of ASTs. This list contains ASTs regulated by MPCA. This data made available by Minnesota Pollution Control Agency (MPCA).

Government Publication Date: Jun 12, 2024

Tank Sites: HIST TANK

A list of tank sites not included in AST or UST, this list maintained by the Minnesota Pollution Control Agency (MPCA) up until Dec 30, 2016.

Government Publication Date: Dec 30, 2016

Delisted Storage Tanks: DELISTED TANK

This database contains a list of storage tank sites that were removed from the Minnesota Pollution Control Agency (MPCA).

Government Publication Date: Jun 12, 2024

Sites with Institutional Control Events: INST

A list made available by the Minnesota Pollution Control Agency (MPCA) consisting of remediation sites that have various institutional controls in place.

Government Publication Date: Jul 25, 2024

Agricultural Contingency Sites Boundaries: AG CONTINGENCY

The Minnesota Department of Agriculture (MDA) Incident Response Unit (IRU) is the state lead agency for the investigation and remediation of incidents involving agricultural chemicals (pesticides and fertilizer). This MDA IRU database includes sites with a soil or ground water contingency, deed restriction, local ordinance, restrictive covenant or deed affidavit in place. The accuracy of the boundaries of these sites can be variable - in most cases, the site boundaries should be considered as only representing the vicinity of the soil or ground water contingency area or plume.

Government Publication Date: Sep 3, 2024

Petroleum Brownfields Program Sites: BROWNFIELDS

The Minnesota Pollution Control Agency (MPCA)'s Petroleum Brownfields Program handles petroleum contamination under the Petroleum Tank Release Cleanup Act (Minnesota Statutes § 115C). This data made available by The Minnesota Pollution Control Agency (MPCA).

Government Publication Date: Jun 12, 2024

Voluntary Investigation and Cleanup Program List: VIC

The Minnesota Pollution Control Agency's (MPCA) Brownfield Program consists of an integrated program called the Voluntary Investigation and Cleanup (VIC) Program. This program handles hazardous substance contamination under Minnesota's Environmental Response and Liability Act (Minnesota Statutes § 115B). This database made available by Minnesota Pollution Control Agency (MPCA).

Government Publication Date: Jun 12, 2024

Potential Voluntary Investigation and Cleanup Program Sites: POTENTIAL VIC

This listing of Potential Voluntary Investigation and Cleanup Program sites is provided by the Minnesota Pollution Control Agency (MPCA). These potential sites have not yet entered into the VIC Program until an application has been received at the MPCA.

Government Publication Date: Apr 22, 2016

MPCA Agency Interests: MPCA AI

Facility, site and project locations from the Minnesota Pollution Control Agency's enterprise database, representing locations associated with waste water, storm water, hazardous waste, feedlot, solid waste, tanks, remediation, and other agency programs. Includes records from "What's In My Neighborhood Sites".

Government Publication Date: Jul 24, 2024

Tribal

Leaking Underground Storage Tanks on Tribal/Indian Lands: INDIAN LUST

This list of leaking underground storage tanks (LUSTs) on Tribal/Indian Lands in Region 5, which includes Minnesota, is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Apr 11, 2024

Underground Storage Tanks on Tribal/Indian Lands: INDIAN UST

This list of underground storage tanks (USTs) on Tribal/Indian Lands in Region 5, which includes Minnesota, is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Apr 11, 2024

Delisted Tribal Leaking Storage Tanks: DELISTED INDIAN LST

Leaking Underground Storage Tank (LUST) facilities which once appeared on - and have since been removed from - the Regional Tribal/Indian LUST lists made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: May 7, 2024

Delisted Tribal Underground Storage Tanks: DELISTED INDIAN UST

Underground Storage Tank (UST) facilities which once appeared on - and have since been removed from - the Regional Tribal/Indian UST lists made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: May 7, 2024

County

No County standard environmental record sources available for this State.

Additional Environmental Record Sources

Federal

PFAS Greenhouse Gas Emissions Data: PFAS GHG

The U.S. Environmental Protection Agency's Greenhouse Gas Reporting Program (GHGRP) collects Greenhouse Gas (GHG) data from large emitting facilities (25,000 metric tons of carbon dioxide equivalent (CO2e) per year), and suppliers of fossil fuels and industrial gases that results in GHG emissions when used. Includes GHG emissions data for facilities that emit or have emitted since 2010 chemicals identified in EPA's CompTox Chemicals Dashboard list of PFAS without explicit structures and list of PFAS structures by DSSTox. PFAS emissions data has been identified for facilities engaged in the following industrial processes: Aluminum Production (GHGRP Subpart F), HCFC-22 Production and HFC-23 Destruction (Subpart O), Electronics Manufacturing (Subpart I), Fluorinated Gas Production (Subpart L), Magnesium Production (Subpart T), Electrical Transmission and Distribution Equipment Use (Subpart DD), and Manufacture of Electric Transmission and Distribution Equipment (Subpart SS). Over time, other industrial processes with required GHGRP reporting may include PFAS emissions data and the list of reportable gases may change over time.

Government Publication Date: Aug 5, 2024

On-Scene Coordinator Response Sites: OSC RESPONSE

This list of On-Scene Coordinator (OSC) Response Sites is provided by the U.S. Environmental Protection Agency (EPA). OSCs are the federal officials responsible for monitoring or directing responses to all oil spills and hazardous substance releases reported to the federal government. OSCs coordinate all federal efforts with, and provide support and information to local, state, and regional response communities. An OSC is an agent of either EPA or the U.S. Coast Guard (USCG), depending on where the incident occurs. EPA's OSCs have primary responsibility for spills and releases to inland areas and waters. USCG OSCs have responsibility for coastal waters and the Great Lakes. In general, an OSC has the following key responsibilities during and after a response: Assessment, Monitoring, Response Assistance, and Evaluation.

Government Publication Date: Apr 4, 2024

Facility Registry Service/Facility Index: FINDS/FRS

The Facility Registry Service (FRS) is a centrally managed database that identifies facilities, sites, or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, and data collected from EPA's Central Data Exchange registrations and data management personnel. This list is made available by the U.S. Environmental Protection Agency (EPA).

Government Publication Date: Aug 1, 2024

Toxics Release Inventory (TRI) Program: TRIS

The U.S. Environmental Protection Agency's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of toxic chemicals from U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. There are currently 770 individually listed chemicals and 33 chemical categories covered by the TRI Program. Facilities that manufacture, process or otherwise use these chemicals in amounts above established levels must submit annual reporting forms for each chemical. Note that the TRI chemical list does not include all toxic chemicals used in the U.S. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment. This database includes TRI Reporting Data for calendar years 1987 through 2021 and Preliminary Data for 2022.

Government Publication Date: Sep 20, 2023

PFOA/PFOS Contaminated Sites: PFAS NPL

This list of Superfund Sites with Per- and Polyfluoroalkyl Substances (PFAS) detections is made available by the U.S. Environmental Protection Agency (EPA) in their PFAS Analytic Tools data, previously the list was obtained by EPA FOIA requests. EPA's Office of Land and Emergency Management and EPA Regional Offices maintain what is known about site investigations, contamination, and remedial actions under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) where PFAS is present in the environment. Limitations: Detections of PFAS at National Priorities List (NPL) sites do not mean that people are at risk from PFAS, are exposed to PFAS, or that the site is the source of the PFAS. The information in the Superfund NPL and Superfund Alternative Agreement (SAA) PFAS detection site list is years old and may not be accurate today. Site information such as site name, site ID, and location has been confirmed for accuracy; however, PFAS-related information such as media sampled, drinking water being above the health advisory, or mitigation efforts has not been verified. For Federal Facilities data, the other Federal agencies (OFA) are the lead agency for their data and provided them to EPA.

Government Publication Date: Sep 18, 2024

Federal Agency Locations with Known or Suspected PFAS Detections: PFAS FED SITES

List of Federal agency locations with known or suspected detections of Per- and Polyfluoroalkyl Substances (PFAS), made available by the U.S. Environmental Protection Agency (EPA) in their PFAS Analytic Tools data. EPA outlines that these data are gathered from several federal entities, such as the Federal Superfund program, Department of Defense (DOD), National Aeronautics and Space Administration, Department of Transportation, and Department of Energy. The dates this data was extracted for the PFAS Analytic Tools range from 2022 to 2024. Sites on this list do not necessarily reflect the source/s of PFAS contamination and detections do not indicate level of risk or human exposure at the site. Agricultural notifications in this data are limited to DOD sites only. At this time, the EPA is aware that this list is not comprehensive of all Federal agencies.

Government Publication Date: Apr 1, 2024

SSEHRI PFAS Contamination Sites: PFAS SSEHRI

This PFAS Contamination Site Tracker database is compiled by the PFAS Project Lab, part of the Social Science Environmental Health Research Institute (SSEHRI) at Northeastern University. According to the SSEHRI, the database records qualitative and quantitative data from each known site of PFAS contamination, including timeline of discovery, sources, levels, health impacts, community response, and government response. The goal of this database is to compile information and support public understanding of the rapidly unfolding issue of PFAS contamination. All data presented was extracted from government websites, news articles, or publicly available documents. Locations for the Known PFAS Contamination Sites are sourced from the PFAS Sites and Community Resources Map by the PFAS-REACH team, credited to PFAS Project Lab, Silent Spring Institute, and PFAS Exchange. Disclaimer: The source conveys the data undergoes regular updates as new information becomes available, some sites may be missing and/or contain information that is incorrect or outdated, as well as their information represents all contamination sites SSEHRI is aware of, not all possible contamination sites. This data is not intended to be used for legal purposes. Access the following source link for the most current information: https://pfasproject.com/pfas-sites-and-community-resources/

Government Publication Date: Jun 27, 2024

National Response Center PFAS Spills: PFAS ERNS

This Per- and Poly-Fluoroalkyl Substances (PFAS) Spills dataset is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. The National Response Center (NRC), operated by the U.S. Coast Guard, is the designated federal point of contact for reporting all oil, chemical, and other discharges into the environment, for the United States and its territories. This dataset contains NRC spill information from 1990 to the present that is restricted to records associated with PFAS and PFAS-containing materials. Incidents are filtered to include only records with a "Material Involved" or "Incident Description" related to Aqueous Film Forming Foam (AFFF). The keywords used to filter the data included "AFFF," "Fire Fighting Foam," "Aqueous Film Forming Foam," "Fire Suppressant Foam, "PFAS," "PERFL," "PFOA," "PFOS," and "Genx." Limitations: The data from the NRC website contains initial incident data that has not been validated or investigated by a federal/state response agency. Keyword searches may misidentify some incident reports that do not contain PFAS. This dataset should also not be considered to be exhaustive of all PFAS spills/release incidents.

Government Publication Date: Aug 5, 2024

PFAS NPDES Discharge Monitoring: PFAS NPDES

This list of National Pollutant Discharge Elimination System (NPDES) permitted facilities with required monitoring for Per- and Polyfluoroalkyl (PFAS) Substances is made available via the U.S. Environmental Protection Agency (EPA)'s PFAS Analytic Tools. Any point-source wastewater discharger to waters of the United States must have a NPDES permit, which defines a set of parameters for pollutants and monitoring to ensure that the discharge does not degrade water quality or impair human health. This list includes NPDES permitted facilities associated with permits that monitor for Per- and Polyfluoroalkyl Substances (PFAS), limited to the years 2007 - present. EPA further advises the following regarding these data: currently, fewer than half of states have required PFAS monitoring for at least one of their permittees, and fewer states have established PFAS effluent limits for permittees. For states that may have required monitoring, some reporting and data transfer issues may exist on a state-by-state basis.

Government Publication Date: Jul 29, 2024

Perfluorinated Alkyl Substances (PFAS) from Toxic Release Inventory: PFAS TRI

List of Toxics Release Inventory (TRI) facilities at which the reported chemical is a per- or polyfluoroalkyl (PFAS) substance included in the U.S. Environmental Protection Agency's (EPA) consolidated PFAS Master List of PFAS Substances. Encompasses Toxics Release Inventory records included in the EPA PFAS Analytic Tools. The EPA's TRI database currently tracks information on disposal or releases of 770 individually listed toxic chemicals and 33 chemical categories from thousands of U.S. facilities and details about how facilities manage those chemicals through recycling, energy recovery, and treatment. This listing includes TRI Reporting Data for calendar years 1987 through 2021 and Preliminary Data for 2022.

Government Publication Date: Sep 20, 2023

PFAS Water Quality Portal Sampling Data: PFAS WATER

This Per- and Poly-Fluoroalkyl Substances (PFAS) Environmental Media Sampling Data is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. The Water Quality Portal (WQP), as a cooperative service sponsored by the United States Geological Survey, the EPA, and the National Water Quality Monitoring Council, is part of a modernized repository storing ambient sampling data for all environmental media and tissue samples. A wide range of federal, state, tribal and local governments, academic and non-governmental organizations, and individuals submit project details and sampling results to this public repository. Limitations: EPA did not carry out the sampling or testing of a majority of the data in the WQP PFAS dataset. EPA can only speak to the accuracy and completeness of the data from projects like the National Aquatic Resource Surveys for which EPA is the data owner/organization. Data may exist within the file on Quality Assurance Project Plans (QAPPs) and the approving agency of the QAPP, if a QAPP is entered.

Government Publication Date: Jul 22, 2024

PFAS TSCA Manufacture and Import Facilities: PFAS TSCA

The U.S. Environmental Protection Agency (EPA) issued the Chemical Data Reporting (CDR) Rule under the Toxic Substances Control Act (TSCA) and requires chemical manufacturers and facilities that manufacture or import chemical substances to report data to EPA. This list is specific only to TSCA Manufacture and Import Facilities with reported per- and poly-fluoroalkyl (PFAS) substances. Data file is sourced from EPA's PFAS Analytic Tools TSCA dataset which includes CDR/Inventory Update Reporting data from 1998 up to 2020. Disclaimer: This data file includes production and importation data for chemicals identified in EPA's CompTox Chemicals Dashboard list of PFAS without explicit structures and list of PFAS structures in DSSTox. Note that some regulations have specific chemical structure requirements that define PFAS differently than the lists in EPA's CompTox Chemicals Dashboard. Reporting information on manufactured or imported chemical substance amounts should not be compared between facilities, as some companies claim Chemical Data Reporting Rule data fields for PFAS information as Confidential Business Information.

Government Publication Date: Jan 5, 2023

PFAS Waste Transfers from RCRA e-Manifest : PFAS E-MANIFEST

This Per- and Poly-Fluoroalkyl Substances (PFAS) Waste Transfers dataset is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. Every shipment of hazardous waste in the U.S. must be accompanied by a shipment manifest, which is a critical component of the cradle-to-grave tracking of wastes mandated by the Resource Conservation and Recovery Act (RCRA). According to the EPA, currently no Federal Waste Code exists for any PFAS compounds. To work around the lack of PFAS waste codes in the RCRA database, EPA developed the PFAS Transfers dataset by mining e-Manifest records containing at least one of these common PFAS keywords: • PFAS • PFOA • PFOS • PERFL • AFFF • GENX • GEN-X (plus the Vermont state-specific waste codes). Limitations: Amount or concentration of PFAS being transferred cannot be determined from the manifest information. Keyword searches may misidentify some manifest records that do not contain PFAS. This dataset should also not be considered to be exhaustive of all PFAS waste transfers.

Government Publication Date: Jul 23, 2024

PFAS Industry Sectors: PFAS IND

This Per- and Poly-Fluoroalkyl Substances (PFAS) Industry Sectors dataset is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. The EPA developed the dataset from various sources that show which industries may be handling PFAS including: EPA's Enforcement and Compliance History Online (ECHO) records restricted to potential PFAS-handling industry sectors; ECHO records for Fire Training Sites identified where fire-fighting foam may have been used in training exercises; and 14 CFR Part 139 Airports compiled from historic and current records from the FAA Airport Data and Information Portal. Since July 2006, all certificated Part 139 Airports are required to have fire-fighting foam onsite that meet certain military specifications, which to date have been fluorinated (Aqueous Film Forming Foam). Limitations: Inclusion in this dataset does not indicate that PFAS are being manufactured, processed, used, or released by the facility. Listed facilities potentially handle PFAS based on their industrial profile, but are unconfirmed by the EPA. Keyword searches in ECHO for Fire Training sites may misidentify some facilities and should not be considered to be an exhaustive list of fire training facilities in the U.S.

Government Publication Date: Sep 23, 2024

Hazardous Materials Information Reporting System: HMIRS

The Hazardous Materials Incident Reporting System (HMIRS) database contains unintentional hazardous materials release information reported to the U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration.

Government Publication Date: May 29, 2024

National Clandestine Drug Labs: NCDL

The U.S. Department of Justice ("the Department"), Drug Enforcement Administration (DEA), provides this data as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

Government Publication Date: Nov 30, 2023

Toxic Substances Control Act: TSCA

The U.S. Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule. The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI). EPA CDR collections occur approximately every four years and reporting requirements change per collection.

Government Publication Date: May 12, 2022

Hist TSCA: HIST TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.
The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

Government Publication Date: Dec 31, 2006

FTTS Administrative Case Listing: FTTS ADMIN

An administrative case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

FTTS Inspection Case Listing: FTTS INSP

An inspection case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

Potentially Responsible Parties List: PRP

Early in the site cleanup process, the U.S. Environmental Protection Agency (EPA) conducts a search to find the Potentially Responsible Parties (PRPs). The EPA looks for evidence to determine liability by matching wastes found at the site with parties that may have contributed wastes to the site. This listing contains PRPs, Noticed Parties, at sites in the EPA's Superfund Enterprise Management System (SEMS).

Government Publication Date: Jul 24, 2024

State Coalition for Remediation of Drycleaners Listing: SCRD DRYCLEANER

The State Coalition for Remediation of Drycleaners (SCRD) was established in 1998, with support from the U.S. Environmental Protection Agency (EPA) Office of Superfund Remediation and Technology Innovation. Coalition members are states with mandated programs and funding for drycleaner site remediation. Current members are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin. Since 2017, the SCRD no longer maintains this data, refer to applicable state source data where available.

Government Publication Date: Nov 08, 2017

Integrated Compliance Information System (ICIS): ICIS

The Integrated Compliance Information System (ICIS) database contains integrated enforcement and compliance information across most of U.S. Environmental Protection Agency's (EPA) programs. The vision for ICIS is to replace EPA's independent databases that contain enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions and a subset of the Permit Compliance System (PCS), which supports the National Pollutant Discharge Elimination System (NPDES). This information is maintained by the EPA Headquarters and at the Regional offices. A future release of ICIS will completely replace PCS and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities that support compliance and enforcement programs, including incident tracking, compliance assistance, and compliance monitoring.

Government Publication Date: Apr 13, 2024

Drycleaner Facilities: FED DRYCLEANERS

A list of drycleaner facilities from Enforcement and Compliance History Online (ECHO) data as made available by the U.S. Environmental Protection Agency (EPA), sourced from the ECHO Exporter file. The EPA tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.

Government Publication Date: May 5, 2024

Delisted Drycleaner Facilities: DELISTED FED DRY

List of sites removed from the list of Drycleaner Facilities (sites in the EPA's Integrated Compliance Information System (ICIS) with NAIC or SIC codes identifying the business as a drycleaner establishment).

Government Publication Date: May 5, 2024

Formerly Used Defense Sites: FUDS

Formerly Used Defense Sites (FUDS) are properties that were formerly owned by, leased to, or otherwise possessed by and under the jurisdiction of the Secretary of Defense prior to October 1986, where the Department of Defense (DOD) is responsible for an environmental restoration. The FUDS Annual Report to Congress (ARC) is published by the U.S. Army Corps of Engineers (USACE). This data is compiled from the USACE's Geospatial FUDS data layers and Homeland Infrastructure Foundation-Level Data (HIFLD) FUDS dataset which applies to the Fiscal Year 2021 FUDS Inventory.

Government Publication Date: May 15, 2023

FUDS Munitions Response Sites: FUDS MRS

Boundaries of Munitions Response Sites (MRS), published with the Formerly Used Defense Sites (FUDS) Annual Report to Congress (ARC) by the U.S. Army Corps of Engineers (USACE). An MRS is a discrete location within a Munitions response area (MRA) that is known to require a munitions response. An MRA means any area on a defense site that is known or suspected to contain unexploded ordnance (UXO), discarded military munitions (DMM), or munitions constituents (MC). This data is compiled from the USACE's Geospatial MRS data layers and Homeland Infrastructure Foundation-Level Data (HIFLD) MRS dataset.

Government Publication Date: May 15, 2023

Former Military Nike Missile Sites: FORMER NIKE

This information was taken from report DRXTH-AS-IA-83A016 (Historical Overview of the Nike Missile System, 12/1984) which was performed by Environmental Science and Engineering, Inc. for the U.S. Army Toxic and Hazardous Materials Agency Assessment Division. The Nike system was deployed between 1954 and the mid-1970's. Among the substances used or stored on Nike sites were liquid missile fuel (JP-4); starter fluids (UDKH, aniline, and furfuryl alcohol); oxidizer (IRFNA); hydrocarbons (motor oil, hydraulic fluid, diesel fuel, gasoline, heating oil); solvents (carbon tetrachloride, trichloroethylene, trichloroethane, stoddard solvent); and battery electrolyte. The quantities of material a disposed of and procedures for disposal are not documented in published reports. Virtually all information concerning the potential for contamination at Nike sites is confined to personnel who were assigned to Nike sites. During deactivation most hardware was shipped to depot-level supply points. There were reportedly instances where excess materials were disposed of on or near the site itself at closure. There was reportedly no routine site decontamination.

Government Publication Date: Dec 2, 1984

PHMSA Pipeline Safety Flagged Incidents: PIPELINE INCIDENT

This list of flagged pipeline incidents is made available by the U.S. Department of Transportation (US DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA). PHMSA regulations require incident and accident reports for five different pipeline system types. Accidents reported on hazardous liquid gravity lines (§195.13) and reporting-regulated-only hazardous liquid gathering lines (§195.15) and incidents reported on Type R gas gathering (§192.8(c)) are not included in the flagged incident file data.

Government Publication Date: May 6, 2024

Material Licensing Tracking System (MLTS): MLTS

A list of sites that store radioactive material subject to the Nuclear Regulatory Commission (NRC) licensing requirements. This list is maintained by the NRC. As of September 2016, the NRC no longer releases location information for sites. Site locations were last received in July 2016.

Government Publication Date: May 11, 2021

Historic Material Licensing Tracking System (MLTS) sites: HIST MLTS

A historic list of sites that have inactive licenses and/or removed from the Material Licensing Tracking System (MLTS). In some cases, a site is removed from the MLTS when the state becomes an "Agreement State". An Agreement State is a State that has signed an agreement with the Nuclear Regulatory Commission (NRC) authorizing the State to regulate certain uses of radioactive materials within the State.

Government Publication Date: Jan 31, 2010

Mines Master Index File: MINES

The Master Index File (MIF) is provided by the United States Department of Labor, Mine Safety and Health Administration (MSHA). This file, which was originally created in the 1970's, contained many Mine-IDs that were invalid. MSHA removes invalid IDs from the MIF upon discovery. MSHA applicable data includes the following: all Coal and Metal/Non-Metal mines under MSHA's jurisdiction since 1/1/1970; mine addresses for all mines in the database except for Abandoned mines prior to 1998 from MSHA's legacy system (addresses may or may not correspond with the physical location of the mine itself); violations that have been assessed penalties as a result of MSHA inspections beginning on 1/1/2000; and violations issued as a result of MSHA inspections conducted beginning on 1/1/2000.

Government Publication Date: Feb 5, 2024

Surface Mining Control and Reclamation Act Sites: SMCRA

This inventory of land and water impacted by past mining (primarily legacy coal mining operations) is maintained by the U.S. Department of the Interior's Office of Surface Mining Reclamation and Enforcement (OSMRE), as it provides information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). This inventory contains information on the type and extent of Abandoned Mine Land (AML) Problems, as well as information on the cost associated with the reclamation of those problems. The data is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed. Disclaimer: Per the OSMRE, States and tribes who enter their data into e-AMLIS (AML Inventory System) may truncate their latitude and longitude so the precise location of usually dangerous AMLs is not revealed in an effort to protect the public from searching for these AMLs, most of which are on private property. If more precise location information is needed, please contact the applicable state/tribe of interest.

Government Publication Date: May 20, 2024

Mineral Resource Data System: MRDS

The Mineral Resource Data System (MRDS) is a collection of reports describing metallic and nonmetallic mineral resources throughout the world. Included are deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. This database contains the records previously provided in the Mineral Resource Data System (MRDS) of USGS and the Mineral Availability System/Mineral Industry Locator System (MAS/MILS) originated in the U.S. Bureau of Mines, which is now part of USGS. The USGS has ceased systematic updates of the MRDS database with their focus more recently on deposits of critical minerals while providing a well-documented baseline of historical mine locations from USGS topographic maps.

Government Publication Date: Mar 15, 2016

DOE Legacy Management Sites: LM SITES

The U.S. Department of Energy (DOE) Office of Legacy Management (LM) currently manages radioactive and chemical waste, environmental contamination, and hazardous material at over 100 sites across the U.S. The LM manages sites with diverse regulatory drivers (statutes or programs that direct cleanup and management requirements at DOE sites) or as part of internal DOE or congressionally-recognized programs, such as but not limited to: Formerly Utilized Sites Remedial Action Program (FUSRAP), Uranium Mill Tailings Radiation Control Act (UMTRCA Title I, Tile II), Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Resource Conservation and Recovery Act (RCRA), Decontamination and Decommissioning (D&D), Nuclear Waste Policy Act (NWPA). This site listing includes data exported from the DOE Office of LM's Geospatial Environmental Mapping System (GEMS). GEMS Data disclaimer: The DOE Office of LM makes no representation or warranty, expressed or implied, regarding the use, accuracy, availability, or completeness of the data presented herein.

Government Publication Date: Dec 12, 2023

Alternative Fueling Stations: ALT FUELS

This list of alternative fueling stations is sourced from the Alternative Fuels Data Center (AFDC). The U.S. Department of Energy's Office of Energy Efficiency & Renewable Energy launched the AFDC in 1991 as a repository for alternative fuel vehicle performance data, which provides a wealth of information and data on alternative and renewable fuels, advanced vehicles, fuel-saving strategies, and emerging transportation technologies. The data includes Biodiesel (B20 and above), Compressed Natural Gas (CNG), Electric, Ethanol (E85), Hydrogen, Liquefied Natural Gas (LNG), Propane (LPG), and Renewable Diesel (R20 and above) fuel type locations.

Government Publication Date: Aug 29, 2024

Superfunds Consent Decrees: CONSENT DECREES

This list of Superfund consent decrees is provided by the Department of Justice, Environment & Natural Resources Division (ENRD) through a Freedom of Information Act (FOIA) applicable file. This listing includes Cases filed since 2010 limited to the following: Consent Decrees for CERCLA or Superfund Sites filed and/or as proposed within the ENRD's Case Management System (CMS); and applicable ENRD's Environmental Defense Section (EDS) CERCLA Cases with "Consent" in History Note. CMS may not reflect the latest developments in a case, nor can the agency guarantee the accuracy of the data. ENRD Disclaimer: Congress excluded three discrete categories of law enforcement and national security records from the requirements of the FOIA; response is limited to those records that are subject to the requirements of the FOIA; however, this should not be taken as an indication that excluded records do, or do not, exist.

Government Publication Date: Jun 26, 2024

Air Facility System: AFS

This EPA retired Air Facility System (AFS) dataset contains emissions, compliance, and enforcement data on stationary sources of air pollution. Regulated sources cover a wide spectrum; from large industrial facilities to relatively small operations such as dry cleaners. AFS does not contain data on facilities that are solely asbestos demolition and/or renovation contractors, or landfills. ECHO Clean Air Act data from AFS are frozen and reflect data as of October 17, 2014; the EPA retired this system for Clean Air Act stationary sources and transitioned to ICIS-Air.

Government Publication Date: Oct 17, 2014

Registered Pesticide Establishments: SSTS

This national list of active EPA-registered foreign and domestic pesticide and/or device-producing establishments is based on data from the Section Seven Tracking System (SSTS). The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) Section 7 requires that each producing establishment must place its EPA establishment number on the label or immediate container of each pesticide, active ingredient or device produced. An EPA establishment number on a pesticide product label identifies the EPA registered location where the product was produced. The list of establishments is made available by the U.S. Environmental Protection Agency (EPA).

Government Publication Date: Feb 29, 2024

Polychlorinated Biphenyl (PCB) Transformers: PCBT

Locations of Transformers Containing Polychlorinated Biphenyls (PCBs) registered with the United States Environmental Protection Agency. PCB transformer owners must register their transformer(s) with EPA. Although not required, PCB transformer owners who have removed and properly disposed of a registered PCB transformer may notify EPA to have their PCB transformer de-registered. Data made available by EPA.

Government Publication Date: Oct 15, 2019

Polychlorinated Biphenyl (PCB) Notifiers: PCB

Facilities included in the national list of facilities that have notified the United States Environmental Protection Agency (EPA) of Polychlorinated Biphenyl (PCB) activities. Any company or person storing, transporting or disposing of PCBs or conducting PCB research and development must notify the EPA and receive an identification number.

Government Publication Date: May 23, 2024

Power Plants: POWER PLANTS

This list of power plants is provided by the U.S. Energy Information Administration (EIA). The listing includes operable electric generating plants in the United States by energy source, originating from the EIA-860, Annual Electric Generator Report; EIA-860M, Monthly Update to the Annual Electric Generator Report; and EIA-923, Power Plant Operations Report. It includes all operable plants by energy source with a combined nameplate capacity of 1 megawatt or more that are operating, are on standby, or out of service for short- or long-term.

Government Publication Date: Apr 15, 2024

State

Spills reported to the Pollution Control Agency: SPILLS

The Minn. Stat. §115.061, which has been in effect since 1969, describes the duty of people to notify the Minnesota Pollution Control Agency (MPCA) when spills occur. This is the list of spills reported to MPCA, and the list maintained by The Minnesota Pollution Control Agency (MPCA).

Government Publication Date: Jun 12, 2024

Department of Agriculture Spills: AG SPILLS

The Minnesota Department of Agriculture Incident Response Unit is the regulatory authority of Agricultural Chemical (Ag-Chem) Incidents in Minnesota. This list contains pesticide and fertilizer incidents reported to the Response Unit. This data made available by The Minnesota Department of Agriculture, Incident Response Unit.

Government Publication Date: Sep 3, 2024

Historic spills reported to the Pollution Control Agency: HIST SPL

The Minn. Stat. §115.061, which has been in effect since 1969, describes the duty of people to notify the Minnesota Pollution Control Agency (MPCA) when spills occur. This is the list of spills reported to MPCA, and maintained by The Minnesota Pollution Control Agency (MPCA). This list was maintained till 1 Nov 2016.

Government Publication Date: Nov 1, 2016

Registered Dry Cleaning Facilities: DRYCLEANERS

The Minnesota Pollution Control Agency (MPCA) maintains this listing of registered dry cleaning facilities.

Government Publication Date: Sep 11, 2024

Delisted Drycleaners: DELISTED DRYCLEANERS

List of sites that once appeared on - and have since been removed from - the list of registered dry cleaning facilities made available by the Minnesota Pollution Control Agency (MPCA).

Government Publication Date: Sep 11, 2024

PFAS in Groundwater Samples: PFAS GW

A list of sites from the Minnesota Groundwater Contamination Atlas where Per- and Polyfluoroalkyl Substances (PFAS) were found in groundwater samples. This list is made available by the Minnesota Pollution Control Agency.

Government Publication Date: Nov 12, 2021

PFAS in Landfills: PFAS LANDFILL

A list of sites in the Closed Landfill Program where Per- or polyfluorinated alkyl substances (PFAS) have been detected. This list is made available by the Minnesota Pollution Control Agency (MPCA).

Government Publication Date: Jan 3, 2024

Clandestine Drug Labs: CDL

The Methamphetamine Laboratory Program at the Minnesota Department of Health (MDH) works to protect human health by providing technical advice on the remediation of clandestine methamphetamine production laboratories (meth labs) and decontamination of property exposed to meth lab activities.

Government Publication Date: Aug 23, 2021

Animal Feedlots: FEEDLOTS

The Minnesota Pollution Control Agency (MPCA) tracks locations of animal feedlot facilities. The locations of animal feedlots provide information and context to support decisions on animal health, land use, and maintaining environmental quality.

Government Publication Date: May 1, 2023

Tier 2 Report: TIER 2

A list of Tier 2 Facilities in Minnesota. This list is provided by Minnesota Department of Public Safety overseen by the Division of Homeland Security and Emergency Management.

Government Publication Date: Sep 14, 2022

Bulk Storage Permits: BULK STORAGE

The Minnesota Department of Agriculture's Licensing Information System (LIS) lists individuals or companies who hold licenses, certificates and/or permits required by state law and regulated by the Department. This database only contains those LIS licenses related to anhydrous ammonia storage facilities and bulk pesticide/ fertilizer storage facilities.

Government Publication Date: Jun 24, 2024

Tribal

No Tribal additional environmental record sources available for this State.

County

No County additional environmental record sources available for this State.

Definitions

Database Descriptions: This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

Detail Report: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

Distance: The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

Direction: The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

Elevation: The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

Executive Summary: This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

Map Key: The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

Unplottables: These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.

Appendix K. Interviews

USER QUESTIONNAIRE

Per ASTM Standard E1527-21, in order to qualify for one of the *Landowner Liability Protections (LLPs)* offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001, the *user* must provide the following information (if available) to the Environmental Professional. Failure to provide this information could result in a determination that *"all appropriate inquiries"* is not complete. Per the standard, all questions should be answered in good faith to the extent of the user's knowledge.

1	**Environmental liens that are filed or recorded against the property (40 CFR 312.25).** Did a search of recorded land title records (or judicial records where appropriate) identify any environmental liens filed or recorded against the property under federal, tribal, state or local law?	☐ Yes ☒ No
Explanation:		
2	**Activity and use limitations that are in place on the property or that have been filed or recorded against the property (40 CFR 312.26(a)(1)(v) and vi)).** Did a search of recorded land title records (or judicial records where appropriate) identify any AULs, such as engineering controls, land use restrictions or institutional controls that are in place at the property and/or have been filed or recorded against the property under federal, tribal, state or local law?	☒ Yes ☐ No
Explanation:	New Ulm Municipal Airport Zoning Ordinance.	
3	**Specialized knowledge or experience of the person seeking to qualify for the LLP (40 CFR 312.28).** Do you have any specialized knowledge or experience related to the property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business?	☐ Yes ☒ No
Explanation:		

4	**Relationship of the purchase price to the fair market value of the property if it were not contaminated (40 CFR 312.29).** Does the purchase price being paid for this property reasonably reflect the fair market value of the property? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the property?	☒ Yes ☐ No
Explanation:		

5	**Commonly known or reasonably ascertainable information about the property (40 CFR 312.30).** Are you aware of commonly known or reasonably ascertainable information about the property that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example, (a.) Do you know the past uses of the property? (b.) Do you know of specific chemicals that are present or once were present at the property? (c.) Do you know of spills or other chemical releases that have taken place at the property? (d.) Do you know of any environmental cleanups that have taken place at the property?	☐ Yes ☒ No
Explanation:		
6	**The degree of obviousness of the presence or likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation (40 CFR 312.31).** Based on your knowledge and experience related to the property are there any obvious indicators that point to the presence or likely presence of releases at the property?	☐ Yes ☒ No
Explanation:		

Joseph Stadheim — **Name of user or authorized representative**

City Engineer — **Title**

Joseph E. Stadheim — Digitally signed by Joseph E. Stadheim
DN: cn=Joseph E. Stadheim, c=US, o=City of New Ulm, ou=City Engineer, email=joes@newulmmn.gov
Date: 2024.12.05 16:01:37 -06'00'

Signature

12/5/2024 — **Date:**

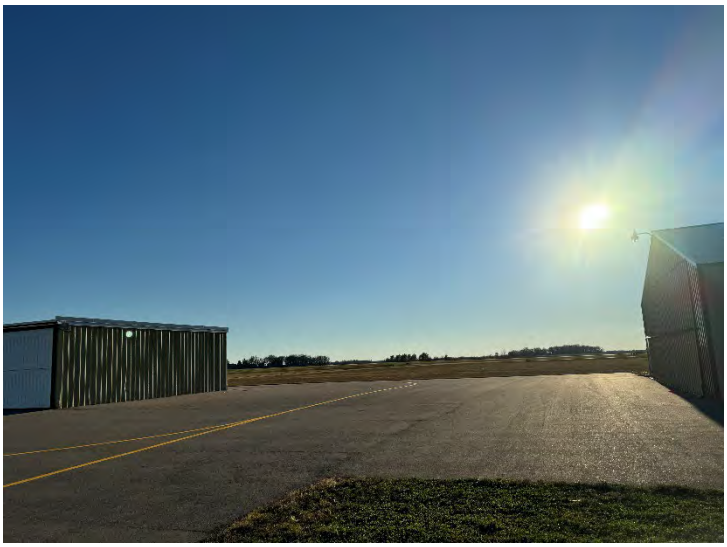
Appendix L. Findings

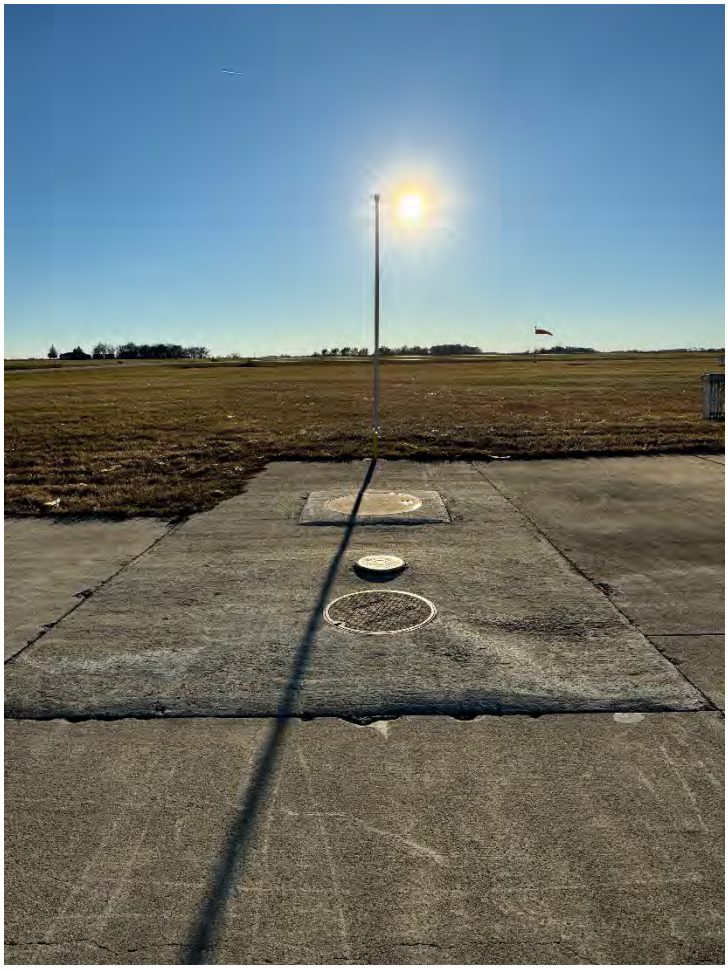
FINDING #1

1617 HIGHWAY 14 W
TAXILANE PAVEMENT RECONSTRUCTION
AGENCY INTEREST ID: 140387

This Finding is identified in the Minnesota Pollution Control Agency's (MPCA) Enterprise Database and the Facility Registry Service (FRS) database. The Finding includes reconstructed pavement around the Hangars, stormwater construction, and five underground storage tanks (UST). Of the five UST, three have been removed and the two remaining tanks contain aviation gasoline and jet fuel. Site reconnaissance did not indicate any leakage from the existing tanks. **Therefore, no additional hazardous materials investigations are recommended.**

Finding 1: Pavement Reconstruction, Underground Storage Tanks





FINDING #2

NEW ULM AIRPORT
IND ID: FY78I006

This Finding is identified in the Minnesota Department of Agriculture database as a closed agricultural spill. The spill was from a broken connection on the airport property which resulted in a release of 100 gallons of water and 2 gallons of parathion. Parathion is an insecticide no longer used in the United States which was previously utilized to treat a wide variety of crops. When released into the environment, parathion is degraded by reacting with light and water. The half-life of parathion depends on the temperature and exposure to water and sun but is approximately 1-4 months. Records indicate this incident was closed on August 23, 1978. **Therefore, no additional hazardous materials investigations are recommended.**

FINDING #3

NEW ULM AIRPORT
CSW Online Permit ID: C00030933

This Finding is identified in the MPCA Enterprise Database as a Construction Stormwater Permit, which is no longer active. **Therefore, no additional hazardous materials investigations are recommended.**

FINDING #4

NEW ULM AIRPORT
DEBRIS PILE

This Finding was identified during the site reconnaissance conducted on November 12, 2024. This debris pile includes a chair, bucket and some fencing materials. It is located east of the Ultimate Runway 27 end in a small tree line along N Highland Avenue.

This finding is determined to be a BER given the presence of man-made debris. **Therefore, individual items need to be relocated or disposed of properly prior to development of the area.**

Finding 4: Debris Pile

FINDING #5

NEW ULM AIRPORT
AGRICULTURAL METAL FENCING

This Finding was identified during the site reconnaissance conducted on November 12, 2024. Sections of agricultural fencing is present at two locations. The first is located west of the airport property where Ultimate Runway 9 would be constructed. The second is located east of the airport where Ultimate Runway 27 would be constructed.

This finding is determined to be a BER given the presence of man-made metal fencing materials. **Therefore, specific removal and disposal is required prior to tree clearing and grading.**

Finding 5: Agricultural Metal Fencing

Appendix D: Historic and Cultural Resources

DEPARTMENT OF ADMINISTRATION
STATE HISTORIC PRESERVATION OFFICE

March 5, 2025

Melissa Jenny
Environmental Protection Specialist
FAA Dakota-Minnesota Airports District Office
melissa.m.jenny@faa.gov

RE: New Ulm Municipal Airport 2025 Improvement Projects
T110 R31 S24, Brown County
SHPO Number: 2025-0401

Dear Melissa Jenny:

Thank you for the opportunity to comment on the above project. It has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108) and its implementing federal regulations, "Protection of Historic Properties" (36 CFR Part 800).

Federal Undertaking and Area of Potential Effect
As stated in your correspondence, the City of New Ulm is proposing multiple improvements to the New Ulm Municipal Airport, including: a Crosswind Runway Relocation Project, a Fuel System Relocation Project, and Airfield Pavement Maintenance Project, and a Taxilane Extension and Southeast Apron Expansion Project. We have completed our review of the documentation provided in regards to your agency's determination of the area of potential effect (APE) for the Federal undertaking. We agree that this APE determination is generally appropriate to take into account the effects of the proposed undertaking.

Identification of Historic Properties

Architectural History Properties
We have reviewed the submitted report, *Phase I (Reconnaissance Survey) Report, New Ulm Municipal Airport, FAA CDF 3-27-0070-24-2025)* (January 2025) as prepared by Mead & Hunt. The survey identified the following five (5) properties of historic age within the project APE: **New Ulm Municipal Airport (BW-MIL-00028**), **Haubrich Farmstead (BW-MIL-00020), Dambach/Haubrich Farmstead (BW-MIL-00021), Gluth/Sandmann Farmstead (BW-MIL-00022),** and **Backer Farmstead (BW-MIL-00027)**. We agree with the consultant's recommendation that these 5 properties are **not eligible** for listing in the National Register of Historic Places.

Archaeological Resources
We have reviewed the submitted report, *Results of a Phase I Archaeological Survey of Proposed Changes to Portions of the New Ulm Municipal Airport, Brown County, Minnesota* (December 2024) as prepared by Mississippi Valley Archaeology Center, and we agree that there are no archaeological resources located within the project APE.

Assessment and Finding of Effect
Based on the information provided, we concur with your agency's finding of **No Historic Properties Affected** for this undertaking**.**

Tribal Consultation
It is our understanding that your agency is concurrently consulting with Native American tribes who may have a current or ancestral interest in this area of the state. Therefore, your agency will need to reopen consultation with our office if any tribes express concerns or disagreement with agency efforts to identify historic properties and/or the assessment of adverse effects.

If you have any questions regarding our review of this project, please contact Kelly Gragg-Johnson, Environmental Review Specialist, at (651) 201-3285 or kelly.graggjohnson@state.mn.us.

Sincerely,

Amy Spong
Deputy State Historic Preservation Officer

U.S. Department
of Transportation
**Federal Aviation
Administration**

Federal Aviation Administration
Dakota-Minnesota Airports District Office
Bismarck Office
2301 University Drive, Building 23B
Bismarck, ND 58504

Federal Aviation Administration
Dakota-Minnesota Airports District Office
Minneapolis Office
6020 28th Avenue South, Suite 102
Minneapolis, MN 55450

January 06, 2025

State Historic Preservation Office
c/o Kelly Gragg-Johnson
50 Sherburne Ave, Suite 203
St. Paul, MN 55155

Re: New Ulm Municipal Airport 2025 Improvement Projects

Project location: The airport is located on the northwestern side of the City of New Ulm, in Brown County, Minnesota. Section 24, T. 110 N., R. 31 W. The approximate center point of the project is Lat: 44.31818, Long: -94.49804

Dear Ms. Gragg-Johnson:

The FAA has determined that a Section 106 finding of *No Historic Properties Affected* is applicable for upcoming airport improvement projects at the New Ulm Municipal Airport (ULM) including: a Crosswind Runway Relocation Project, a Fuel System Relocation Project, an Airfield Pavement Maintenance Project, and a Taxilane Extension and Southeast Apron Expansion Project, as described in the attached Section 106 findings memo. The FAA respectfully requests the Minnesota State Historic Preservation Office to provide written concurrence with this Section 106 determination within 30 days of receipt of this letter.

If you have any questions about this project, please feel free to contact me at Melissa.m.jenny@faa.gov or at (612) 253-4633.

Sincerely,

Melissa Jenny
Environmental Protection Specialist
FAA Dakota-Minnesota Airports District Office

FEDERAL AVIATION ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING
OF NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE MINNESOTA STATE HISTORIC PRESERVATION
OFFICER PURSUANT TO 36 CFR SECTION 800.4(d)(1) FOR THE NEW ULM
MUNICIPAL AIRPORT 2025 IMPROVEMENT PROJECTS

1. DESCRIPTION OF THE UNDERTAKING

The City of New Ulm is proposing multiple improvement projects at the New Ulm Municipal Airport (ULM) including: a Crosswind Runway Relocation Project, a Fuel System Relocation Project, an Airfield Pavement Maintenance Project and a Taxilane Extension and Southeast Apron Expansion Project, as shown on the attached Figures 1-2.

The Crosswind Runway Relocation Project would include the following:

- Design and construct new Runway 9/27
- Design and construct storm water infrastructure including storm drains for new Runway 9/27
- Decommission (remove) existing crosswind Runway 4/22
- Impact an estimated 0.05 acre of previously delineated wetland on east end of new Runway 9/27
- Acquire approximately 25.2 acres of fee simple land to protect the new Runway 9/27 RPZ and MnDOT clear zone
- Realign Taxiway A to cross new Runway 9/27 at a 90° angle and update markings as appropriate, including adding hold lines for new runway crossing.
- Extinguish or vacate existing blanket easements for drain tile and power utilities.

Fuel System Replacement: The existing jet A and avgas fueling systems are past their useful life and would be replaced. New systems would be installed adjacent to the SE apron, including two (2) 12,000-gallon above-ground fuel storage tanks (ASTs), offloading and dispensing cabinets, LED lighting, a self-serve fuel management system, and fencing. A new bituminous access road, concrete fuel offloading pad, and concrete turn around would also be constructed to allow fuel transport tankers to offload product to the ASTs outside of the AOA. Sitework involves topsoil stripping, subgrade excavation, subsurface drain tile, granular subbase, aggregate base course, bituminous and concrete paving, turf restoration, and pavement marking. New underground power would be pulled from the existing NU Public Utility transformer on the east side of the terminal and run to the new tanks and dispensers at the SE apron. The existing 12,000-gallon underground jet A and avgas fuel storage tanks and dispensing systems would be removed once the new systems are operational.

Airfield Pavement Maintenance: Maintenance would address bituminous pavement cracking and settlement on the runway and taxiways to ensure safety and compliance. This includes full depth patching, crack routing, cleaning, sealing, and mastic asphalt binder application. Concrete apron pavement maintenance would also be performed

involving corner repair, spall repair, and crack sealing. The project would be performed fully within existing pavement and would not result in any construction, staging, stockpiling, or hauling over ground.

Taxilane Extension: Taxilane 9 would be extended to provide access to a future hangar area. Construction involves topsoil stripping, subgrade excavation, subsurface drain tile, storm sewer, granular subbase, aggregate base course, asphalt paving, turf restoration, and pavement marking. The taxilane extension would be built concurrently with the SE apron expansion.

Southeast Apron Expansion: The existing jet A and 100 low-lead (avgas) fuel dispensing area would be relocated from the west side of the concrete apron to the expanded southeast (SE) apron. The SE apron expansion would create an isolated fueling site, reducing the need for fuel trucks to enter the active airfield. The SE apron expansion would include a new fuel-resistant concrete parking apron, asphalt pavement, grading and drainage improvements, taxiway edge lighting relocation, and pavement marking. Construction involves topsoil stripping, subgrade excavation, subsurface drain tile, storm sewer, granular subbase, aggregate base course, paving, pavement marking, new filtration basins for permanent stormwater treatment, and turf restoration. All excavated materials would be reused on-site. Additional clay material would be sourced from an on airport borrow site north of the existing T-hangar area. This area was previously disturbed in 2014 when it was constructed with the excess clay spoils generated from the Taxiway A pavement reconstruction. Utilizing this borrow site would eliminate the need to haul in additional fill materials from off site.

2. AREA OF POTENTIAL EFFECT

The Area of Potential Effect (APE) is the area where an undertaking may affect a historic property, either directly or indirectly. The APE in the attached archaeological survey report includes all areas with proposed ground disturbing activities consisting of the grading limits for the proposed Runway 9/27, the area between the extant buildings and Runway 4/22, and the haul routes and staging areas associated with the project.

And the APE in the attached architectural history survey report was defined to include areas of proposed work within and outside the Airport property limits. The APE encompasses the full parcel boundaries of parcels that intersect with proposed project activities, including areas affected by ground disturbance activities for runway construction and relocation, removal of the existing runway, the new haul route, fuel system relocation, areas of land acquisition, and hangar and taxi lane construction.

3. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Archaeological and Architectural History Surveys were completed to determine if the proposed projects would impact any historic properties. The results of these surveys are summarized below.

Archaeology: On October 22 and 23 of 2024 MVAC personnel conducted Phase I archaeological survey for the New Ulm Municipal Airport, Brown County, Minnesota.

The surveyed area was approximately 70 acres and was both pedestrian surveyed and shovel tested. Within the agricultural fields the visibility ranged between 25 and 90+ percent, with most of the visibility ranging between 50-75 percent. Shovel tests were excavated in areas with no surface visibility and all but one shovel test was previously disturbed, while the intact shovel test was negative for cultural materials. No cultural materials were recovered from the project area and no further work is recommended.

Architectural History: Phase I fieldwork was completed on December 9, 2024. Since the five previously surveyed properties [within the APE] were evaluated more than ten years, they were resurveyed. No additional historic-age (pre-1976) properties were identified during survey. Minnesota Architecture/History Inventory Forms for the five properties are provided separately along with this report. The five surveyed properties are recommended not eligible for listing in the National Register and no further work is required.

In addition, on January 6, 2025, the FAA emailed an invitation to consult for the project under 36 CFR 800.3 to the Upper Sioux Community Tribal Historic Preservation Officer (THPO), the Lower Sioux Indian Community THPO, the Shakopee Mdewakanton Sioux Community THPO, and the Prairie Island Indian Community THPO.

4. BASIS FOR FINDING

Based on the results of attached surveys the FAA has made a NHPA Sec. 106 *No Historic Properties Affected* determination for the upcoming projects at ULM described above and shown on attached figures. The FAA requests that the SHPO provide written concurrence with this finding.

ATTACHMENTS

Figure 1 - ULM Crosswind Runway Relocation Project Proposed Action Figure

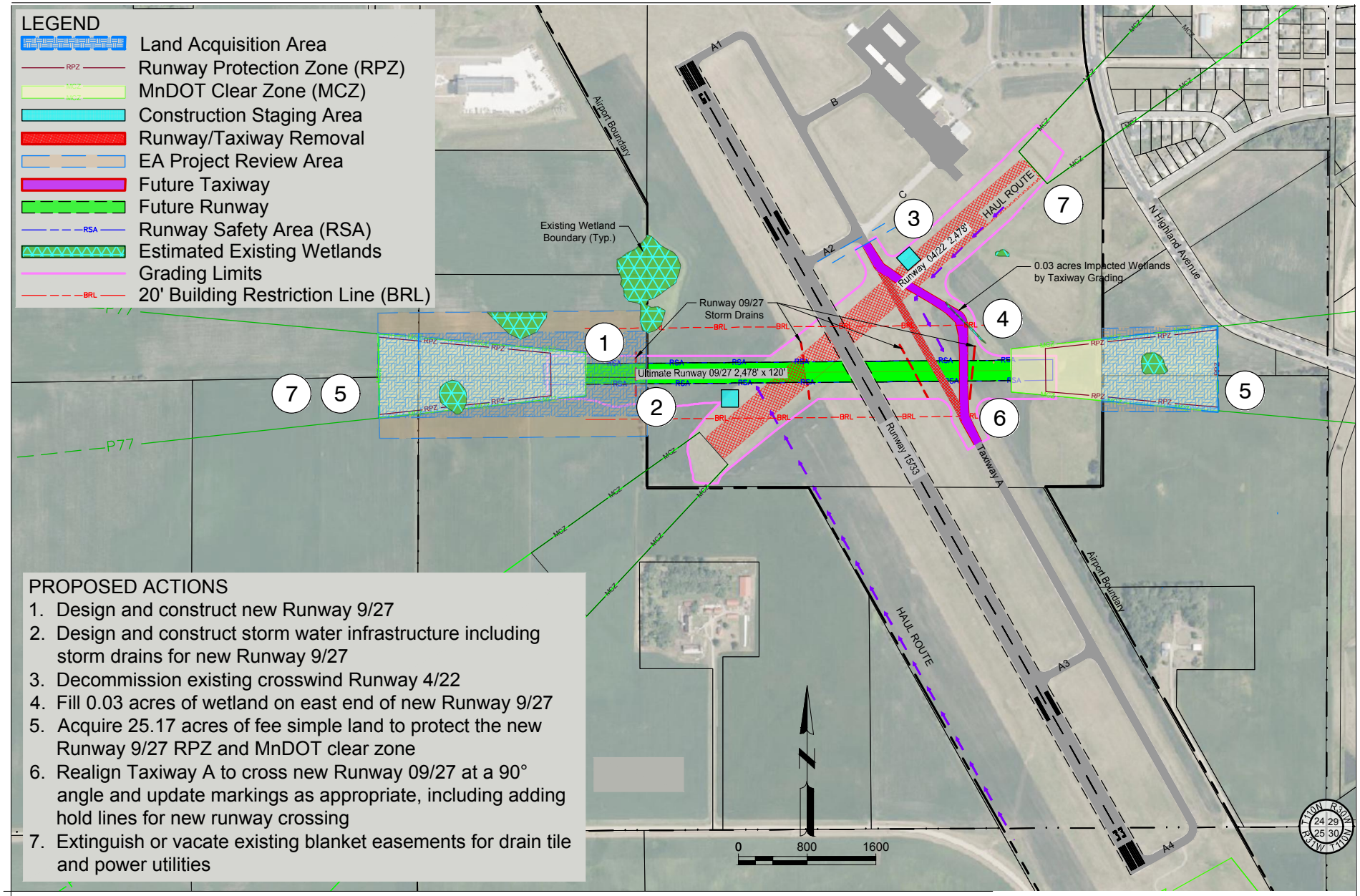
Figure 2 - ULM Fuel System Relocation, Airfield Pavement Maintenance, Taxilane Extension and Southeast Apron Expansion Projects Proposed Action Figure

Reports:

Results of a Phase I Archaeological Survey of Proposed Changes to Portions of the New Ulm Municipal Airport, Brown County, Minnesota; Mississippi Valley Archaeology Center University of Wisconsin–La Crosse, December 2024

Phase 1 (Reconnaissance Survey) Report, New Ulm Municipal Airport, Meah and Hunt, January 2025

SHPO Memo Figure 1



PROPOSED ACTIONS

1. Design and construct new Runway 9/27
2. Design and construct storm water infrastructure including storm drains for new Runway 9/27
3. Decommission existing crosswind Runway 4/22
4. Fill 0.03 acres of wetland on east end of new Runway 9/27
5. Acquire 25.17 acres of fee simple land to protect the new Runway 9/27 RPZ and MnDOT clear zone
6. Realign Taxiway A to cross new Runway 09/27 at a 90° angle and update markings as appropriate, including adding hold lines for new runway crossing
7. Extinguish or vacate existing blanket easements for drain tile and power utilities

NEW ULM
MUNICIPAL AIRPORT
ULTIMATE CROSS WIND
RUNWAY 09/27

1416900-231225.01
12/2024

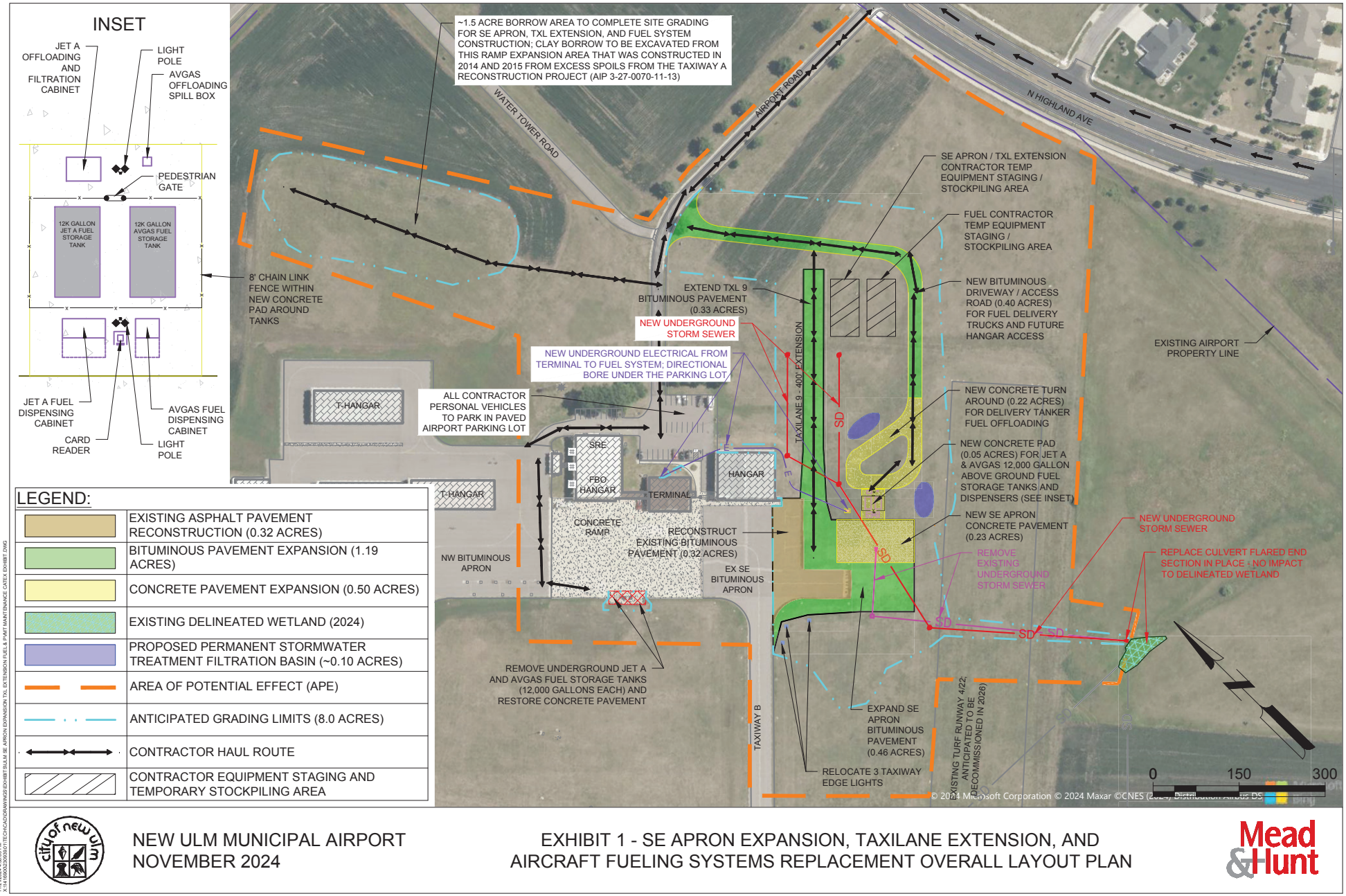
PROPOSED ACTION - REALIGNMENT

Mead & Hunt

EXHIBIT 1

12/11/2024 3:13:22 PM
X:\1416900\171704.01\TECH\CAD\ULM-AREA OF POTENTIAL EFFECT REALIGNMENT.DWG

SHPO Memo Figure 2



LEGEND:

	EXISTING ASPHALT PAVEMENT RECONSTRUCTION (0.32 ACRES)
	BITUMINOUS PAVEMENT EXPANSION (1.19 ACRES)
	CONCRETE PAVEMENT EXPANSION (0.50 ACRES)
	EXISTING DELINEATED WETLAND (2024)
	PROPOSED PERMANENT STORMWATER TREATMENT FILTRATION BASIN (~0.10 ACRES)
	AREA OF POTENTIAL EFFECT (APE)
	ANTICIPATED GRADING LIMITS (8.0 ACRES)
	CONTRACTOR HAUL ROUTE
	CONTRACTOR EQUIPMENT STAGING AND TEMPORARY STOCKPILING AREA

NEW ULM MUNICIPAL AIRPORT
NOVEMBER 2024

EXHIBIT 1 - SE APRON EXPANSION, TAXILANE EXTENSION, AND AIRCRAFT FUELING SYSTEMS REPLACEMENT OVERALL LAYOUT PLAN

Mead & Hunt

From: Cheyanne St. John
To: Jenny, Melissa M (FAA)
Cc: Trish Leith
Subject: RE: FAA notice of federal undertaking and request for comments under 36 CFR 800 – New Ulm Regional Airport 2025 Improvement Projects
Date: Tuesday, January 7, 2025 3:42:34 PM

Thank you for notifying the Lower Sioux Indian Community regarding the airport improvement project in New Ulm, MN. We have completed review of the associated materials and determined no immediate concern with the project. We concur with the determination of no historic properties affected.
Should any project activity result in an inadvertent discovery of cultural resources or human remains, we ask that work cease and our be notified.

Cheyanne St. John| THPO/Director
507.697-8672 office
Lower Sioux Indian Comm.| 39527 Res Hwy 1
Morton MN 56270| Cheyanne.stjohn@lowersioux.com

From: Jenny, Melissa M (FAA) <Melissa.M.Jenny@faa.gov>
Sent: Monday, January 6, 2025 3:08 PM
To: Cheyanne St. John <cheyanne.stjohn@lowersioux.com>
Subject: [External] FAA notice of federal undertaking and request for comments under 36 CFR 800 – New Ulm Regional Airport 2025 Improvement Projects

Good afternoon, Cheyanne. I hope all is well.

The City of New Ulm is proposing multiple improvement projects at the New Ulm Municipal Airport (ULM) including: a Crosswind Runway Relocation Project, a Fuel System Relocation Project, an Airfield Pavement Maintenance Project and a Taxilane Extension and Southeast Apron Expansion Project, as shown on the attached Figures 1-2.

The FAA is requesting the Lower Sioux Community THPO to review this proposal and identify any concerns that you may have about it's potential to impact historic properties, including those of traditional religious and cultural importance.

Archaeological and Architectural History Surveys were completed to determine if the proposed projects would impact any historic properties, please see attached. The results of these surveys are summarized below.

Archaeology: On October 22 and 23 of 2024 MVAC personnel conducted Phase I archaeological survey for the New Ulm Municipal Airport, Brown County, Minnesota. The surveyed area was approximately 70 acres and was both pedestrian surveyed and shovel tested. Within the agricultural fields the visibility ranged between 25 and 90+ percent, with most of the visibility ranging between 50-75 percent. Shovel tests were excavated in areas with no surface visibility and all but one shovel test was previously disturbed, while the intact shovel test was negative for cultural materials. No cultural materials were recovered from the project area and no further work is recommended.

Architectural History: Phase I fieldwork was completed on December 9, 2024. Since the five previously surveyed properties [within the APE] were evaluated more than ten years, they were resurveyed. No additional historic-age (pre-1976) properties were identified during survey. Minnesota Architecture/History Inventory Forms for the five properties are provided separately along with this report. The five surveyed properties are recommended not eligible for listing in the National Register and no further work is required.

Based on the results of attached surveys the FAA has made a NHPA Sec. 106 *No Historic Properties Affected* determination for the upcoming projects at ULM described above and shown on attached figures.

The FAA is also coordinating this project with the Upper Sioux Indian Community THPO, the Shakopee Mdewakanton Sioux Community THPO, and the Prairie Island Indian Community THPO.

Please feel free to reach out if you have any questions or need additional information about this project.

Thank you for your continued assistance reviewing airport projects with the FAA.

Happy New Year!

Melissa Jenny (she/her)
Environmental Protection Specialist
FAA Dakota-Minnesota Airports District Office
(612) 253-4633
Melissa.m.jenny@faa.gov

Sarah Emmel

From: Jenny, Melissa M (FAA) <Melissa.M.Jenny@faa.gov>
Sent: Monday, January 6, 2025 3:28 PM
To: Sarah Emmel
Cc: Michelle Baird
Subject: FW: FAA notice of federal undertaking and request for comments under 36 CFR 800 – New Ulm Regional Airport 2025 Improvement Projects

FYI please add this to the EA.

Thank you,

Melissa Jenny (she/her)
Environmental Protection Specialist
FAA Dakota-Minnesota Airports District Office
(612) 253-4633
Melissa.m.jenny@faa.gov

From: Leonard Wabasha (TO) <leonard.wabasha@shakopeedakota.org>
Sent: Monday, January 6, 2025 3:22 PM
To: Jenny, Melissa M (FAA) <Melissa.M.Jenny@faa.gov>
Subject: RE: FAA notice of federal undertaking and request for comments under 36 CFR 800 – New Ulm Regional Airport 2025 Improvement Projects

Thanks Melissa, The SMSC is in concurrence with the MVAC reports and currently have no concerns with the proposed project... Thank you and Have a Great Day!!

LEONARD WABASHA
Tribal Historic Preservation Officer • Cultural Resources
Shakopee Mdewakanton Sioux Community
d: 952.496.6120
shakopeedakota.org
Leonard.Wabasha@shakopeedakota.org

From: Jenny, Melissa M (FAA) <Melissa.M.Jenny@faa.gov>
Sent: Monday, January 6, 2025 3:06 PM
To: Leonard Wabasha (TO) <leonard.wabasha@shakopeedakota.org>
Subject: FAA notice of federal undertaking and request for comments under 36 CFR 800 – New Ulm Regional Airport 2025 Improvement Projects

Good afternoon, Mr. Wabasha. I hope all is well.

The City of New Ulm is proposing multiple improvement projects at the New Ulm Municipal Airport (ULM) including: a Crosswind Runway Relocation Project, a Fuel System Relocation Project, an Airfield Pavement Maintenance Project and a Taxilane Extension and Southeast Apron Expansion Project, as shown on the attached Figures 1-2.

The FAA is requesting the Shakopee Mdewakanton Sioux Community THPO to review this proposal and identify any concerns that you may have about it's potential to impact historic properties, including those of traditional religious and cultural importance.

Archaeological and Architectural History Surveys were completed to determine if the proposed projects would impact any historic properties, please see attached. The results of these surveys are summarized below.

Archaeology: On October 22 and 23 of 2024 MVAC personnel conducted Phase I archaeological survey for the New Ulm Municipal Airport, Brown County, Minnesota. The surveyed area was approximately 70 acres and was both pedestrian surveyed and shovel tested. Within the agricultural fields the visibility ranged between 25 and 90+ percent, with most of the visibility ranging between 50-75 percent. Shovel tests were excavated in areas with no surface visibility and all but one shovel test was previously disturbed, while the intact shovel test was negative for cultural materials. No cultural materials were recovered from the project area and no further work is recommended.

Architectural History: Phase I fieldwork was completed on December 9, 2024. Since the five previously surveyed properties [within the APE] were evaluated more than ten years, they were resurveyed. No additional historic-age (pre-1976) properties were identified during survey. Minnesota Architecture/History Inventory Forms for the five properties are provided separately along with this report. The five surveyed properties are recommended not eligible for listing in the National Register and no further work is required.

Based on the results of attached surveys the FAA has made a NHPA Sec. 106 *No Historic Properties Affected* determination for the upcoming projects at ULM described above and shown on attached figures.

The FAA is also coordinating this project with the Lower Sioux Indian Community THPO, the Upper Sioux Community THPO, and the Prairie Island Indian Community THPO.

Please feel free to reach out if you have any questions or need additional information about this project.

Thank you for your continued assistance reviewing airport projects with the FAA.

Happy New Year!

Melissa Jenny (she/her)
Environmental Protection Specialist
FAA Dakota-Minnesota Airports District Office
(612) 253-4633
Melissa.m.jenny@faa.gov

Results of a Phase I Archaeological Survey of Proposed Changes to Portions of the New Ulm Municipal Airport, Brown County, Minnesota

Prepared for:
Mead & Hunt
7900 International Drive, Suite 980
Minneapolis, MN 55425

Principal Investigator:
Vicki Twinde-Javner

Co-Principal Investigator:
Erik Anderson

Report Authors:
Erik Anderson and Vicki Twinde-Javner

Reports of Investigations No. 1259
Mississippi Valley Archaeology Center
University of Wisconsin–La Crosse
December 2024

Management Summary

On October 22 and 23 of 2024, personnel from the Mississippi Valley Archaeology Center (MVAC), led by the Co-Principal Investigator, Erik Anderson, conducted a Phase I archaeological survey for the proposed changes to the New Ulm Municipal Airport in Brown County, Minnesota. This work was conducted under contract with Mead & Hunt on behalf of the St. Cloud Regional Airport Authority to be in compliance with the National Environmental Policy Act (NEPA) as part of the Federal Aviation Administration (FAA) policies and procedures as detailed in FAA Order 1050.1F. The project lies within Sections 24 and 25 of Township 110 North, Range 31 West in the City of New Ulm and Milford Township. This project is located in Minnesota Archaeology Region 2s.

A total of approximately 70 acres were surveyed. Survey methods included pedestrian survey in agricultural fields with visibility ranging between 25 and 100 percent, and shovel testing and probing in grassy areas. No cultural material was found during the 2024 survey; therefore, no further work is recommended.

Table Of Contents

List of Figures

List of Tables

INTRODUCTION AND PROJECT DESCRIPTION

On October 22 and 23 of 2024, personnel from the Mississippi Valley Archaeology Center (MVAC) at the University of Wisconsin-La Crosse, led by the Co-Principal Investigator, Erik Anderson, conducted a Phase I archaeological survey of approximately 70 acres at the New Ulm Municipal Airport, Brown County, Minnesota (Figures 1 through 3). This work was done under contract with Mead & Hunt on behalf of the City of New Ulm for compliance with the National Environmental Policy Act (NEPA) as part of the Federal Aviation Administration (FAA) policies and procedures as detailed in FAA Order 1050.1F. The proposed improvements to the New Ulm Municipal Airport include the construction of a new turf crosswinds runway, Runway 09/27, in a true east-west configuration to improve the Airport's wind coverage to over 98%, and future hangar development between the extant buildings and Runway 4/22 (City of New Ulm 2024a).

The areas surveyed for the current project are within Sections 24 and 25 of Township 110 North, Range 31 West in the City of New Ulm and Milford Township. The surveyed area consists of the grading limits for the proposed Runway 09/27, the area between the extant buildings and Runway 04/22, and the haul routes and staging areas associated with the project. The project area and representative UTM coordinates (NAD 83) for this project are present in Figure 2.

This survey was conducted to determine if any archaeological resources would be directly or indirectly affected by the proposed work or if there would be a visual impact on any above ground archaeological resources, such as earthen mounds. No previously reported archaeological sites are located within one mile of the project area. The project area was systematically pedestrian surveyed under varying field conditions, between 25 and 90+% visibility, and shovel tested or probed where pedestrian survey was not possible; no cultural resources were recovered.

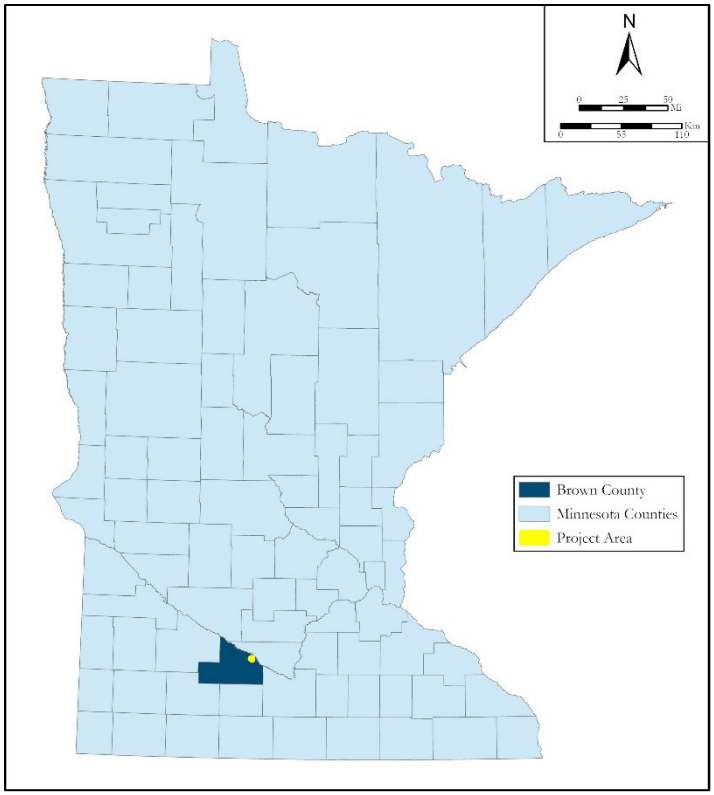


Figure 1. Project location in the state of Minnesota.

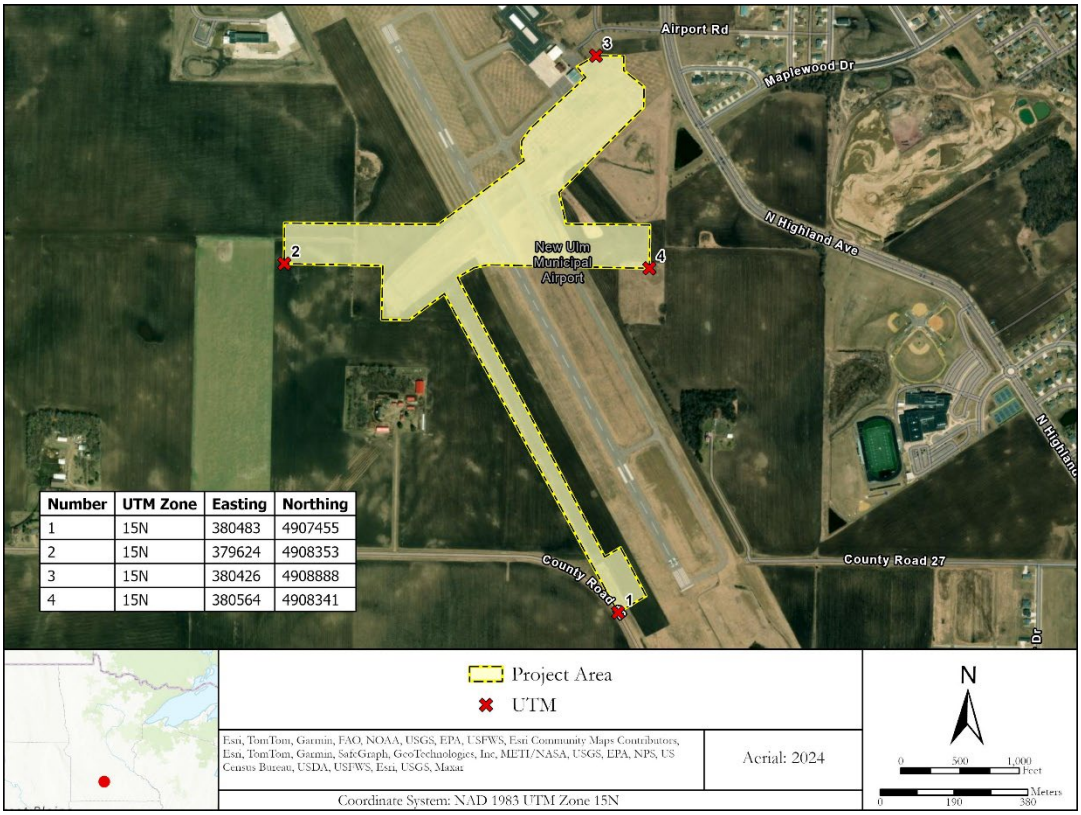


Figure 2. Project boundary with NAD 83 UTM coordinates around project area.

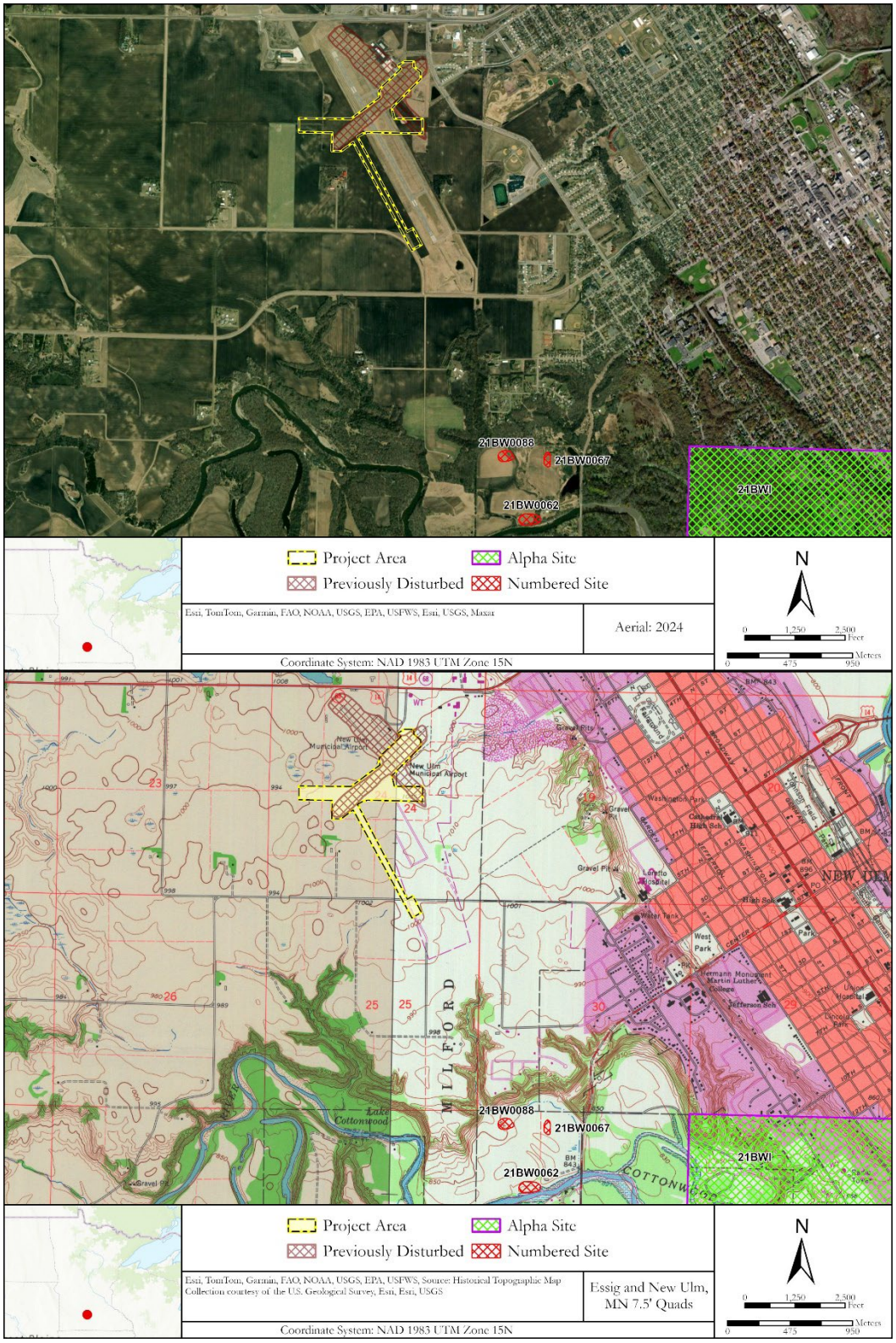


Figure 3. Location of the project area in relation to nearby sites on a 2024 aerial and USGS topographic map.

Research Design

The research design for the project sought to identify culutural resources that might be impacted by planned construction activities. Methods involved include pre-field investigation to identify known sites, reviews of historic aerial photos and plat maps, and survey of areas that would be affected by the project. MNModel predictions for the project are shown as mostly "low site potential/well survyed" with small areas of "unknown site potential/poorly surveyed" on the Minnesota Office of the State Archaeologist (MN OSA) portal The survey incuded both pedestrian survey and shovel testing. The APE included the extent of the Runway 09/27 grading limits, the area between the extant buildings and Runway 04/22, and the haul routes and staging areas associated with the project. Any cultural resources identified during the survey were to be mapped, GPS coordinates recorded, and site forms filled out for the Minnesota Historical Society as applicable. All photographs and documentation related to the project will be stored at MVAC. Survey methods complied with guidelines established in the SHPO Manual for Archaeological Projects in Minnesota (Anfinson 2005) and the State Archaeologist's Manual for Archaeology Projects in Minnesota (MN OSA 2011)

Literature Search

Environmental Setting

The project is within Sections 24 and 25 of Township 110 North, Range 31 West. The APE includes a portion of the current grounds of the New Ulm Municipal Airport and portions of four parcels that are currently under the ownership of private individuals and are actively farmed.

The project lies in SHPO region 2s, the southern portion of the Prairie Lake Region. The topography of the region manifests as the typical swell and swale topography of a ground moraine (Anfinson 1990). Along the northern, eastern, and southern edges of the region there are hilly moraines and the Minnesota River is a major feature in the region and bisects it west to east (Anfinson 1990). There are numerous lake basins in the region and they vary greatly in size, but all of the lakes are relatively shallow, with none exceeding 10-meters in depth (Anfinson 1990). At the time of Euro-American settlement the entire region was covered with tallgrass prairie and the southeastern part of the region contained extensive oak parkland as well (Anfinson 1990). Vegetation within the upland prairie and prairie wetland at the time of the public land survey in general would have been prairie cordgrass and bluejoint dominating the wet lowlands, big bluestem and Indian grass in the moist uplands, and little bluestem and sideoats grama in the dry uplands (Marschner 1930).

The bedrock geology of the project area is part of the Altamont moraine association, specifically the ground moraine (Hobbs and Goebel 1982). The soils in the Prairie Lake region are fine to medium textured prairie border soils in the east, while the soils in the central and western part are medium to fine textured prairie soils (Anfinson 1990). Bedrock outcrops are rare in the region, but in the eastern part there are occasional outcrops of Paleozoic rocks near the confluence of the Blue Earth and Minnesota rivers. Additionally, both granite and shale can be found in the Minnesota River Valley (Anfinson 1990). Soil types present within the project are presented in Table 1 (NRCS 2024).

Map Unit	Map Unit Name	Percent of Whole Project Boundary
102B	Clarion loam, 2 to 6 percent slopes	1.8%
1060	Udorthents, loamy	45.0%
L83A	Webster clay loam, 0 to 2 percent slopes	20.6%
L85A	Nicollet clay loam, 1 to 3 percent slopes	25.8%
L163A	Okoboji silty clay loam, 0 to 1 percent slopes	6.8%

Table 1. Soil types within whole project area.

Regional Cultural Context

Pre-Contact

The project lies within Region 2s, the southern portion of the Prairie Lake Region. This section is derived from Anfinson's (1997) chronological sequence developed for the Prairie Lake region. The prehistory of this area has been divided into three periods: Early, Middle, and Late Pre-Contact, each of which is further divided into phases.

Early Pre-Contact Period (10,000 – 3,000 B.C.)

Paleoindian Tradition (10,000 – 6,000 B.C.): The earliest human occupation in the Prairie Lakes Region in southwest Minnesota dates to around 10,000 B.C. At the beginning of this period the environment was vastly different from that of later periods. The region was dominated by boreal forest, dominated by spruce, and the climate was slightly cooler and wetter than later periods (Anfinson 1997). At this time large game animals such as mastodon, woodland musk-ox, giant beaver, bear, moose, elk, and deer were plentiful and while the people of this period hunted these fauna they also made use of other resources, such as nuts, berries, and perhaps water plants (Anfinson 1997). During the Folsom period (9,000 – 8,000 B.C.) the environment was a spruce-dominated coniferous forest but changed to become more deciduous and open. At this time the largest fauna began to disappear and the small mammal populations expanded, with elk and deer becoming much more common at this time as well (Anfinson 1997). The environment of the region continued to change and by 7,000 B.C. prairies expanded in from the west and upland fauna, such as bison, increased in number, while forest-edge species like deer suffered significant population declines (Anfinson 1997). However, even during the prairie maximum the Minnesota River Valley was still an oasis of woody vegetation and wetlands (Anfinson 1997).

During this period humans grouped in small bands, between 20 and 40 individuals, and would have been highly mobile, rarely reusing previous campsites. Few habitation sites from this period have been excavated and most of the evidence (Clovis and Folsom points) have mainly been found as surface finds (Anfinson 1997). At the beginning of this period open upland locations may have been favored for campsites as a means to escape the cool, wet lowlands and to provide views of the surrounding area as well (Anfinson 1997). As the environment changed to more deciduous and open lacustrine and riverine habitation sites may have become more desirable as fish and small mammal populations expanded, with the Minnesota River Valley possibly being especially favored (Anfinson 1997). Finally, as the environment changed to prairie bison hunting became the principal subsistence activity;

however, the Minnesota River Valley, with its wood and water resources, would have been attractive to both humans and animals and was undoubtedly utilized at the end of this period (Anfinson 1997).

Prairie Archaic Tradition (5,500 – 3,000 B.C.): At the beginning of this period the warming and drying trend was at its peak and within the Prairie Lakes Region woody vegetation would have been limited to sheltered valleys and near permanent water sources where they would have been protected from prairie fires (Anfinson 1997). As this period continued the prairie environment gradually retreated to the southwest, reaching its modern borders around 5,000 years ago (Anfinson 1997).

In the early period bison hunting was dominate; however, during this time a number of technological innovations appeared which allowed for foraging to become an important part of the economy. Milling stones, domesticated dogs, and new projectile point technologies indicates a shift in the subsistence pattern. Additionally, seed gathering may have also been used to fulfill dietary needs (Anfinson 1997). At this time people still lived in small groups and larger lake basins and rivers were probably the preferred campsite locations (Anfinson 1997).

Middle Pre-Contact Period (3,000 B.C. – A.D. 900)

Mountain Lake Phase (3,000 - 200 B.C.): By 3,000 B.C. the climate was much cooler and moister. This change forced bison herds to shift west, allowed a slight expansion of woody vegetation, and the shallow lakes, which were mostly dry during the Prairie Archaic period, returned (Anfinson 1997). During this phase human occupation focused on lacustrine island and peninsulas, which not only offered protection from prairie fires, but also provided easy access to both aquatic and upland resources (Anfinson 1997). Additionally, these areas could have also provided protection from enemy groups as well. Year-round occupation does not appear to have been in practice at this time and large wooded areas, especially in river valleys, may have been preferred for winter habitation as they offered wind break and had an abundance of wood for both fires and housing (Anfinson 1997). Subsistence patterns still show no evidence of early horticulture and it does not seem that seeds or nuts were extensively used either (Anfinson 1997).

Fox Lake Phase (200 B.C. – A.D. 700): Settlement patterns during this period continued to be concentrated on lakes and rivers/streams, and the site locations usually feature water on at least two sides (Anfinson 1997). These locations suggest that protection from prairie fires continued to be of great importance and the trees that would have been protected as well could be used for constructing shelters, tools, and for firewood (Anfinson 1997). Subsistence patterns remained varied during the period, but bison continued to dominate, while the use of other mammals varied. Fish were also an important source of food, but other aquatic fauna like waterfowl, turtles, and mussels were less prominent (Anfinson 1997). Ceramics are introduced from the southeast, with the first resembling the *LaMoille Thick* typology, but unlike *LaMoille*, the earliest Prairie Lakes ceramics have smooth, rather than cordmarked, interiors (Anfinson 1997). Most ceramics from the period are moderate to small-sized with exterior cord marking and fit within five basic types that have been identified by archaeologists (Anfinson 1997). Stemmed points were most popular during the early Fox Lake Phase, but were gradually replaced with triangular, side-notched, and corner notched forms by the end. Additionally, the chipped stone tool assemblage indicates that hunting was still of great importance,

but the presence of a few grinding stones indicates that vegetal food processing was becoming more important (Anfinson 1997).

Lake Benton Phase (A.D. 700 – 1200): During this period the bow and arrow comes into use, but there is little shift in subsistence from the Fox Lake Phase, as large mammals, small mammals, and fish are all still broadly in use (Anfinson 1997). Ceramics technique preferences and decorative styles gradually shift; ceramics have crushed rock temper, as opposed to sand, cord marking produced by cord-rolling instead of by paddling, and trailed lines and bosses disappear (Anfinson 1997). Projectile points are more prominent in the lithic assemblage, possibly reflecting the change to bow and arrow, and most lithics are made of locally sourced cherts (Anfinson 1997). Settlement patterns are almost identical to that of the Fox Lake Phase; however, mortuary practices changed to burial mounds. Most of the mounds from this period are circular, found alone or in small groups, and are built over multiple secondary burials in shallow pits (Anfinson 1997).

Late Pre-Contact Period (A.D. 900-1650)

Beginning in A.D. 900 there are significant changes in ceramics, a new subsistence-settlement pattern emerges, and new cultural orientations appear; however, these changes did not immediately displace the Lake Benton Phase (Anfinson 1997). Three complexes appear to have been present in the region during this phase; the terminal Woodland, Plains Village, and Oneota (Anfinson 1997). Woodland peoples inhabited the region until at least A.D. 1200 when they either "adopted new lifestyles or abandoned all but the region's northwestern end" (Anfinson 1997:119). The Plains Village complex featured semi-permanent and fortified villages on river valley terraces with adjacent river bottom gardens. Ceramics changed to mostly globular jars that exhibited blends of Woodland and Mississippian influences and points were mostly small and triangular, with or without notching (Anfinson 1997). The Oneota complex is evident as early as A.D. 900, but is much more common between A.D. 1000 and early European contact. It is primarily defined by the presence of shell-tempered globular jars with straight rims and wide-trailed line decorations (Anfinson 1997). Settlements are large horticultural villages featuring numerous storage/trash pits, small unnotched catline points, and catlinite artifacts. At the time of French contact, the Dakota controlled the region's western part, but the eastern part was contested by the Dakota, Oto, Ioway, and perhaps the Illinois (Anfinson 1997).

Post-Contact

In the seventeenth century the Ioway lived along the Mississippi River in southeastern Minnesota, while the location of the Oto and Missouri groups was unknown; however, tentative evidence suggests that the Oto may have lived west of the Ioway (Benchley et al. 1997). In the late seventeenth century, the Ioway used the Prairie Lakes Region and northwestern Iowa as fur hunting grounds, but their tenure in Minnesota was brief due to changes in French policy and increasing warfare, which forced them westward out of their ancestral lands (Benchley et al. 1997). The Eastern Dakota groups mainly inhabited the Lake-forest biome of central and northern Minnesota and utilized the prairies to the west for bison. In the eighteenth century, as a result of intense intertribal warfare with the Cree, Ojibway, and other eastern groups, the Dakota were forced out of their traditional homeland of northern Minnesota into the Minnesota River Valley (Benchley et al. 1997).

The first European explorers to venture into the region were the French, beginning in the 1600s, but little is known from the early part of this period. Between 1702 and 1713, France was involved in Queen Anne's War and they largely withdrew from this region. However, following the war there was a renewed demand for furs, and the French constructed a number of posts within Minnesota and reestablished direct trade with the Dakota (Benchley et al. 1997). The French were finally removed from the region in 1760 when Great Britain defeated the French in the French and Indian War (1754-1760). Britain controlled the fur trade in the region between 1760 and 1803 when the United States purchased the Louisiana Territory.

In 1804, Zebulon Pike conducted the first expedition to Minnesota; establishing the first military post near Little Falls at the mouth of the Swan River (Benchley et al. 1997). A second set of expeditions were led by Stephen Long in 1817 and 1823 and it was during these expeditions that Long recommended the construction of a major military post at the confluence of the Minnesota and Mississippi Rivers. The importance of the fur trade during the first four decades of the nineteenth century to the United States led to the ultimate loss of American Indian lands and the beginning of European settlement within the Minnesota Territory. The first Europeans settled in what is now Minnesota by 1812 and in 1849 the Territory of Minnesota was established. At this time European settlers were concentrated within the triangle formed by the Minnesota, St. Croix, and Mississippi Rivers. By 1852, there were approximately 20,000 people living within the region of the lower Minnesota River. This number quickly increased; in 1855 the population was estimated at 40,000 and an 1857 census revealed that the population had grown to 150,037 (Benchley et al. 1997).

Brown County was established from land previously designated as part of Blue Earth County in 1855 and declared as an organized county by the Minnesota Territorial Legislature in 1856. (Fritsche 1916) New Ulm has been the seat of Brown since it was established. It was platted in1856, incorporated in 1857, and granted a city charter in 1876 (Fritsche 1916). Most of the early settlers of Brown County were of German and Norwegian ancestry and early industries were largely focused on lumber and agriculture. Even today, much of the land surrounding New Ulm is used for agriculture.

PREVIOUS SITES AND SURVEYS

This project is located in SHPO Region 2s. A literature review request was submitted to the Minnesota Historical Society (MHS) for the Township, Range, and Sections that the project area overlaps and the Sections that are within one mile of the existing project area (see Figure 3).

According to the information provided by the Minnesota SHPO, no previously recorded sites are within one mile of the project area, but two sites, 21BW0088 and 21BW0067, are just over one mile away. 21BW0088 is located in the NW ¼ of the NW ¼ of Section 31 of Township 110 North, Range 30 West. The site is located on a terrace in the floodplain of the Cottonwood River and is a lithic scatter of unknown pre-contact affiliation that consists of one utilized/retouched flake and two additional flakes. 21BW0067 is located in the NE ¼ of the NW ¼ of Section 31 of Township 110 North, Range 30 West. The site is located on a terrace in the floodplain of the Cottonwood River and consists of a small debitage scatter of unknown pre-contact affiliation. No previously recorded sites overlap the current project area.

Based on the list of reports for Brown County provided by the SHPO there are two previous surveys within the project area, both of which are associated with the New Ulm Airport. In 1979, Impact Services Incorporated conducted a cultural resource survey for the proposed expansion of the New Ulm Airport. In 2006, Foth & Van Dyke conducted a Phase I archaeological survey for a proposed expansion of the New Ulm Municipal Airport. The Area of Potential Effect (APE) for the expansion was approximately 192 acres, of which 125 were surveyed, landowner permission was not granted for the remaining 67 areas and Foth & Van Dyke did not recommend surveying these remaining acres as they had low potential to contain archaeological materials. No cultural materials were recovered during the survey, surface visibility was excellent, and the fifteen shovel tests that were excavated did not feature any subsurface areas of concern. No further work archaeological work was recommended (Bangs 2006).

Land Use History

Various maps, atlases, and aerials were researched to establish a general pattern of development along the project area and land use history. Minnesota Historic Contexts applicable to this project include Early Agriculture and River Settlement (1840-1870).

According to the General Land Office (GLO) map and notes from the Bureau of Land Management for this area, an 1855 survey did not have any indications of cultural features, mounds, or trails in Sections 13, 14, 23, 24, or 25 of Township 110 North, Range 31 West; however, a road is noted between the northwest and northeast quarter sections of Sections 13 and 14, respectively. Within those same sections the surveyor noted the land as level prairie, first rate, with two large marshes between Sections 13 and 14 as well as between Sections 23 and 24, respectively (BLM 2024).

Historic plat maps and aerials were also reviewed. Andreas' (1874) map of Brown and Nicollet Counties does not feature any structures or cultural features within the project area apart from a road running through the center of Section 24 that is no longer extant. The closest areas of interest on map are the City of New Ulm to the east and a schoolhouse located in the NE ¼ of Section 26 of Township 110 North, Range 31 West.

The 1905 plat map does not show any structures within the project area, but there is a structure located just west of the project area in the 160-acre Jos. Dambach parcel and another just east in the 160-acre JM Haubrich parcel (Figure 4). The 1949 plat map does not feature any structures on the plat map, but this is likely due to them not being noted rather than having been demolished (Figure 5). By the time of the 1964 plat map a grass airfield was present and noted by a large fenced in parcel with a gear within it. Furthermore, the 1964 plat shows two structures to the west and east of the project area owned by Walter Haubrich and Josephine Haubrich, respectively (Figure 6).

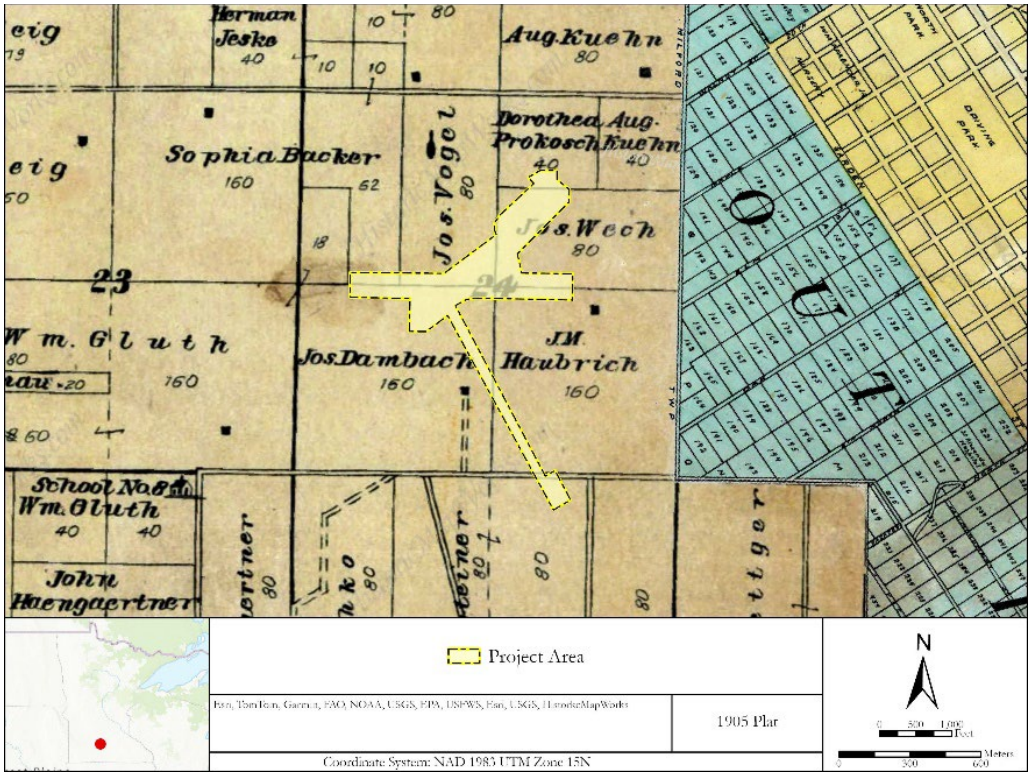


Figure 4. Project area shown on the 1905 plat map (Polk 1905).

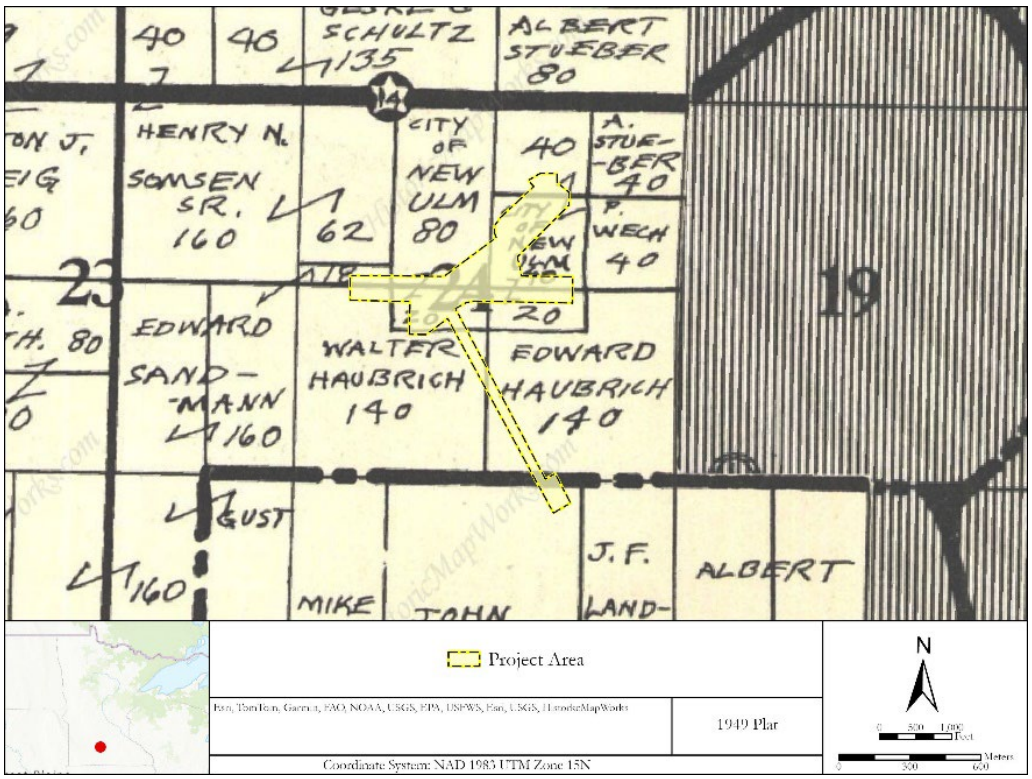


Figure 5. Project area shown on the 1949 plat map (Farm Plat Book Company 1949).

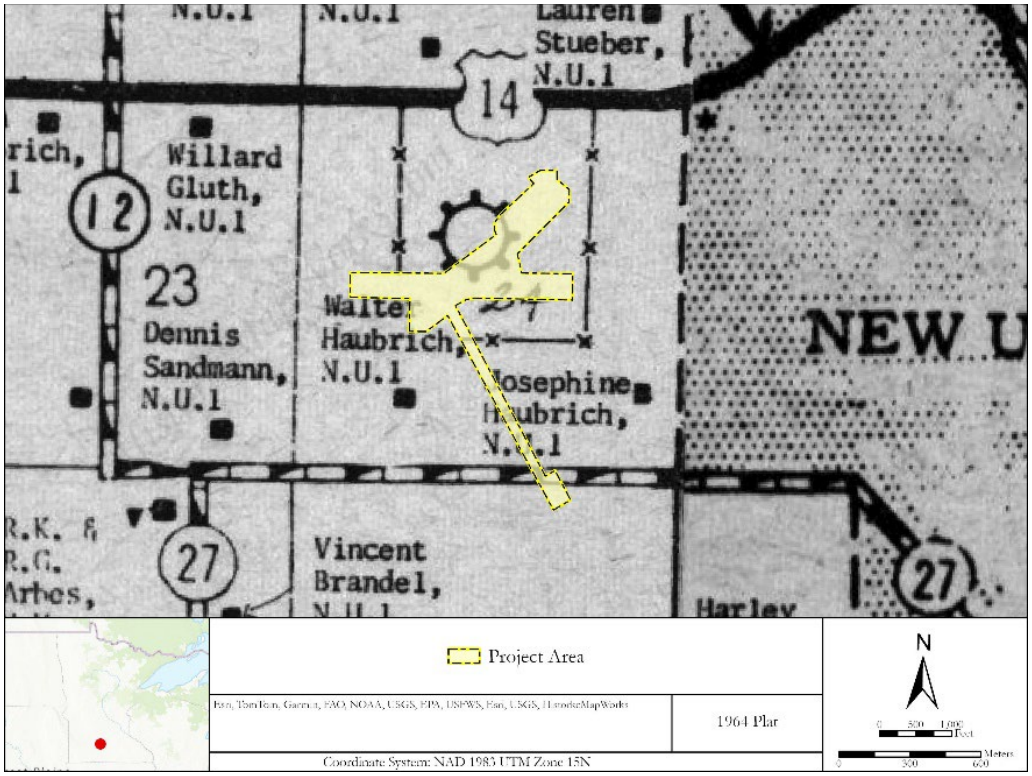


Figure 6. Project area shown on the 1964 plat map (Directory Service Company 1964).

Based on historic aerials, the project area is located in areas of former, and current, agricultural fields interspersed with wetlands as well as in an area where the old grass airfield was located. On the 1939 aerial the entire project area was located in agricultural fields with a smaller portion in a marshy area (Figure 7). By the 1955 aerial, a grass airfield is present in a sizable portion of the project area while the remainder of the project area is still within agricultural fields (Figure 8). Note that when the grass airfield was constructed the marsh next to the "24" in the 1939 aerial was filled. By 1992 a paved runway was constructed, replacing one of the grass runways, while the second grass runway is still present (Figure 9).

In 1943, the citizens of New Ulm approved a referendum to establish an airport within the city. By 1948, two grass landing strips were constructed and in 1950 an administration building was built at the airport. The grass landing strips were in use until the 1980s when the city acquired additional land and easements to expand the airport, first lengthening the primary runway in the 1980s and then building a new terminal and maintenance hanger in 1994. By 2014 the primary runway was further expanded to the south, which involved rerouting County Road 12 to intersect with County Road 27 to the south. The 2014 improvements included the installation of a new approach lighting system as well (City of New Ulm 2024b).

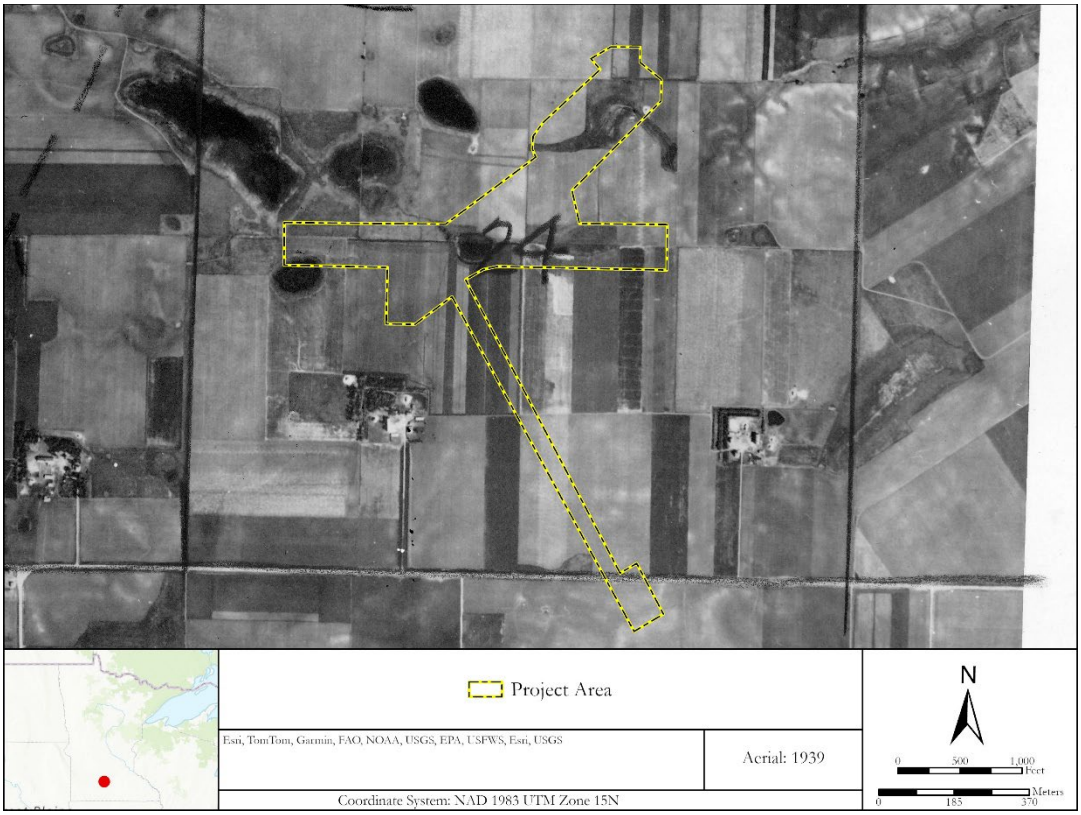


Figure 7. Project area shown on a 1939 aerial (University of Minnesota 2024).

Figure 8. Project area shown on a 1955 aerial (University of Minnesota 2024).

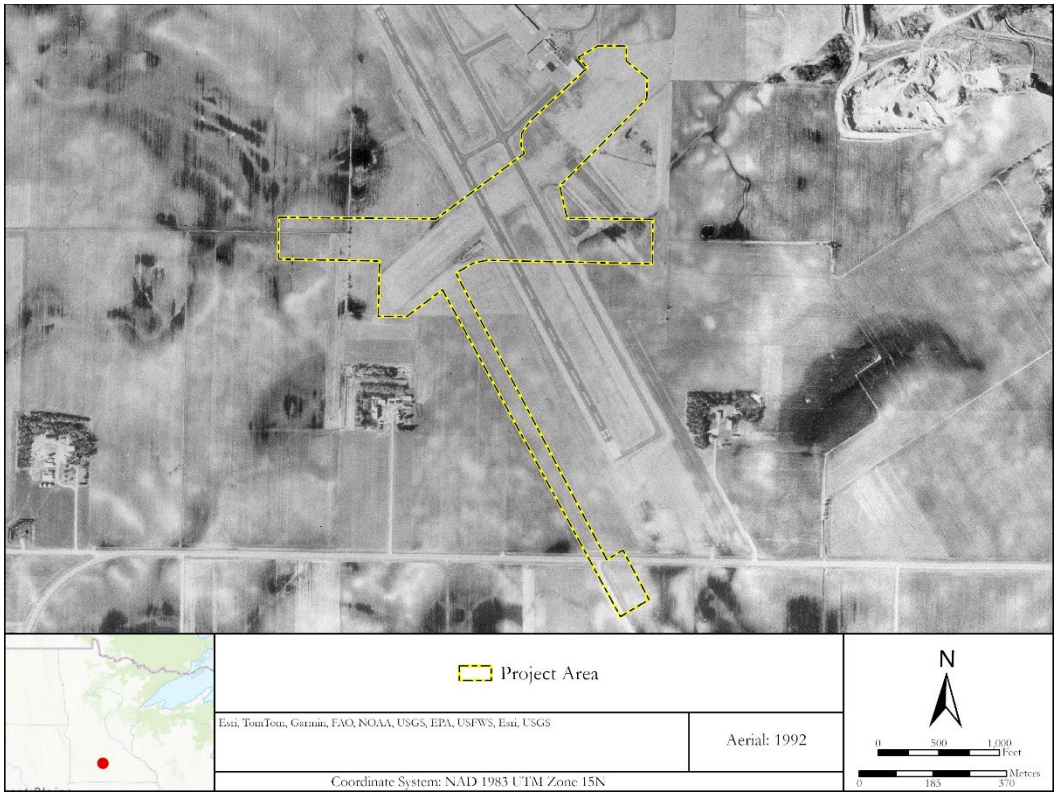


Figure 9. Project area shown on a 1992 aerial (USGS EarthExplorer 2024).

PHASE I ARCHAEOLOGICAL SURVEY METHODS AND RESULTS

On October 22 and 23 of 2024, MVAC personnel led by the Co-Principal Investigator, conducted an archaeological survey for the New Ulm Municipal Airport in Brown County, Minnesota. The areas surveyed for the project included the extent of the proposed Runway 09/27 grading limits, the area between the extant buildings and Runway 04/22, and the haul routes and staging areas associated with the project (Figures 12 and 13). A significant portion of the project area was previously disturbed when the grass runways were constructed. These areas, seen as red hash marks in Figure 3, were periodically probed at 45-meter intervals to confirm disturbance down to the subsoil. A USGS topographic map with nearby archaeological sites can be seen in Figure 3.

Prior to the field survey the project area was loaded onto ESRI Field Maps, an all-in-one application that uses web-based maps and mobile forms to collect survey data. The application utilizes the GPS receiver in the cell phone which generally provides three-meter accuracy (±1-2 meters depending on conditions), and the datum used was WGS 84 Web Mercator. For pedestrian survey areas the transect spacing varied based on field conditions. In areas of poor visibility (25-40%) transects were spaced 5-meters apart, in areas of moderate visibility (50-75%) transects were spaced 10-meters apart, and in areas of excellent visibility (90%+) transects were at 15-meter intervals. Shovel tests were placed in areas with less than 25% visibility and were spaced 15-meters apart. All shovel tests were excavated into sterile subsoil, and all soil was screened through ¼ inch hardware cloth. Areas that were wetland/drainages, on slope, had obvious disturbance, or obvious grading/ditching were not shovel tested, but graded areas were probed to confirm the disturbance extended into the sterile subsoil. Additionally, areas classified as udorthents in the NRCS Soil Survey were probed to confirm previous disturbance. The only undisturbed shovel test profile is listed in Table 2 followed by descriptions of the fieldwork done in each area. If present, cultural resources recovered will be curated at the Minnesota Historical Society.

STP Example #	Depth (centimeters below ground surface - cmbgs)	Munsell	Color	Soil Consistency
1	0-43 cmbgs	10YR2/2	Very Dark Brown	Clay Loam
	43-53 cmbgs	10YR5/2	Grayish Brown	Clay Loam

Table 2. Example Soil Profile.

The southern staging area and haul route were almost entirely within a gently rolling soybean field with visibility ranging between 50-75% (Figures 10 and 11; Figure 15). Pedestrian survey was conducted in 10-meter intervals in this area (Figure 12). A small area at the southern end of the staging area and haul route was in a grassed area adjacent to County Road 12. Part of this area overlapped the road and road ditch, but areas adjacent to the ditch were shovel tested (Figure 13). All but the northernmost shovel tests were disturbed and on the 1992 aerial all of these disturbed shovel tests are mapped within an older alignment of County Road 12 prior to its current, more gently curved, alignment (Figure 14).

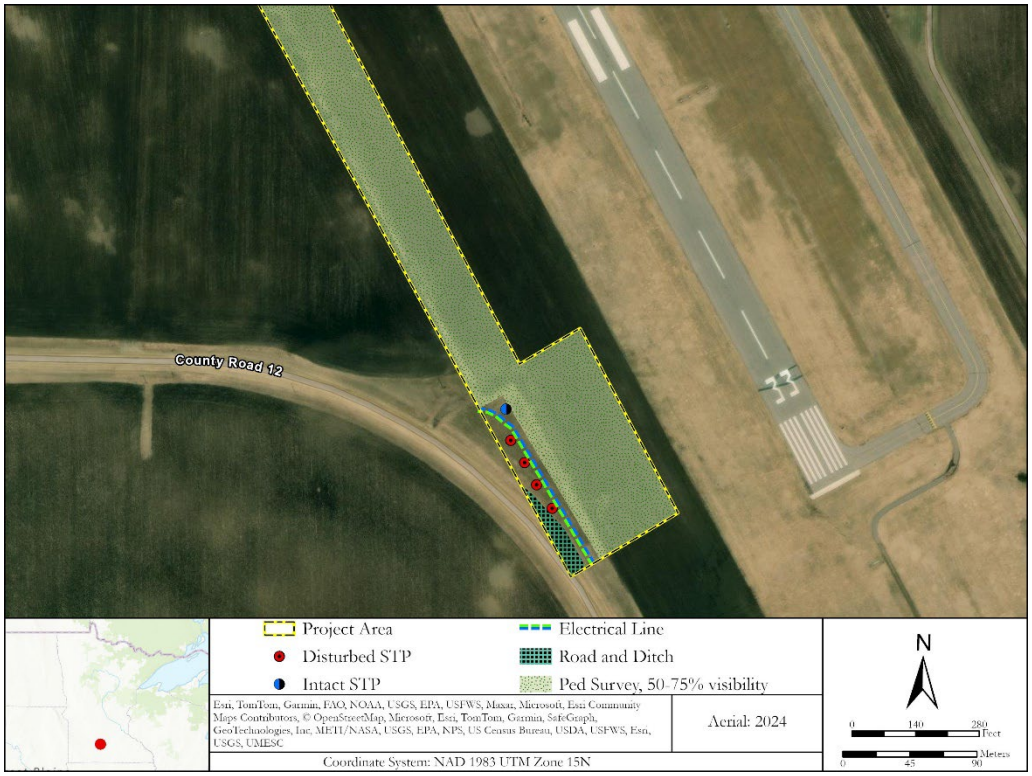


Figure 10. Southern end of the project area showing survey methods and disturbances.

Figure 11. South portion of the project area showing survey methods.

Figure 12. Pedestrian survey of haul route in soybean field, view northwest.

Figure 13. Shovel testing between soybean field and County Road 12, view southeast.

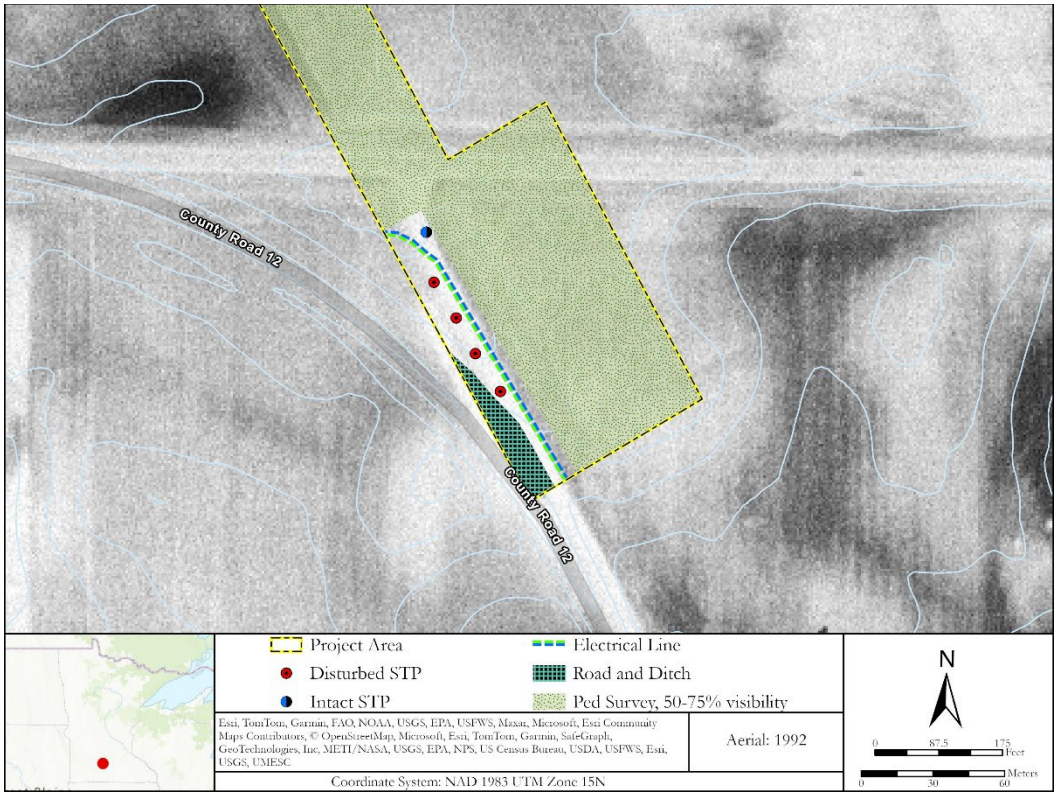


Figure 14. 1992 aerial showing most shovel tests in old County Road 12 alignment.

The same soybean fields surround, and extend to the north, Runway 04/22 on the western side of the project area (Figure 15). These areas were also pedestrian surveyed at 10-meter intervals. To the west of the soybean field were two corn fields, one that was recently tilled and one that wasn't. The recently tilled field had excellent visibility, greater than 90%, while the corn field to the north had poor visibility, between 25-40%. The recently tilled field was surveyed at 15-meter intervals, while the other one was surveyed at 5-meter intervals (Figures 16 and 17). At the end of Runway 04/22 two probes were placed on either side of the runway and both encountered fill over a sterile subsoil. The grass runway in this area was built up compared to the surrounding agricultural fields as well (Figure 18). Additionally, the grassy area between Runway 15/33 and the agricultural fields was graded.

Figure 15. Western portion of the project area showing survey methods and disturbance.

Figure 16. Pedestrian survey in tilled corn field, view southwest.

Figure 17. Example of visibility in untilled corn field.

Figure 18. Runway 04/22 built up compared to adjacent soybean field, view north-northwest.

The grassy area between the east edge of Runway 15/33 and the taxiway was periodically probed at 30-45-meter intervals and encountered only disturbed soils (Figure 19). Additionally, a large portion of this area, south of Runway 04/22, was graded and sloped for drainage (Figure 20). Two additional probes were placed north of Runway 04/22 in the shaped grass area and both probes

encountered disturbed soils. The area east of the taxiway was either shaped, sloped, or pedestrian surveyed. The agricultural fields were recently tilled, had excellent visibility, greater than 90%, and were surveyed at 15-meter intervals (Figure 21).

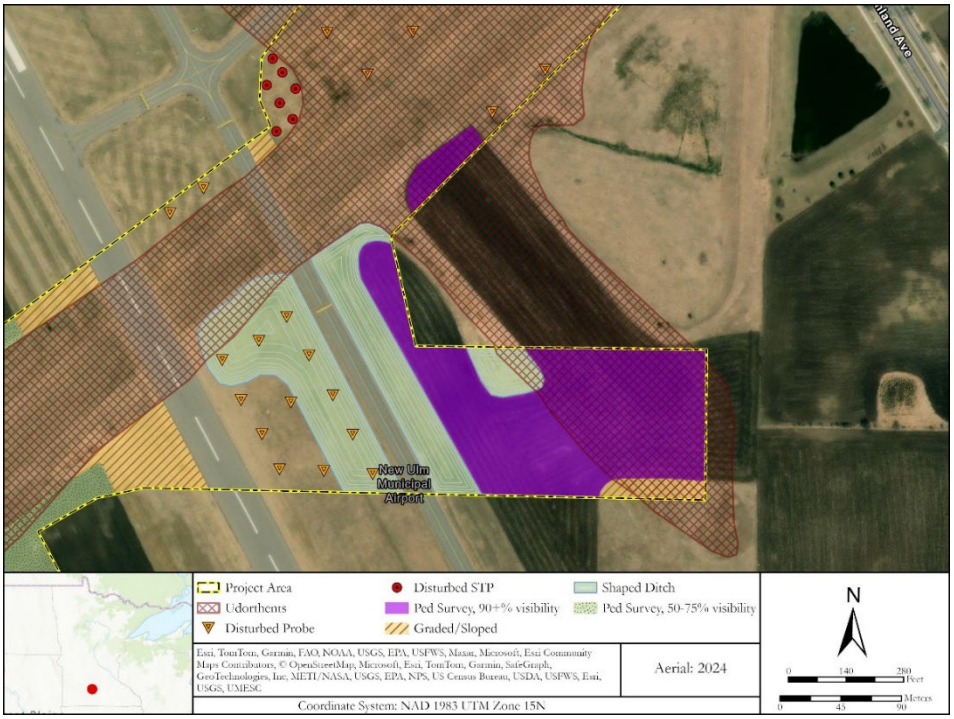


Figure 19. Central portion of project area showing survey methods and disturbance.

Figure 20. Grassed area between taxiway and Runway 15/33 showing slope/drainage, view south-southeast.

Figure 21. Pedestrian survey area east of taxiway, view south-southeast.

Both shovel tests and probes were placed in the grassy area between Runway 04/22 and the taxiway/extant buildings (Figure 22). Shovel testing was conducted at 15-meter intervals within the areas that were not classified as udorthents in the NRCS soil survey (Figure 23). All shovel tests in the two shovel tested areas encountered disturbed soils. Probes were placed at 45-meter intervals in the area between the two shovel testing areas and only encountered fill over a sterile subsoil (Figure 24). A small area located to the southwest of Runway 04/22 was recently tilled and pedestrian surveyed at 15-meter intervals and a few probes were placed to the southeast and at the northeast end of Runway 04/22, encountering only disturbed soils.

No cultural materials were recovered during the survey and no further archaeological work is recommended.

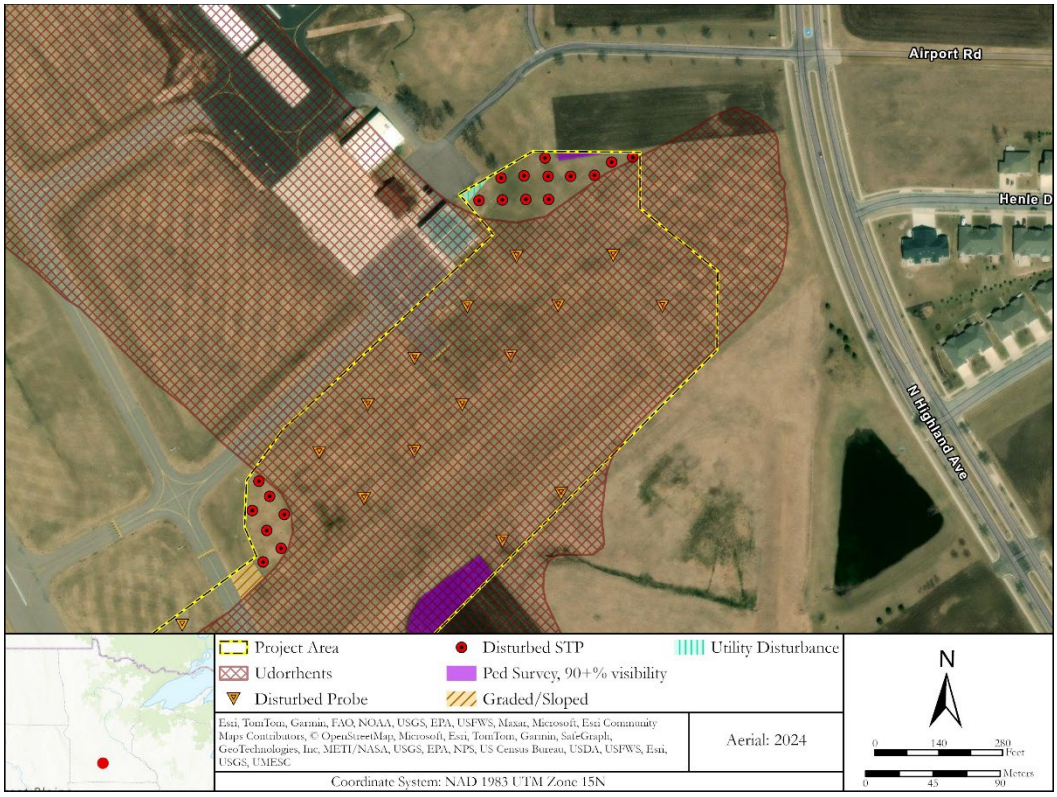


Figure 22. Northern portion of the project area showing survey methods and disturbance.

Figure 23. Shovel testing in northern area of the project between parking lot and udorthents area, view southeast.

Figure 24. View of graded turf runway with probed area to the left in the figure, view east-northeast.

SUMMARY AND RECOMMENDATIONS

On October 22 and 23 of 2024 MVAC personnel conducted Phase I archaeological survey for the New Ulm Municipal Airport, Brown County, Minnesota. The surveyed area was approximately 70 acres and was both pedestrian surveyed and shovel tested. Within the agricultural fields the visibility ranged between 25 and 90+ percent, with most of the visibility ranging between 50-75 percent. Shovel tests were excavated in areas with no surface visibility and all but one shovel test was previously disturbed, while the intact shovel test was negative for cultural materials. No cultural materials were recovered from the project area and no further work is recommended.

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Appendix A – Phase I License

MINNESOTA ARCHAEOLOGICAL SURVEY LICENSE APPLICATION

This license only applies to **Phase I survey fieldwork**[1] conducted under **Minnesota Statute 138.31-.42**[2] at the location listed below and during the **2024** calendar year[3]. Any archaeological investigation performed on publicly owned or managed (non-federal) land must have a licensed archaeologist associated with the project. Archaeological investigations include, but are not limited to, the following methodologies: assessing archaeological potential, mapping, geophysical studies, drone surveys, surface survey, shovel testing, coring, soil, chemical and biological sampling, augering, and excavation[4].

The Principal Investigator must have a separate license for each Phase I survey project. Each Phase II evaluation, Phase III major investigation, and burial site work must also be individually licensed. Only the individual indicated below is licensed as the principal investigator[5]. *The principal investigator is responsible for all work conducted by their employees, contractors, and subcontractors*[6]. The licensed individual (principal investigator) is responsible for reading, understanding, and complying with all Conditions attached to this license. Future licenses may be denied or revoked for failure to comply with this license, its conditions, professional ethics, or professional work standards.

Applicant Information

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Title/Position: Principal Investigator E-Mail: vtwinde-javner@uwlax.edu

Address: 1725 State Street La Crosse WI 54601

Work Phone: 608-785-6475 Cell Phone: 608-386-8967

Education/Qualifications

Name of Advanced Degree Institution: UW-Milwaukee Degree: MS

Department Name: Anthropology Year of Completion: 1997

Required documentation:

☐ Curriculum Vita and documentation of appropriate experience attached (*submit an updated CV annually*)

☒ Up-to-date CV and documentation on file at the OSA

---

[1] The study of the traces of human culture at any land or water site by means of surveying, digging, sampling, excavating, or removing objects, or going on a site with that intent (MS 138.31 [Subd. 7])

[2] State archaeological licenses are required on publicly owned and managed (non-federal) land.

[3] January 1st through December 31st of a given year

[4] As technologies change, survey options increase. This list is not intended to be nor can it be comprehensive.

[5] The individual named on this license. The Principal Investigator is responsible for the methods, implementation, standards, results, and recommendations of all work conducted under this license.

[6] Any person or entity working for or under the Principal Investigator's direction or contract as part ofthis license.

License History

Year of most recent license: 2024

Type of License (survey, evaluation, etc.): Survey License #: 24-288

Have you ever been denied an archaeological license? If not, check "NO" and leave this section blank.)

☒ No ☐ Yes; If yes, when:_____ Where:_____

Explain:

Contact Name:_____ Phone: _____

Email: _____

Curation

☒ Minnesota Historical Society #: 1031

☐ Other Approved Curation Facility Name:_____ #: _____

By signing this license application, I consent to the sharing of information submitted as part of the licensing process among the Office of the State Archaeologist (OSA), the Minnesota Historical Society (MHS), and the Minnesota Indian Affairs Council (MIAC). As the primary licensing agencies, OSA and MHS may share license application information with MIAC and Tribal Historic Preservation Offices (THPOs) as part of the tribal consultation process. I understand that the information shared with MIAC includes only the information I submit as part of the license application process. This consent expires upon completion of the above-stated purpose.

Signatures

Applicant: Vicki L. Swirda-James Date: 8/30/2024

Minnesota Historical Society Approval: _____ Date: 09/11/2024

Minnesota State Archaeologist Approval: Amanda Dankert Date: 9-8-2024

LICENSE NUMBER: 24-357

MINNESOTA HISTORICAL SOCIETY

DEPARTMENT OF ADMINISTRATION
STATE ARCHAEOLOGIST

MINNESOTA ARCHAEOLOGICAL PROJECT INFORMATION

LICENSE #: 24-357

** IMPORTANT -This information will be shared with MIAC and tribal officials as part of the tribal consultation process.*

Applicant Information

Name: Vicki Twinde-Javner

Institution/Agency/Company Affiliation: Mississippi Valley Archaeology Center

Land Management

Type of Land: (check all that apply)

- ☐ State-Owned or Managed
- ☐ County-Owned or Managed
- ■ Township/City Owned or Managed
- ☐ Other non-federal public (describe): _____

Dates

Dates of proposed fieldwork: September 1 - December 31, 2024

Is the project within a recorded archaeological site? ☐ **Yes** ☑ **No**

If so, what are the site number(s)? _____

Survey: Give the name, purpose of the project and proposed survey methods (attach pages if necessary)

Name: New Ulm Airport

Purpose: The New Ulm Airport is planning to construct a new crosswinds runway and clear and area for future hangar development. Two haul routes and staging areas will also be surveyed as part of the project.

Proposed survey methods: Most of the area is in agricultural fields so survey methods will include pedestrian survey at 5-15 meter intervals depending on ground conditions and site potential. Areas where pedestrian survey cannot be done shovel testing will be done at 15 meter intervals. Areas of steep slope will not be surveyed, but will be walked through to look for any surface features. Areas of wetland will not be surveyed.

Survey areas (attach a detailed map for each survey area):

Location (include an address or Property ID #, and PLSS location):

New Ulm Airport
1617 Highway 14 W
New Ulm, MN 56073
(T110N-R31W Sections 24 and 25)

CONDITIONS OF MINNESOTA ARCHAEOLOGICAL SURVEY LICENSE

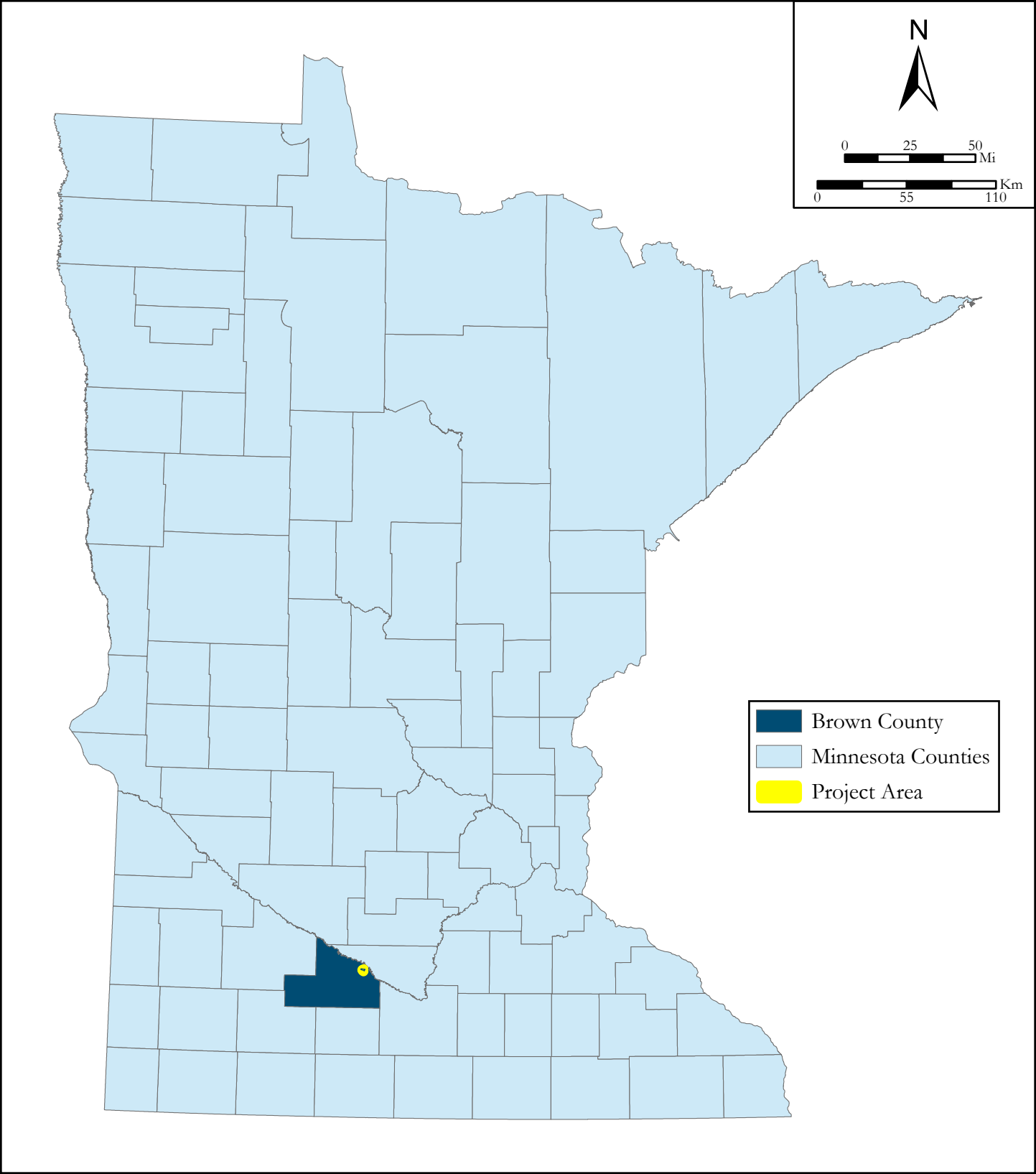
1. The licensed individual and the sponsoring institution/agency/company must comply with all the conditions attached to the license. If the licensee does not comply with these conditions, the license could be revoked and impact one's ability to obtain future licenses.
2. All information given on this license application is accurate and up to date.
3. The individual listed on this license is responsible for all work of their employees, contractors, and subcontractors.
4. A license can be denied for any of the following reasons: a) failure to meet the required professional qualifications standards, b) failure to possess the necessary regional, topical, or managerial experience, c) failure to fulfill the conditions of a previous license, or d) exhibiting unethical professional behavior, including, but not limited to falsifying field notes or reports, plagiarism, intentionally misrepresenting professional qualifications or experience, mishandling archaeological and site information or materials owned by the state per MS 138.37 (Subd. 1).
5. This license can be revoked or suspended by the State Archaeologist or the director of the MHS, or their agent, at any time for failure to fulfill the license conditions or for exhibiting unethical behavior such as listed above (4). Appeals of license denial, suspension, or revocation must follow procedures outlined in Minnesota Statutes 138.36, Subd. 6
6. As part of this license and in support of Executive Order 19-24, licensing information will be submitted to MIAC and tribal officials as part of the tribal consultation process. The licensee is strongly encouraged to continue consultation with MIAC and appropriate THPOs.
7. If the project area is within the boundaries of a reservation or Dakota community, archaeologists should directly communicate with the appropriate THPO or tribal cultural resource specialist regarding the proposed work.
8. If the project area is on Federal land, archaeologists should directly communicate with the federal agency regarding proposed work.
9. Under the provisions of Minnesota Statutes 138.31-138.42, the license applicant must be a Qualified Professional Archaeologist as specified in Minnesota Statutes (MS) 138.31, Subd. 10, and meet the Secretary of the Interior's Professional Qualifications Standards for Archaeology. The applicant must also possess the appropriate regional, topical, and managerial experience to undertake reconnaissance surveys.
10. This license only applies to Reconnaissance/Phase I archaeological surveys conducted on non-federal public lands in Minnesota. If more than two square meters of formal unit excavation or procedures that involve terrain disturbance (e.g., machine excavation) at a known site are planned, the principal investigator must consult with the Office of the State Archaeologist (OSA) before implementation.
11. This license does not authorize activities within cemeteries, per Minnesota Statutes 307.08. No ground disturbance within 50 feet of recorded cemeteries is allowed, without the prior approval of the State Archaeologist and the Minnesota Indian Affairs Council, in the case of American Indian cemeteries. If human remains or suspected burial-related items are encountered, all work must immediately cease, the remains or items left in situ, and law enforcement contacted (e.g., county sheriff). If the remains are not deemed a crime scene, the licensee must immediately contact the State Archaeologist.
12. This license only applies to fieldwork conducted between the dates specified on this license application.
15. This license applies only to the location specified on this license application.
16. If the licensee ceases association with the institution/agency/company before completing the project, immediately notify the OSA. The OSA and licensee or institution/agency/company

will develop a plan to fulfill reporting and curation obligations.

17. The license is non-transferable and applies only to work conducted under the direct supervision of the licensee.
18. The licensee must comply with the field, laboratory, and reporting guidelines in the *OSA Manual for Archaeological Projects in Minnesota*. Any exceptions must be discussed with the OSA before work occurs.
19. The licensee must obtain permission from the landowner or land manager to enter the land for archaeological investigations.
20. All archaeological materials and data recovered from non-federal public property in Minnesota are the state's property and should be curated with the MHS (http://www.mnhs.org/collections/archaeology/curation.htm), or other OSA approved facility.
21. If materials, samples, or data are being processed or analyzed by an entity other than that with which the principal investigator is associated, the principal investigator must notify the OSA and MHS.
22. If materials or samples are to leave the state of Minnesota, the OSA and MHS must approve the transport before materials, samples, or data leave the state.
23. Official OSA Minnesota site inventory forms must be completed for all archaeological sites identified during surveys (previously recorded and known sites). The site forms must be submitted to the OSA within three months of site discovery. Professional archaeologists are also ethically obligated to inform the OSA if previously unrecorded archaeological sites located outside their project boundaries are identified during their project survey.
24. One copy of the report (see *OSA Manual for Archaeological Projects in Minnesota*) must be submitted to the OSA for each project within six months of completing the fieldwork. The licensee may submit a written application requesting an extension of this deadline. Digital copies of reports are accepted as .pdf files.
25. If presentations or publications develop from this project, the OSA and MHS must be notified, and the following information submitted for inclusion in the archaeological site files:
    a. Location of presentation or publication,
    b. Date
    c. Title
    d. Abstract
    e. The final and complete version of the presentation, publication, etc.
26. The licensee must submit a summary report of all licensed activity to the OSA by the end of January of the following year. Summaries should include:
    a. project name and description (e.g., road construction),
    b. sponsor/review agency,
    c. location,
    d. type of work (Phase I, Phase II) and field methods (e.g., shovel testing),
    e. results (number of sites located/type of sites or official site numbers) and recommendations
27. Upon completing the project, the licensee must submit.shp files to the OSA. These files should show the project's Area of Potential Effect and archaeological survey areas, including the type of survey conducted in each survey area. Templates for submitting .shp files are at https:// mn.gov/admin/archaeologist/professional-archaeologists/manuals-licenses/license-types/. Please do not alter these templates.
28. Additional conditions may be added, as appropriate. If this occurs, the applicant will be notified of the update and asked to submit a response accepting the Condition.

29. Minnesota Department of Health and the Center for Disease Control recommendations regarding COVID-19 and limiting its spread. These recommendations include, but are not limitedto, social distancing, appropriate personal protective equipment (e.g., masking), and sanitation. This Condition does not supersede stricter landowner, agency, or employer restrictions. This Condition will remain in effect until state health officials determine that social distancing is no longer necessary.

I have read, understand, and agree to all Conditions attached to this license. VT-J (Initial)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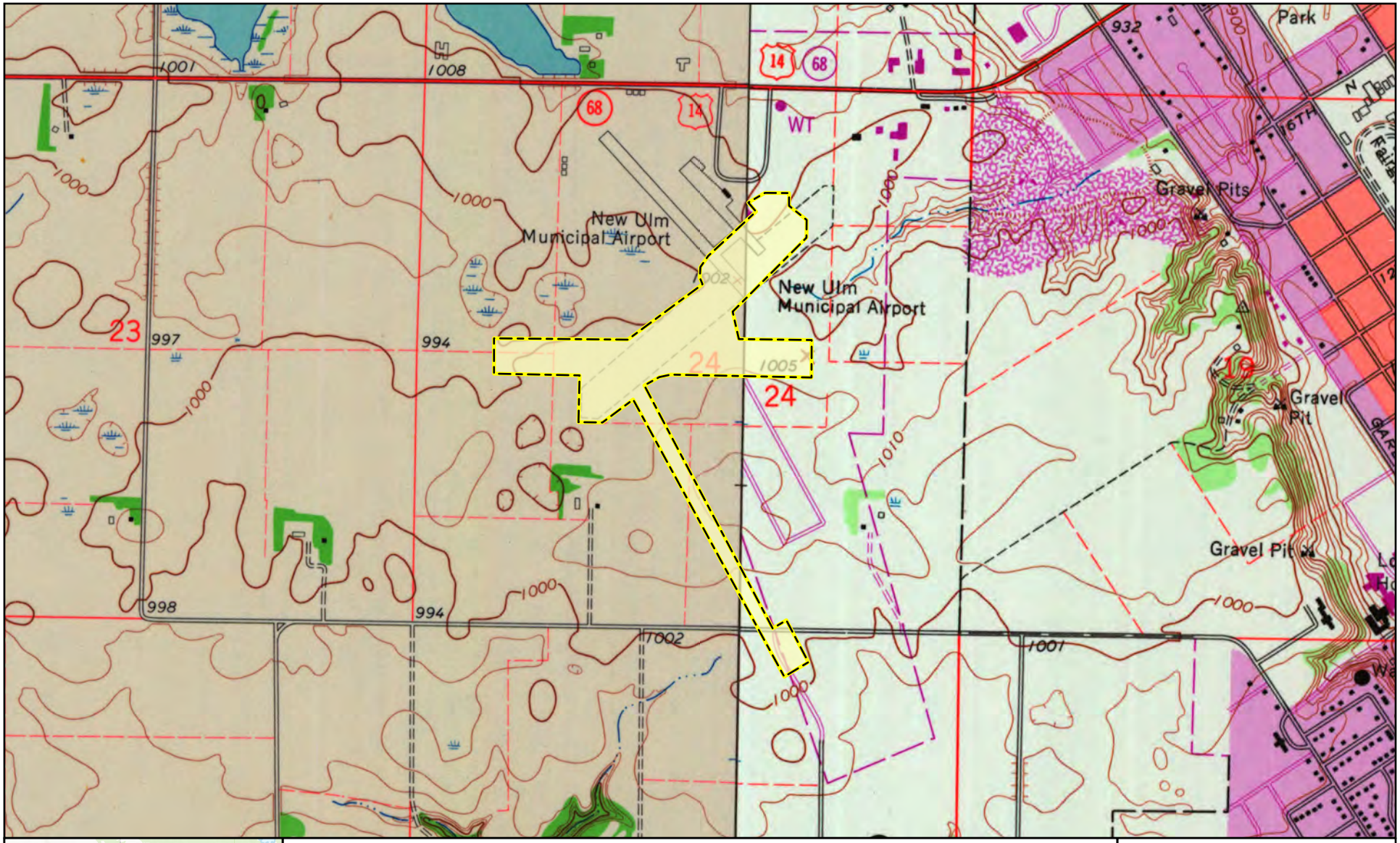
Brown County
Minnesota Counties
Project Area



Project Area

Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS, Source: Historical Topographic Map Collection courtesy of the U.S. Geological Survey, Esri, Esri, USGS

Essig and New Ulm, MN 7.5' Quads

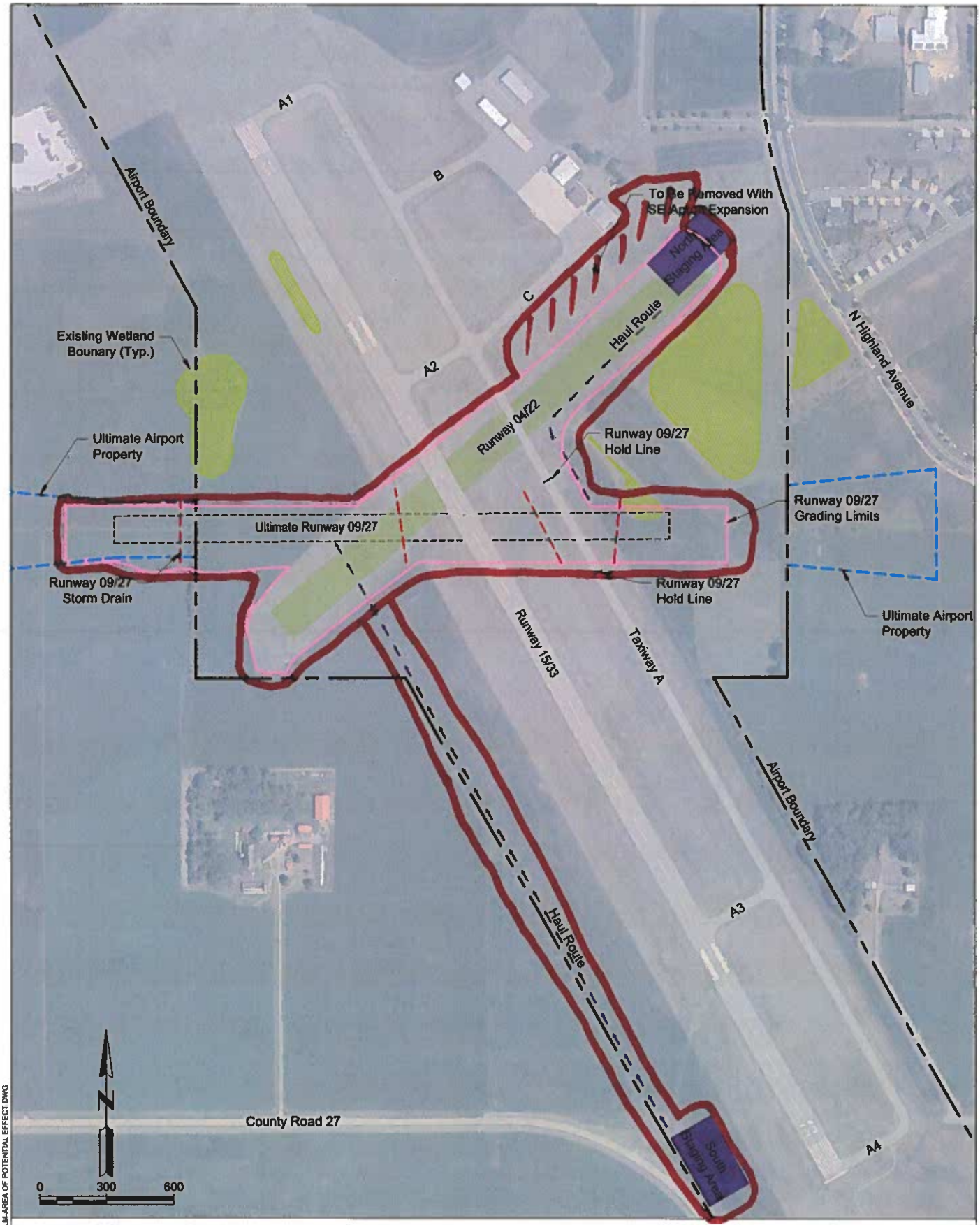
Coordinate System: NAD 1983 UTM Zone 15N

N

0 500 1,000 Feet

0 287.5 575 Meters

Appendix B – Project Map from Mead & Hunt



NEW ULM
MUNICIPAL AIRPORT
ULTIMATE CROSS WIND
RUNWAY 09/27

AREA OF POTENTIAL EFFECT

1416900-171704.01
04/19/2024

Mead & Hunt

EXHIBIT 1

4/19/2024 11:23:33 AM
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PREPARED BY

Mead & Hunt

Phase I (Reconnaissance Survey) Report

NEW ULM MUNICIPAL AIRPORT
FAA CDF 3-27-0070-24-2025

CITY OF NEW ULM

January 2025

CONTENTS

TABLES

APPENDICES

Executive Summary

The City of New Ulm (City), in cooperation with the Federal Aviation Administration (FAA), is proposing improvements at the New Ulm Municipal Airport (Airport) in New Ulm, Milford Township, Brown County, Minnesota. Proposed improvements include runway relocation and reorientation of the turf crosswind runway to maintain the functionality and usability of the Airport. The proposed project will also involve fueling system relocation, and a new taxiway and hangars. The overall project activities include:

- Relocation and reorientation of the turf crosswind runway and removal of the existing turf crosswind runway.
- Realignment and reconstruction of Taxiway A.
- Development of a new haul route.
- Acquisition of 25.17 acres to accommodate the Runway Protection Zone for the new turf runway.
- New bituminous driveway construction for fueling system relocation efforts.
- New fuel tank construction and expansion of bituminous and concrete aprons near the existing terminal/hangar.
- New hangars and a taxi lane addition directly east of the existing terminal building.

The project will use FAA funding and therefore must comply with Section 106 of the National Historic Preservation Act of 1966 (Section 106), as amended, and its implementing regulations, 36 CFR 800.

Qualified historians from Mead & Hunt worked with the FAA to delineate the Area of Potential Effects (APE), which was defined to include the full parcel boundaries of parcels that intersect with areas of proposed work. The APE is delineated in the Survey Results Map in Appendix A.

Prior to fieldwork, the project team conducted a literature review at the Minnesota State Historic Preservation Office (SHPO) to identify any previously surveyed architecture/history properties within the APE. Five previously surveyed properties were identified, including the Airport (BW-MIL-00028), all of which were previously determined not eligible for the National Register of Historic Places (National Register) in 2006.

Mead & Hunt's project team consisted of Principal Investigator Emily Pettis and historians Bridget Jensen, Brooke Reinke, and Dianna Litvak. Phase I fieldwork was completed on December 9, 2024. Since the five previously surveyed properties were evaluated more than ten years, they

were resurveyed. No additional historic-age (pre-1976) properties were identified during survey. Minnesota Architecture/History Inventory Forms for the five properties are provided separately along with this report. The five surveyed properties are recommended not eligible for listing in the National Register and no further work is required.

1. Introduction

A. Location and purpose of project

The City proposes relocation and reorientation of the Airport's turf crosswind runway to accommodate both user demand and development. Additional project details are provided below. The project area is approximately 130 acres, located on multiple parcels within the limits of New Ulm and Milford Township bounded by County Road 12 to the west, U.S. Highway 14 to the north, North Highland Avenue to the east, and County Road 27 to the south. The Airport is at the western outskirts of New Ulm, and land use surrounding it is a mixture of twentieth-century farmsteads and modern development. The center of the city of New Ulm is approximately 2 miles east of the airport.

The project will receive FAA funding and therefore must comply with Section 106, as amended, and its implementing regulations, 36 CFR 800.

B. Project description

The Airport has two runways: a primary paved runway in a 15/33 configuration and a turf crosswind runway in a 4/22 configuration. The Airport is owned by the City and has hangar, terminal, fixed base operator (FBO), and refueling facilities. Proposed improvements include runway relocation, fueling system relocation, and a new taxiway and hangars. Runway efforts will include relocation and reorientation of the turf crosswind runway from a 4/22 to a 9/27 alignment, removal of the existing turf crosswind runway, realignment of Taxiway A, a new haul route, and land acquisition of 25.17 acres to accommodate the Runway Protection Zone for the new turf runway. Fueling system relocation efforts will include constructing a new bituminous driveway from Airport Road, constructing new tanks, and expanding bituminous and concrete aprons near the existing terminal/hangar. New hangars and a taxi lane will be added directly east of the existing terminal building.

An overview map of the project activities is presented in Figures 1 and 2.

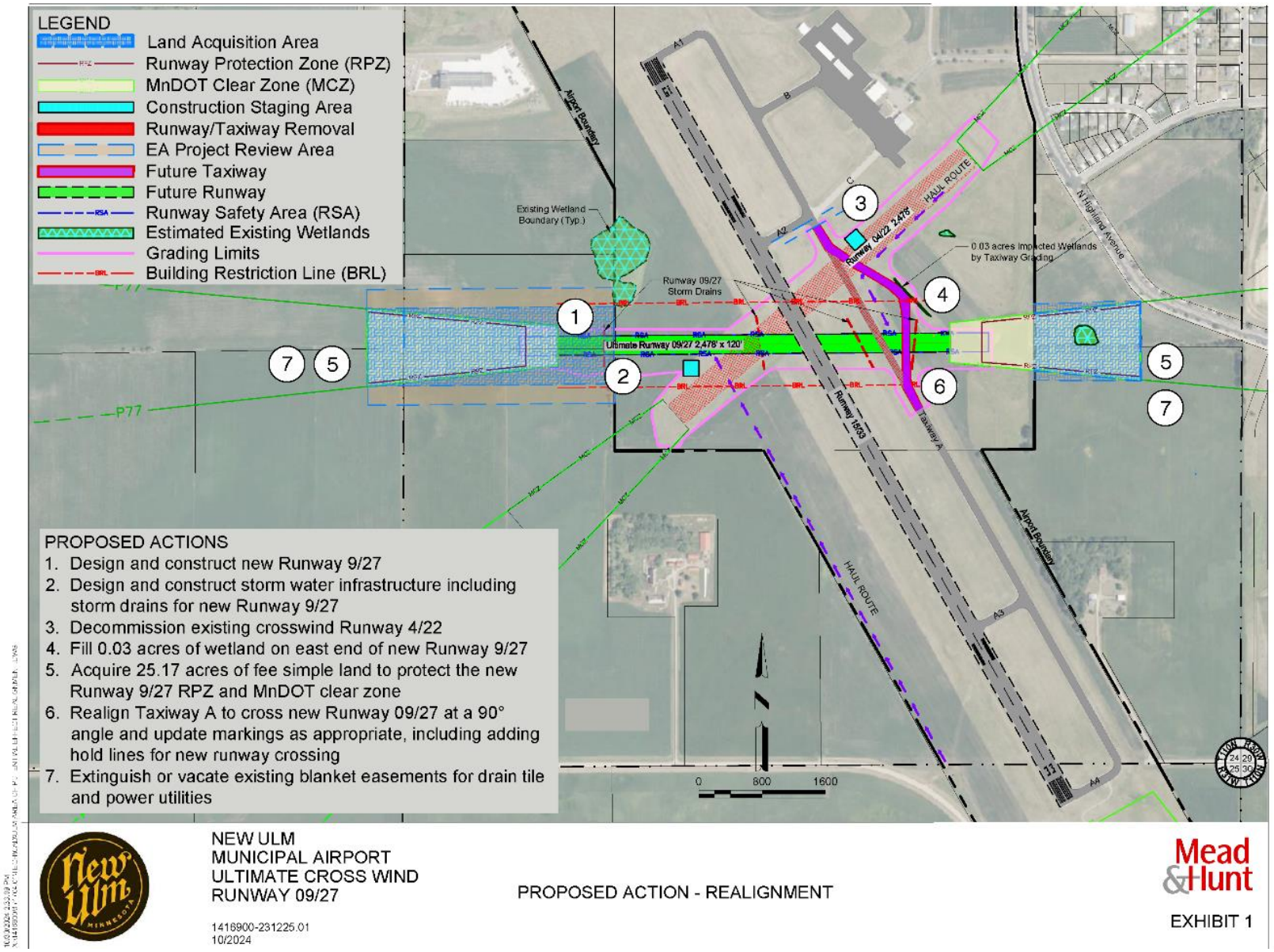

Figure 1. Map of proposed runway project activities.

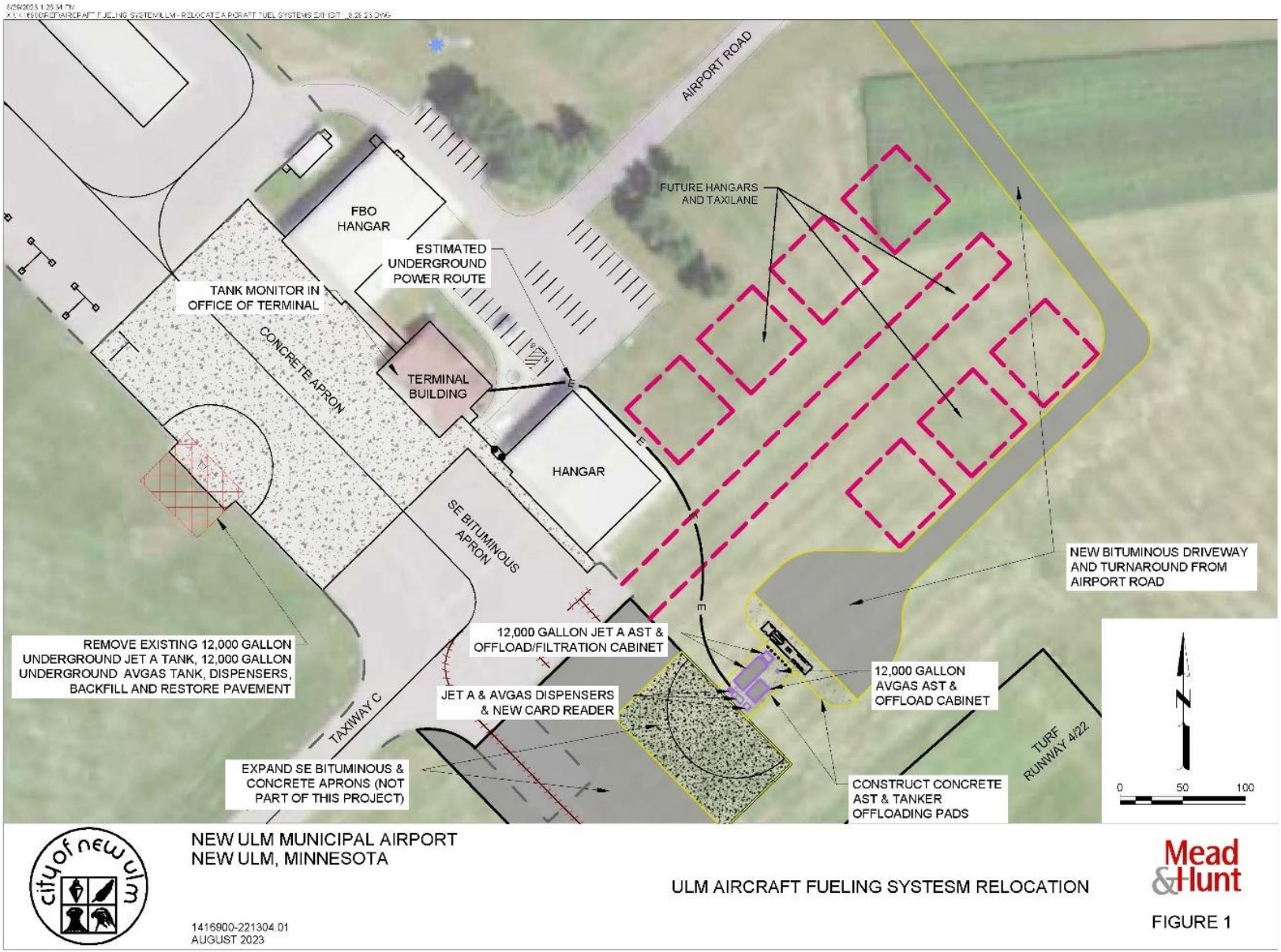

Figure 2. Map of proposed terminal area project activities.

C. Area of Potential Effects

The APE for architecture/history was defined to include areas of proposed work within and outside the Airport property limits. The APE encompasses the full parcel boundaries of parcels that intersect with proposed project activities, including areas affected by ground disturbance activities for runway construction and relocation, removal of the existing runway, the new haul route, fuel system relocation, areas of land acquisition, and hangar and taxi lane construction. The APE is shown in the maps included in Appendix A.

2. Survey Methodology and Research Design

The objective of the architectural history survey was to identify historic-age properties, defined as 45 years or older, in the APE that meet the National Register Criteria for Evaluation. Prior to fieldwork, the project team conducted a literature review using the Minnesota SHPO to identify previously surveyed architecture/history properties in the APE.

Professional historians Mead & Hunt who meet the Secretary of the Interior's Professional Qualification Standards for history and/or architectural history, as outlined in 36 CFR Part 61, conducted the Phase I fieldwork on December 9, 2024. The field investigation was limited to historic-age properties identified from the public right-of-way. Mead & Hunt assessed the significance and historic integrity of these properties to make an eligibility recommendation for listing in the National Register (see Section 4 for recommendations).

Based on properties identified in the APE, project research focused on the themes of aviation and agricultural development within Brown County. The statewide historic thematic context *Historic Context Study of Minnesota Farms (1820-1960)* was consulted and provides contextual information and National Register registration requirements for properties within the project APE. Repositories consulted to obtain historical information include:

- SHPO
- Minnesota Historical Society
- History Center of Brown County
- University of Minnesota John R. Borchert Map Library

Primary and secondary sources include:

- County histories
- County assessment records
- Plat maps, atlases, and aerial images
- SHPO files
- Newspaper records
- Online resources

3. Historic Overview

The purpose of this historic overview is to provide a context in which to identify important historic themes and to evaluate historic-age properties in the APE.

A. Brown County, Milford Township, and New Ulm

The land that is now Brown County originally belonged to Dakota people. A series of treaties in 1851 and 1858 limited the Dakota people to a small reservation south of the Minnesota River (outside the APE), near present-day Brown County. The influx of white settlement and the failure of the U.S. government to fulfill treaty obligations resulted in the U.S. Dakota War of 1862, which included violent battles in southern Minnesota and areas of Brown County. Dakota people were defeated after six weeks of conflict and the reservation was dissolved, resulting in Dakota removal from this area.[1]

Created by the state legislature in 1855, Brown County is located in south-central Minnesota within the basin of the Minnesota River. New Ulm was established in 1854 by German settlers from Chicago and Cincinnati and incorporated as a city in 1857. It is the largest city in Brown County and the county seat. Directly west of the city is Milford Township, which was formally established in 1858.[2]

For nearly a hundred years the city and the township remained clearly separate, with the historic core of New Ulm on the banks of the Minnesota River, and the farmers of Milford Township cultivating the level land above the river bluffs. By the mid-twentieth century, however, topographical constraints had limited the city's development along the river. That, along with construction of the new airport, pushed development up and away from the river, eventually extending New Ulm's corporate boundaries westward into Milford Township.

B. Ethnic settlement

The movement of European immigrants into Minnesota roughly paralleled the national pattern. The first settlers were primarily from western and northern Europe, principally from Germany and Ireland, and generally moved to rural frontier areas. Despite the widely accepted image of Minnesota as a Scandinavian enclave, Germans constituted the state's largest immigrant group.[3]

New Ulm was platted in 1856 by the German Land Association, a well-financed group of German settlers seeking to establish a "German colony in the West." Scouts sent out to find a suitable location selected a site for the new community along the Minnesota River because of its scenery, timber, and waterpower potential. The original plat, which fronted the Minnesota River, was staked out in a grid pattern that left several squares open for public use. Each member of the German Land Association was assigned 12

[1] Peter J. DeCarlo, "US-Dakota War of 1862," Encyclopedia, *MNOPEDIA*, (August 22, 2023).

[2] Warren Upham, *Minnesota Geographic Names: Their Origin and Historic Significance* (Saint Paul, Minn.: Minnesota Historical Society, 1920), 67–72.

[3] William E. Lass, *Minnesota: A History* (New York: W.W. Norton and Co., 1998), 146–47.

town lots and 6-9 acres outside the city. New Ulm remains perhaps the most “German” of the state’s communities, offering visible symbols of its German heritage and American adaptations.[4]

Brown County’s population expanded rapidly due in part to the large influx of German settlers in New Ulm. Consequently, county demographics in the early years showed a high percentage of individuals of German descent.[5] In 1860, the population of Milford Township was 80 to 99 percent first-generation Germans. Of the 635 residents in New Ulm in that year, there were only two non-Germans.[6]

C. Agriculture

The first agricultural efforts in Brown County were focused on subsistence farming. Crops produced in the mid-to-late nineteenth century included wheat, oats, corn, hay, potatoes, vegetables, tobacco and grains. Livestock raising and production of butter were also common. By the turn of the century, Brown County farmers followed statewide trends in the types of crops raised, shifting to diversified farming practices. Corn and wheat emerged as the largest cash crops, followed by hay and oats. Other crops included barley, rye, and various fruits and vegetables. Livestock raised during the early twentieth century included poultry, hogs, and cattle, including both beef and dairy cows.[7] This trend continued into the nineteenth century and, by 1940, Brown County was still largely producing cash grain crops, and livestock.[8]

Beginning in the 1950s, Brown County began to increase cash grain production while still maintaining livestock farms. In 1950, the 259 farms produced cash grain, and 765 farms produced livestock of any type.[9] By 1959, that number shifted to 420 farms and 524 farms, respectively.[10] In the 1982 Census for Agriculture, 699 farms reported cash grain production while 948 farms reported livestock production. From the 1950s through the 1980s, popular crops included corn and soybean, while livestock largely included cattle and dairy farms.[11]

D. Air transportation

The City of New Ulm purchased 200 acres of land in 1944 as the site for an airport. Materials and labor shortages during and after World War II delayed commencement of the project, but in 1948, the New Ulm

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[4] June Drenning Holmquist, ed., *They Chose Minnesota: A Survey of the State’s Ethnic Groups* (Saint Paul, Minn.: Minnesota Historical Society Press, 1981), 164.

[5] Kathleen Neils Conzen, *Germans in Minnesota* (Minnesota Historical Society Press, 2003), 26.

[6] Holmquist, *They Chose Minnesota: A Survey of the State’s Ethnic Groups*, 163, 167.

[7] Mead & Hunt, Inc., *Architecture History Resource Survey: New Ulm Municipal Airport Proposed Runway 15/33 Extension and Crosswind Runway Relocation* (prepared for City of New Ulm, February 2007), 5.

[8] Susan Granger and Scott Kelly, *Historic Context Study of Minnesota Farms, 1820-1960* (Minnesota Department of Transportation, 2005), https://www.dot.state.mn.us/culturalresources/farmsteads.html.

[9] U.S. Department of Commerce Bureau of the Census, *U.S Census for Agriculture: 1950* (Washington D.C: U.S. Department of Commerce Bureau of the Census, 1950).

[10] U.S. Department of Commerce Bureau of the Census, *U.S Census for Agriculture: 1959* (Washington D.C.: U.S. Department of Commerce Bureau of the Census, 1959).

[11] U.S. Department of Commerce Bureau of the Census, *1982 Census of Agriculture* (Washington D.C.: U.S. Department of Commerce Bureau of the Census, 1982).

Municipal Airport (BW-MIL-00028) opened. It included two turf landing strips (of 2,900 feet and 3,100 feet in length, respectively, by 300 feet in width), parallel taxiways, and aprons.[12]

By 1950, electric and water lines had been extended to the Airport and a terminal building (nonextant) and several service buildings (nonextant) were constructed at the northeast corner of the property. Construction activities continued in 1951 with construction of a hangar and 1952 with a Civil Defense observation tower (both nonextant). In 1957, low intensity lighting was added to the main runway. Between 1963 and 1964, the main runway, taxiway, and the parking area were paved with a bituminous surface, the apron was extended, and the entrance road was paved. T-hangars were constructed to in 1961 and 1969, to accommodate 12 total aircraft. The main runway was rebuilt at a new orientation (15/33) in 1978, and the original terminal building and main hangar were replaced with new facilities erected in 1994. Routine pavement and turf maintenance activities have been completed at intervals throughout the Airport's history.[13]

[12] Mead & Hunt, Inc., *Architecture History Resource Survey: New Ulm Municipal Airport Proposed Runway 15/33 Extension and Crosswind Runway Relocation*; R. Dixon Speas Associates, Inc. and Howard, Needles, Tammen and Berghoff., *A Technical Report on the Master Plan for New Ulm Municipal Airport*, 1976.

[13] Mead & Hunt, Inc., *Architecture History Resource Survey: New Ulm Municipal Airport Proposed Runway 15/33 Extension and Crosswind Runway Relocation*; R. Dixon Speas Associates, Inc. and Howard, Needles, Tammen and Berghoff., *A Technical Report on the Master Plan for New Ulm Municipal Airport*.

4. Results and Recommendations

Historians identified, documented, and prepared Minnesota's Statewide Historic Inventory Portal (MnSHIP) records for five historic-age properties within the APE (see Table 1). The five properties are recommended not eligible for listing in the National Register as they do not possess a significant association with an important historic theme or person, and do not possess architectural significance. No further work is recommended for these properties. Surveyed historic-age properties are included in the map in Appendix A.

Table 1. Surveyed properties within the APE

Inventory No.	Name	Address	Recommendation
BW-MIL-00028	New Ulm Municipal Airport	1617 U.S. Highway 14	Not Eligible
BW-MIL-00020	Haubrich Farmstead	16116 County Road 27	Not Eligible
BW-MIL-00021	Dambach/Haubrich Farmstead	16682 County Road 27	Not Eligible
BW-MIL-00022	Gluth/Sandmann Farmstead	24016 County Road 12	Not Eligible
BW-MIL-00027	Backer Farmstead	17271 U.S. Highway 14	Not Eligible

One post -1975 property was identified within the APE: a National Guard Armory located at 2100 Palmer Avenue that was constructed in 2021, according to county tax assessor data.

Bibliography

Conzen, Kathleen Neils. *Germans in Minnesota*. Minnesota Historical Society Press, 2003.

DeCarlo, Peter J. “US-Dakota War of 1862.” Encyclopedia. *MNOPEDIA*, August 22, 2023.

Granger, Susan, and Scott Kelly. *Historic Context Study of Minnesota Farms, 1820-1960*. Minnesota Department of Transportation, 2005. https://www.dot.state.mn.us/culturalresources/farmsteads.html.

Holmquist, June Drenning, ed. *They Chose Minnesota: A Survey of the State’s Ethnic Groups*. Saint Paul, Minn.: Minnesota Historical Society Press, 1981.

Lass, William E. *Minnesota: A History*. New York: W.W. Norton and Co., 1998.

Mead & Hunt, Inc. *Architecture History Resource Survey: New Ulm Municipal Airport Proposed Runway 15/33 Extension and Crosswind Runway Relocation*. prepared for City of New Ulm, February 2007.

R. Dixon Speas Associates, Inc. and Howard, Needles, Tammen and Berghoff. *A Technical Report on the Master Plan for New Ulm Municipal Airport*, 1976.

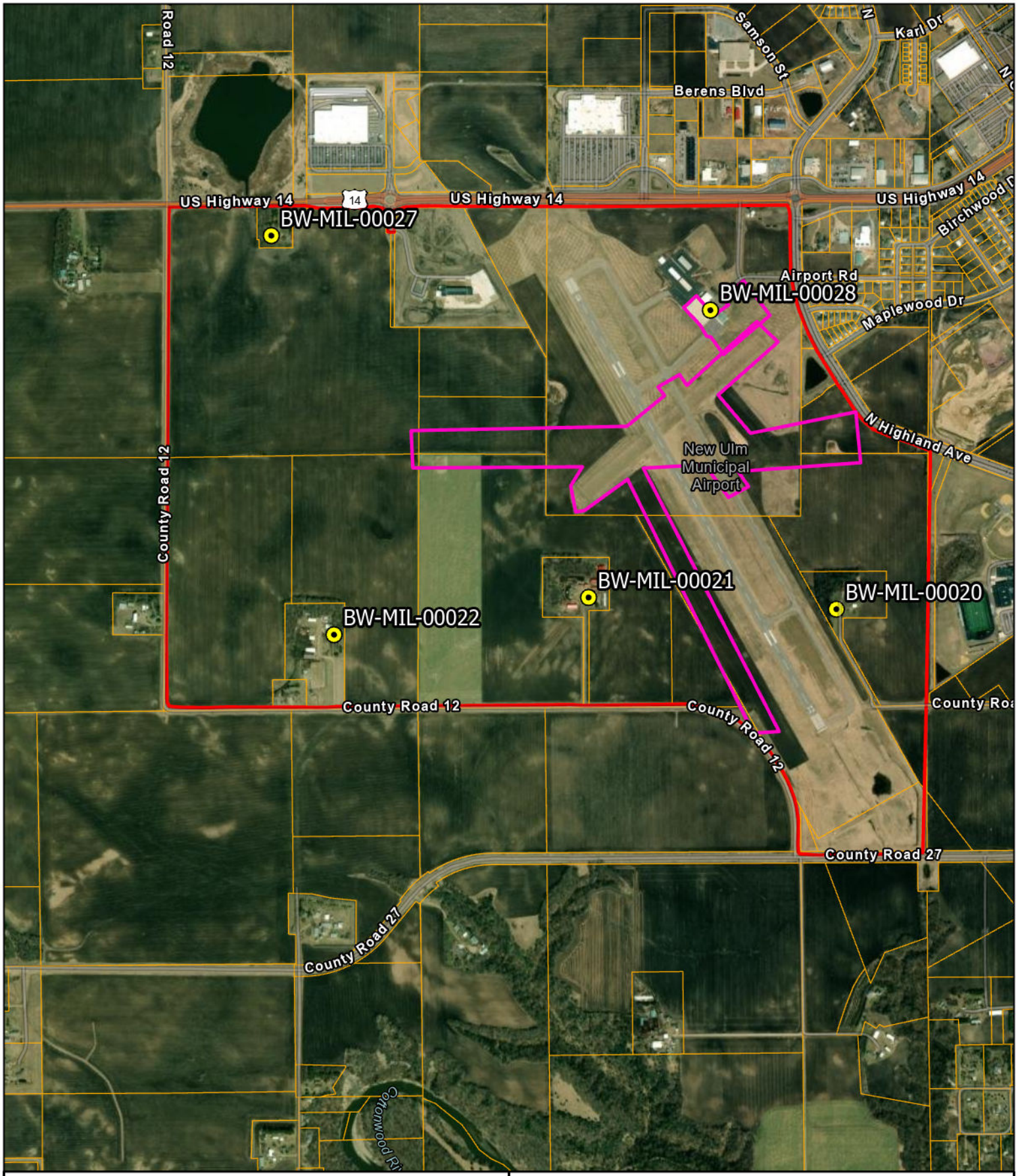
Upham, Warren. *Minnesota Geographic Names: Their Origin and Historic Significance*. Saint Paul, Minn.: Minnesota Historical Society, 1920.

U.S. Department of Commerce Bureau of the Census. *1982 Census of Agriculture*. Washington D.C.: U.S. Department of Commerce Bureeau of the Census, 1982.

———. *U.S Census for Agriculture: 1950*. Washington D.C: U.S. Department of Commerce Bureeau of the Census, 1950.

———. *U.S Census for Agriculture: 1959*. Washington D.C.: U.S. Department of Commerce Bureeau of the Census, 1959.

Appendix A. Survey Results and Area of Potential Effects Map



New Ulm, MN Airport
Phase 1 Survey Results

0 500 1,000 Meters

0 1,000 2,000 Feet

Legend

- Surveyed Properties
- Proposed Project Activities
- Area of Potential Effect
- Brown County Parcels

Mead & Hunt

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Esri Community Maps Contributors, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc,

Inventory Number: BW-MIL-00020
Historic Name: Haubrich Farmstead Address: 16116 County Road 27

Description Narrative:

This farmstead features a long gravel driveway with buildings and structures sited in a semi-circle at the end of the drive. Buildings and structures, described west to east, include a farmhouse, Quonset hut, metal weathervane, and 2003 front-gable garage.[1] The previous inventory form indicated there were two barns and a poultry house, which have been razed.[2]

The two-and-one-half-story, rectangular-plan, vernacular farmhouse was constructed in 1928. It is of frame construction, is clad in vinyl siding, and has a concrete foundation. Metal covers the intersecting gable roof, which features roof brackets and a large wall dormer on the front (south) facade. A raised, enclosed, front-gable porch spans a portion of the facade. A shed-roof box bay is sited on the side (east) elevation and a two-bay attached garage addition is sited on the rear (north) elevation. Tax assessor records indicate the addition was completed in 1995.[3] Windows are one-by-one with shutters and multi-pane casement, replacement, vinyl units. A window in the wall dormer has been infilled. Alterations include replacement siding, windows, and roof, and the large rear addition. The metal weathervane is sited directly east of the farmhouse.

The one-story Quonset hut is sited northeast of the farmhouse. It features two multi-light metal windows, a small metal door, and a large roll-up door on the front (south) facade.

The 2003 front-gable outbuilding is sited east of the Quonset hut. It is a metal pole building with a concrete slab foundation. A one-bay roll up garage door is sited on the front (west) facade and fixed pane metal window is sited on the side (south) elevation.

Significance Narrative:

A detailed historic context is provided in *Phase I (Reconnaissance Survey) Report: New Ulm Municipal Airport*.[4]

The previous inventory form indicates this farmstead was part of a large farm owned by Jacob Haubrich and that the farmstead has been operated by the Haubrich family for over 100 years. The land the subject property occupies was first owned by Joseph Dambach and was bought by Jacob Haubrich (Dambach's son-in-law) in 1883.[5] Review of plat maps indicates an earlier residence (nonextant) was constructed roughly north of the current farmhouse.[6]

Born in Nassau, Germany, Haubrich immigrated to America at the age of 9, settling with his family in Belgrade Township in Nicollet County.[7] In 1873, Haubrich married Caroline Dambach and they lived in Milford Township at a farmstead one-half mile east of the subject property (16682 County Road 27; BW-

[1] "Brown County, Minnesota Tax Assessor," *Beacon*, 2024, https://beacon.schneidercorp.com/Application.aspx?AppID=1055&LayerID=24482&PageTypeID=1&PageID=10112.

[2] Mead & Hunt, Inc., "Haubrich Farmstead (BW-MIL-00020)," n.d., MNSHIP, MNSHPO.

[3] "Brown County, Minnesota Tax Assessor."

[4] Mead & Hunt, Inc., *Phase I (Reconnaissance Survey) Report: New Ulm Municipal Airport* (Prepared for the City of New Ulm, 2025).

[5] Mead & Hunt, Inc., "Haubrich Farmstead (BW-MIL-00020)"; Thomas E. Haubrich, "Haubrich Century Farm Application," May 24, 1983, Century and Sesquicentennial Farms Program, Minnesota Farm Bureau.

[6] State of Minnesota, "Brown County Plat Map" (Brown County, Minn.: State of Minnesota, 1916).

[7] Mead & Hunt, Inc., "Haubrich Farmstead (BW-MIL-00020)"; Haubrich, "Haubrich Century Farm Application."

MIL-00021).[8] The subject property and adjacent property have remained in the Haubrich family for many years. County tax assessor records indicate the subject property is still owned by the Haubrich family.[9]

This property was evaluated under National Register of Historic Places (National Register) *Criteria A, B,* and *C*. The 2005 *Historic Context Study of Minnesota Farms 1820-1960* was also referenced for this evaluation.[10] Review of tax assessor records, plat maps, aerial imagery, and the previous inventory form did not identify an architect or builder and indicated the farmhouse was built in 1928 and that this farmstead was originally owned by Jacob Haubrich. Research indicates that this farmstead was originally established in the 1880s and it now consists of buildings and structures from a variety of different periods for livestock and crop production. This type of farmstead is common in Brown County, with many other examples representing a more intact collection of historic-age agricultural buildings and structures. As such, this farmstead does not emerge as a significant example of agricultural history. Haubrich was one of many German immigrants who arrived in New Ulm during the late nineteenth century and research did not indicate that this ethnic association rose to a level of significance. Research did not yield any evidence to indicate that the property is significant within the agricultural development or other significant historic trends or events in Milford Township, Brown County, or Minnesota. Thus, the property lacks significance under *Criterion A: History*. The property does not possess significance under *Criterion B: Significant Person*. Farmstead elements are limited to the 1928 farmhouse, which is not the original farmhouse on the property and has been highly altered, including replacement siding and windows and a large, rear addition. The farmhouse does not represent distinctive characteristics of a type, period, or method of construction; the work of a master; or high artistic value. Additionally, the farmstead has lost at least three historic outbuildings and gained a modern building, leading to a lack of a cohesive collection. Therefore, the property lacks significance under *Criterion C: Architecture*. This property does not meet the evaluation criteria requirements in *Historic Context Study of Minnesota Farms 1820-1960* for significance as a former farmstead. The property was not assessed under *Criterion D* as part of this evaluation. This property was considered for its potential to contribute to a historic district, but no potential district was identified.

This property is recommended not eligible for the National Register.

Prepared by: Bridget Jensen

Firm: Mead & Hunt, Inc.

[8] Elroy E. Ubl, *The Matter Lies Deeper* (New Ulm, Minn.: Self Published, 2004), 299; "Aged Pioneer Resident Answers Final Summons," *The New Ulm Review*, September 22, 1920.

[9] "Brown County, Minnesota Tax Assessor."

[10] Gemini Research, *Historic Context Study of Minnesota Farms 1820-1960* (prepared for the Minnesota Department of Transportation, June 2005), https://www.dot.state.mn.us/culturalresources/farmsteads.html.

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Ubl, Elroy E. *The Matter Lies Deeper*. New Ulm, Minn.: Self Published, 2004.

Inventory Number: BW-MIL-00020
Historic Name: Haubrich Farmstead Address: 16116 County Road 27

Photographs, Figures and Maps:

BW-MIL-00020, December 9, 2024, overview of buildings, looking northeast.

BW-MIL-00020, December 9, 2024, farmhouse front (south) facade and side (east) elevation, looking northwest.

BW-MIL-00020, December 9, 2024, metal weathervane, looking northwest.

BW-MIL-00020, December 9, 2024, Quonset hut front (south) facade and side (east) elevation, looking northwest.

BW-MIL-00020, December 9, 2024, non-historic-age metal pole building side (south and east) elevations, looking northwest.

2024 Google Maps aerial image of the farmstead.

Inventory Number: BW-MIL-00021
Historic Name: Dambach/Haubrich Farmstead Address: 16682 County Road 27

Description Narrative:

This farmstead currently includes a 1900 farmhouse, seven historic-age outbuildings, a ca. 2005, front-gable, metal pole barn, and metal frame remnant of a ca. 2005 Quonset style outbuilding. The ca. 2005 resources were added sometime after the previous inventory form was completed for this property in 2006. The farmhouse is the southernmost building on the east side of the driveway to the property, with the other buildings flanking the driveway on the east, north, and west. Outbuildings are described below from east to west. The construction dates for the farmhouse and outbuildings were determined on the basis of county tax assessor records, historic plats, the previous inventory form, aerial photography, and observations made of the materials and forms during field investigations.[1]

Farmhouse

The two-and-one-half-story, rectangular-plan, American Foursquare farmhouse was constructed in 1900. It is clad in asbestos siding, and has a concrete foundation. Standing metal seam covers the hip roof, which features soffits, fascia, an interior brick chimney, and a shed-roof dormer on the front (south) facade. A front-gable overhang roof supported by brackets and columns shelters the primary entrance on the facade. An enclosed flat roof porch spans the rear (north) elevation of the house. The previous inventory form indicates there was previously a deck on the roof of this porch, but it has since been removed. Windows appear to be one-over-one, double-hung wood sash behind metal storm units. Alterations include replaced roof and siding.

Main Barn and Silo

The ca. 1905 barn on the property sits directly west of the farmhouse. The two-story, rectangular-plan barn is clad in wood and clapboard siding. The side-gable roof is covered in asphalt shingles and features a metal ventilator on the ridge with lighting rods on either side. Window openings contain fixed sash frames with vertically divided panes. Most glass panes have been removed from windows. A gable roof milkhouse was added to the barn ca. 1945. The milkhouse has asbestos siding and an asphalt-shingle roof. A ca. 1920 silo built of dark brown glazed clay tile is sited west of the barn. Contrasting tile is used to create a decorative pattern near the top. The silo has a white metal roof.

Cattle Shed

The ca. 1915, wood-frame cattle shed is one-and-one-half stories, clad in wood, and has a concrete slab foundation. The saltbox roof is covered in asphalt shingles and features three ventilators on the roof, below the ridgeline on the west elevation. A series of metal ventilating hoods project from the south and west elevations. Three steel feed bins are sited on the south elevation and three cylindrical plastic tanks stand on a concrete slab on the west side of the original structure. The barn has one vertically divided, fixed pane window in the upper story of the south elevation. A one-story addition with metal

[1] Mead & Hunt, Inc., "Haubrich/Dambach Farmstead (BW-MIL-00021)," n.d., MNSHIP, MNSHPO; "Brown County, Minnesota Tax Assessor," *Beacon*, 2024, https://beacon.schneidercorp.com/Application.aspx?AppID=1055&LayerID=24482&PageTypeID=1&PageID=10112.

siding is attached to the rear (west) elevation. Two metal ventilators project from the roof of the addition.

Granary

The ca. 1915 granary is one story and has replacement metal sheet cladding and a concrete slab foundation. The side-gable roof is covered in metal and features a filing hatch along the roofline. A sliding door and one-bay garage door are sited on the front (south) facade. It appears the metal cladding and roof were added sometime since the previous inventory form was completed.

Corn Crib

The one-story, rectangular massed corn crib was constructed ca. 1920. It is of wood-frame construction with slatted wood siding and a concrete slab foundation. The front-gable roof is covered in red metal, and small wood doors are sited within both gable ends. The front (east) facade is open and the side (west) elevation has a sliding door. Alterations include the replacement roof materials.

Machine Shed

The ca. 1945, Quonset-style machine shed has a concrete slab foundation and sliding doors on the side (west) elevation. New red metal siding has been added to the machine shed since the previous inventory form.

Machine Shed

A ca. 1905 rectangular massed machine shed is located directly south of the ca. 1945 Quonset-style machine shed. This machine shed is covered in clapboard siding, and has a concrete slab foundation and a saltbox metal roof. A hinged door is sited on the front (west) facade and two sliding doors are sited on the side (north) elevation. Windows are one-by-one fixed pane wood. Replacements include the replaced roof materials.

Wash House

A ca. 1900 one-story rectangular massed wash house is sited directly north of the farmhouse. It is of wood-frame construction and clad in wood clapboard siding with a concrete foundation. The clipped gable roof is covered in asphalt shingles. A wood clapboard door is sited on the front (west) facade and it appears a cellar entrance is sited on the side (north) elevation. Windows are four-over-four double-hung sash.

Significance Narrative:

A detailed historic context is provided in *Phase I (Reconnaissance Survey) Report: New Ulm Municipal Airport*.[2]

The previous inventory form indicated that this farmstead was first owned by J. Dambach in 1886. By 1914, it was owned by J.M. Haubrich, and by 1945, it was owned by Walter Haubrich.[3] Joseph Dambach was born in Baden, Germany in 1828. He was a member of the first group of German settlers arriving to Brown County via Chicago in the 1850s. Joseph and his wife Katherine (also a German immigrant from Bavaria) participated in the U.S. Dakota War of 1862; Katherine's obituary indicates she cared for wounded white settlers in the war, while research did not reveal what role Joseph may have played. Joseph died in 1891 and Katherine continued to reside at the subject property until her death in 1920, at which point it was owned by her daughter Caroline and son-in-law J.M. Haubrich.[4]

As many of the buildings date to the early twentieth century, it is likely they were built for use by Haubrich. Jacob Haubrich was born in Nassau, Germany, and immigrated to America at age 9, first settling with his family in Belgrade Township in Nicollet County.[5] In 1873, Haubrich married Caroline Dambach and they lived at this subject property until at least 1920.[6] Research indicates the parcel to the east of this farmstead was also owned by Haubrich (16116 County Road 27; BW-MIL-00020). The subject property and adjacent property remained in the Haubrich family for many years and plat maps indicate this continued at the subject property until 1974, at which point it was owned by Leo Marti.[7] This property continues to operate as a dairy farm today.

This property was evaluated under National Register of Historic Places (National Register) *Criteria A, B,* and *C*. *Historic Context Study of Minnesota Farms 1820-1960* was also referenced for this evaluation.[8] Review of tax assessor records, plat maps, aerial imagery, and the previous inventory form did not identify an architect or builder and indicated the farmhouse was built in 1900 and that this farmstead was originally owned by Joseph Dambach, an early Brown County settler, and was later owned by J.M. Haubrich. Dambach and J. M. Haubrich appear as one of many German settlers arriving in Brown County during the late nineteenth century. Research did not indicate that this ethnic association rose to a level of significance. Dambach and his wife participated in the U.S. Dakota War of 1862; however, these

[2] Mead & Hunt, Inc., *Phase I (Reconnaissance Survey) Report: New Ulm Municipal Airport* (Prepared for the City of New Ulm, 2025).

[3] Mead & Hunt, Inc., "Haubrich/Dambach Farmstead (BW-MIL-00021)."

[4] "Names Omitted," *New Ulm Review*, October 5, 1921, Newspapers.com; "Pioneer Banquet Thursday , October 6," *New Ulm Review*, September 28, 1921, Newspapers.com; Elroy E. Ubl, *The Matter Lies Deeper* (New Ulm, Minn.: Self Published, 2004), 299; "Aged Pioneer Resident Answers Final Summons," *The New Ulm Review*, September 22, 1920.

[5] Mead & Hunt, Inc., "Haubrich Farmstead (BW-MIL-00020)," n.d., MNSHIP, MNSHPO; Thomas E. Haubrich, "Haubrich Century Farm Application," May 24, 1983, Century and Sesquicentennial Farms Program, Minnesota Farm Bureau.

[6] Ubl, *The Matter Lies Deeper*, 299; "Aged Pioneer Resident Answers Final Summons."

[7] State of Minnesota, "Brown County Plat Map" (Brown County, Minn.: State of Minnesota, 1916); Farm Plat Book Company, "Brown County Plat Map" (Brown County, Minn.: Farm Plat Book Company, 1953); Midland Atlas, "Brown County Plat Map" (Brown County, Minn.: Midland Atlas, 1974); Haubrich, "Haubrich Century Farm Application."

[8] Gemini Research, *Historic Context Study of Minnesota Farms 1820-1960* (prepared for the Minnesota Department of Transportation, June 2005), https://www.dot.state.mn.us/culturalresources/farmsteads.html.

activities did not occur at this property and research did not indicate their roles rose beyond that of mere association with this event. Research indicates that this farmstead was originally established in the 1880s and it now consists of altered buildings and structures from a variety of different periods. This type of farmstead is common in Brown County, and a better example would possess an intact collection of historic-age agricultural buildings and structures dating to the same period. As such, this farmstead does not emerge as a significant example of agricultural history. Research did not yield any evidence to indicate that the property is significant within the agricultural development or other significant historic trends or events in Milford Township, Brown County, or Minnesota. Thus, the property lacks significance under *Criterion A: History*. Research indicates Dambach appears amongst the first German settlers of Brown County. However, research did not reveal that he emerged as a significant individual within the history of Milford Township, New Ulm, or Brown County. Further, it appears the farmstead buildings were constructed at various points after Dambach's passing in 1891. Haubrich emerges as a later German settler to this area, and research did not indicate he emerged as a significant individual within the history of Milford Township, New Ulm, or Brown County. Therefore, the property does not possess significance under *Criterion B: Significant Person*. The farmstead retains a number of elements, including the 1900 farmhouse and several outbuildings. However, many of the buildings have been altered, including additions, replacement windows, and, most notably, the use of modern red metal siding and roofing, thereby detracting from the appearance of an early-twentieth-century farmstead and leading to a lack of a cohesive collection associated with a historic farmstead. While the farmhouse does display elements of the American Foursquare style, including a square, boxy, massing, it is a modest example of the style and alterations, including replacement siding and metal roof, detract from the original design. The farmhouse does not represent distinctive characteristics of a type, period, or method of construction; the work of a master; or high artistic value. Therefore, the property lacks significance under *Criterion C: Architecture*. This property does not meet the evaluation criteria requirements in *Historic Context Study of Minnesota Farms 1820-1960* for significance as a farmstead. The property was not assessed under *Criterion D* as part of this evaluation. This property was considered for its potential to contribute to a historic district, but no potential district was identified.

This property is recommended not eligible for the National Register.

Prepared by: Bridget Jensen

Firm: Mead & Hunt, Inc.

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Ubl, Elroy E. *The Matter Lies Deeper*. New Ulm, Minn.: Self Published, 2004.

Inventory Number: BW-MIL-00021
Historic Name: Dambach/Haubrich Farmstead Address: 16682 County Road 27

Photographs, Figures and Maps:

BW-MIL-00021, December 9, 2024, overview of buildings, looking north.

BW-MIL-00021, December 9, 2024, farmhouse front (south) facade and side (east) elevation, looking northwest.

BW-MIL-00021, December 9, 2024, farmhouse rear (north) and side (west) elevations, looking southeast.

BW-MIL-00021, December 9, 2024, main barn front (west) facade and side (north) elevations, looking southwest.

BW-MIL-00021, December 9, 2024, main barn side (south) elevation and silo, looking north.

BW-MIL-00021, December 9, 2024, cattle shed south and east elevations, looking northwest.

BW-MIL-00021, December 9, 2024, cattle shed south elevation, looking north.

BW-MIL-00021, December 9, 2024, granary front (south) and side (west) elevation, looking northeast.

BW-MIL-00021, December 9, 2024, corn crib front (east) facade and side (south) elevation, looking northwest.

BW-MIL-00021, December 9, 2024, machine Shed front (west) facade and side (north) elevation, looking southeast.

BW-MIL-00021, December 9, 2024, machine shed front (west) facade and side (south) elevation, looking northeast.

BW-MIL-00021, December 9, 2024, washhouse front (west) facade and side (south) elevation, looking northeast.

BW-MIL-00021, December 9, 2024, washhouse front (west) facade and side (north) elevation, looking southeast.

BW-MIL-00021, December 9, 2024, ca. 2005 metal pole barn, front (south) facade and side (east) elevation, looking northwest.

BW-MIL-00021, December 9, 2024, ca.2005 Quonset-style metal frame remnant, view facing northwest.

2024 Google aerial imagery of the property.

Inventory Number: BW-MIL-00022
Historic Name: Gluth/Sandmann Farmstead Address: 24016 County Road 12

Description Narrative:

Access to the parcel was limited at the time of survey and vegetation obscured the view of the structures from the public right-of-way. This inventory form was completed using a combination of data collection during field survey, review of aerials, and county assessor records.

This farmstead is set back from the road, is accessible by a long gravel drive, and is surrounded by trees, providing privacy from the road. It currently includes a ca. 1885 farmhouse, a ca. 1945 Quonset Hut machine shed, a ca. 1975 horse barn, two non-historic-age outbuildings, and a 1980 residence, sited along County Road 12. Since the previous evaluation, a horse boarding business opened and is sited between the farmstead and County Road 12.

Farmhouse

The two-and-one-half-story, rectangular-plan, Colonial Revival farmhouse was constructed ca. 1885. It is of frame construction, clad in replacement vinyl siding, and has a stone foundation. The hip roof is covered in asphalt shingles and it features two central brick chimneys, and front gable dormers on the front (south) facade and side (east and west) elevations. An enclosed porch with a balustraded flat roof is centered on the facade. A one-story hip-roof addition with front-gable dormer and a two-bay garage addition are both sited on the west elevation. The county tax assessor parcel report indicates both were completed in 1992.[1] Fenestration includes wood and replacement vinyl sash units with vinyl shutters and a half-circle leaded window in the gable dormer on the facade. A deck indicated in the previous inventory form has been removed.

Machine Shed

A ca. 1945 Quonset-style machine shed with a concrete slab foundation is sited foundation northwest of the house. Windows are fixed pane, multi-light units.

Horse Barn

The ca. 1975 metal pole horse barn has a rectangular massing, and a metal cross-gable roof. A hip-roof addition spans the front (east) facade of the building. A large sliding door and two single leaf doors are on the facade.

Other Outbuildings

The property includes two non-historic-age, metal pole outbuildings, a 1980 residence, and four non-historic age resources associated with the horse boarding business. The 1980 residence is a one-story, rectangular massed single-family dwelling clad in wood composite and stone, and has a concrete foundation. The side-gable roof is covered in asphalt shingles and a two-bay garage is attached on the

[1] "24016 County Road 12 Parcel Report" (Beacon, 2024), Brown County, Beacon.

front (south) facade. Windows are fixed pane and vinyl sash. A metal outbuilding is sited west of this residence.

The horse boarding business includes four non-historic-age resources; an outbuilding, office, and an outdoor and indoor arena. They were constructed between 2003 and 2013.[2]

Significance Narrative:

A detailed historic context is provided in *Phase I (Reconnaissance Survey) Report: New Ulm Municipal Airport*.[3]

The previous inventory form indicated that this farmstead was owned by William Gluth in 1886, 1905, and 1914. William Gluth, of German descent, was born in Minnesota in 1863 and married wife Dora in 1886. Census records indicate they operated the farmstead as a general farm.[4] In 1921, William and Dora moved to New Ulm and their son Roy managed the farmstead.[5] By 1945, the farmstead was owned by Edward Sandmann.[6] Newspaper research indicates Edward was William and Dora's son-in-law. Plat maps indicate in 1964, the farmstead was owned by Dennis Sandmann, Edward Sandmann's son.[7]

This property was evaluated under National Register of Historic Places (National Register) *Criteria A, B,* and *C.* The *Historic Context Study of Minnesota Farms 1820-1960* was also used in this evaluation.[8] Review of tax assessor records, plat maps, aerial imagery, and the previous inventory form did not identify an architect or builder and indicated the farmhouse was built ca. 1885 and the farmstead was originally owned by William Gluth. Research did not yield any evidence to indicate the property possesses significance as it relates to agricultural development or other significant historic trends or events in Milford Township, Brown County, or Minnesota. Thus, the property lacks significance under *Criterion A: History*. Research did not reveal potential significance for this property *under Criterion B: Significant Person.* The farmhouse does display elements of a Colonial Revival house, including accentuated front door and symmetrically balanced facade. However, these elements are common within this type. Further, alterations including replacement windows, siding, and additions detract from the original design of the farmhouse. The farmhouse does not represent distinctive characteristics of a

[2] "Aerial Image: New Ulm, Brown County, Minnesota 2015," *Historic Aerials by NETRONLINE*, accessed December 16, 2024, https://www.historicaerials.com/viewer; "Aerial Image: New Ulm, Brown County, Minnesota 2003," *Historic Aerials by NETRONLINE*, accessed December 16, 2024, https://www.historicaerials.com/viewer; "Aerial Image: New Ulm, Brown County, Minnesota 2010," *Historic Aerials by NETRONLINE*, accessed December 16, 2024, https://www.historicaerials.com/viewer.

[3] Mead & Hunt, Inc., *Phase I (Reconnaissance Survey) Report: New Ulm Municipal Airport* (Prepared for the City of New Ulm, 2025).

[4] United States of America, Bureau of the Census, *Twelfth Census of the United States, 1900* (Washington, D.C: National Archives and Records Administration, 1900), Roll 758 Page 4; United States of America, Bureau of the Census, *Fourteenth Census of the United States, 1920* (Washington, D.C: National Archives and Records Administration, 1920), Roll T625_825 Page 6B.

[5] "Local Notes," *New Ulm Review*, December 21, 1921, Newspapers.com.

[6] Mead & Hunt, Inc., "Gluth/Sandman Farmstead (BW-MIL-00022)," n.d., MNSHIP, MNSHPO.

[7] Thomas O Nelson Company, "Brown County Plat Map" (Brown County, Minn.: Thomas O Nelson Company, 1964); "Local Notes," *New Ulm Review*, April 5, 1922, Newspapers.com.

[8] Gemini Research, *Historic Context Study of Minnesota Farms 1820-1960* (prepared for the Minnesota Department of Transportation, June 2005), https://www.dot.state.mn.us/culturalresources/farmsteads.html.

type, period, or method of construction; the work of a master; or possess high artistic value. Additionally, the farmstead has two altered historic-age resources, and has gained multiple modern buildings and structures, leading to a lack of a cohesive collection. Therefore, the property lacks significance under *Criterion C: Architecture.* This property does not meet the evaluation criteria requirements in *Historic Context Study of Minnesota Farms, 1820-1960* for significance as a farmstead. The property was not assessed under *Criterion D* as part of this evaluation. This property was considered for its potential to contribute to a historic district, but no potential district was identified.

This property is recommended not eligible for the National Register.

Prepared by: Bridget Jensen

Firm: Mead & Hunt, Inc.

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———. *Twelfth Census of the United States, 1900*. Washington, D.C: National Archives and Records Administration, 1900.

Inventory Number: BW-MIL-00022
Historic Name: Gluth/Sandmann Farmstead Address: 24016 County Road 12

Photographs, Figures and Maps:

BW-MIL-00022, December 9, 2024, farmhouse front (south) facade and side (east) elevation, looking northwest.

BW-MIL-00022, December 9, 2024, farmhouse front (south) facade, looking north.

BW-MIL-00022, December 9, 2024, Quonset hut, looking north.

BW-MIL-00022, December 9, 2024, horse barn, looking north.

BW-MIL-00022, December 9, 2024, view of indoor horse arena, horse barn, front-gable pole building, and Quonset hut, looking north.

BW-MIL-00022, December 9, 2024, view of resources associated with horse boarding business, looking west.

BW-MIL-00022, December 9, 2024, view of 1980 house, looking northeast.

BW-MIL-00022, December 9, 2024, view of outbuilding near 1980 house, looking north.

2024 Google Maps aerial image of the farmstead.

Inventory Number: BW-MIL-00027
Historic Name: Backer Farmstead Address: 17271 U.S. Highway 14

Description Narrative:

Access to the subject property was limited at the time of survey and vegetation obscured the view of the property from the public right of way. This inventory form was created using a combination of field survey, review of aerials, and county assessor records.

This farmstead contains a ca. 1885 house; two historic-age outbuildings; and a non-historic-age, two-bay garage. The farmhouse is located on the west side of the driveway. The outbuildings are arranged in a semi-circle around the driveway south and east of the farmhouse. The previous inventory form identified a ca. 1920 storage building that has since been razed.

The two-story, T-plan farmhouse was constructed ca. 1885. It is of brick construction and has an intersecting gable roof covered in asphalt shingles. A low deck is sited on the front (east) facade and a partial flat-roof porch with spindle work details and columns is sited on the side (north) elevation. Windows are replacement vinyl sash within original window openings with brick lintels and sills. Alterations include painted brick and replacement windows and roof materials.

Outbuildings include a ca. 1920, single-bay, metal-clad garage; a ca. 1900 machine shed; and a two-bay garage. The machine shed is a long, rectangular massed building with clapboard siding. The side-gable roof is covered in asphalt shingles. A shed-roof overhang spans the front (west) facade. Aerials indicate the two-bay, vinyl-clad garage was constructed ca. 2000.[1]

Significance Narrative:

A detailed historic context is provided in *Phase I (Reconnaissance Survey) Report: New Ulm Municipal Airport*.[2]

The previous inventory form indicated that in the 1886 atlas for Brown County, George Backer appears as owner of the farmstead consisting of 320 acres. The 1905 and 1914 identified Sophia Backer as the owner of the then-160-acre farmstead plus a neighboring 62 acres. The 1945 atlas shows August J. Backer as the property owner.[3] George Backer was born in 1824 in Bavaria, Germany. He immigrated to Ohio in 1847 and in 1852, he married Sophia Backer, who was born in 1834 in Saxony-Weimar, Germany. The two moved to Minnesota in 1860 and operated the farmstead. Census records indicate by 1900, George and Sophia still resided at the subject property and their son August operated the farmstead.[4]

[1] "Aerial Image: New Ulm, Brown County, Minnesota 1991," *Historic Aerials by NETRONLINE*, accessed December 16, 2024, https://www.historicaerials.com/viewer; "Aerial Image: New Ulm, Brown County, Minnesota 2003," *Historic Aerials by NETRONLINE*, accessed December 16, 2024, https://www.historicaerials.com/viewer.

[2] Mead & Hunt, Inc., *Phase I (Reconnaissance Survey) Report: New Ulm Municipal Airport* (Prepared for the City of New Ulm, 2025).

[3] Mead & Hunt, Inc., "Backer Farmstead (BW-MIL-00027)," n.d., MNSHIP, MNSHPO.

[4] United States of America, Bureau of the Census, *Tenth Census of the United States, 1880* (Washington, D.C: National Archives and Records Administration, 1880), Roll 616 Page 45a; United States of America, Bureau of the Census, *Twelfth Census of the United States, 1900* (Washington, D.C: National Archives and Records Administration, 1900), Roll 758 Page 5; "Obituary Mrs. Sophia Backer," *New Ulm Review*, June 3, 1917, Newspapers.com.

This property was evaluated under National Register of Historic Places (National Register) *Criteria A, B,* and *C.* The 2005 *Historic Context Study of Minnesota Farms 1820-1960* was also used in this evaluation.[5] Review of tax assessor records, plat maps, aerial imagery, and the previous inventory form did not identify an architect or builder and indicated the farmhouse was built in ca. 1885 and the farmstead was originally owned by George Backer. Backer and his wife Sophia were two of many German immigrants arriving in New Ulm during the late nineteenth century and research did not indicate that this ethnic association rose to a level of exceptional significance. Research did not yield any evidence to indicate the property possesses significance as it relates to agricultural development or other significant historic trends or events in Milford Township, Brown County, or Minnesota. Thus, the property lacks significance under *Criterion A: History*. Research did not reveal potential significance for this property *under Criterion B: Significant Person.* The farmhouse does display modest decorative elements of the Victorian style, but these are limited to the spindle work porch. The farmhouse does not represent distinctive characteristics of a type, period, or method of construction; the work of a master; or possess high artistic value. Additionally, the farmstead has lost a ca. 1920 storage building and gained larger modern garage in the center of the farmstead, leading to a lack of a cohesive collection. Therefore, the property lacks significance under *Criterion C: Architecture.* This property does not meet the evaluation criteria requirements in *Historic Context Study of Minnesota Farms, 1820-1960* for significance as a farmstead. The property was not assessed under *Criterion D* as part of this evaluation. This property was considered for its potential to contribute to a historic district, but no potential district was identified.

This property is recommended not eligible for the National Register.

Prepared by: Bridget Jensen

Firm: Mead & Hunt, Inc.

Bibliography:

"Aerial Image: New Ulm, Brown County, Minnesota 1991." *Historic Aerials by NETRONLINE*. Accessed December 16, 2024. https://www.historicaerials.com/viewer.

"Aerial Image: New Ulm, Brown County, Minnesota 2003." *Historic Aerials by NETRONLINE*. Accessed December 16, 2024. https://www.historicaerials.com/viewer.

Gemini Research. *Historic Context Study of Minnesota Farms 1820-1960*. prepared for the Minnesota Department of Transportation, June 2005. https://www.dot.state.mn.us/culturalresources/farmsteads.html.

Mead & Hunt, Inc. "Backer Farmstead (BW-MIL-00027)," n.d. MNSHIP. MNSHPO.

[5] Gemini Research, *Historic Context Study of Minnesota Farms 1820-1960* (prepared for the Minnesota Department of Transportation, June 2005), https://www.dot.state.mn.us/culturalresources/farmsteads.html.

———. *Phase I (Reconnaissance Survey) Report: New Ulm Municipal Airport*. Prepared for the City of New Ulm, 2025.

"Obituary Mrs. Sophia Backer." *New Ulm Review*. June 3, 1917. Newspapers.com.

United States of America, Bureau of the Census. *Tenth Census of the United States, 1880*. Washington, D.C: National Archives and Records Administration, 1880.

———. *Twelfth Census of the United States, 1900*. Washington, D.C: National Archives and Records Administration, 1900.

Photographs, Figures and Maps:

BW-MIL-00022, December 9, 2024, overview of farmstead, looking northeast.

BW-MIL-00022, December 9, 2024, farmhouse front (east) facade and side (north) elevation, looking southwest.

BW-MIL-00022, December 9, 2024, view of garage and machine shed, looking northeast.

BW-MIL-00022, December 9, 2024, view of ca. 2000 garage, looking south.

2024 Google Maps aerial image of the property.

Inventory Number: BW-MIL-00028
Historic Name: New Ulm Municipal Airport Address: 1617 U.S. Highway 14

Description Narrative:

The New Ulm Municipal Airport is located at the westernmost municipal boundaries of the city of New Ulm, south of U.S. Highway 14. The property contains six buildings clustered around a paved apron in the north-central portion of the property. Buildings in this cluster include a large combination terminal-hangar buildings flanked by five additional hangars. A parking lot and access road is sited northeast of the cluster and a ca. 1990 water tower is sited at the northeast corner of the parcel.[1] A map with airport building locations has been included in this inventory form.

Based on field investigations, discussions with airport staff, review of aerials, and tax assessor data, the New Ulm Municipal Airport contains four historic-age resources, including the 1949 turf crosswind runway (4/22), oriented northeast-southwest; two hangars; and a steel tower with a navigation beacon. Non-historic-age resources include the 1978 paved runway (13/31) oriented northwest southwest, four additional hangars, a 1989 service building, and the terminal-hangar building, which was completed in 1994, replacing the original terminal.[2]

This paved runway was constructed in 1978, replacing a 1963 paved runway with a 13/31 alignment. The runway is lined with navigation lights. By 2013, the runway was extended south by approximately 1,200 feet south.[3]

The Brown County Tax Assessor Parcel Report and discussions with airport staff indicate hangars were constructed in the following years: Hangar 1 in 1961, Hangar 2 in 1969, Hangar 3 in 1982, Hangar 4 in 1979, and Hangar 5 in 1979. Hangars are generally long rectangular massed metal pole buildings with concrete slab foundations, with the exception of Hangar 5 which has a smaller, square massing. Hangars 1-3 and 5 are sited on the north end of the paved apron and Hangar 4 is sited at the south end of the apron.

Significance Narrative:

A detailed historic context is provided in *Phase I (Reconnaissance Survey) Report, New Ulm Municipal Airport*.[4]

The City of New Ulm (City) wanted to construct a new airport as early as 1942. At that time, the City owned and operated a small, 1928 airport (nonextant). It was determined this airport, constructed during the infancy of aviation, could not accommodate a projected post-World War II boom in air travel.

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[1] "Aerial Image: New Ulm, Brown County, Minnesota 1986," *Historic Aerials by NETRONLINE*, accessed December 16, 2024, https://www.historicaerials.com/viewer; "Aerial Image: New Ulm, Brown County, Minnesota 1991," *Historic Aerials by NETRONLINE*, accessed December 16, 2024, https://www.historicaerials.com/viewer.

[2] Mead & Hunt, Inc., "New Ulm Municipal Airport (BW-MIL-00028)," n.d., MNSHIP, MNSHPO; "Aerial Image: New Ulm, Brown County, Minnesota 1963," *Historic Aerials by NETRONLINE*, accessed December 16, 2024, https://www.historicaerials.com/viewer; "Aerial Image: New Ulm, Brown County, Minnesota 1985," *Historic Aerials by NETRONLINE*, accessed December 16, 2024, https://www.historicaerials.com/viewer; "Brown County, Minnesota Tax Assessor," *Beacon*, 2024, https://beacon.schneidercorp.com/Application.aspx?AppID=1055&LayerID=24482&PageTypeID=1&PageID=10112.

[3] Mead & Hunt, Inc., "New Ulm Municipal Airport (BW-MIL-00028)."

[4] Mead & Hunt, Inc., *Phase I (Reconnaissance Survey) Report: New Ulm Municipal Airport* (Prepared for the City of New Ulm, 2025).

In 1943, New Ulm was selected amongst 11 other cities to be part of a statewide airport development commission, which had the goal of "a chain of 80 airports, so located that 70 per cent [sic] of the people of the state will be within 10 miles of an airport."[5] This commission resulted in state and federal funding for the construction of the New Ulm Municipal Airport.[6]

Two hundred acres of land were purchased by the City in 1944 for construction of an airport. By 1948, construction of airport facilities had commenced for two turf runways (2,900 feet and 3,100 feet in length by 300 feet in width), taxiways, an apron, and terminal. Construction activities included building a gravel entrance road, grading and seeding the runways, installing a perimeter fence, and marking the runways. By 1950 city electric and water lines had been extended to the airport and a terminal building and several smaller service buildings were constructed (nonextant). The following year the city added a hangar between the administration and service buildings (nonextant). In 1952 a civil defense observation tower (nonextant) was erected. In 1957, the main runway (originally oriented at 13/31) was equipped with low intensity lighting. By 1963 the main runway (13/31), taxiway and parking lot were paved with a bituminous surface; in 1964 the apron was extended and the entrance road paved. T-hangars were constructed in between 1961 and 1982. The main runway (13/31) was realigned to orientation 15/33 in 1978. Pavement sealing and turf reseeding on both runways has been accomplished several times during the intervening years. In 1994 a new terminal building/hangar complex were completed, replacing the original terminal.[7] By 2013, the main runway (13/31) was extended south by approximately 1200 feet south.[8]

This property was evaluated under National Register of Historic Places (National Register) *Criteria A, B,* and *C*. Review of tax assessor records, plat maps, aerial imagery, and the previous inventory form did not identify an architect or builder for the New Ulm Municipal Airport. Construction of this airport was completed in 1948 with federal and state funding. It also appears as one of several airports included in a statewide aviation development program. New Ulm Airport is an example of post-World War II aviation development in Minnesota, but research did not indicate that this airport was significant amongst these other airports constructed during this period. Further, elements dating to original construction are limited to the turf crosswind runway and steel navigation tower. The original main runway 13/31 has been rebuilt, reoriented, and extended, and no buildings associated with the early development of the airport or the civil defense era remain. A better example would include intact historic-age hangars and an administration building along with a tower and runways. Research did not yield any evidence to indicate that the property is exceptionally significant within the development of, or other significant historic trends or events in, New Ulm, Brown County, or Minnesota. Thus, the property lacks significance under *Criterion A: History*. The property does not possess significance under *Criterion B: Significant Person*. The property does not represent distinctive characteristics of a type, period, or method of construction; the work of a master; or high artistic value. Therefore, the property lacks significance under *Criterion C: Architecture*. The property was not assessed under *Criterion D* as part of this evaluation. This property was considered for its potential to contribute to a historic district, but no potential district was identified.

[5] "Picks 7 Sites for Airport Development," *Minneapolis Daily Times*, August 17, 1943, Newspapers.com.
[6] "Ruling Made On Airports," *Duluth News-Tribune*, September 23, 1944, Newspapers.com.
[7] Mead & Hunt, Inc., "New Ulm Municipal Airport (BW-MIL-00028)."
[8] Mead & Hunt, Inc., "New Ulm Municipal Airport (BW-MIL-00028)."

This property is recommended not eligible for the National Register.

Prepared by: Bridget Jensen

Firm: Mead & Hunt, Inc.

Bibliography:

"Aerial Image: New Ulm, Brown County, Minnesota 1963." *Historic Aerials by NETRONLINE*. Accessed December 16, 2024. https://www.historicaerials.com/viewer.

"Aerial Image: New Ulm, Brown County, Minnesota 1985." *Historic Aerials by NETRONLINE*. Accessed December 16, 2024. https://www.historicaerials.com/viewer.

"Aerial Image: New Ulm, Brown County, Minnesota 1986." *Historic Aerials by NETRONLINE*. Accessed December 16, 2024. https://www.historicaerials.com/viewer.

"Aerial Image: New Ulm, Brown County, Minnesota 1991." *Historic Aerials by NETRONLINE*. Accessed December 16, 2024. https://www.historicaerials.com/viewer.

"Brown County, Minnesota Tax Assessor." *Beacon*, 2024. https://beacon.schneidercorp.com/Application.aspx?AppID=1055&LayerID=24482&PageTypeID=1&PageID=10112.

Mead & Hunt, Inc. "New Ulm Municipal Airport (BW-MIL-00028)," n.d. MNSHIP. MNSHPO.

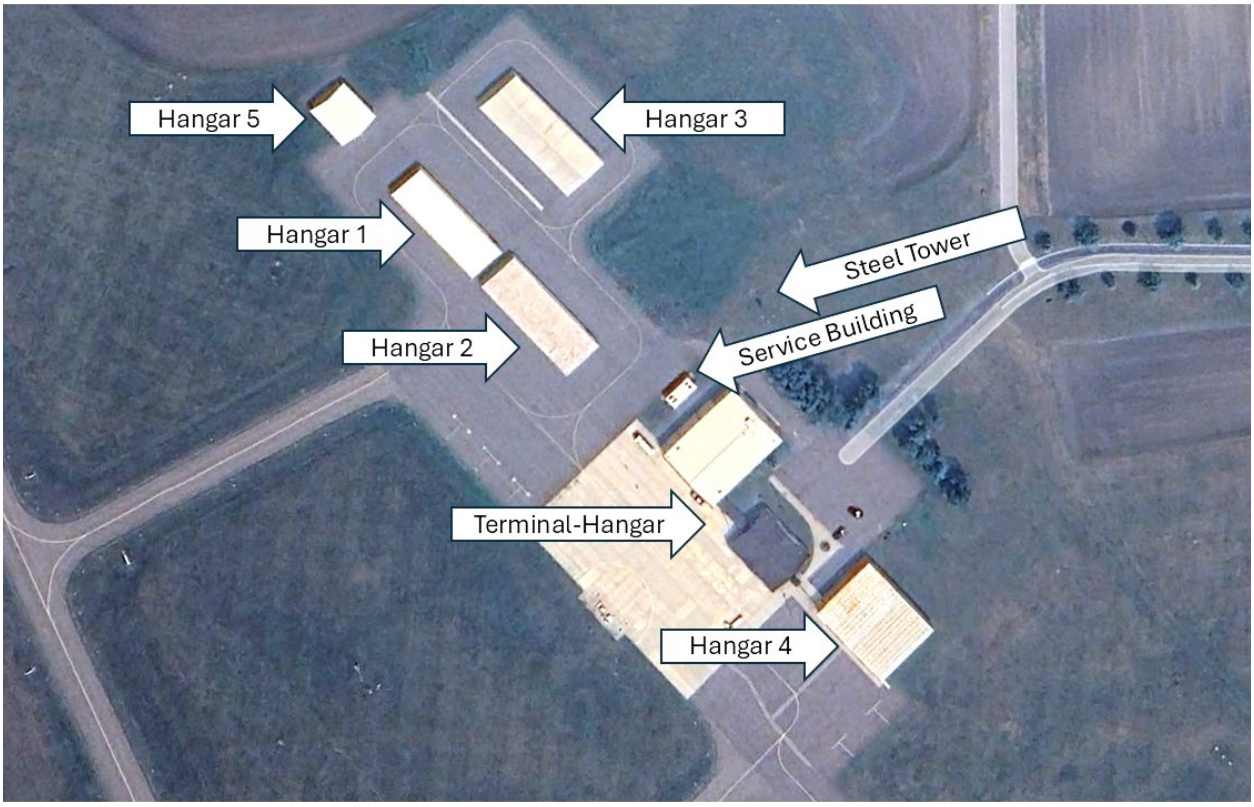
———. *Phase I (Reconnaissance Survey) Report: New Ulm Municipal Airport*. Prepared for the City of New Ulm, 2025.

"Picks 7 Sites for Airport Development." *Minneapolis Daily Times*. August 17, 1943. Newspapers.com.

"Ruling Made On Airports." *Duluth News-Tribune*. September 23, 1944. Newspapers.com.

Inventory Number: BW-MIL-00028
Historic Name: New Ulm Municipal Airport Address: 1617 U.S. Highway 14

Photographs, Figures and Maps:



Location map of airport buildings, 2024 Google Aerial Imagery.

BW-MIL-00028, December 9, 2024, view of hangars and airport terminal from airfield, looking northeast.

BW-MIL-00028, December 9, 2024, view 1949 turf crosswind runway (4/22), looking southwest.

BW-MIL-00028, December 9, 2024, view Hangar 1 front (southwest) facade and side (southeast) elevation, looking north.

BW-MIL-00028, December 9, 2024, Hangar 2 front (southwest) facade and side (northwest) elevation, looking east.

BW-MIL-00028, December 9, 2024, Hangar 5 front (southeast) facade and side (southwest) elevation, looking north.

BW-MIL-00028, December 9, 2024, Hangar 3 front (southwest) facade and side (northwest) elevation, looking east.

BW-MIL-00028, December 9, 2024, steel tower with navigation beam, looking northeast.

BW-MIL-00028, December 9, 2024, view 1978 paved runway (13/31), looking northwest.

BW-MIL-00028, December 9, 2024, view of service building, front (southwest) facade and side (southeast) elevation, looking north.

BW-MIL-00028, December 9, 2024, view of terminal-hanger side (southwest and southeast) elevations, looking north.

Area of Potential Effects Memorandum

ULM Crosswind Runway Relocation Project

Federal Aviation Administration

December 6, 2024

The City of New Ulm (City), in cooperation with the Federal Aviation Administration (FAA), is proposing improvements at the New Ulm Municipal Airport (Airport) in New Ulm, Minnesota. The project will receive Federal Aviation Administration (FAA) funding; therefore, it must comply with Section 106 of the National Historic Preservation Act of 1966 (Section 106), as amended, and its implementing regulations, 36 CFR 800.

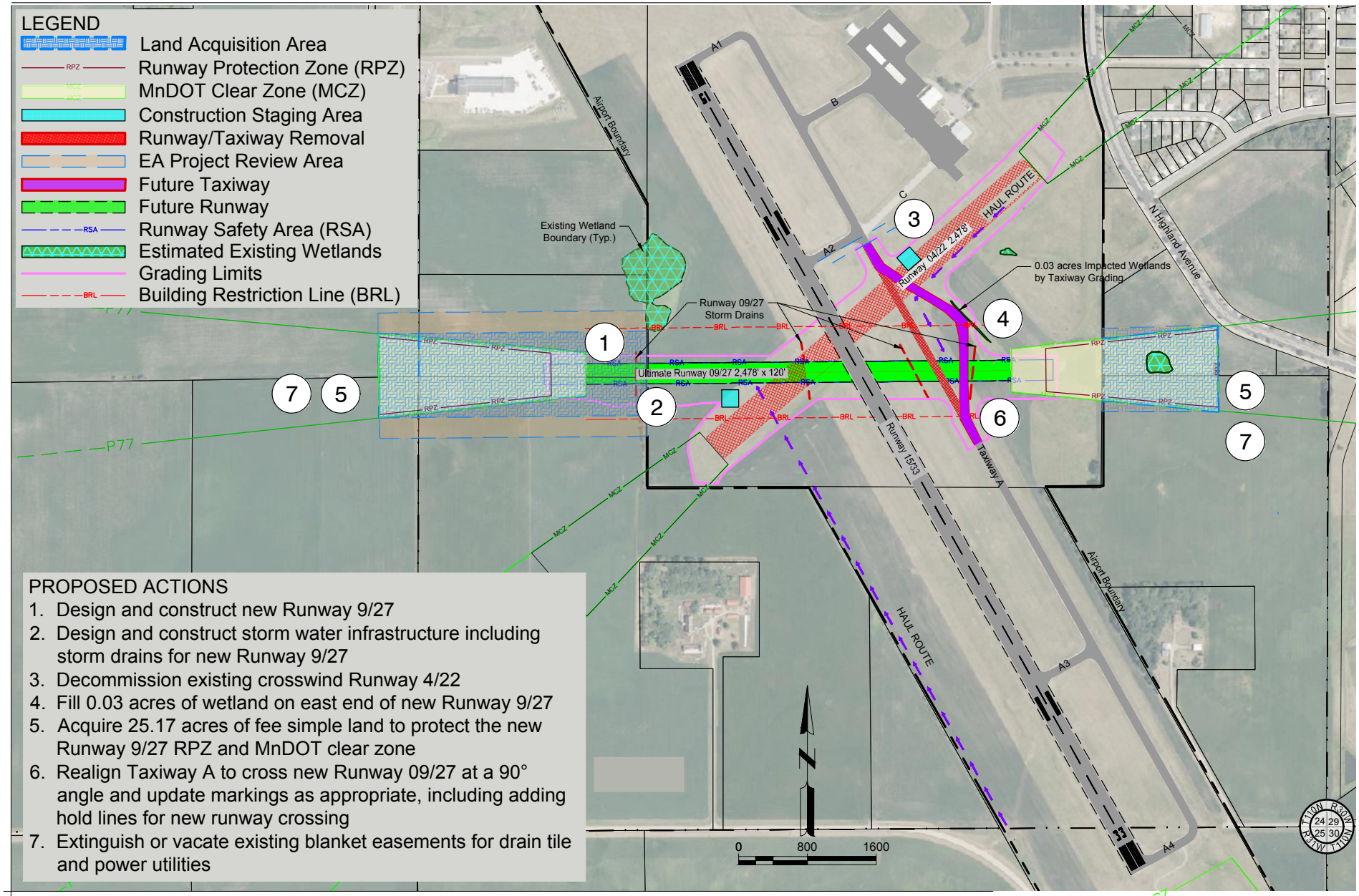
The Airport is located in New Ulm, Minnesota, approximately 75 miles southwest of Minneapolis. The Airport has two runways: a primary paved runway in a 15/33 configuration and a turf crosswind runway in a 4/22 configuration. The Airport is owned by the City and has hangar, terminal, fixed base operator (FBO), and refueling facilities. Proposed improvements include runway relocation, fueling system relocation, and a new taxiway and hangars. Runway efforts will include relocating and reorienting the turf crosswind runway from a 4/22 to a 9/27 alignment, removal of the existing turf crosswind runway, realignment of Taxiway A, a new haul route, and land acquisition of 25.17 acres to protect the new runway and clear zone. Fueling system relocation efforts will include a new bituminous driveway from Airport Road, constructing new tanks, and expanding bituminous and concrete aprons near the existing terminal/hangar. New hangars and a taxi lane will be added directly east of the existing terminal building. Preliminary plans displaying proposed work are included with this submittal.

The Area of Potential Effects (APE) for architecture/history was defined to include areas of proposed work within the Airport property limits. The APE encompasses those areas affected by ground disturbance activities for runway construction and relocation, removal of the existing runway, the new haul route, fuel system relocation, and hangar and taxi lane construction. The APE also encompasses the areas of proposed land acquisition. The APE is illustrated in Figures 1 and 2.

Airport buildings fall within the APE. The Airport was previously surveyed in 2006 (BW-MIL-00028) as not eligible for the National Register of Historic Places (National Register). As it falls within the APE and its evaluation is outdated, the Airport is recommended to be reevaluated.

Figure 1. Architecture/history APE encompassing proposed runway relocation, new haul route, and land acquisition. 2024 Google aerial imagery.

Figure 2. Architecture/history APE encompassing proposed fuel system relocation and taxiway and hangar construction. 2024 Google aerial imagery.



NEW ULM
MUNICIPAL AIRPORT
ULTIMATE CROSS WIND
RUNWAY 09/27

PROPOSED ACTION

1416900-231225.01
10/2024

Mead & Hunt

FIGURE 2-4

10/30/2024 2:33:09 PM
X:\1416900\171704.01\TECH\CAD\ULM-AREA OF POTENTIAL EFFECT REALIGNMENT.DWG

8/29/2023 1:26:34 PM
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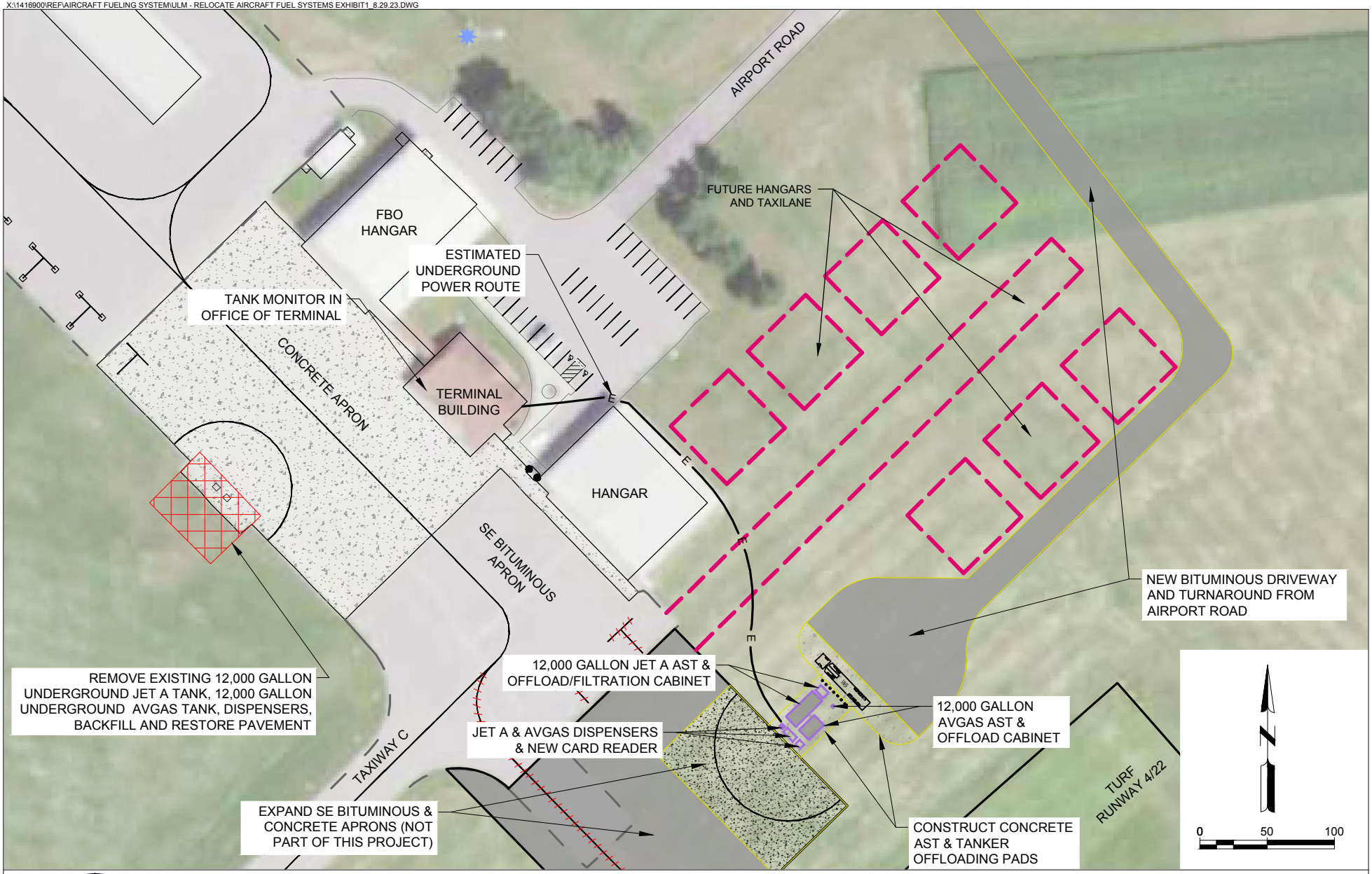


NEW ULM MUNICIPAL AIRPORT
NEW ULM, MINNESOTA

ULM AIRCRAFT FUELING SYSTESM RELOCATION

1416900-221304.01
AUGUST 2023

FIGURE 1

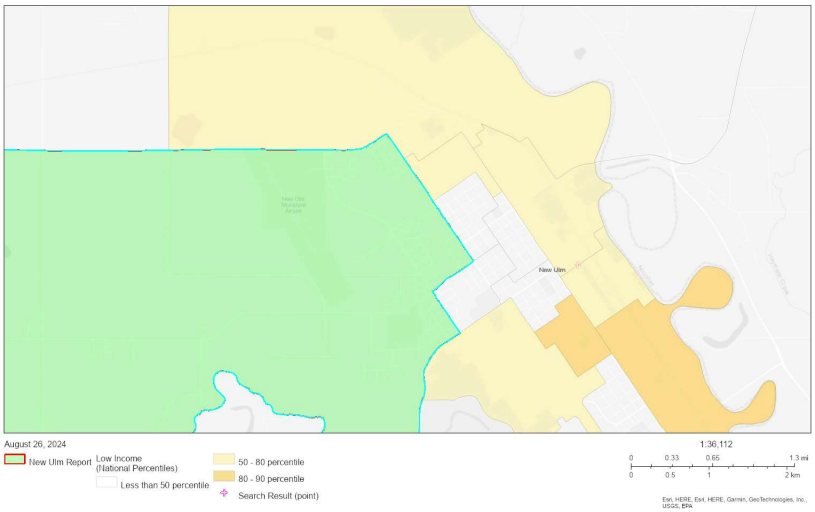
Appendix E: Environmental Justice

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

New Ulm Report

Blockgroup: 270159604001
Population: 1,606
Area in square miles: 16.23

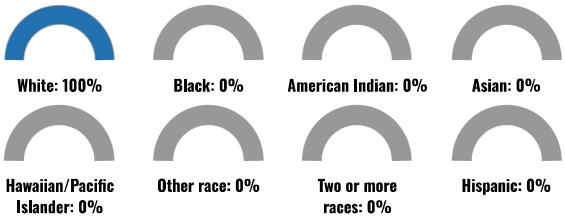


LANGUAGES SPOKEN AT HOME

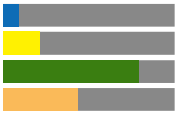
LANGUAGE	PERCENT
English	97%
Spanish	2%
German or other West Germanic	1%
Total Non-English	3%

COMMUNITY INFORMATION

BREAKDOWN BY RACE



BREAKDOWN BY AGE



From Ages 1 to 4	9%
From Ages 1 to 18	21%
From Ages 18 and up	79%
From Ages 65 and up	44%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	0%
Speak Other Indo-European Languages	0%
Speak Asian-Pacific Island Languages	0%
Speak Other Languages	0%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

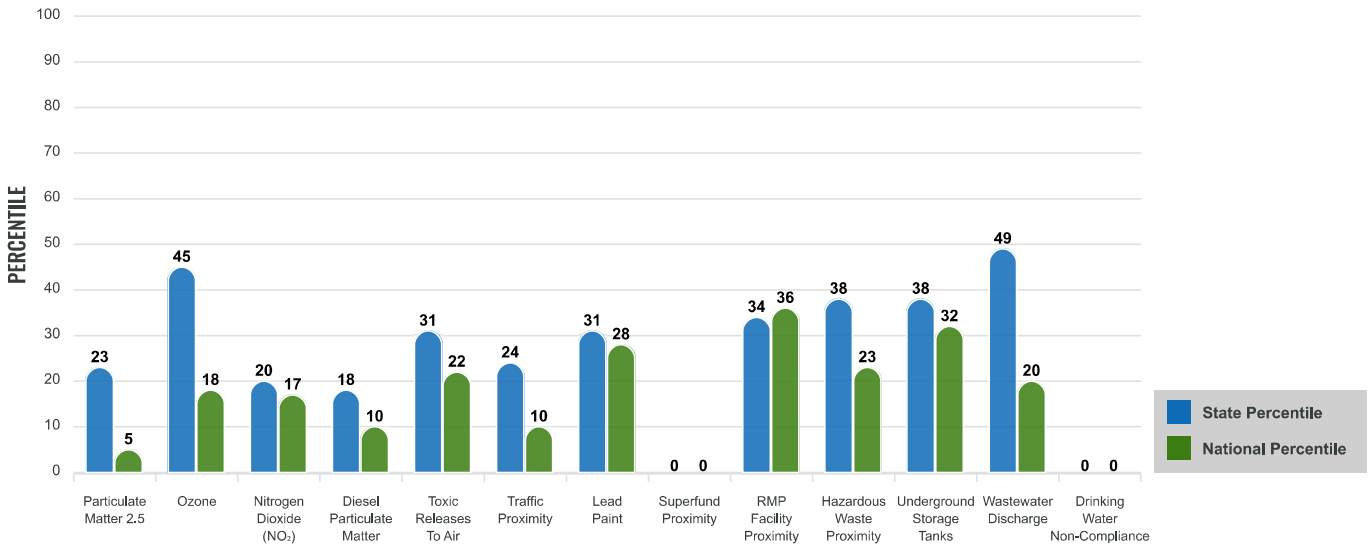
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

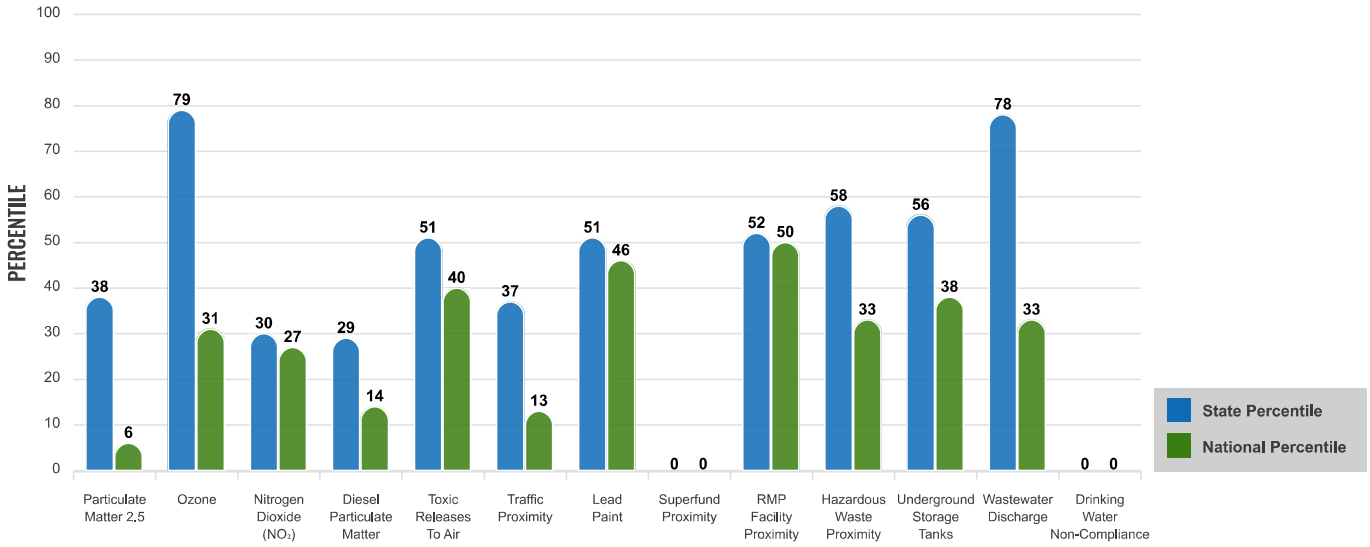
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low income, percent persons with disabilities, percent less than high school education, percent limited English speaking, and percent low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



Report for Blockgroup: 270159604001

Report produced August 26, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
ENVIRONMENTAL BURDEN INDICATORS					
Particulate Matter 2.5 ($\mu g/m^3$)	6.03	6.63	26	8.45	6
Ozone (ppb)	56.9	55.8	69	61.8	32
Nitrogen Dioxide (NO_2) (ppbv)	5.3	8.4	20	7.8	26
Diesel Particulate Matter ($\mu g/m^3$)	0.0707	0.168	20	0.191	16
Toxic Releases to Air (toxicity-weighted concentration)	350	1,500	35	4,600	41
Traffic Proximity (daily traffic count/distance to road)	80,000	1,300,000	26	1,700,000	15
Lead Paint (% Pre-1960 Housing)	0.21	0.32	44	0.3	50
Superfund Proximity (site count/km distance)	0	0.54	0	0.39	0
RMP Facility Proximity (facility count/km distance)	0.29	0.66	38	0.57	51
Hazardous Waste Proximity (facility count/km distance)	0.48	2.5	42	3.5	33
Underground Storage Tanks (count/km^2)	0.23	1.8	44	3.6	38
Wastewater Discharge (toxicity-weighted concentration/m distance)	7.5	730	74	700000	34
Drinking Water Non-Compliance (points)	0	0.81	0	2.2	0
SOCIOECONOMIC INDICATORS					
Demographic Index USA	0.43	N/A	N/A	1.34	11
Supplemental Demographic Index USA	1.33	N/A	N/A	1.64	37
Demographic Index State	0.53	1.17	20	N/A	N/A
Supplemental Demographic Index State	1.43	1.37	61	N/A	N/A
People of Color	0%	21%	3	40%	2
Low Income	18%	23%	46	30%	34
Unemployment Rate	1%	4%	26	6%	26
Limited English Speaking Households	0%	2%	0	5%	0
Less Than High School Education	6%	6%	64	11%	44
Under Age 5	9%	6%	82	5%	81
Over Age 64	44%	17%	98	18%	96

*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund 0
Hazardous Waste, Treatment, Storage, and Disposal Facilities 0
Water Dischargers 0
Air Pollution 0
Brownfields 0
Toxic Release Inventory 0

Other community features within defined area:

Schools 1
Hospitals 2
Places of Worship 4

Other environmental data:

Air Non-attainment ..... No
Impaired Waters ..... Yes

Selected location contains American Indian Reservation Lands* ..... No
Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... No
Selected location contains an EPA IRA disadvantaged community ..... No

Report for Blockgroup: 270159604001

Report produced August 26, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	19%	17%	66	20%	42
Heart Disease	7.4	5.2	90	5.8	82
Asthma	9.2	9.5	32	10.3	20
Cancer	9.4	6.7	96	6.4	96
Persons with Disabilities	14.3%	11.6%	75	13.7%	59

CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	5%	8%	39	12%	44
Wildfire Risk	0%	4%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	23%	11%	90	13%	83
Lack of Health Insurance	4%	5%	50	9%	29
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	No	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Report for Blockgroup: 270159604001

Report produced August 26, 2024 using EJScreen Version 2.3

Appendix F: Agency and Public Engagement

Public and Agency Comments on the Draft EA

This section summarizes the agency comments received during the public comment period of January 25, 2025 to February 24, 2025 for the Draft EA. No public comments were received. These items are included in the following pages:

- US Environmental Protection (US EPA) Agency Comment Letter
- Minnesota Department of Transportation (MNDOT) Agency Comment Letter

The comments have been addressed in the Final EA as outlined below.

Comment Letter from the US EPA

The project description found in the Phase 1 ESA report in Appendix C included an error. This comment has been addressed by updating the project descriptions found in Appendix C, Phase 1 Environmental Site Assessment.

Comment Letter from MNDOT

This written comment stated MNDOT had no comments at this time.

Sarah Emmel

From: Pelloso, Liz <Pelloso.Liz@epa.gov>
Sent: Friday, February 21, 2025 2:49 PM
To: Jenny, Melissa M (FAA)
Cc: Sarah Emmel
Subject: EPA Comments - New Ulm Municipal Airport Draft Environmental Assessment

Melissa,

EPA has reviewed the Draft EA prepared for the proposed new crosswind runway at the New Ulm Municipal Airport in Minnesota. We have no substantive comments to offer on Draft EA at this time.

There were a few document inconsistencies noted during review of the Draft EA and appendices that FAA may wish to reconcile before finalizing the document. Noted discrepancies were as follows:

1. The Phase 1 Site Assessment (dated 12/18/2024; found in the document appendices) stated on appendix PDF page 47 of 455, "*The proposed project will relocate the turf crosswind runway (4/22) to a 9/27 alignment. After realignment, the turf runway will be extended from 2,477 feet to 3,000 feet. The primary Runway 15/33 will be extended by 1,000 feet for a total of 5,400 feet*." The same information was reiterated on appendix PDF page 49 of 455. However, information provided in the Draft EA itself stated that it would be overbuilding to extend the length of the relocated turf runway and that the proposed new turf runway would maintain the existing length of 2,478 feet. The Draft EA also did not mention or analyze the extension of the primary runway.

Please send us a copy of the Final EA and signed decision document when they are available; they can be sent to our team mailbox at R5NEPA@epa.gov. We appreciate the opportunity to be involved in the NEPA process.

Regards,
Liz Pelloso

++++++++++++++++++++++++++++++++++
Liz Pelloso, Senior NEPA Reviewer
EPA Region 5
77 West Jackson Blvd. | Chicago, Illinois 60604
Phone: (312) 886-7425 | pelloso.liz@epa.gov

***** Please direct general NEPA correspondence, including EA submittals for EPA's review, to our team mailbox at R5NEPA@epa.gov *****

From: Colleen Bosold <Colleen.Bosold@meadhunt.com>
Sent: Wednesday, January 29, 2025 3:55 PM
To: stephan.roos@state.mn.us; raymond.kirsch@state.mn.us; health.review@state.mn.us; jill.townley@state.mn.us; chris.green@state.mn.us; melissa.king@state.mn.us; katherine.lind@state.mn.us; Arika.johnson@state.mn.us; TwinCities@fws.gov; usace_requests_mn@usace.army.mil; EPA Region 5 NEPA Program <R5NEPA@epa.gov>; Allison.Kletscher@co.brown.mn.us; davids@newulmmn.gov; melanie.krueger@brownswcdmn.org; nicole@rndc.org
Cc: Jenny, Melissa M (FAA) <Melissa.M.Jenny@faa.gov>; Sarah Emmel <Sarah.Emmel@meadhunt.com>; Michelle Baird <Michelle.Baird@meadhunt.com>; Colleen Bosold <Colleen.Bosold@meadhunt.com>

Subject: RE: New Ulm Municipal Airport – Draft Environmental Assessment for Turf Crosswind Runway Relocation Available for Public & Agency Review

Good afternoon,

This email is to notify you that a Draft Environmental Assessment (EA) for the New Ulm Municipal Airport Turf Crosswind Runway Relocation is available for review at the following link: https://www.newulmmn.gov/598/Environmental-Assessment-for-Crosswind-R

Below is the notification that was published on January 25, 2025, in *The Journal* (New Ulm area local paper) that provides information on the project, accessing the Draft EA documents, and submitting comments by the February 24, 2025, comment period deadline. Additionally, it provides information on the public's opportunity to request a public hearing.

Please let me know if you have any questions.

Thank you,
Colleen Bosold
Community Engagement Coordinator

CITY OF NEW ULM

NOTICE OF DRAFT ENVIRONMENTAL ASSESSMENT FOR PUBLIC REVIEW & OPPORTUNITY FOR A PUBLIC HEARING FOR NEW ULM MUNICIPAL AIRPORT CROSSWIND RUNWAY RELOCATION

Notice is hereby given that the City of New Ulm has published a draft federal Environmental Assessment (EA) for the New Ulm Municipal Airport Turf Crosswind Runway Relocation. In accordance with its responsibilities under the National Environmental Policy Act (NEPA), the Federal Aviation Administration (FAA) requires the City to complete an EA. During the EA process, the City and its airport consultant evaluated the environmental, economic, and social impacts of the proposed development. The results of the analysis are published in the Draft EA document. The document is available for public review online at www.newulmmn.gov/251/Municipal-Airport, and in-person at the New Ulm City Hall – Engineering Department, from 8 a.m. to 4:30 p.m. Monday through Friday.

The City, as the Airport Sponsor, intends to undertake a project that would relocate the turf crosswind runway as proposed by the 2023 Airport Master Plan. The United States Congress directed funding to the City for this relocation. The project includes designing and constructing a new turf crosswind Runway 9/27 and associated storm water infrastructure, decommissioning the existing turf crosswind Runway 4/22, realigning a portion of Taxiway A, and acquiring approximately 25.2 acres of fee simple land. The project includes wetland impacts to an estimated 0.05 acre of delineated wetland. This project is consistent with the airport zoning that was previously approved by the Joint Airport Zoning Board in July 2022.

A public hearing will be held if there is a request for one. The hearing's purpose would be to address the proposed action's potential economic, social, and environmental impacts, and the project's consistency with the goals and objectives of the City of New Ulm's land use strategy. Anyone interested in the project has until February 9, 2025, to request a public hearing. Requests for a public hearing must be submitted via email to colleen.bosold@meadhunt.com or by phone/voicemail at 952-641-8826.

The public comment period for the Draft EA closes at 11:59 p.m. CST on February 24, 2025. Written comments can be submitted via email to colleen.bosold@meadhunt.com or mailed to:

New Ulm Municipal Airport EA Comments
c/o Colleen Bosold, Mead & Hunt
7900 International Dr., Suite 980
Bloomington, MN 55425

All comments must be received by the February 24, 2025, deadline. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. Please see the New Ulm Municipal Airport webpage at www.newulmmn.gov/251/Municipal-Airport for the Draft EA document.

Colleen Bosold (She, Her, Hers)
Planner & Community Engagement Coordinator | Aviation
Direct: 952-641-8826 | Transfer Files
Mead&Hunt
LinkedIn | Facebook | Instagram | My LinkedIn

From: Sarah Emmel <Sarah.Emmel@meadhunt.com>
Sent: Friday, September 6, 2024 9:04 AM
To: stephan.roos@state.mn.us; raymond.kirsch@state.mn.us; health.review@state.mn.us; jill.townley@state.mn.us; chris.green@state.mn.us; melissa.king@state.mn.us; katherine.lind@state.mn.us; Arika.johnson@state.mn.us; TwinCities@fws.gov; usace_requests_mn@usace.army.mil; R5NEPA@epa.gov; Allison.Kletscher@co.brown.mn.us; davids@newulmmn.gov; melanie.krueger@brownswcdmn.org; nicole@rndc.org
Cc: Jenny, Melissa M (FAA) <Melissa.M.Jenny@faa.gov>; Probert, Thomas G (FAA) <Thomas.G.Probert@faa.gov>
Subject: New Ulm Municipal Airport – Environmental Assessment Scoping Letter

Good morning,

The City of New Ulm, in cooperation with the Federal Aviation Administration (FAA), is preparing an Environmental Assessment (EA) for improvements at the New Ulm Municipal Airport (ULM) in New Ulm, Minnesota. In March 2024, the United States Congress directed funding to the City specifically for the relocation of the turf crosswind runway as proposed by the 2023 Airport Master Plan.

In accordance with the National Environmental Policy Act (NEPA), the EA will evaluate the potential impacts of the proposed action to the environment. As part of the project the Airport aims to:

- Resolve Incompatible Land Use
- Improve Crosswind Coverage
- Maintain Existing Runway Length
- Enable Planned Building Area Expansion
- Adhere to FAA Design Standards

The attached drawing shows the proposed project. To ensure that all social, economic, and environmental effects are considered in developing this project, you are invited to provide initial comments and share information on any potential projects your organization is considering near the airport. Please send your comments for us to consider in evaluating of this project to the following address by October 7th, 2024:

Sarah Emmel
sarah.emmel@meadhunt.com

Or mail to:
Mead & Hunt, Inc.
Attn: Sarah Emmel
7900 International Drive, Suite 980
Bloomington, MN 55425

If you have questions or comments regarding this letter, please contact me at 952-641-8805, or by email.

Please share this internally if there is another contact from your agency or organization who would be interested in providing feedback in your place.

Sincerely,

Sarah Emmel Tvedten, **AICP** (She, Her, Hers)
Airport Planner
Direct: 952-641-8805 | Transfer Files
Mead&Hunt
LinkedIn | Facebook | Instagram

From: Piltaver, Angela (She/Her/Hers) (DOT)
To: Colleen Bosold
Subject: New Ulm Municipal Airport EA for relocation of crosswind runway
Date: Monday, February 24, 2025 8:24:41 PM
Attachments: image001.png

> You don't often get email from angela.piltaver@state.mn.us. Learn why this is important

Colleen,

Thank you for coordinating the above crosswind runway relocation EA with MnDOT District 7. We have no comments on the proposed relocation at this time.

Best regards,

Angela Piltaver, AICP, LEED AP *(she/her/hers)*
Principal Planner | District 7 - Planning

Minnesota Department of Transportation
2151 Bassett Drive
Mankato, MN 56001
C: 507-508-3409
mndot.gov/

DEPARTMENT OF TRANSPORTATION

The Journal

AFFIDAVIT OF PUBLICATION

State of Pennsylvania, County of Lancaster, ss:

1. Megan Villanueva, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC, duly authorized agent of of the ***Journal (New Ulm).***, or the publisher's designated agent. I have personal knowledge of the facts stated in this Affidavit, which is made pursuant to Minnesota Statutes S331A.07.

2. The newspaper has complied with all of the requirements to constitute a qualified newspaper under Minnesota law, including those requirements found in Minnesota Statutes S331A.02.

3. The dates of the month and the year and day of the week upon which the public notice attached/copied below was published in the newspaper are as follows:

Run Date(s):
Jan. 25, 2025

4. The publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to S331A.06, is as follows:
$236.76

5. **[NEW]** Mortgage Foreclosure Notices *[Effective 7/1/15].* Pursuant to Minnesota Statutes S580.033 relating to the publication of mortgage foreclosure notices: The newspaper's known office of issue is located in Brown County. The newspaper complies with the conditions described in S580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

FURTHER THE AFFIANT SAITH NOT.

(Signed) Megan Villanueva

VERIFICATION

State of Pennsylvania
County of Lancaster

Commonwealth of Pennsylvania - Notary Seal
Nicole Burkholder, Notary Public
Lancaster County
My commission expires March 30, 2027
Commission Number 1342120

Subscribed in my presence and sworn to before me on this: 01/28/2025

Nicole Burkholder

Notary Public

Notarized remotely online using communication technology via Proof.

PUBLISH
(January 25, 2025)

CITY OF NEW ULM

NOTICE OF DRAFT ENVIRONMENTAL ASSESSMENT FOR PUBLIC REVIEW & OPPORTUNITY FOR A PUBLIC HEARING FOR NEW ULM MUNICIPAL AIRPORT CROSSWIND RUNWAY RELOCATION

Notice is hereby given that the City of New Ulm has published a draft federal Environmental Assessment (EA) for the New Ulm Municipal Airport Turf Crosswind Runway Relocation. In accordance with its responsibilities under the National Environmental Policy Act (NEPA), the Federal Aviation Administration (FAA) requires the City to complete an EA. During the EA process, the City and its airport consultant evaluated the environmental, economic, and social impacts of the proposed development. The results of the analysis are published in the Draft EA document. The document is available for public review online at www.newulmmn.gov/251/Municipal-Airport, and in-person at the New Ulm City Hall – Engineering Department, from 8 a.m. to 4:30 p.m. Monday through Friday.

The City, as the Airport Sponsor, intends to undertake a project that would relocate the turf crosswind runway as proposed by the 2023 Airport Master Plan. The United States Congress directed funding to the City for this relocation. The project includes designing and constructing a new turf crosswind Runway 9/27 and associated storm water infrastructure, decommissioning the existing turf crosswind Runway 4/22, realigning a portion of Taxiway A, and acquiring approximately 25.2 acres of fee simple land. The project includes wetland impacts to an estimated 0.05 acre of delineated wetland. This project is consistent with the airport zoning that was previously approved by the Joint Airport Zoning Board in July 2022.

A public hearing will be held if there is a request for one. The hearing's purpose would be to address the proposed action's potential eco-

nomic, social, and environmental impacts, and the project's consistency with the goals and objectives of the City of New Ulm's land use strategy. Anyone interested in the project has until February 9, 2025, to request a public hearing. Requests for a public hearing must be submitted via email to colleen.bosold@meadhunt.com or by phone/voicemail at 952-641-8826.

The public comment period for the Draft EA closes at 11:59 p.m. CST on February 24, 2025. Written comments can be submitted via email to colleen.bosold@meadhunt.com or mailed to:

New Ulm Municipal
Airport EA Comments
c/o Colleen Bosold,
Mead & Hunt
7900 International Dr.,
Suite 980
Bloomington, MN
55425

All comments must be received by the February 24, 2025, deadline. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Please see the New Ulm Municipal Airport webpage at www.newulmmn.gov/251/Municipal-Airport for the Draft EA document.

January 27, 2025

Subject: New Ulm Municipal Airport Crosswind Runway Relocation
Notice of Draft Environmental Assessment and Opportunity for a Public Hearing

Dear Landowner,

As we have coordinated with you previously during the environmental review process for the New Ulm Municipal Airport Turf Crosswind Runway Relocation project, we wanted to make sure you were aware that the Draft Environmental Assessment (EA) was published for public and agency review and comment on January 24, 2025. The enclosed notice was published in the *The Journal* on January 25, 2025 (both the print and online editions). Please see the enclosed reprint of the notice for more details.

Sincerely,

Colleen Bosold
Community Engagement Coordinator
Mead & Hunt, Inc. (Consultant) on behalf of City of New Ulm

Enclosure

PUBLISHED IN THE JOURNAL, SATURDAY, JANUARY 25, 2025

CITY OF NEW ULM

NOTICE OF DRAFT ENVIRONMENTAL ASSESSMENT FOR PUBLIC REVIEW & OPPORTUNITY FOR A PUBLIC HEARING FOR NEW ULM MUNICIPAL AIRPORT CROSSWIND RUNWAY RELOCATION

Notice is hereby given that the City of New Ulm has published a draft federal Environmental Assessment (EA) for the New Ulm Municipal Airport Turf Crosswind Runway Relocation. In accordance with its responsibilities under the National Environmental Policy Act (NEPA), the Federal Aviation Administration (FAA) requires the City to complete an EA. During the EA process, the City and its airport consultant evaluated the environmental, economic, and social impacts of the proposed development. The results of the analysis are published in the Draft EA document. The document is available for public review online at www.newulmmn.gov/251/Municipal-Airport, and in-person at the New Ulm City Hall – Engineering Department, from 8 a.m. to 4:30 p.m. Monday through Friday.

The City, as the Airport Sponsor, intends to undertake a project that would relocate the turf crosswind runway as proposed by the 2023 Airport Master Plan. The United States Congress directed funding to the City for this relocation. The project includes designing and constructing a new turf crosswind Runway 9/27 and associated storm water infrastructure, decommissioning the existing turf crosswind Runway 4/22, realigning a portion of Taxiway A, and acquiring approximately 25.2 acres of fee simple land. The project includes wetland impacts to an estimated 0.05 acre of delineated wetland. This project is consistent with the airport zoning that was previously approved by the Joint Airport Zoning Board in July 2022.

A public hearing will be held if there is a request for one. The hearing's purpose would be to address the proposed action's potential economic, social, and environmental impacts, and the project's consistency with the goals and objectives of the City of New Ulm's land use strategy. Anyone interested in the project has until February 9, 2025, to request a public hearing. Requests for a public hearing must be submitted via email to colleen.bosold@meadhunt.com or by phone/voicemail at 952-641-8826.

The public comment period for the Draft EA closes at 11:59 p.m. CST on February 24, 2025. Written comments can be submitted via email to colleen.bosold@meadhunt.com or mailed to:

New Ulm Municipal Airport EA Comments
c/o Colleen Bosold, Mead & Hunt
7900 International Dr., Suite 980
Bloomington, MN 55425

All comments must be received by the February 24, 2025, deadline. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. Please see the New Ulm Municipal Airport webpage at www.newulmmn.gov/251/Municipal-Airport for the Draft EA document.

Sarah Emmel

From: Sarah Emmel
Sent: Friday, September 6, 2024 9:04 AM
To: stephan.roos@state.mn.us; raymond.kirsch@state.mn.us; health.review@state.mn.us; jill.townley@state.mn.us; chris.green@state.mn.us; melissa.king@state.mn.us; katherine.lind@state.mn.us; Arika.johnson@state.mn.us; TwinCities@fws.gov; usace_requests_mn@usace.army.mil; R5NEPA@epa.gov; Allison.Kletscher@co.brown.mn.us; davids@newulmmn.gov; melanie.krueger@brownswcdmn.org; nicole@rndc.org
Cc: Jenny, Melissa M (FAA); Probert, Thomas G (FAA)
Subject: New Ulm Municipal Airport – Environmental Assessment Scoping Letter
Attachments: ULM-Proposed Action.pdf

Good morning,

The City of New Ulm, in cooperation with the Federal Aviation Administration (FAA), is preparing an Environmental Assessment (EA) for improvements at the New Ulm Municipal Airport (ULM) in New Ulm, Minnesota. In March 2024, the United States Congress directed funding to the City specifically for the relocation of the turf crosswind runway as proposed by the 2023 Airport Master Plan.

In accordance with the National Environmental Policy Act (NEPA), the EA will evaluate the potential impacts of the proposed action to the environment. As part of the project the Airport aims to:

- Resolve Incompatible Land Use
- Improve Crosswind Coverage
- Maintain Existing Runway Length
- Enable Planned Building Area Expansion
- Adhere to FAA Design Standards

The attached drawing shows the proposed project. To ensure that all social, economic, and environmental effects are considered in developing this project, you are invited to provide initial comments and share information on any potential projects your organization is considering near the airport. Please send your comments for us to consider in evaluating of this project to the following address by October 7th, 2024:

Sarah Emmel
sarah.emmel@meadhunt.com

Or mail to:
Mead & Hunt, Inc.
Attn: Sarah Emmel
7900 International Drive, Suite 980
Bloomington, MN 55425

If you have questions or comments regarding this letter, please contact me at 952-641-8805, or by email.

Please share this internally if there is another contact from your agency or organization who would be interested in providing feedback in your place.

Sincerely,

Sarah Emmel Tvedten, **AICP** (She, Her, Hers)
Airport Planner
Direct: 952-641-8805 | Transfer Files
Mead&Hunt
LinkedIn | Facebook | Instagram

REGION 5
CHICAGO, IL 60604

October 7, 2024

VIA ELECTRONIC MAIL ONLY

Lindsay Terry
Federal Aviation Administration
Dakota/Minnesota Airports District Office
6020 28th Avenue South, Suite 102
Minneapolis, Minnesota 55450

Re: EPA Scoping Comments: Airport Improvements at New Ulm Municipal Airport; New Ulm, Brown County, Minnesota

Dear Ms. Terry:

The U.S. Environmental Protection Agency has reviewed the September 6, 2024, request for comments (hereafter: scoping document) to inform development of a Draft Environmental Assessment (EA) for the project referenced above. The Federal Aviation Administration (FAA) is the lead Federal agency under the National Environmental Policy Act, and the City of New Ulm is the project proponent. This letter provides EPA's comments on the proposal, pursuant to NEPA, the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

The proposed project is located at the New Ulm Municipal Airport, 2 miles west of the City of New Ulm. The purpose of the project is to decommission the existing crosswind runway and construct a new crosswind runway to improve the airport wind coverage rate to 98 percent between the airport's two runways, which would allow for aircraft to land safely under 98 percent of wind conditions. The proposed improvements include:

- constructing a new Runway 9-27;
- constructing stormwater infrastructure, including storm drains for new runway;
- decommissioning the existing unpaved crosswind Runway 4-22;
- filling 1.3 acres of wetlands east of new Runway 9-27;
- acquiring 34.1 acres of fee simple land to protect the new Runway 9-27 runway protection zone and Minnesota Department of Transportation clear zone;
- realigning Taxiway A to cross the new Runway 9-27 at a 90 degree angle; and
- updating pavement markings, as appropriate.

The proposed improvements would resolve incompatible land uses, improve crosswind runway coverage, maintain existing runway length, enable planned building area expansion, and adhere to FAA design standards.

EPA's detailed comments on the scoping document are enclosed with this letter. We recommend that FAA address these comments and our recommendations, which generally relate to air quality, water quality, climate change, construction, environmental justice, terrestrial resources, threatened and endangered species, invasive species, and cumulative impacts, before finalizing the forthcoming Draft EA.

Thank you for the opportunity to provide input at the earliest stages of project development. Please send an electronic copy of future NEPA documents to R5NEPA@epa.gov. If you have questions or would like to discuss the contents of this letter further, please contact the lead NEPA reviewer, Julie Car, at car.julie@epa.gov or 312-353-1369.

Sincerely,

Krystle Z. McClain, P.E.
NEPA Program Supervisor
Environmental Justice, Community Health, and
Environmental Review Division

ENCLOSURES
EPA's Detailed Scoping Comments
Construction Emission Control Checklist

cc (with enclosures):
Andrew Miller, USACE (andrew.j.miller2@usace.army.mil)
Lainet Garcia-Rivera, USFWS (Lainet_Garcia-Rivera@fws.gov)
Sarah Emmel Tvedten, Mead & Hunt (sarah.emmel@meadhunt.com)

EPA's Detailed Scoping Comments
Airport Improvements at New Ulm Municipal Airport
City of New Ulm, Brown County, Minnesota

October 7, 2024

1. AIR QUALITY

A. The proposed project would result in emissions from construction equipment. Temporary construction emissions have the potential to impact human health, especially in sensitive populations, such as the elderly, children, and those with impaired respiratory systems.

Recommendations for the Draft EA:

1. Discuss the current air quality for the project area. Indicate whether the project area is in non-attainment status for any National Ambient Air Quality Standards.
2. Discuss potential emissions expected from implementation of the proposed project. Consider equipment used for construction as well as truck trips to haul materials.
3. Identify and commit to specific measures to reduce construction emissions. Options include: (1) requiring dust suppressant strategies, such as watering soils, (2) limiting and enforcing idle time for construction trucks and heavy equipment, and (3) soliciting bids that require zero-emission technologies or advanced emission control systems. Additional best practices are identified in the enclosed Construction Emission Control Checklist.
4. Create a construction traffic management plan that ensures trucks hauling materials and heavy machinery avoid areas where children congregate within adjacent neighborhoods, when possible. Route construction truck traffic away from schools, daycare facilities, and parks, if applicable, and use crossing guards when such areas cannot be avoided. In addition to air quality benefits, careful routing may protect children from vehicle-pedestrian accidents.

2. AQUATIC RESOURCE IMPACTS

A. Regulated wetlands and/or Waters of the U.S. are located within the project footprint. The placement of fill into Federally-jurisdictional wetlands may trigger the need for Clean Water Act (CWA) Section 404 permits from the U.S. Army Corps of Engineers and CWA 401 Water Quality Certification and/or wetland permits from the Minnesota Pollution Control Agency. Wetland permitting under the Minnesota Wetland Conservation Act from Local Government Units (LGU) in Minnesota may also be required.

Recommendations for the Draft EA:

1. A wetland delineation should be completed to know definitively where wetlands, streams, and other regulated Waters of the U.S. are located. Ensure that the wetland delineation to be undertaken includes all staging locations and that all staging areas and access roads are investigated for the presence of regulated water resources. The delineation should be coordinated with the U.S. Army Corps of Engineers, and we recommend additional coordination with the MPCA and the

LGU(s) regarding any necessary permit requirements. EPA strongly recommends that the delineation be completed before and included in the Draft EA, along with a copy of the U.S. Army Corps of Engineers' jurisdictional determination.
2. Discuss the expected acreage of wetlands to be impacted by all project alternatives and differentiate between temporary and permanent wetland impacts.
3. Describe how impacts to wetlands were avoided first, then minimized, and mitigation was planned for unavoidable, minimized impacts.
4. Include information on how mitigation for regulated wetland and waterway impacts will be provided, including mitigation ratios, location(s) of mitigation, etc.

3. STORMWATER AND WATER QUALITY

A. The Draft EA should describe potential impacts to water resources for all alternatives proposed (including the No Action alternative), disclose such impacts to the public, and identify appropriate avoidance, minimization, and mitigation measures.

Recommendations for the Draft EA:

1. Describe proposed measures to capture and filter stormwater runoff from construction of the proposed project.
2. Consider potential impacts to water quality resulting from construction activities and include information about measures to be taken that will prevent negative impacts to water quality (e.g., sediment curtains, silt fencing).
3. Identify and discuss whether National Pollution Discharge Elimination System CWA Section 402 direct discharge and/or stormwater construction permits may be required for each alternative.
4. Provide exhibits and information on drainage design, including stormwater management, which may consist of stormwater basins for water quality treatment and rate control. Consider recent storm events (e.g., past 10-20 years) which may be greater than current regulatory requirements to account for changes in precipitation due to climate change.

4. CLIMATE CHANGE AND GREENHOUSE GASES

A. Executive Order (EO) 14008: Tackling the Climate Crisis at Home and Abroad states, "*The United States and the world face a profound climate crisis. We have a narrow moment to pursue action…to avoid the most catastrophic impacts of that crisis and to seize the opportunity that tackling climate change presents*." The U.S. Global Change Research Program's National Climate Assessment provides data and scenarios that may be helpful in assessing trends in temperature, precipitation, and frequency and severity of storm events[1].

Any action alternative would directly release greenhouse gas (GHG) emissions during construction from trucks hauling materials, workers' vehicles, operation of construction equipment, and flight operations at the airport on the new runway and taxiways. It is important for the Draft EA to fully quantify and adequately disclose the impacts of GHG

[1] Information regarding changing climate conditions is available through the National Climate Assessment at https://nca2023.globalchange.gov/

emissions from the No Action alternative and all action alternatives and discuss the implications of those emissions in light of science-based policies established to avoid the worsening impacts of climate change.

Federal courts have consistently held that NEPA requires agencies to disclose and consider climate impacts in their reviews, including impacts from GHG emissions. On January 9, 2023, the Council on Environmental Quality published interim guidance to assist Federal agencies in assessing and disclosing climate change impacts during environmental reviews.[2] CEQ developed this interim guidance in response to EO 13990: Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis. This interim guidance was effective immediately. CEQ indicated that agencies should use this interim guidance to inform the NEPA review for all new proposed actions and may use it for evaluations in progress, as agencies deem appropriate, such as informing the consideration of alternatives or helping address comments raised through the public comment process. EPA recommends that FAA apply the interim guidance as appropriate, to ensure robust consideration of potential climate impacts, mitigation, and adaptation issues.

In addition, estimates of the social cost of greenhouse gases (SC-GHG)[3] are informative for assessing the impacts of GHG emissions. SC-GHG estimates allow analysts to monetize the societal value of changes in GHG emission from actions that have small, or marginal, impacts on cumulative global emissions. Estimates of the social cost of carbon ($SC\text{-}CO_2$) and other GHGs (e.g., social cost of methane ($SC\text{-}CH_4$)) have been used for over a decade in Federal government analyses. Quantification of anticipated GHG releases and associated SC-GHG comparisons among all alternatives (including the No Action alternative) would inform project decision-making and provide clear support for implementing all practicable measures to minimize GHG emissions and releases.

EPA recommends that FAA review EPA's final technical report, "*Report on the Social Cost of Greenhouse Gases: Estimates Incorporating Recent Scientific Advances*,"[4] which explains the methodology underlying the most recent set of SC-GHG estimates. To better assist lead Federal agencies with the utilization of these updated estimates, EPA has also recently released a Microsoft Excel "*Workbook for Applying SC-GHG Estimates v.1.0.1*" spreadsheet[5] which was designed by EPA's National Center for Environmental Economics to help analysts calculate the monetized net social costs of increases in GHG emissions using the estimates of the SC-GHGs.

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[2] https://www.federalregister.gov/documents/2023/01/09/2023-00158/national-environmental-policy-act-guidance-on-consideration-of-greenhouse-gas-emissions-and-climate

[3] EPA uses the general term, "social cost of greenhouse gases" (SC-GHG), where possible because analysis of GHGs other than CO_2 are also relevant when assessing the climate damages resulting from GHG emissions. The social cost of carbon ($SC\text{-}CO_2$), social cost of methane ($SC\text{-}CH_4$), and social cost of nitrous oxide ($SC\text{-}N_2O$) can collectively be referenced as the SC-GHG.

[4] https://www.epa.gov/system/files/documents/2023-12/epa_scghg_2023_report_final.pdf

[5] https://www.epa.gov/environmental-economics/scghg

Recommendations for the Draft EA: FAA should apply the interim guidance as appropriate, to ensure robust consideration of potential climate impacts, mitigation, and adaptation issues. Additional recommendations are as follows:

1. ***Emissions & SC-GHG Disclosure and Analysis***
   a) Quantify estimates of all direct and indirect GHG emissions[6] from the proposed project over its anticipated lifetime for all alternatives, including the No Action alternative, broken out by GHG type.
   b) Use SC-GHG estimates to disclose and consider the climate damages from net changes in direct and indirect emissions of CO_2 and other GHGs resulting from the proposed project. To do so, EPA recommends a breakdown of estimated net GHG emission changes by individual gas, rather than relying on CO_2-equivalent (CO_2e) estimates, and then monetize the climate impacts associated with each GHG using the corresponding social cost estimate (i.e., monetize CH_4 emissions changes expected to occur with the social cost of methane (SC-CH_4) estimate for emissions).[7] When applying SC-GHG estimates, just as with tools to quantify emissions, FAA should disclose the assumptions (e.g., discount rates) and uncertainties associated with such analysis and the need for updates over time to reflect evolving science and economics of climate impacts.
   c) Use comparisons of GHG emissions and SC-GHG across alternatives to inform project decision-making.
   d) Avoid expressing the overall project-level GHG emissions as a percentage of the state or national GHG emissions. The U.S. must reduce GHG emissions from a multitude of sources, each making relatively small individual contributions to overall GHG emissions, in order to meet national climate targets.

2. ***Consistency with Climate Policy***
   a) Include a detailed discussion of the proposed project's GHG emissions in the context of national and international GHG emissions reduction goals, including the U.S. 2030 Paris GHG reduction target and 2050 net-zero policy.
   b) Provide an analysis of GHG emissions in the context of Minnesota's policies and GHG emissions reduction goals.[8] This analysis should inform and improve FAA's

[6] As discussed in Section IV(A) of CEQ's 2023 interim guidance, "agencies generally should quantify all reasonably foreseeable emissions associated with a proposed action and reasonable alternatives (as well as the No Action alternative). Quantification should include the reasonably foreseeable direct and indirect GHG emissions, the agency should use the best available information."

[7] Transforming gases into CO_2e using Global Warming Potential (GWP) metrics, and then multiplying the CO_2e tons by the SC-CO_2, is not as accurate as a direct calculation of the social costs of non-CO_2 GHGs. This is because GHGs differ not just in their potential to absorb infrared radiation over a given time frame, but also in the temporal pathway of their impact on radiative forcing and in their impacts on physical endpoints other than temperature change, both of which are relevant for estimating their social cost but not reflected in the GWP. See the Interagency Working Group on Social Cost of Greenhouse Gases' February 2021 Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide Interim Estimates under Executive Order 13990 for more discussion and the range of annual SC-CO_2, SC-CH_4, and SC-N_2O estimates currently used in Federal benefit-costs analyses.

[8] Including, but not limited to, the goals for Minnesota laid out here: https://climate.state.mn.us/minnesotas-climate-action-framework

consideration of mitigation measures.

c) Discuss the implications of the expected increase in GHGs should the proposed project be implemented. Additionally, discuss the ramifications of making it more difficult to meet state emissions goals due to the increase in GHGs.
d) Discuss how the Inflation Reduction Act may impact energy consumption patterns and GHG emissions. The IRA is expected to reduce dependence on fossil fuels while increasing availability for renewable energy sources. The Department of Energy has estimated the impacts of the IRA on clean energy and GHG emissions.[9] That report, and its appendix, contain several resources on future energy consumption patterns and forecasts.[10]
e) Include a complete discussion of the extent to which the estimated GHG emissions from the proposed project and alternatives may be inconsistent with the need to take actions necessary to achieve science-based GHG reduction targets.[11]

3. ***Resilience and Adaptation***
   a) Identify practices to reduce and mitigate GHG emissions; include commitments by FAA to do so in the Draft EA. We recommend FAA consider practices in the enclosed Construction Emission Control Checklist.
   b) Analyze best available control strategies, while considering sensitive environmental and health receptors (e.g., schools and play areas along truck travel routes).

5. CONSTRUCTION EFFECTS

A. The Draft EA should address the potential for impacts relating to construction noise and staging. Recommendations are as follows.

Recommendations for the Draft EA:

1. ***Construction Noise***
   a) Identify residences and other sensitive receptors that would potentially be impacted by construction noise. Include residences, cultural and religious gathering spots, schools, day care centers, senior housing, community centers, medical facilities, and offices. Assess how the project would impact such receptors.
   b) Provide a plan for giving residents sufficient warning of noise-intensive activities.

2. ***Staging***
   a) Include an exhibit showing the location of potential staging areas and access roads and associated impacts.
   b) Discuss the transport of necessary materials, anticipated number of transport vehicles traveling to the construction site each day, and whether work will take

[9] https://www.energy.gov/sites/default/files/2022-08/8.18%20InflationReductionAct_Factsheet_Final.pdf
[10] Appendix and resources can be found at: https://www.energy.gov/policy/methodological-appendix
[11] See, e.g., Executive Order 14008; U.S. Nationally Determined Contribution to the Paris Agreement (April 20, 2021).

place during daytime or nighttime hours and weekdays only or 7 days/week.

c) Include best management practices to be employed to minimize construction impacts to air quality, water resources, soil (e.g., sediment and erosion control methods), and other regulated resources.

6. ENVIRONMENTAL JUSTICE

A. Outreach and meaningful engagement are underlying pillars of environmental justice. It is imperative that FAA determine if construction, operation, and maintenance of the proposed project (or alternatives) will impact communities with environmental justice concerns. EO 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations was supplemented in 2023 by EO 14096: Revitalizing Our Nation's commitment to Environmental Justice for All. EO 14096 directs Federal agencies, as appropriate and consistent with applicable law, to identify, analyze, and address disproportionate and adverse human health and environmental effects (including risks) and hazards of Federal activities, including those related to climate change and cumulative effects of environmental and other burdens on communities with environmental justice concerns.

Section 3(a)(iii) of EO 14096 directs Federal agencies to identify, analyze, and address historical inequities, systemic barriers, or actions related to any Federal regulation, policy, or practice that impair the ability of communities with environmental justice concerns to achieve or maintain a healthy and sustainable environment. Additionally, Section 3(b)(i) of EO 14096 directs EPA to assess whether each agency analyzes and avoids or mitigates disproportionate human health and environmental effects on communities with environmental justice concerns when carrying out responsibilities under Section 309 of the Clean Air Act, 42 U.S.C. § 7609.

Recommendations for the Draft EA:

1. Under EO 14096, environmental justice is now evaluated based simply on disproportionate and adverse effects. The Fact Sheet accompanying EO 14096[12] states, "*The Executive Order [EO 14096] uses the term 'disproportionate and adverse' as a simpler, modernized version of the phrase 'disproportionately high and adverse' used in Executive Order 12898. Those phrases have the same meaning but removing the word "high" eliminates potential misunderstanding that agencies should only be considering large disproportionate effects.*" Ensure that FAA's forthcoming analyses refer to the current language in EO 14096 and are consistent with EO 14096.
2. Identify the presence of communities with environmental justice concerns within the project area and within the broader area that could experience environmental effects from the proposed project. Disclose demographic information and summarize input from community members.

[12] FACT SHEET: President Biden Signs Executive Order to Revitalize Our Nation's Commitment to Environmental Justice for All. See https://www.whitehouse.gov/briefing-room/statements-releases/2023/04/21/fact-sheet-president-biden-signs-executive-order-to-revitalize-our-nations-commitment-to-environmental-justice-for-all/

3. Describe past activities and future plans to engage communities with environmental justice concerns and Tribes, if applicable, during the environmental review and planning phase, and, if the project commences, during construction and operations.
4. Evaluate the effects of the proposed project on communities with environmental justice concerns and sensitive receptors (e.g., children, people with asthma, etc.).
5. Include an analysis and conclusion regarding whether the proposed action or any action alternatives may have disproportionate and adverse impacts on communities with environmental justice concerns, as specified in CEQ's *Environmental Justice Guidance*.[13]
6. Compare project effects on communities with environmental justice concerns with an appropriate reference community to determine whether there may be disproportionate effects. Consider risk of exposure to hazardous/toxic materials associated with the proposed construction and operation and air quality and noise effects due to construction.
7. Consider any disproportionate non-project-related pollution exposures that communities of concern may already be experiencing, as well as any disproportionate non-pollution stressors that may make the communities susceptible to pollution, such as health conditions, other social determinants of health, and disproportionate vulnerability related to climate change.
8. Identify measures to ensure meaningful community engagement, minimize adverse community impacts, and avoid disproportionate effects to communities with environmental justice concerns.
9. Seek input from communities with environmental justice concerns and Tribes, if applicable, on proposed mitigation measures and incorporate additional measures identified through meaningful engagement. For any disproportionate and adverse impacts identified, ensure the project included mitigation measures consistent with EO 14096 Section 3(a)(vi), which directs agencies to "*evaluate relevant legal authorities and, where available and appropriate, consider adopting or requiring measures to avoid, minimize, or mitigate disproportionate and adverse human health and environmental effects (including risks) and hazards of Federal activities on communities with environmental justice concerns, to the maximum extent practicable.*"
10. In conducting the environmental justice analysis, utilize resources such as EPA's EJScreen,[14] the Promising Practices Report[15] and the Community Guide to Environmental Justice and NEPA Methods[16] to appropriately engage in meaningful, targeted, community outreach, analyze effects, and advance environmental justice principles through NEPA implementation.
11. Consider cumulative environmental effects to communities with environmental justice concerns, Tribes, and indigenous peoples in the project area within the environmental justice analysis and disclose conclusions on those effects.

[13] CEQ's Environmental Justice Guidance Under the National Environmental Policy Act. See Section III, Part C-4, https://www.epa.gov/sites/default/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf
[14] http://www.epa.gov/ejscreen
[15] https://www.epa.gov/sites/default/files/2016-08/documents/nepa_promising_practices_document_2016.pdf
[16] https://www.energy.gov/sites/prod/files/2019/05/f63/NEPA%20Community%20Guide%202019.pdf

12. Provide an analysis and findings as to whether the proposed project and all alternatives, including the No Action alternative, would likely have disproportionate and adverse effects on communities with environmental justice concerns or Tribes. Identify what those effects may be and include measures that will be taken to avoid, minimize, or mitigate effects.
13. Establish material hauling routes away from places where children live, learn, and play, to the extent feasible. Consider homes, schools, daycares, and playgrounds. Careful routing may protect children from vehicle-pedestrian accidents. Identify potential material hauling routes in the Draft EA.

7. TERRESTRIAL HABITAT

A. The Draft EA should address concerns relating to terrestrial habitat impacts (e.g., tree removal).

Recommendations for the Draft EA:

1. Ensure the EA includes exhibits showing natural habitats that would be temporarily or permanently disturbed as a result of the proposed project and any alternatives.
2. Disclose the estimated acreage of terrestrial impacts (e.g., tree removal) for the proposed project that will be required to meet FAA requirements for runway protection zones and MnDOT clear zones.
3. Remove the fewest number of trees necessary to construct the project. A discussion concerning tree mitigation – voluntary or permanent – associated with tree removal access and staging should also be incorporated.
4. Coordinate with U.S. Department of Agriculture's Natural Resources Conservation Service regarding potential conversion of Prime farmland to non-agricultural uses.
5. Discuss whether coordination with wildlife management specialists from U.S. Department of Agriculture's Animal and Plant Health Inspection Service Wildlife Services program or other qualified wildlife biologists are needed, based on existing or potential problems with nuisance wildlife or wildlife strikes at the Airport.

8. THREATENED AND ENDANGERED SPECIES

A. The U.S. Fish and Wildlife Service hosts a project planning tool to assist with the environmental review process, known as IPAC – Information for Planning and Conservation.

Recommendations for the Draft EA:

1. Include results of coordination, recommendations, and stipulations with the USFWS and Minnesota Department of Natural Resources regarding Federal- and state-listed threatened or endangered species or their critical habitat.
2. Discuss the potential for impacts to both state and Federally listed threatened and endangered species, including the potential for cumulative impacts to these species from previous airport projects.
3. Discuss potential effects to wildlife resources from all proposed alternatives and whether any seasonal work restrictions will be required.

9. NOXIOUS AND INVASIVE SPECIES

A. Construction and earthmoving may allow for non-native invasive species to be brought into the

project area on construction equipment.

Recommendations for the Draft EA:

1. Discuss standard best management practices (e.g., washing construction equipment) that would be used to eliminate the spread of non-native invasive species into, as well as out of, the project area.
2. If non-native invasive species are present in the project area, identify all non-native invasive species in the project area and specific measures that will be taken to control and/or eradicate existing populations, ideally before earthmoving activities begin.
3. Discuss how Minnesota guidelines on invasive species management[17] will be incorporated into the proposed project.

10. DIRECT, INDIRECT, AND CUMULATIVE IMPACTS

A. Analyze all direct, indirect, and cumulative impacts of all action alternatives as well as the No Action alternative.

- Direct impacts are caused by an action and occur at the same time and place.
- Indirect impacts are caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable.
- Cumulative impacts are those that result from a proposed action's incremental impacts when these impacts are added to the impacts of other past, present, and reasonably foreseeable similar future actions, including those under the control of other entities.

Recommendations for the Draft EA:

1. Summarize development, including proposed development, in the area.
2. Disclose and analyze potential direct, indirect, and cumulative impacts to resources (e.g., aquatic and terrestrial resources) in the project area.

11. PUBLIC OUTREACH AND PLAIN LANGUAGE

A. The proposed project may be highly visible to the public.

Recommendations for the Draft EA:

1. Discuss how FAA plans to keep surrounding residents, businesses, and communities informed of project schedules, plans, and protective measures that construction contractors will be required to follow.
2. Consider creating a list of required construction mitigation measures and how FAA will ensure that information is easily accessible to the public. Include a phone number for residents to call if contractors do not follow protective measures such as idling time limits.
3. Ensure the Draft EA is written in plain language with the ability to be understood by a reader not familiar with project locations, area history, related/previous projects in the vicinity, or a background in aviation. Technical terms should be explained in plain language.

[17] See: https://www.dnr.state.mn.us/invasives/laws.html

12. OTHER COMMENTS

A. The scoping document did not address how FAA will consider scoping comments.

Recommendations for the Draft EA:

1. Include an appendix to include all comments received during the scoping comment period, including any applicable transcripts of comments from the public, and copies of all comment letters received.
2. For all government agency letters received, include FAA's responses to specific comments from each letter.

B. FAA can access the following resources to obtain environmental information related to the project area.

Recommendations for the Draft EA: The following resources are available to obtain environmental information related to the project area:

- WATERS (Watershed Assessment, Tracking, & Environmental Results System):[18] https://www.epa.gov/waterdata/waters-watershed-assessment-tracking-environmental-results-system
- Envirofacts:[19] https://www3.epa.gov/enviro/facts/multisystem.html
- EJScreen: https://www.epa.gov/ejscreen
- NEPAssist: https://www.epa.gov/nepa/nepassist
- CWA 303(d) Listed Impaired Waters: https://mywaterway.epa.gov/
- National Ambient Air Quality Standards status: https://www3.epa.gov/airquality/greenbook/anayo_mn.html

[18] The Watershed Assessment, Tracking, & Environmental Results System (WATERS) unites water quality information previously available only from several independent and unconnected databases.
[19] Includes enforcement and compliance information.

U.S. Environmental Protection Agency
Construction Emission Control Checklist

Diesel emissions and fugitive dust from project construction may pose environmental and human health risks and should be minimized. In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012, the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Acute exposures can lead to other health problems, such as eye and nose irritation, headaches, nausea, asthma, and other respiratory system issues. Longer term exposure may worsen heart and lung disease.[1] We recommend FAA consider the following protective measures and commit to applicable measures in the Draft EA.

Mobile and Stationary Source Diesel Controls

Purchase or solicit bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Commit to the best available emissions control technologies for project equipment to meet the following standards.

- On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).[2]
- Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).[3]
- Locomotives: Locomotives servicing infrastructure sites should meet, or exceed, the EPA Tier 4 exhaust emissions standards for line-haul and switch locomotive engines where possible.
- Marine Vessels: Marine vessels hauling materials for infrastructure projects should meet, or exceed, the latest EPA exhaust emissions standards for marine compression-ignition engines (e.g., Tier 4 for Category 1 & 2 vessels, and Tier 3 for Category 3 vessels).[4]
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the United States; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available.

Consider requiring the following best practices through the construction contracting or oversight process:

- Establish and enforce a clear anti-idling policy for the construction site.
- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Where possible, retrofit older-tier or Tier 0 nonroad engines with an exhaust filtration device before it enters the construction site to capture diesel particulate matter.
- Replace the engines of older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric vehicles,

[1] Carcinogenicity of diesel-engine and gasoline-engine exhausts and some nitroarenes. *The Lancet.* July 13, 2012.
[2] https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles
[3] https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-nonroad-engines-and-vehicles
[4] https://www.epa.gov/emission-standards-reference-guide/all-epa-emission-standards

battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.), or with zero emissions electric systems. Retire older vehicles, given the significant contribution of vehicle emissions to the poor air quality conditions. Implement programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles (e.g., scrappage rebates) and replace them with newer vehicles that meet or exceed the latest EPA exhaust emissions standards, or with zero emissions electric vehicles and/or equipment.

Fugitive Dust Source Controls

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Occupational Health

- Reduce exposure through work practices and training, such as maintaining filtration devices and training diesel-equipment operators to perform routine inspections.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the type of work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a National Institute for Occupational Safety and Health approval number.

NEPA Documentation

- Per Executive Order 13045 on Children's Health,[5] EPA recommends the lead agency and project proponent pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, and playgrounds. Construction emission reduction measures should be strictly implemented near these locations in order to be protective of children's health.
- Specify how impacts to sensitive receptors, such as children, elderly, and the infirm will be minimized. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

[5] Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children's normal activities, such as putting their hands in their mouths or playing on the ground, can result in higher exposures to contaminants as compared with adults. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed, and their growing organs are more easily harmed. EPA views childhood as a sequence of life stages, from conception through fetal development, infancy, and adolescence.