



Minnesota Department of Transportation

Office of Environmental Stewardship

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18 April 2014

Sarah Beimers
Minnesota State Historic Preservation Office
345 Kellogg Boulevard West
St. Paul, MN 55102

RE: Southwest Light Rail Transit Project, Hennepin County, Minnesota; consultation on potential effects; SHPO #2009-0080

Dear Ms. Beimers:

We are writing to continue consultation on the Southwest Light Rail Transit Project. This letter includes updated information on historic properties and on project effects that will serve as a basis for a Section 106 Agreement. Following standard practice, all Section 106 consulting parties for this project are copied on this letter, and we welcome all parties to review the material, participate in an upcoming consultation meeting on 30 April (see below), and submit any comments within the 30-day review period.

This submittal includes information related to potential project effects and potential measures to avoid, reduce, or mitigate adverse effects. The information updates the material discussed with your office and all consulting parties at the Hennepin County Library in Hopkins in April 2012, during preparation of the Draft Environmental Impact Statement (DEIS). Since that time, additional cultural resource surveys have been completed, preliminary engineering has advanced, and the Metropolitan Council (Council) has adopted a resolution approving the project scope and budget.

Before describing the information contained in this submittal, we would like to thank you for your responses to our recent letters on the phase II archaeological survey and on volume five of the architecture history survey. Taking into account your comments on the evaluation of Sites 21HE0436 and 21HE0437 in the phase II archaeological survey, we have determined that both sites are eligible to the National Register under criterion D. Further work on these eligible sites would include additional phase II investigation of the area indicated in figure 12.21 of the phase II survey report as well as phase III data recovery. It is recognized that the additional phase II work could result in a revision of the site boundaries. Please indicate your concurrence with this determination of eligibility.

The materials listed below are included in this submittal. Note that, to date, no historic properties have been identified in the western portion of the project (in Eden Prairie and Minnetonka), therefore some of the materials only cover the eastern portion of the project (in Hopkins, St. Louis Park, and Minneapolis).

- Table of Potential Effects on Historic Properties (4/15/14). This table lists all eligible and listed historic properties, working roughly from west to east along the project corridor. As in previous materials, elements of the Grand Rounds Historic District are listed separately in the table, due to their dispersed locations. The assessments of potential effect are based on preliminary project engineering as shown in the Municipal Consent Plans. Final determinations of adverse effects will be made by the Federal Transit Administration.
- Photo Log of Historic Properties (4/14), keyed to the above table.
- Historic Properties Map (4/10/14, 6 sheets). (***Contains archaeological site locations; please do not post or distribute.***) These sheets show the entire corridor, the areas of potential effect (APEs) for architecture/history and for archaeology, and all identified listed and eligible historic properties.

The maps incorporate a number of APE adjustments since publication of the DEIS, that are consistent with the resolution passed by the Council. To address the range of potential effects, these adjustments extend the architecture/history APE to encompass the entire Kenilworth Lagoon/Channel and the entire Kenwood Parkway Residential Historic District (sheet 5), and extend both APEs to incorporate project related work at several locations. Areas in the extensions not previously surveyed are being surveyed, and any identified eligible historic properties will be included in future consultation.

We note that sheets 1 and 2 of these maps show one area between the Golden Triangle and the City West Stations where the LRT tracks extend outside the original archaeological APE. This area will be addressed in future submittals. Again, any additional identified eligible historic properties will be included in future consultation.

- Track Drawings East Segments (4/14, 23 sheets). (***Contains archaeological site locations; please do not post or distribute.***) These drawings are excerpted from the Municipal Consent Plans, currently under review by the cities in the project corridor. They illustrate the relationship between elements of the project and many of the historic properties.
 - The first six index sheets show the entire east segment, from Hopkins to Target Field. All historic properties are noted. (Some properties which lie outside the edges of the plan sheets are noted on the margins; see the historic properties map for specific locations of these). On these six index sheets, seventeen individual sheets which include historic properties are outlined in red.

- The seventeen individual plan and profile sheets are also included to show more detail of areas with historic properties.
- Other attachments.
 - Attachment A includes visualizations near the M&StL Depot in Hopkins, showing the LRT bridge over Excelsior Blvd.
 - Attachment B includes a cross section of the shallow LRT tunnel under the Grand Rounds/Cedar Lake Parkway in Minneapolis.
 - Note that more information on the new bridges over the Kenilworth Lagoon/Channel will be presented at the upcoming 30 April consultation meeting.

The bullets below summarize the various types of potential effects and related avoidance/reduction/mitigation measures included in the Table of Potential Effects on Historic Properties (numbers refer to the row on the table):

- Ten historic properties will not be adversely affected, based on preliminary engineering and station area plans. These properties are: Hopkins City Hall (1), CM&StP St. Louis Park Depot (4), Hoffman Callan Building (6), Minikahda Club (7), Grand Rounds/Lake Calhoun (8), Mac Martin House (24), Dunwoody Institute (28), Minneapolis St. Paul & Manitoba RR Historic District (26), Osseo Branch/Minneapolis St. Paul & Manitoba RR Historic District (27), and the Minneapolis Warehouse Historic District (31).
- Four individual historic properties will experience project construction nearby. The intent is to avoid adverse effects through continuing consultation on project design, and/or incorporation of protective measures. These properties are: M&StL Hopkins Depot (3), Peavey-Haglin Experimental Concrete Grain Elevator (5), Grand Rounds/Cedar Lake Parkway (9), and Archaeological Site 21HE0409 (19).
- Six historic properties located in the area of the Kenilworth Lagoon/Channel will be affected by the construction of new bridges (freight rail and LRT/trail) across the waterway. The intent is to minimize or avoid adverse effects through sensitive project design and incorporation of protective measures; determination of the level of effect will be made after further consultation with your office and the consulting parties. Potential noise effects at this location also may need further consideration. The properties include the Lagoon/Channel itself (13) and four other Grand Rounds properties – Cedar Lake (14), Lake of the Isles (15), Lake of the Isles Parkway (16), and Park Board Bridge #4 (17) – as well as the Lake of the Isles Residential Historic District (18).

- Four historic properties located near the Penn LRT Station may be affected by access routes between the station and Kenwood Parkway. Further consultation/assessment on this issue is needed as specific routes are developed. Effects may relate to changes to Kenwood Parkway itself and to traffic and parking; the intent is to avoid adverse effects through design consultation and/or other measures. These properties are: the Kenwood Parkway Residential Historic District (20) and three Grand Rounds properties – Kenwood Parkway (21), Kenwood Park (22), and the Kenwood Water Tower (23). There will also be additional assessment of potential noise effects on a few properties in the northern part of the residential historic district.
- One historic property, the Hopkins Commercial Historic District (2), is located in an area around the Downtown Hopkins LRT Station that is expected to undergo increased redevelopment activity, a primary goal of station area planning efforts. Preservation of historic buildings as part of this redevelopment (and avoidance of adverse effects) would be encouraged through completion of documentation that may be used by SHPO (at its discretion and working with city) to nominate the district for National Register listing. This, in turn, would qualify the area for preservation tax incentives and other available preservation funding.
- Two archaeological properties will be substantially disturbed for construction of Royalston Station. Alternative station locations have previously been investigated in consultation with the city, but have not been deemed feasible. The archaeological sites are eligible for the National Register based on their potential to contain important information, and the potential adverse effect of removing the sites would be mitigated with a Phase III Archaeological Data Recovery. These properties are: Archaeological Sites 21HE0436 (29) and 21HE0437 (30).
- Four properties are non-contributing elements of the Grand Rounds Historic District. Two (the railroad bridges) elements will be removed, and two elements will be untouched; in all cases there will be no adverse effect to the historic district. These properties are: Two Grand Rounds/Railroad Bridges over the Kenilworth Lagoon (10, 11), Grand Rounds/Burnham Road Bridge (12), and Grand Rounds/The Parade (25).

As you know, during the review period for this submittal, we have scheduled a consultation meeting for your office and for Section 106 consulting parties to provide an opportunity for questions and discussion on this review. The meeting will be held at the Southwest Project Office, 6465 Wayzata Boulevard, Suite 500, St. Louis Park, on April 30, 2014. The first part, beginning at 10:00, will include all historic properties in the project area. The second part, beginning about 12:00, will focus

specifically on the design of the new bridges across the Kenilworth Lagoon/Channel. Lunch will be provided. All consulting parties will be receiving an invitation to the meeting, and we look forward to the discussion.

We note that two additional surveys for the Southwest project will be submitted for your review in the near future. These surveys – an archaeology 1A survey and a phase I/II architecture history survey – cover expansions to the project’s APE related to project additions and modifications in Eden Prairie and in St. Louis Park/Minneapolis, as well as an operations and maintenance facility in Hopkins. All these areas will be addressed in an upcoming Supplemental Draft Environmental Impact Statement (SDEIS). Any additional identified eligible historic properties will be included in future consultation.

Please submit comments on the project effect assessments included in this submittal within 30 days of this letter. Contact me at 651-366-4292 with any questions or concerns.

Sincerely,



Dennis Gimmestad
MnDOT Cultural Resources Unit

cc: Maya Sarna, Federal Transit Administration
Bill Wheeler, Federal Transit Administration
Nani Jacobson, Metropolitan Council
Caroline Miller, Metropolitan Council
Katie Walker, Hennepin County
Liz Abel, MnDOT CRU
Kristen Zschomler, MnDOT CRU

Section 106 Consulting Parties:

Jack Byers, Minneapolis Community Planning and Economic
Development
Brian Schaffer, Minneapolis Heritage Preservation Commission
Jennifer Ringold, Minneapolis Park and Recreation Board
Jeanette Colby, Kenwood Isles Area Association
Meg McMonigal, City of St. Louis Park
Nancy Anderson, City of Hopkins
Elise Durbin, City of Minnetonka
Regina Rojas, City of Eden Prairie
Bill Walker, Three Rivers Park District

Southwest Light Rail Transit Project
Section 106 Review – Potential Effects on Historic Properties

	Property Name (Historic)	Property Address	Potential Effects	Source
1	Hopkins City Hall (eligible) <i>HE-HOC-026</i>	1010 1 st St. S., Hopkins	> No adverse effect , based on current preliminary engineering and station area plans. The Hopkins City Hall is located within ¼ mile radius of Hopkins Downtown Station. No work is proposed in the immediate vicinity of the building. No additional consultation unless further plan development results in effects.	SWT/V1, pp. 40-49
2	Hopkins Commercial Historic District (eligible) <i>HE-HOC-027</i>	Mainstreet, 8 th Ave. to 11 th Ave., Hopkins	>Station area planning for the Hopkins Downtown LRT Station emphasizes links to downtown Hopkins, including the historic district, and economic revitalization of the area. Without incentives, historic buildings are often at risk during a redevelopment process. <i>Potential agreement measures:</i> Completion of a National Register nomination form for the district. This documentation may be used by SHPO, at their discretion and in consultation with the city, to nominate the district to the NRHP. Listing on the NRHP would make available tax incentives and other financial resources for rehabilitation projects, and would encourage preservation of (and no adverse effect to) the district's historic character.	SWT/V1, pp. 50-61
3	Minneapolis and St. Louis Railroad Depot (eligible) <i>HE-HOC-014</i>	9451 Excelsior Blvd., Hopkins	>The proposed LRT bridge over Excelsior Blvd. will have an effect on the setting of the M&StL Depot. The western approach to the LRT bridge begins southeast of the depot, with the LRT tracks rising eastward towards Excelsior Blvd., away from the depot. The recreational trail between the LRT tracks and the depot, and the paved plaza area adjacent to the depot, will remain. <i>In addition to the track plans, also see Attachment A for visualizations.</i> <i>Potential agreement measures:</i> Continued consultation with SHPO and identified consulting parties during the design of the bridge and other project elements adjacent to the depot, and completion and implementation of a plan outlining measures to be taken during project construction to protect the depot and ensure that it is not disturbed by any project related activities (including construction related vibration, storage yards, and staging areas), with the intent of achieving no adverse effect on the depot.	SWT/V3, pp. 35-39
4	Chicago Milwaukee and St. Paul RR Depot (listed) <i>HE-SLC-008</i>	6210 W. 37 th St., St. Louis Park	> No adverse effect , based on current preliminary engineering and station area plans. The CM&StP Depot is located within ¼ mile radius of Wooddale Station. The LRT guideway which passes the depot follows the rail corridor and does not infringe on the depot property, and no other project related work is proposed in the immediate vicinity of the depot. No additional consultation unless further plan development results in effects.	NR-SHPO

Southwest Light Rail Transit Project
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	Property Name (Historic)	Property Address	Potential Effects	Source
5	Peavey-Haglin Experimental Concrete Grain Elevator (listed) + National Historic Landmark <i>HE-SLC-009</i>	Hwys. 100 and 7, St. Louis Park	> Access to the Peavey-Haglin Elevator area from the recreational trail is maintained, and the LRT guideway which passes the property follows the rail corridor and does not infringe on the elevator. Traction power substation TPSS-SW-06 will be located a short distance to the southwest; the specific location is not yet determined. <i>Potential agreement measures:</i> Continued consultation with SHPO and identified consulting parties during the design and siting of the adjacent project elements, including the traction power substation, with the intent of achieving no adverse effect on the elevator. Note the special care requirement for National Historic Landmarks in 36 CFR 800.10.	NR-SHPO
6	Hoffman Callan Building (eligible) <i>HE-SLC-055</i>	3907 Hwy. 7, St. Louis Park	> No adverse effect , based on current preliminary engineering and station area plans. The Hoffman Callan Building is located within ¼ mile radius of West Lake Station. No work is proposed in the immediate vicinity of the building. No additional consultation unless further plan development results in effects.	SWT/V1, pp. 111-116
7	Minikahda Club (eligible) <i>HE-MPC-17102</i>	3205 Excelsior Blvd., Minneapolis	> No adverse effect , based on current preliminary engineering and station area plans. The Minikahda Club is located within ¼ mile radius of West Lake Station. No work is proposed in the immediate vicinity of the property. No additional consultation unless further plan development results in effects.	SWT/V2, pp. 4.1-4 – 4.1-12
8	Grand Rounds/Lake Calhoun (eligible) <i>HE-MPC-01811</i>	Minneapolis	> No adverse effect , based on current preliminary engineering and station area plans. The Lake Calhoun Playing Fields are located within ¼ mile radius of West Lake Station. No work is proposed in the immediate vicinity of the property. No additional consultation unless further plan development results in effects.	NR-SHPO
9	Grand Rounds/Cedar Lake Parkway (eligible) <i>HE-MPC-01833</i>	Minneapolis	>The LRT will pass under Cedar Lake Parkway in a shallow tunnel. A section of the parkway will be removed for construction of the tunnel. The parkway will be restored to same width and configuration as it crosses the corridor over the LRT tunnel, with a slight increase in elevation (less than 6 inches). The current at-grade intersections of the parkway with the recreational trail and with the freight rail tracks will continue, with the freight rail tracks shifting approximately 3 feet to the west. <i>In addition to the track plans, also see Attachment B for plans and a cross section of this area.</i> <i>Potential agreement measures:</i> Continued consultation with SHPO and identified consulting parties during the design of the tunnel and other project elements adjacent to Cedar Lake Parkway, with the intent of achieving no adverse effect on the parkway.	NR-SHPO

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	Property Name (Historic)	Property Address	Potential Effects	Source
10 11	Grand Rounds/RR bridges over Kenilworth Lagoon (eligible) <i>HE-MPC-01850, HE-MPC-01851</i>	Minneapolis	> No adverse effect. These bridges will be removed, but they are non-contributing elements in the Grand Rounds Historic District.	NR-SHPO
12	Grand Rounds/Burnham Road Bridge (eligible) <i>HE-MPC-1832</i>	Minneapolis	> No adverse effect. No work on this bridge. It is a non-contributing element in the Grand Rounds Historic District.	NR-SHPO
13	Grand Rounds/Kenilworth Lagoon/Channel (eligible) <i>HE-MPC-1822</i>	Minneapolis	>The two adjacent new bridges (one for freight rail, one for the LRT and the recreational trail) over the Kenilworth Lagoon/Channel will introduce new structures within this part of the Grand Rounds Historic District. Potential effects relate to the size, scale, and design of the new bridge structures, as well as to modifications of the channel's banks, retaining walls, vegetation, and other elements. <i>Determination of the level of effect will be made after further 106 consultation. Additional information on alternative bridge designs and on the historic context of the channel is forthcoming as part of the design consultation.</i> >Potential auditory effects on the character of the channel need further assessment. <i>Potential agreement measures:</i> Continued consultation with SHPO and identified consulting parties during the design of the new bridges and related work on the lagoon/channel.	NR-SHPO
14	Grand Rounds/Cedar Lake (eligible) <i>HE-MPC-1820</i>	Minneapolis	> The new bridges over the Kenilworth Lagoon/Channel will introduce a new visual element to the channel, which is part of the setting of the Cedar Lake, although sight lines to the new bridge location from Cedar Lake are substantially blocked by the intervening Burnham Road Bridge. <i>Determination of the level of effect will be made following further 106 consultation. (See Kenilworth Lagoon/Channel for potential agreement measures.)</i>	NR-SHPO
15	Grand Rounds/Lake of the Isles (eligible) <i>HE-MPC-1824</i>	Minneapolis	>The new bridges over the Kenilworth Lagoon/Channel will introduce a new visual element to the lagoon, which is part of the setting of the Lake of the Isles and is quite visible from the lake's southwest corner through the arch of Park Board Bridge #4 (West Lake of the Isles Parkway Bridge). <i>Determination of the level of effect will be made following further 106 consultation. (See Kenilworth Lagoon/Channel for potential agreement measures.)</i>	NR-SHPO

Southwest Light Rail Transit Project
Section 106 Review – Potential Effects on Historic Properties

	Property Name (Historic)	Property Address	Potential Effects	Source
16	Grand Rounds/ Lake of the Isles Pkwy. (eligible) <i>HE-MPC-1825</i>	Minneapolis	>The new bridges over the Kenilworth Lagoon/Channel will introduce a new visual element to the lagoon, which is part of the setting of the Lake of the Isles Parkway. <i>Determination of the level of effect will be made following further 106 consultation.</i> (See Kenilworth Lagoon/Channel for potential agreement measures.)	NR-SHPO
17	Grand Rounds/ Park Board Bridge #4 (eligible) <i>HE-MPC-6901</i>	Minneapolis	>The new bridges over the Kenilworth Lagoon/Channel will introduce a new visual element to the lagoon, which is part of the setting of Park Board Bridge #4 (aka the West Lake of the Isles Parkway Bridge). <i>Determination of the level of effect will be made following further 106 consultation.</i> (See Kenilworth Lagoon/Channel for potential agreement measures.)	NR-SHPO
18	Lake of the Isles Residential Historic District (eligible) <i>HE-MPC-9860</i>	Vicinity of E./ W.Lake of the Isles Pkwy., Minneapolis	>The new bridges over the Kenilworth Lagoon/Channel will introduce a new visual element to the lagoon, which is partly included in the Lake of the Isles Residential Historic District. <i>Determination of the level of effect will be made following further 106 consultation.</i> (See Kenilworth Lagoon/Channel for potential agreement measures.)	NR-SHPO
19	Site 21HE0409 (eligible)	Minneapolis	>Preliminary engineering plans avoid this archaeological site. <i>Potential agreement measures:</i> Completion and implementation of a plan outlining measures to be taken during project construction to protect the site area and ensure that it is not disturbed by any project related activities (including storage yards and staging areas), with the intent of achieving no adverse effect on the site.	SWT/ ArchaeoII, pp. 65-103
20	Kenwood Parkway Residential Historic District (eligible) <i>HE-MPC-18059</i>	Kenwood Pkwy., 1805- 2216, Minneapolis	>Provision of access routes to Penn Station from Kenwood Parkway (including the existing trail from the foot of Kenwood Hill along the south side of I-394, and any additional routes as illustrated by the conceptual trail in the Southwest Corridor Investment Framework report) may result in potential effects to the Parkway itself and/or changes to traffic or parking patterns. <i>Potential agreement measures:</i> Continued consultation with SHPO and identified consulting parties during the design of new and/or improved access routes between Penn Station and Kenwood Parkway, with the intent of achieving no adverse effect on the Kenwood Parkway Residential Historic District. >Potential auditory effects on some houses in the northern part of the district will be further assessed.	SWT/V5, pp. 75-105

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	Property Name (Historic)	Property Address	Potential Effects	Source
21	Grand Rounds/ Kenwood Parkway (eligible) <i>HE-MPC-01796</i>	Minneapolis	<p>>Provision of access routes to Penn Station from Kenwood Parkway (including the existing trail from the foot of Kenwood Hill along the south side of I-394, and any additional routes as illustrated by the conceptual trail in the Southwest Corridor Investment Framework report) may result in potential effects to the Parkway itself and/or changes to traffic or parking patterns.</p> <p><i>Potential agreement measures:</i> Continued consultation with SHPO and identified consulting parties during the design of new and/or improved access routes between Penn Station and Kenwood Parkway, with the intent of achieving no adverse effect on Kenwood Parkway.</p>	NR-SHPO
22	Grand Rounds/ Kenwood Park (eligible) <i>HE-MPC-01797</i>	Minneapolis	<p>>Provision of access routes to Penn Station from Kenwood Parkway (including the existing trail from the foot of Kenwood Hill along the south side of I-394, and any additional routes as illustrated by the conceptual trail in the Southwest Corridor Investment Framework report) may result in potential changes to traffic or parking patterns.</p> <p><i>Potential agreement measures:</i> Continued consultation with SHPO and identified consulting parties during the design of new and/or improved access routes between Penn Station and Kenwood Parkway, with the intent of achieving no adverse effect on Kenwood Park.</p>	NR-SHPO
23	Grand Rounds/ Kenwood Water Tower (eligible) <i>HE-MPC-06475</i>	Minneapolis	<p>>Provision of access routes to Penn Station from Kenwood Parkway (including the existing trail from the foot of Kenwood Hill along the south side of I-394, and any additional routes as illustrated by the conceptual trail in the Southwest Corridor Investment Framework report) may result in potential effects to the setting of the tower.</p> <p><i>Potential agreement measures:</i> Continued consultation with SHPO and identified consulting parties during the design of new and/or improved access routes between Penn Station and Kenwood Parkway, with the intent of achieving no adverse effect on the Kenwood Water Tower.</p>	NR-SHPO
24	Mac Martin House (eligible) <i>HE-MPC-8763</i>	1828 Mt. Curve Ave., Minneapolis	<p>>No adverse effect, based on current preliminary engineering and station area plans. The Martin House is located within ¼ mile radius of Penn Station. No work is proposed in the immediate vicinity of the house. No additional consultation unless further plan development results in effects.</p>	SWT/V2, pp. 4.1-94 – 4.1-97
25	Grand Rounds/The Parade (eligible) <i>HE-MPC-01782</i>	Minneapolis	<p>>No adverse effect. The portion of the Parade within the area of potential effect for this project is non-contributing to the Grand Rounds Historic District. It is located within ¼ mile radius of Van White Station.</p>	NR-SHPO

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Section 106 Review – Potential Effects on Historic Properties

	Property Name (Historic)	Property Address	Potential Effects	Source
26	St. Paul Minneapolis and Manitoba/GN Railroad Historic District (eligible) <i>HE-MPC-16387</i>	Minneapolis	> No adverse effect , based on current preliminary engineering and station area plans. This rail line is located within the project corridor. Through BNSF traffic will continue. In one section of the line, from approximately I-94 to approximately Royalston Avenue (total length of 2,543 feet), the tracks will be shifted from 0 to 11 feet northward, but the continuity of the linear resource will be maintained within the historic corridor. No additional consultation unless further plan development results in other potential effects.	SWT/V3, pp. 61-64
27	Osseo Branch of the St. Paul Minneapolis and Manitoba Historic District (eligible) <i>HE-MPC-16389</i>	Minneapolis	> No adverse effect , based on current preliminary engineering and station area plans. This rail line is located partially within the project corridor and within ¼ mile radius of Van White Station. No changes will be made to the line. No additional consultation unless further plan development results in effects.	NR-SHPO
28	Dunwoody Institute (eligible) <i>HE-MPC-6641</i>	818 Dunwoody Blvd., Minneapolis	> No adverse effect , based on current preliminary engineering and station area plans. Dunwoody is located within ¼ mile radius of Van White Station. No work is proposed in the immediate vicinity of the building. No additional consultation unless further plan development results in effects.	SWT/V2, pp. 4.4-3 – 4.4-14
29 30	Site 21HE0436 (eligible) Site 21HE0437 (eligible)	Minneapolis	>These two archaeological sites will be substantially disturbed for the construction of Royalston Station. Alternative locations for this station were explored during preliminary engineering in consultation with the City of Minneapolis, and found not to be feasible. <i>Potential agreement measures:</i> The potential adverse effect of destroying the sites would be mitigated by completion and implementation of a Phase III Archaeological Data Recovery Plan. This plan would need to address the two sites as well as an adjacent related area under the existing street that was not investigated during the Phase II survey. The sites are eligible to the NRHP under criterion D based on their potential to yield important information about the Oak Lake neighborhood.	SWT/ ArchaeoII, pp. 167-195
31	Minneapolis Warehouse Historic District (listed) <i>HE-MPC-0441</i>	Vicinity of 1 st Ave. N., N. 1 st St., 10 th Ave. N., and N. 6 th St., Mpls.	> No adverse effect , based on current preliminary engineering and station area plans. A portion of the Minneapolis Warehouse Historic District is located within ¼ mile radius of the Target Field (aka Interchange) Station. However, the Target Field (aka Interchange) Station was recently reviewed under its own Section 106 review, and the new work to connect the Southwest LRT line with the station infrastructure occurs in the west part of the station site, away from the Warehouse District and its closest element, the Ford Building. No additional consultation unless further plan development results in effects.	NR-SHPO

Southwest Light Rail Transit Project
Section 106 Review – Potential Effects on Historic Properties

The assessments of potential effect in this table are based on the project’s Municipal Consent Plans, issued in April of 2014, and on station area planning information in the report *Southwest Corridor Investment Framework* (2014).

Source of historical information on a property:

NR-SHPO = National Register of Historic Places files at the State Historic Preservation Office

SWT/V1 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume One* (Mead & Hunt, September 2010)

SWT/V2 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Two* (Hess, Roise and Company, 2012)

SWT/V3 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Three* (Summit Envirosolutions, October 2010)

SWT/V4 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Four* (Mead & Hunt, April 2012)




SWT/V5 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Five* (Mead & Hunt, February 2014)

SWT/ArchaeoII = survey report: Phase II Archaeological Survey for the Southwest Light Rail Transit Project (10,000 Lakes Archaeology, Archaeological Research Services, Archaeo-Physics, and Merjent, February 2014)

Listed = listed in the National Register of Historic Places. Eligible = determined eligible for the National Register of Historic Places.

**Southwest Light Rail Transit Project
Photo Log of Historic Properties, April 2014**



Inventory #	Historic Property	Photograph
1	HE-HOC-026 Hopkins City Hall (E) 1010 1 st St. S., Hopkins	 A photograph of Hopkins City Hall, a two-story brick building with a sign that reads "HOPKINS CITY HALL". The building is surrounded by large green trees. In the foreground, a white van, a dark SUV, and a white sedan are parked on the street.
2	HE-HOC-027 Hopkins Commercial Historic District (E) Mainstreet, 8 th to 11 th Aves., Hopkins	 A street-level photograph of the Hopkins Commercial Historic District. The image shows a row of historic brick buildings with arched windows and doorways. A street sign is visible on the corner, and a traffic light is in the foreground.
3	HE-HOC-014 Minneapolis & St. Louis RR Depot (E) 9451 Excelsior Blvd., Hopkins	 A photograph of the Minneapolis & St. Louis RR Depot, a single-story brick building with a dark roof. A sign above the entrance reads "HOPKINS". The building is surrounded by greenery and a paved area with parking spaces.

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4 HE-SLC-008 **Chicago Milwaukee & St. Paul RR Depot (L)
6210 W. 37th St., St. Louis Park**



5 HE-SLC-009 **Peavey-Haglin Concrete Grain Elevator (L-NHL)
Hwys. 100 and 25, St. Louis Park**



6 HE-SLC-055 **Hoffman Callan Building (E)
3907 Hwy. 7., St. Louis Park**



Southwest Light Rail Transit Project Photo Log of Historic Properties, April 2014



7 HE-MPC-17102 **Minikahda Club (E)**
3205 Excelsior Blvd.,
Minneapolis



8 HE-MPC-1811 **GR/Lake
Calhoun/Playing Fields
(E-C)**
Minneapolis



9 HE-MPC-1833 **GR/Cedar Lake
Parkway (E-C)**
Minneapolis



Southwest Light Rail Transit Project Photo Log of Historic Properties, April 2014



- 10 HE-MPC-1850 GR/Kenilworth Lagoon
- 11 HE-MPC-1851 RR Bridges (E-NC)
Minneapolis



- 12 HE-MPC-1832 GR/Burnham Road
Bridge (E-NC)
Minneapolis



- 13 HE-MPC-1822 GR/Kenilworth
Lagoon/Channel (E-C)
Minneapolis



**Southwest Light Rail Transit Project
Photo Log of Historic Properties, April 2014**



14 HE-MPC-1820 GR/Cedar Lake (E)
Minneapolis



15 HE-MPC-1824 GR/Lake of the Isles (E-C)
Minneapolis



16 HE-MPC-1825 GR/Lake of the Isles
Parkway (E)
Minneapolis



Southwest Light Rail Transit Project Photo Log of Historic Properties, April 2014



17 HE-MPC-6901 GR/Park Board Bridge
No. 4 (E-C)
Minneapolis



18 HE-MPC-9860 Lake of the Isles
Residential Historic
District (E)
Minneapolis



19 21HE0409 Site (E)
Minneapolis

**Southwest Light Rail Transit Project
Photo Log of Historic Properties, April 2014**



20 HE-MPC-18059 **Kenwood Parkway
Residential Historic
District (E)
1805-2216 Kenwood
Pkwy, Minneapolis**



21 HE-MPC-1796 **GR/Kenwood Parkway
(E-C)
Minneapolis**



22 HE-MPC-1797 **GR/Kenwood Park (E-
C)
Minneapolis**

***Note: Photograph is
outside of APE. Near
south end of park.**



**Southwest Light Rail Transit Project
Photo Log of Historic Properties, April 2014**



**23 HE-MPC-6475 GR/Kenwood Water Tower (E-C)
Minneapolis**



**24 HE-MPC-8763 Martin House (E)
1828 Mt. Curve Ave.,
Minneapolis**



Southwest Light Rail Transit Project Photo Log of Historic Properties, April 2014



25 HE-MPC-1782 GR/The Parade (E-NC)
Minneapolis



26 HE-MPC-16387 StPM&M RR Historic
District (E)
Minneapolis

***Note: Photograph is
outside of APE. Near
Cedar Lake Parkway
Bridge.**



27 HE-MPC-16389 Osseo Branch,
StPM&M RR Historic
District (E)
Minneapolis



Southwest Light Rail Transit Project Photo Log of Historic Properties, April 2014



28 HE-MPC-6641 **Dunwoody Institute (E)**
818 Dunwoody Blvd.,
Minneapolis

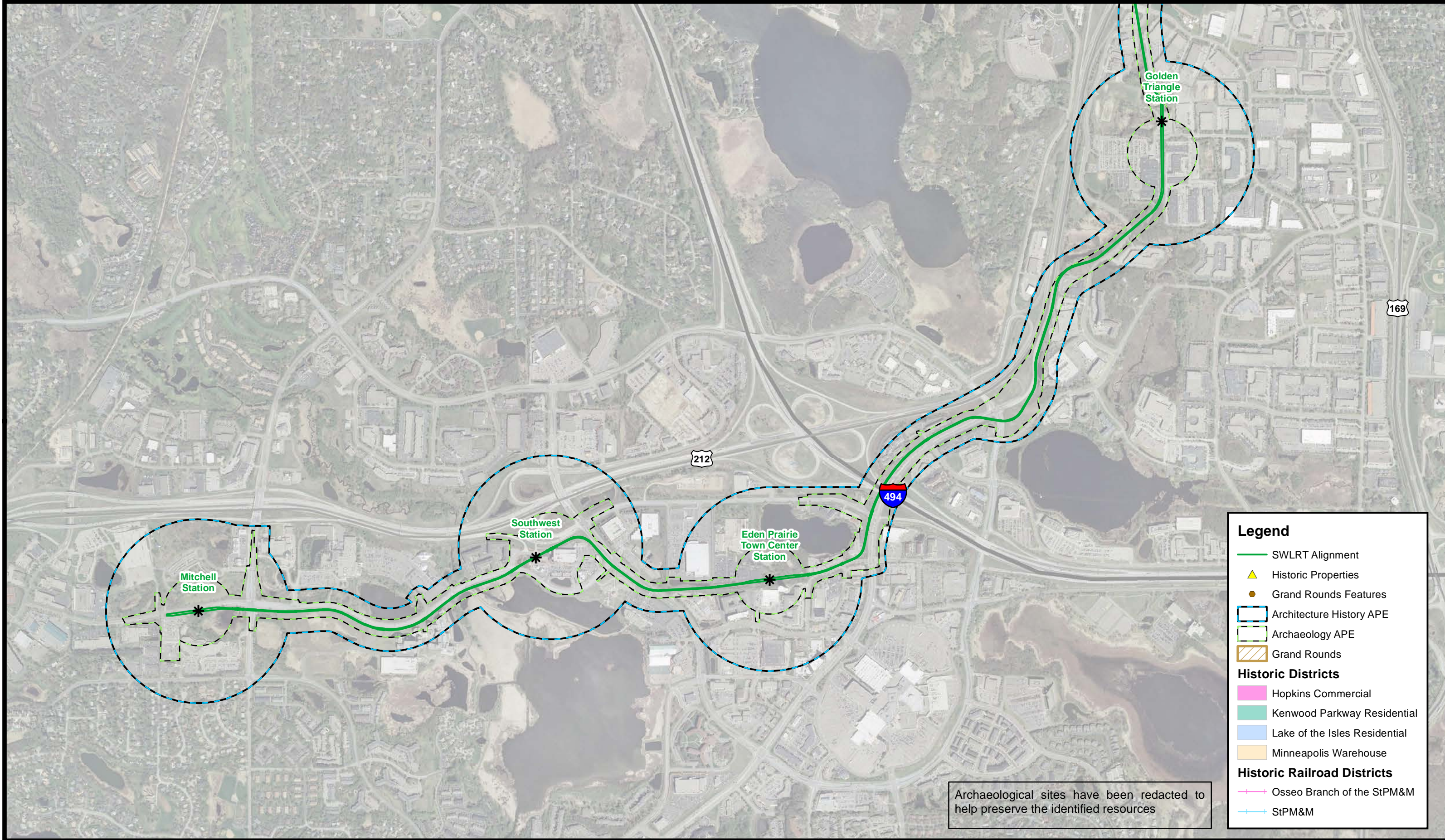


29 21HE0436 Sites (E)
30 21HE0437

31 HE-MPC-0441 **Minneapolis Warehouse
Historic District (L)**
Minneapolis

***Note: The Ford
Building is within the
Minneapolis Warehouse
Historic District.**





Legend

- SWLRT Alignment
- ▲ Historic Properties
- Grand Rounds Features
- Architecture History APE
- Archaeology APE
- Grand Rounds

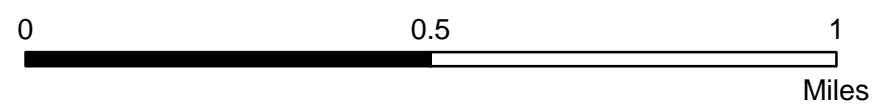
Historic Districts

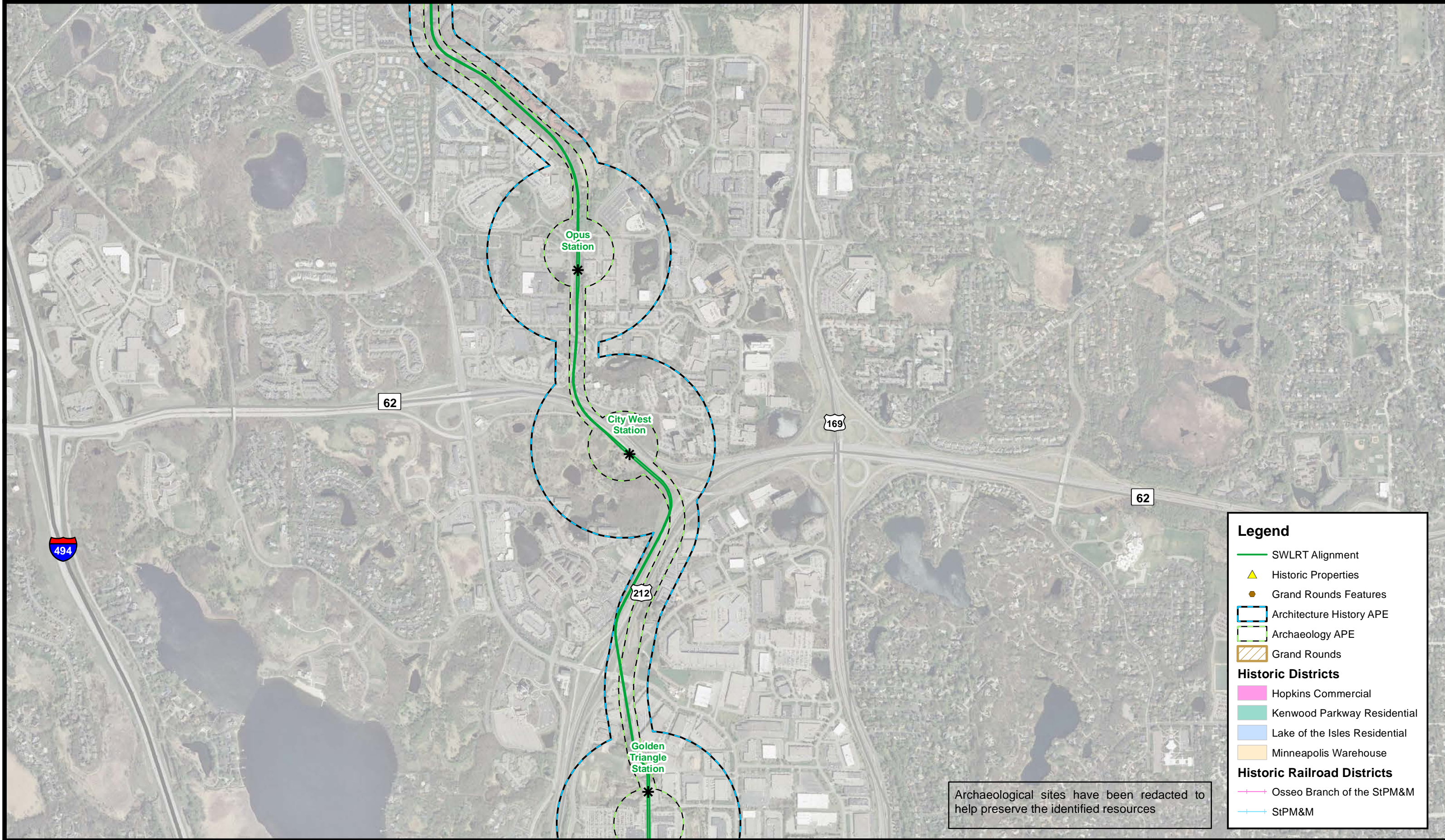
- Hopkins Commercial
- Kenwood Parkway Residential
- Lake of the Isles Residential
- Minneapolis Warehouse

Historic Railroad Districts

- Osseo Branch of the StPM&M
- StPM&M

Archaeological sites have been redacted to help preserve the identified resources





Legend

- SWLRT Alignment
- ▲ Historic Properties
- Grand Rounds Features
- Architecture History APE
- Archaeology APE
- Grand Rounds

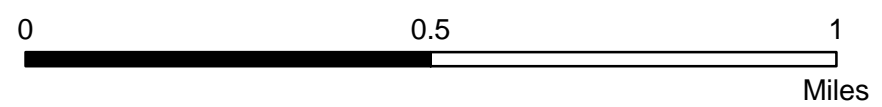
Historic Districts

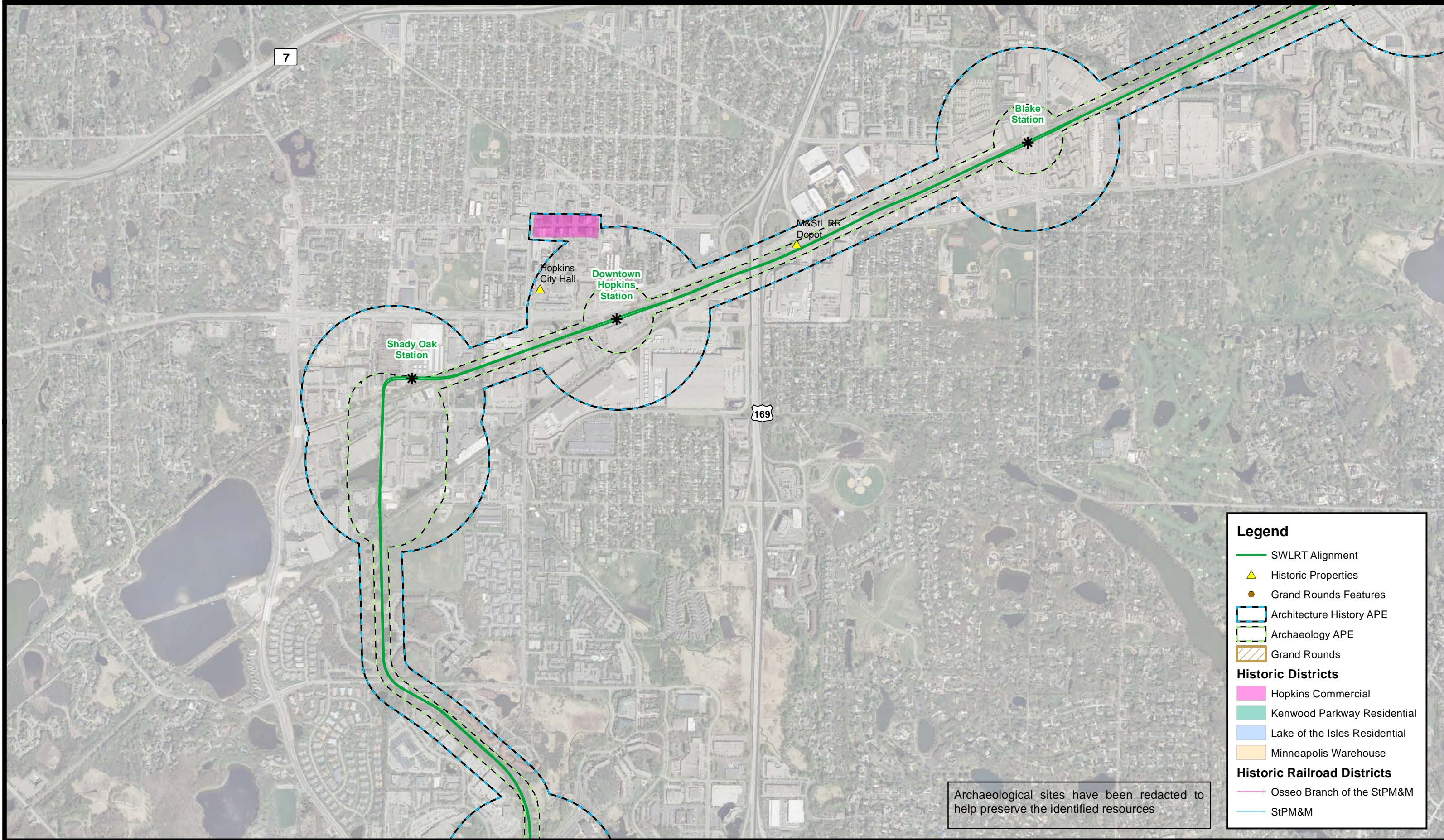
- Hopkins Commercial
- Kenwood Parkway Residential
- Lake of the Isles Residential
- Minneapolis Warehouse

Historic Railroad Districts

- Osseo Branch of the StPM&M
- StPM&M

Archaeological sites have been redacted to help preserve the identified resources





Legend

- SWLRT Alignment
- Historic Properties
- Grand Rounds Features
- Architecture History APE
- Archaeology APE
- Grand Rounds

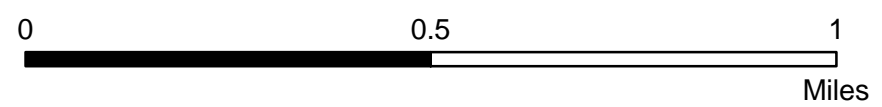
Historic Districts

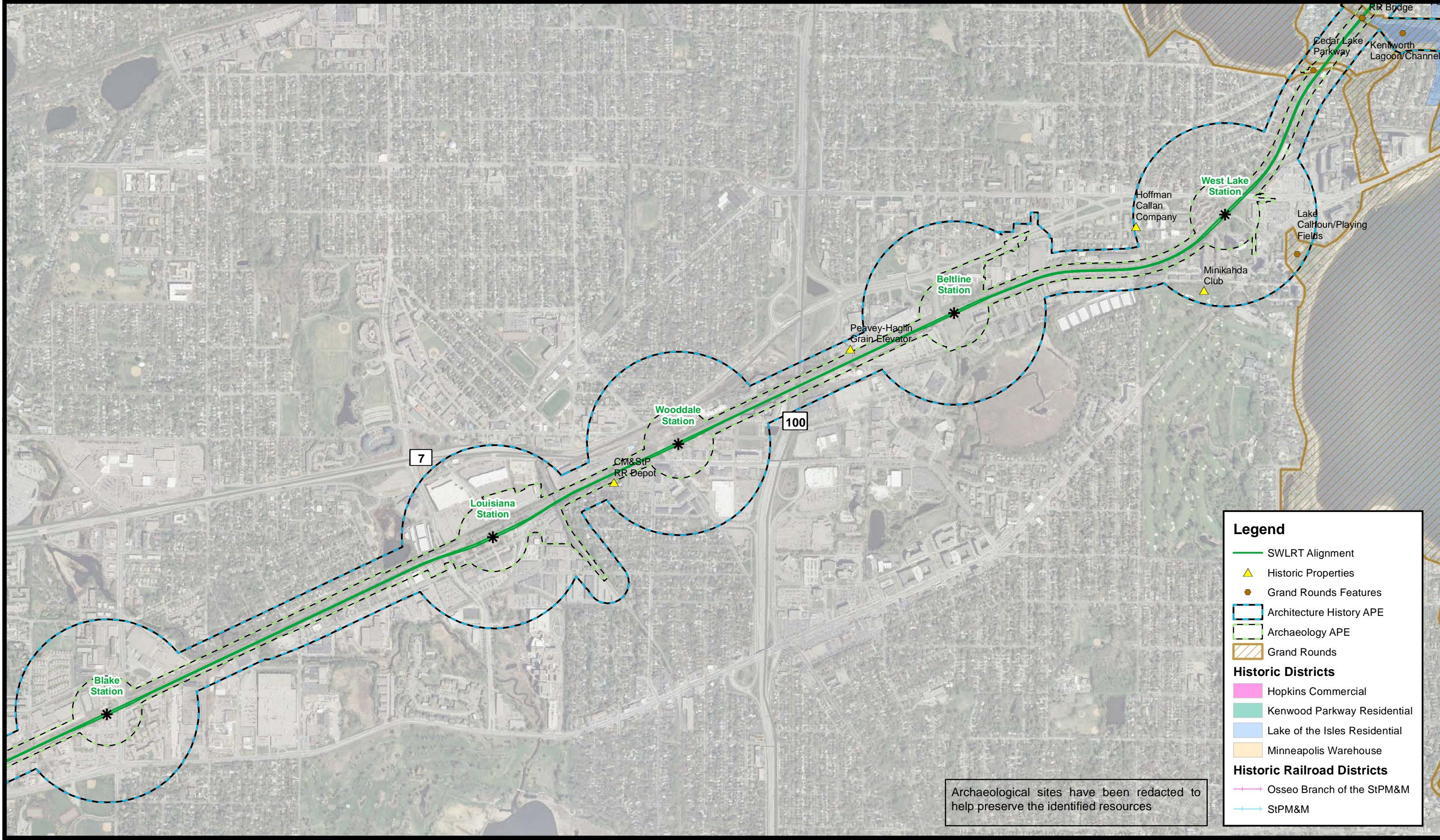
- Hopkins Commercial
- Kenwood Parkway Residential
- Lake of the Isles Residential
- Minneapolis Warehouse

Historic Railroad Districts

- Osseo Branch of the StPM&M
- StPM&M

Archaeological sites have been redacted to help preserve the identified resources





Legend

- SWLRT Alignment
- ▲ Historic Properties
- Grand Rounds Features
- Architecture History APE
- Archaeology APE
- Grand Rounds

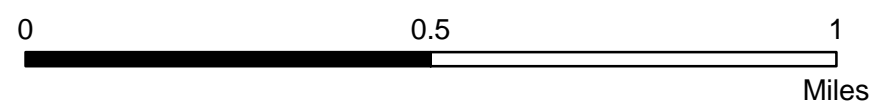
Historic Districts

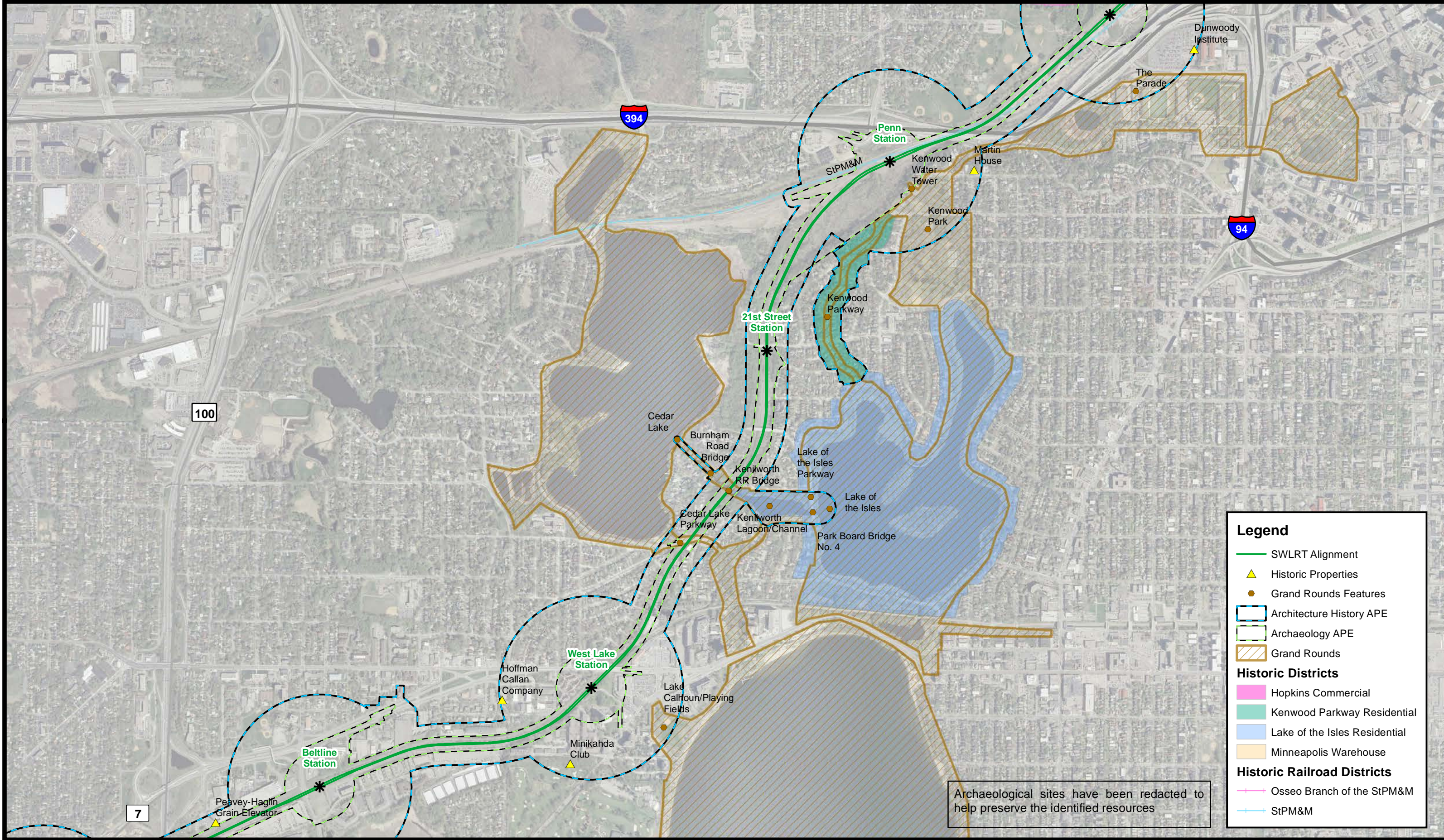
- Hopkins Commercial
- Kenwood Parkway Residential
- Lake of the Isles Residential
- Minneapolis Warehouse

Historic Railroad Districts

- Osseo Branch of the StPM&M
- StPM&M

Archaeological sites have been redacted to help preserve the identified resources





Legend

- SWLRT Alignment
- ▲ Historic Properties
- Grand Rounds Features
- Architecture History APE
- Archaeology APE
- Grand Rounds

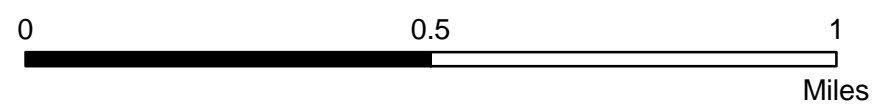
Historic Districts

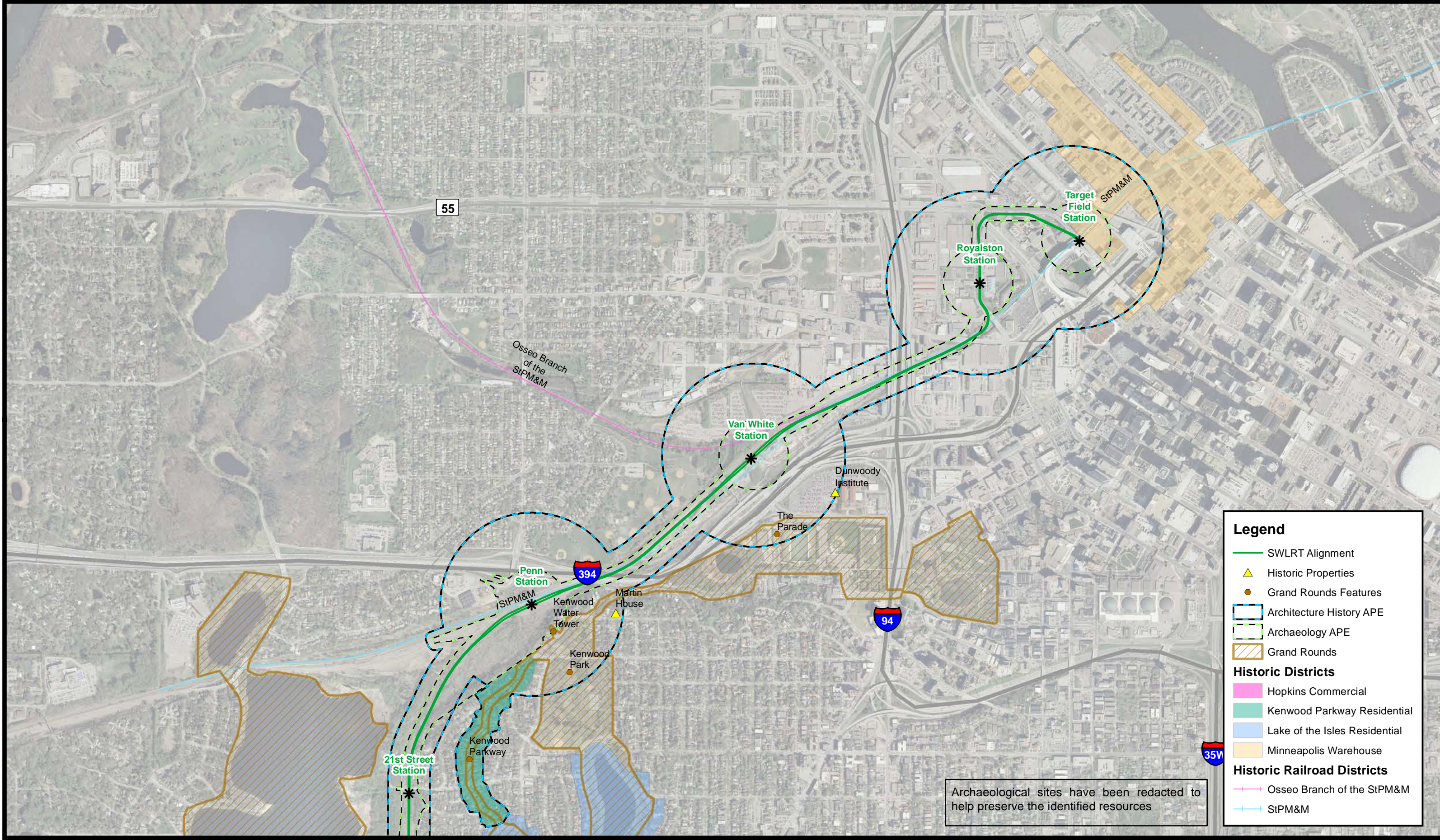
- Hopkins Commercial
- Kenwood Parkway Residential
- Lake of the Isles Residential
- Minneapolis Warehouse

Historic Railroad Districts

- Osseo Branch of the StPM&M
- StPM&M

Archaeological sites have been redacted to help preserve the identified resources





Legend

- SWLRT Alignment
- ▲ Historic Properties
- Grand Rounds Features
- Architecture History APE
- Archaeology APE
- Grand Rounds

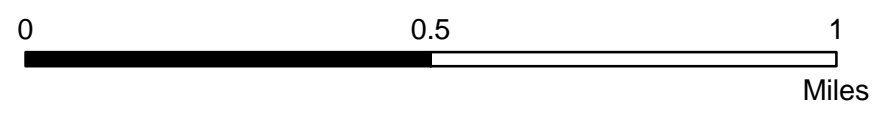
Historic Districts

- Hopkins Commercial
- Kenwood Parkway Residential
- Lake of the Isles Residential
- Minneapolis Warehouse

Historic Railroad Districts

- Osseo Branch of the StPM&M
- StPM&M

Archaeological sites have been redacted to help preserve the identified resources



Redaction Note: Archaeological sites on the following plan set have been redacted to help preserve the identified resources.

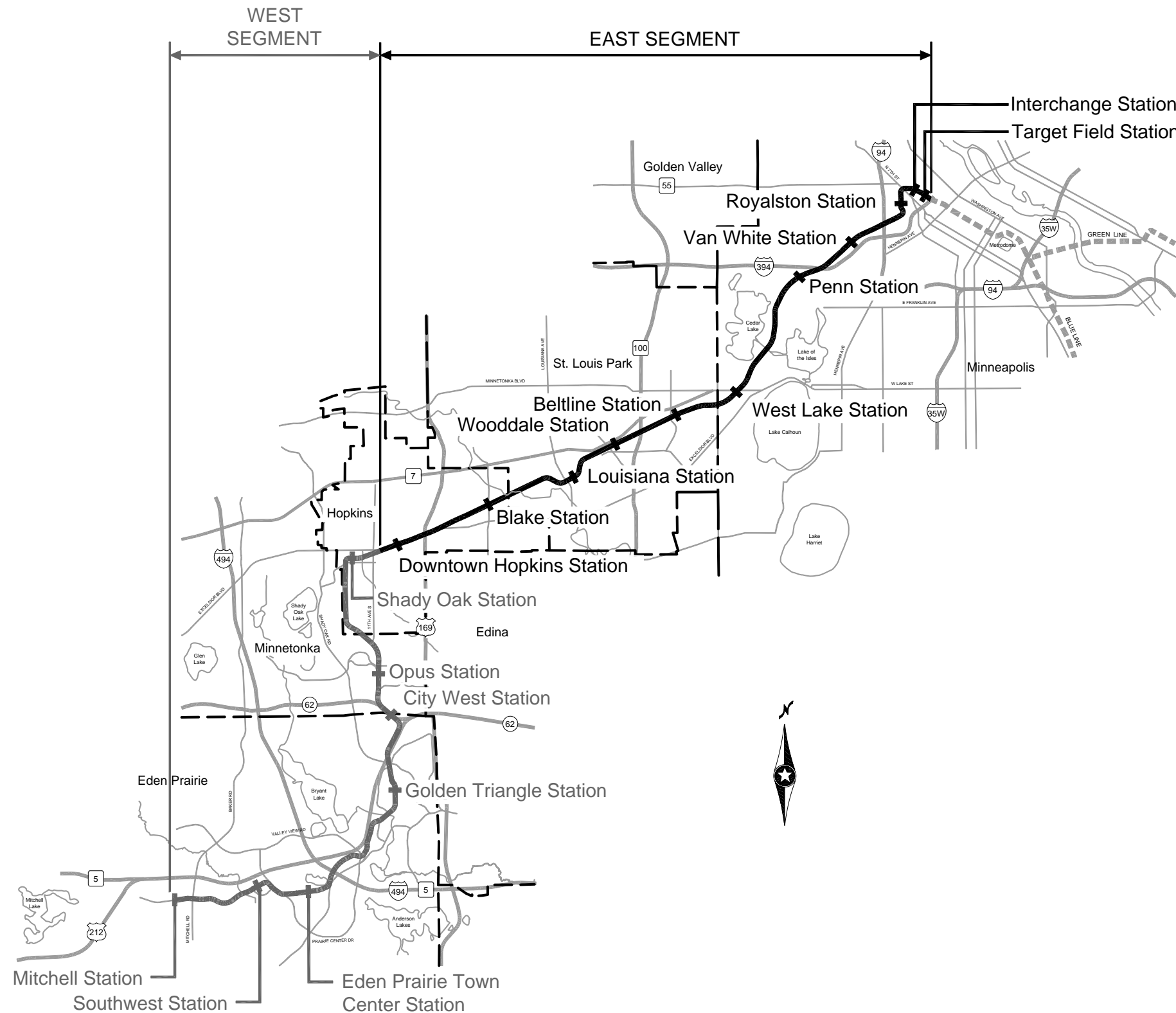
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EAST SEGMENTS 1-4

SECTION 106 REVIEW

APRIL 2014



INDEX

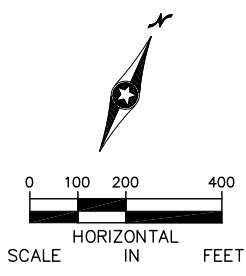
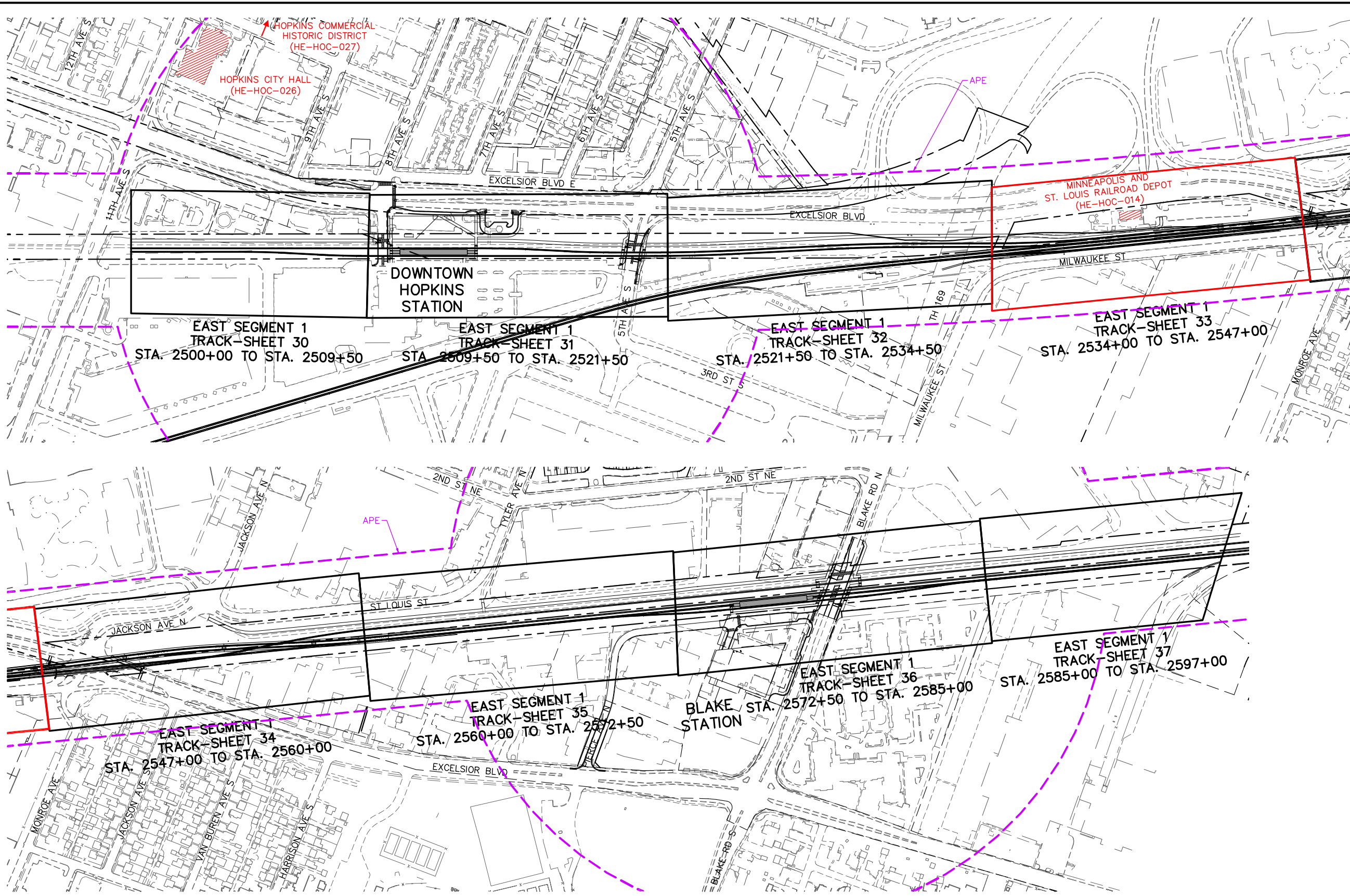
GENERAL DRAWINGS	
1	COVER SHEET
TRACK DRAWINGS	
14	SHEET LAYOUT INDEX - SEGMENT 1
18	SHEET LAYOUT INDEX - SEGMENT 2
19	SHEET LAYOUT INDEX - SEGMENT 2
16	SHEET LAYOUT INDEX - SEGMENT 3
18	SHEET LAYOUT INDEX - SEGMENT 4
19	SHEET LAYOUT INDEX - SEGMENT 4
33	PLAN AND PROFILE - SEGMENT 1
47	PLAN AND PROFILE - SEGMENT 2
50	PLAN AND PROFILE - SEGMENT 2
45	PLAN AND PROFILE - SEGMENT 3
46	PLAN AND PROFILE - SEGMENT 3
48	PLAN AND PROFILE - SEGMENT 3
49	PLAN AND PROFILE - SEGMENT 3
50-59	PLAN AND PROFILE - SEGMENT 4

NOTE: LOCATIONS OF ARCHAEOLOGICAL SITES HAVE BEEN REDACTED TO PROTECT THESE SENSITIVE RESOURCES.



PRELIMINARY - NOT FOR CONSTRUCTION

Apr. 07 2014 10:10 am V:\33000_PEC-E\CAD\SEGMENT E1\EXHIBITS\CIVIL\SHPO\E1-TRK-IDX.dwg By: Wedgehr



NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
1	4/10/14			SECTION 106 REVIEW

Kimley-Horn and Associates, Inc.
SYSTRA
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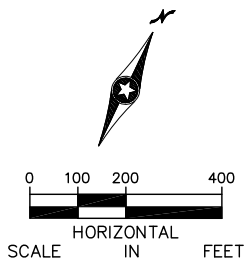
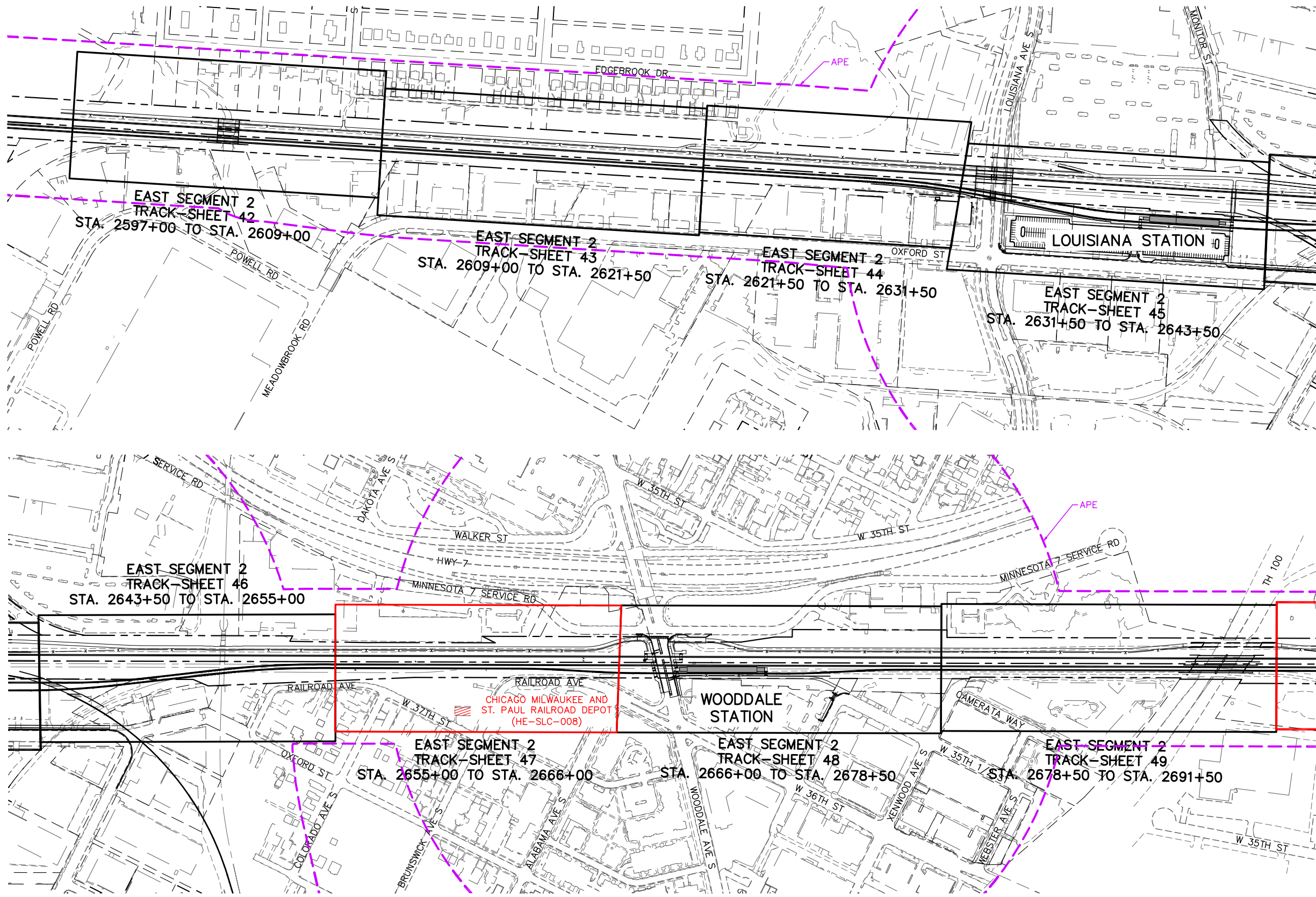
METROPOLITAN COUNCIL
SOUTHWEST
 Green Line LRT Extension

EAST SEGMENT 1 TRACK SHEET LAYOUT INDEX

DISCIPLINE: **TRACK** SHEET NAME: **E1-TRK-IDX-001**

SHEET 14 OF 58

Apr. 07 2014 10:13 am V:\33000_PEC-E\CAD\SEGMENT E2\EXHIBITS\CIVIL\SHPO\E2-TRK-IDX.dwg By: Wedgehr



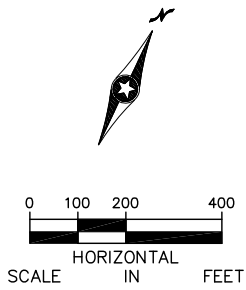
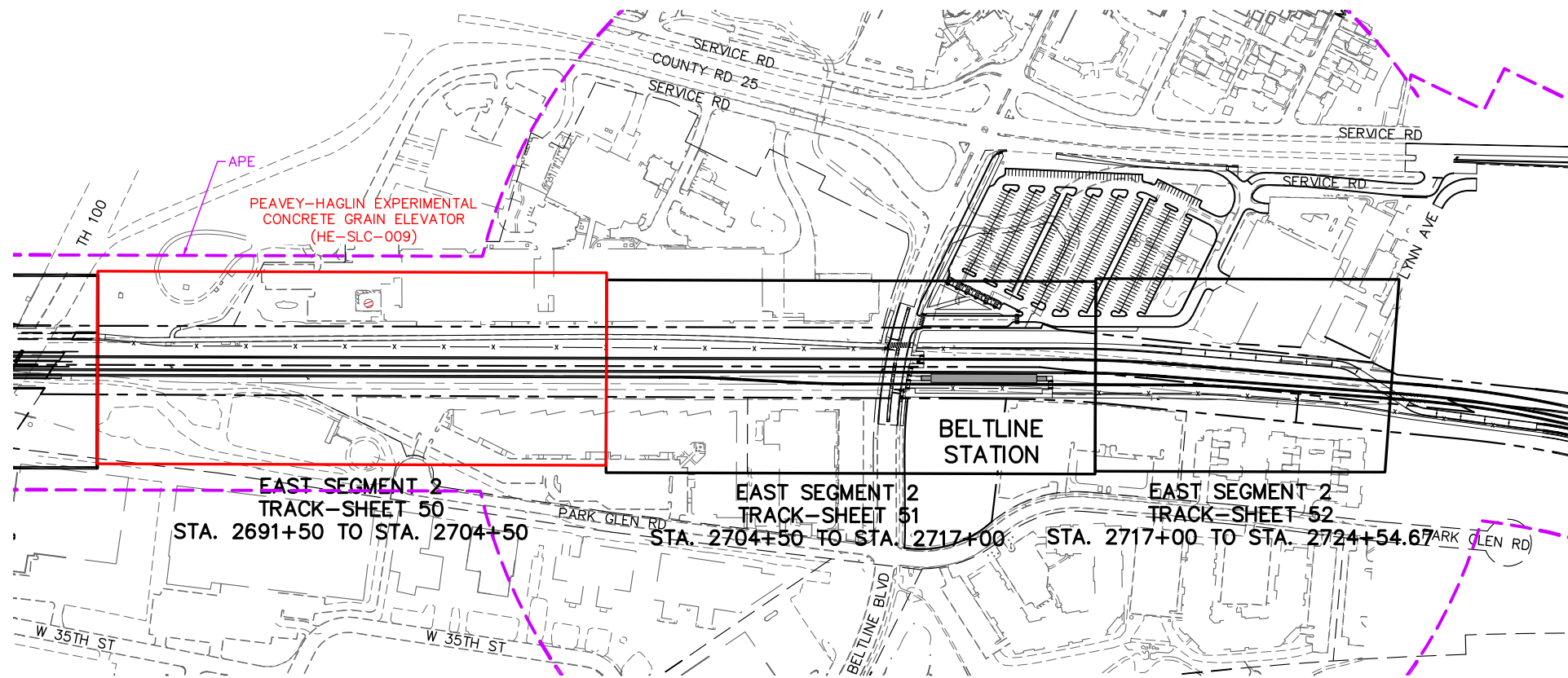
NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
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**EAST SEGMENT 2
TRACK
SHEET LAYOUT INDEX**

DISCIPLINE: **TRACK** SHEET NAME: **E2-TRK-IDX - 001**

SHEET
18
OF
58

Apr. 07 2014 10:13 am V:\3300_PEC-E\CAD\SEGMENT E2\EXHIBITS\CIVIL\SHPO\E2-TRK-IDX.dwg By: Wedgehr



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and Associates, Inc.**



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**METROPOLITAN
COUNCIL**



SOUTHWEST
Green Line LRT Extension

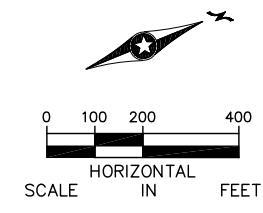
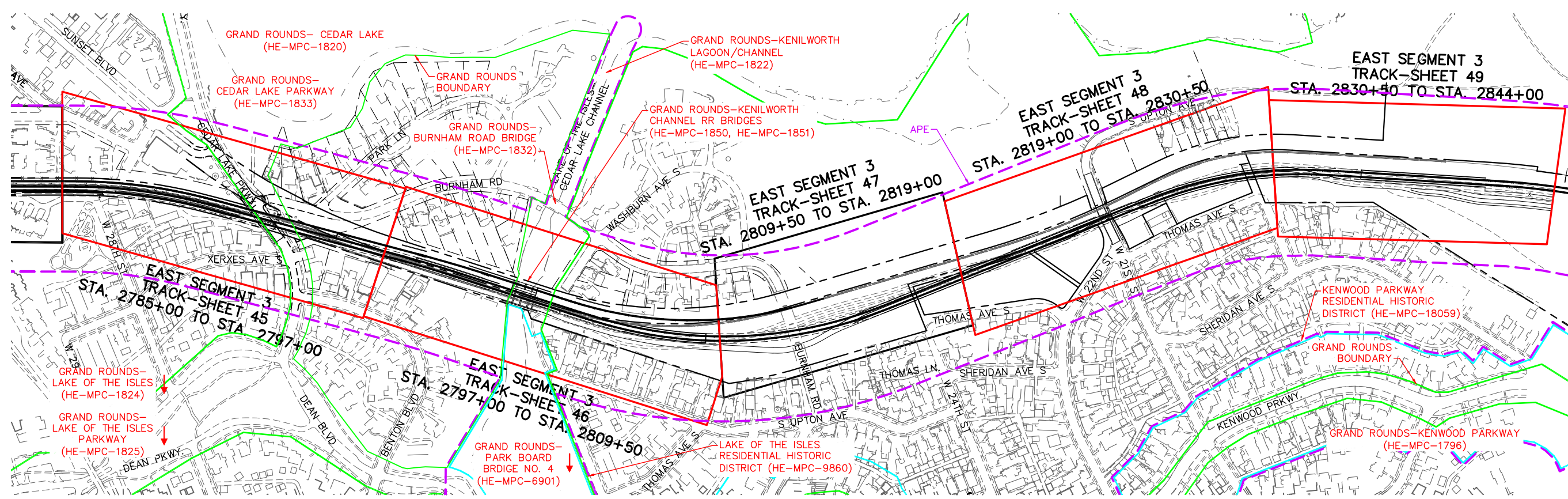
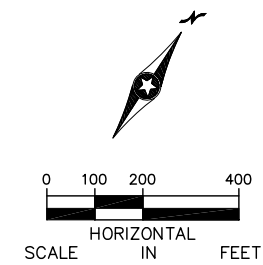
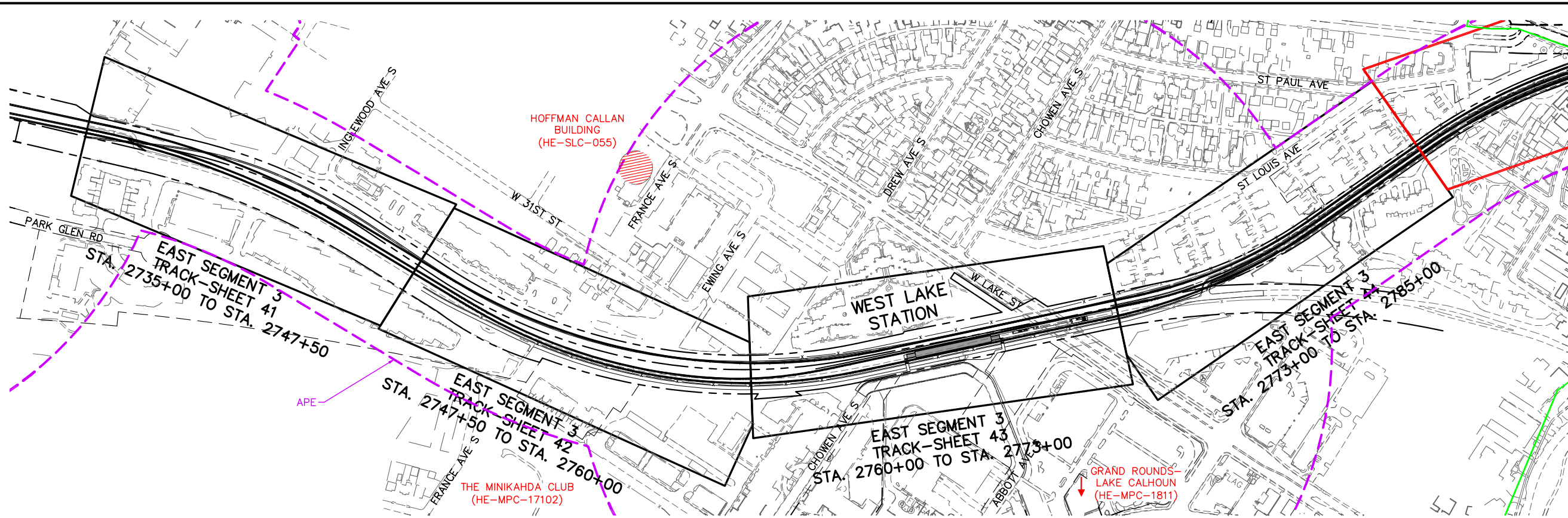
**EAST SEGMENT 2
TRACK
SHEET LAYOUT INDEX**

DISCIPLINE: **TRACK**

SHEET NAME: **E2-TRK-IDX - 002**

SHEET
19
OF
58

Apr. 07 2014 10:23 am V:\3300_PEC-E\CAD\SEGMENT E3\EXHIBITS\CIVIL\SPHO\E3-TRK-IDX.dwg By: Wedgehr



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1	4/10/14			SECTION 106 REVIEW

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METROPOLITAN COUNCIL

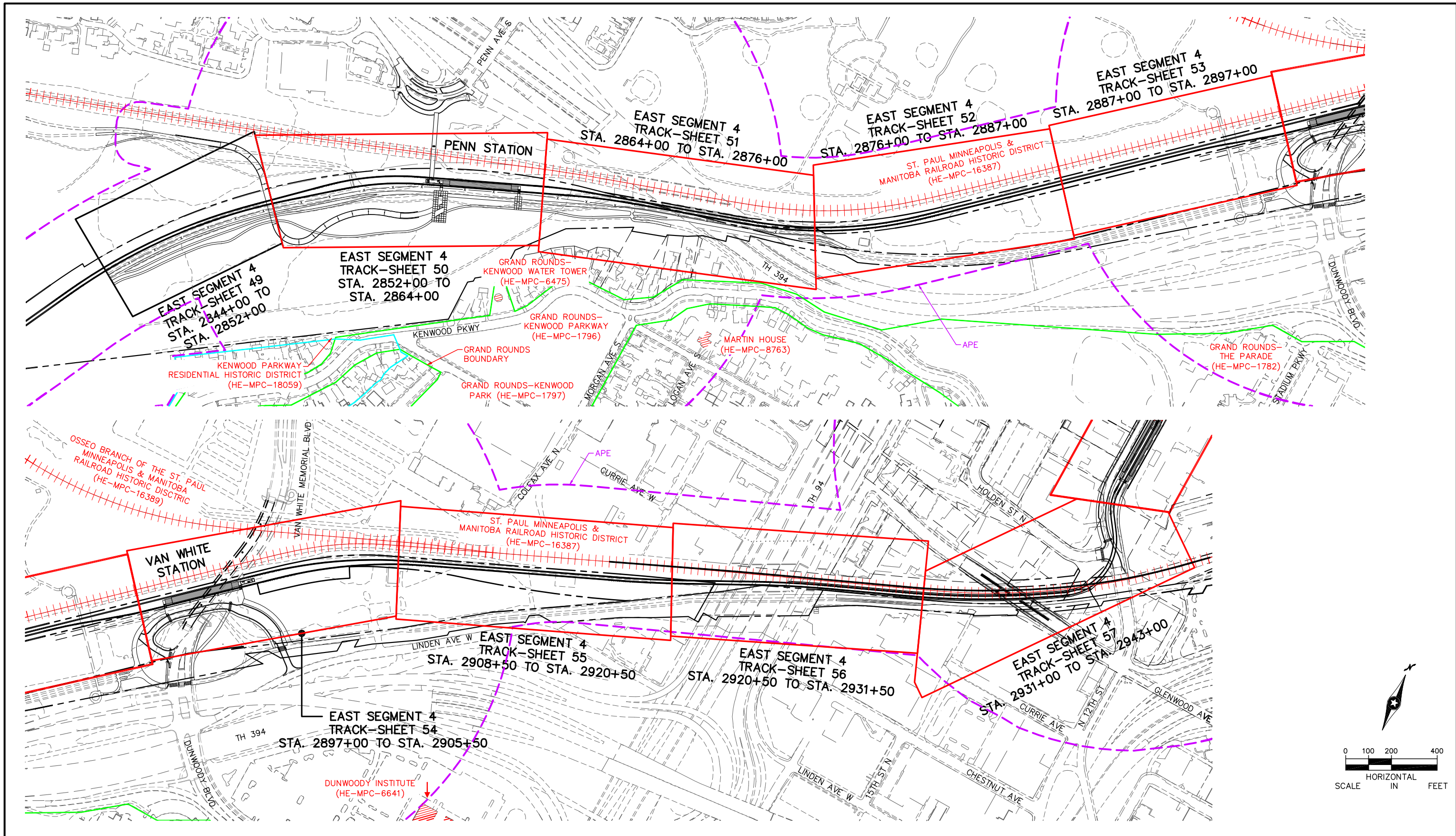
SOUTHWEST
Green Line LRT Extension

EAST SEGMENT 3 TRACK SHEET LAYOUT INDEX

DISCIPLINE: TRACK SHEET NAME: E3-TRK-IDX - 001

SHEET 16 OF 58

Apr. 07 2014 09:58 am v:\3300_PEC-E\CAD\SEGMENT E4\EXHIBITS\CIVIL\SHPO\E4-TRK-IDX.dwg By: Wedgehr



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1	4/10/14			SECTION 106 REVIEW



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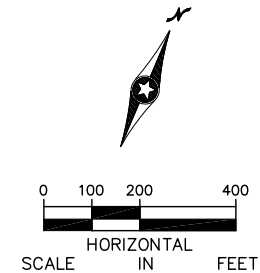
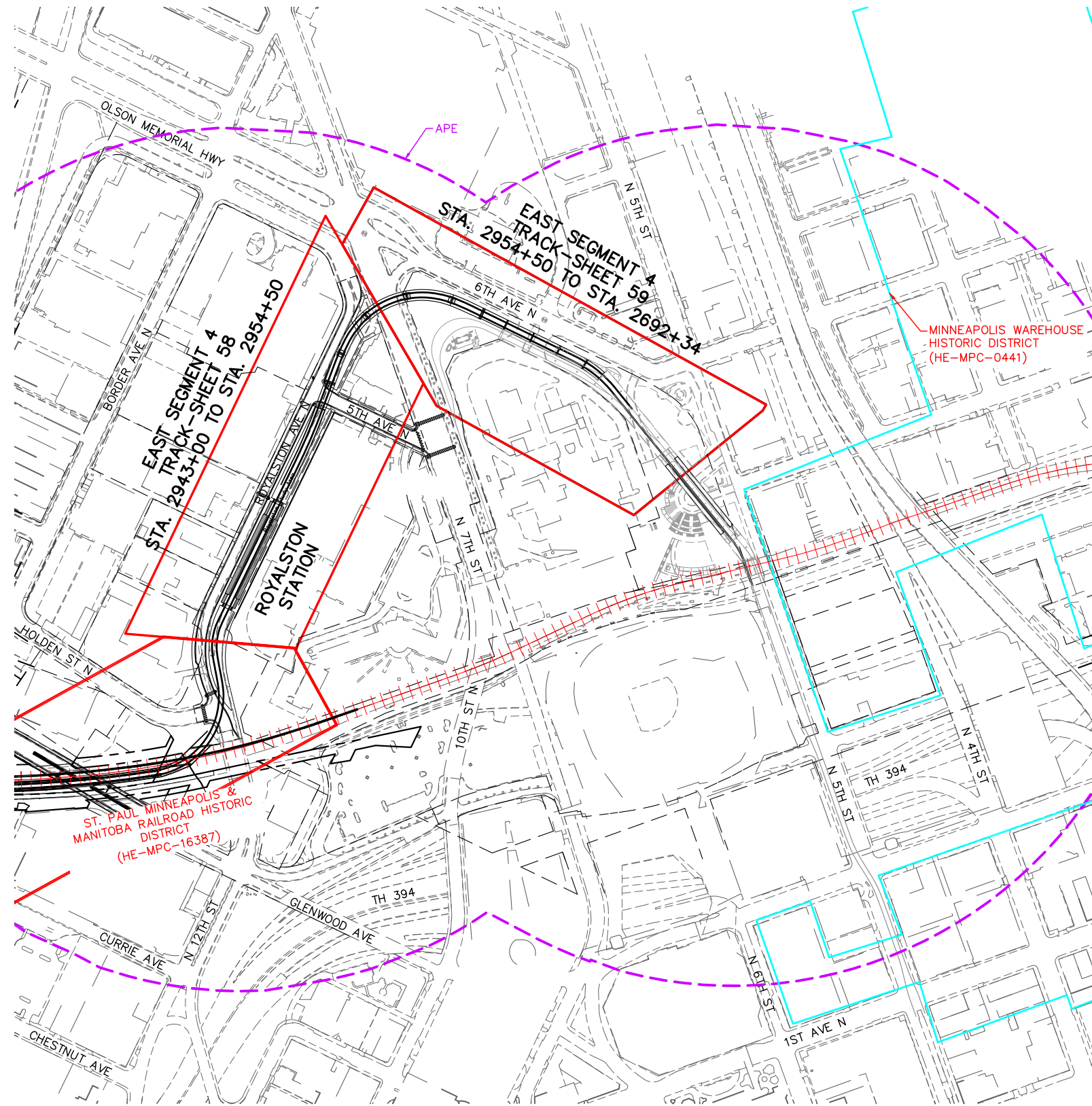
SOUTHWEST
Green Line LRT Extension

EAST SEGMENT 4 TRACK SHEET LAYOUT INDEX

DISCIPLINE: TRACK SHEET NAME: E4-TRK-IDX - 001

SHEET 18 OF 58

Apr. 07 2014 09:58 am v:\3300_PEC-E\CAD\SEGMENT E4\EXHIBITS\CIVIL\SHPO\E4-TRK-IDX.dwg By: Wedgehr



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1	4/10/14			SECTION 106 REVIEW



**Kimley-Horn
and Associates, Inc.**



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MUNICIPAL CONSENT



**METROPOLITAN
COUNCIL**



SOUTHWEST
Green Line LRT Extension

**EAST SEGMENT 4
TRACK
SHEET LAYOUT INDEX**

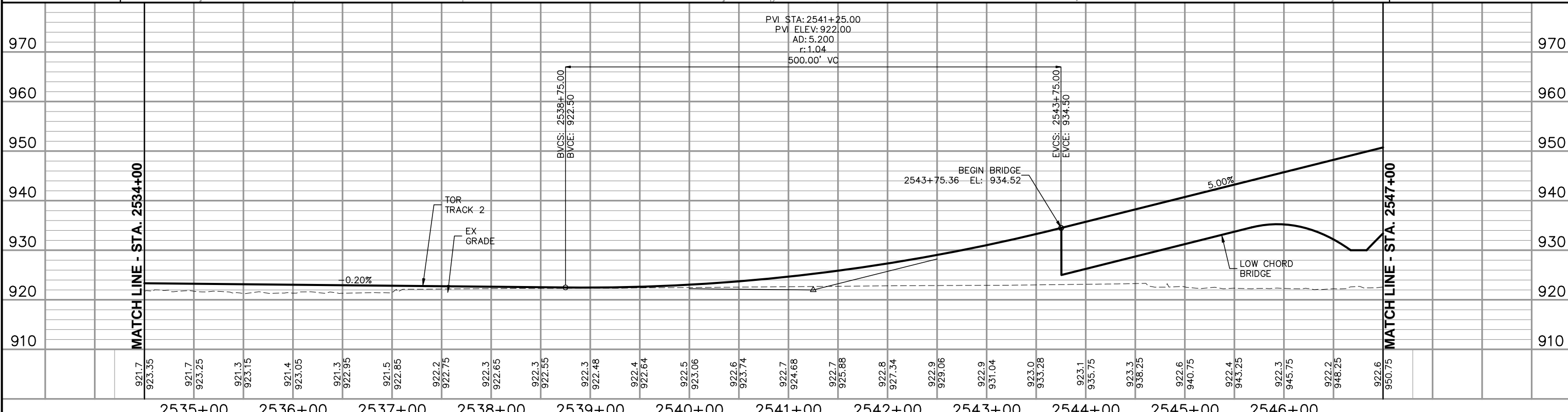
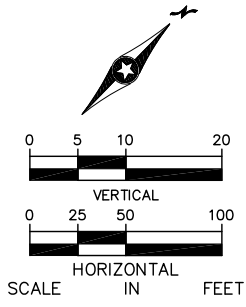
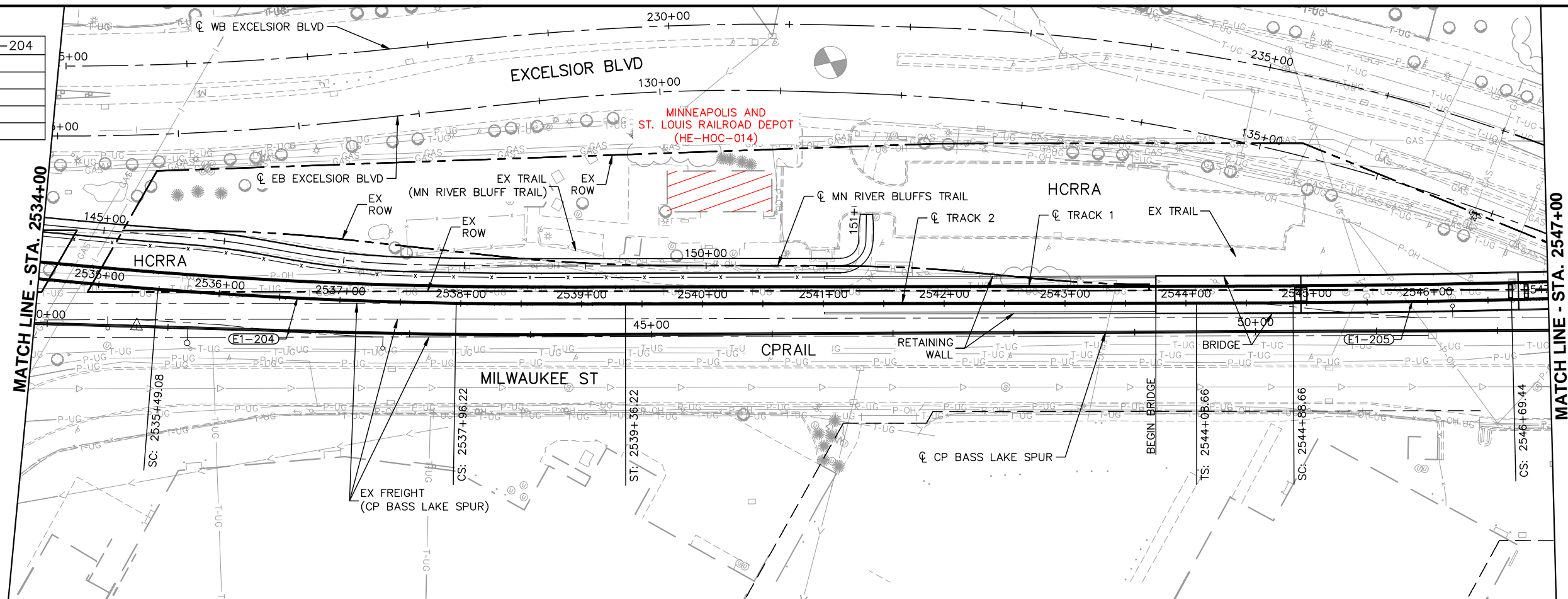
DISCIPLINE: **TRACK**

SHEET NAME: **E4-TRK-IDX - 002**

SHEET
19
OF
58

CURVE NO. E1-204
R = 4,000'
Ls = 140'
Ea = 1.50"
Eu = 1.49"
V = 55 MPH

CURVE NO. E1-205
R = 10,014'
Ls = 80'
Ea = 0.50"
Eu = 0.70"
V = 55 MPH



NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
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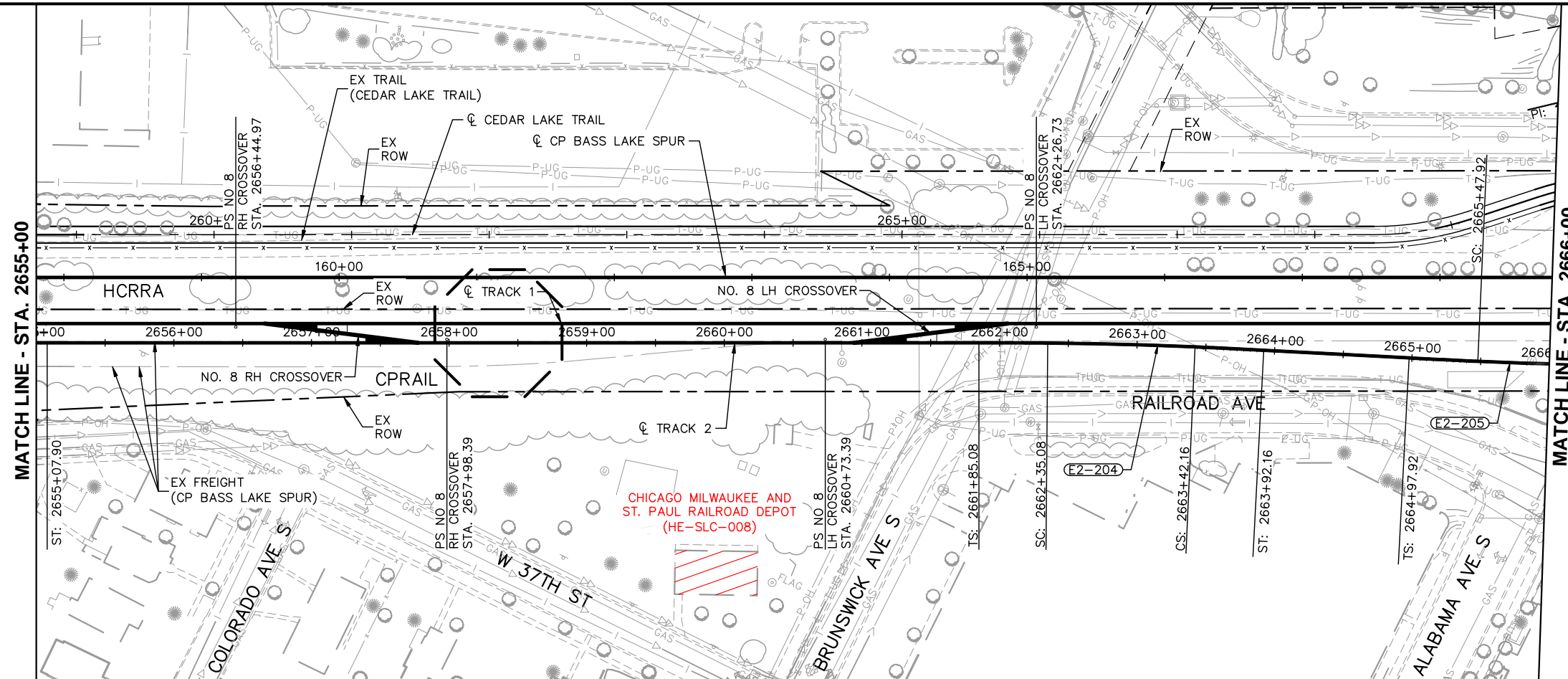
**EAST SEGMENT 1
TRACK
PLAN AND PROFILE
STA. 2534+00 TO STA. 2547+00**

DISCIPLINE: TRACK SHEET NAME: E1-TRK-PPFL-004

SHEET
33
OF
58

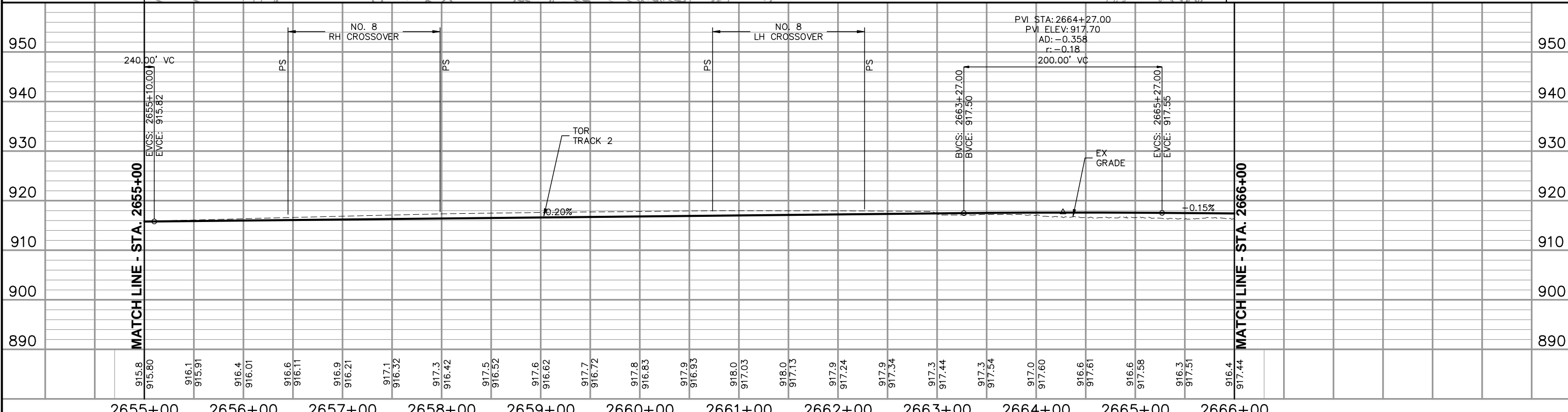
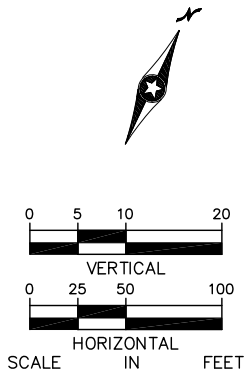
Apr. 07 2014 10:11 am V:\3300_PEC-E\CAD\SEGMENT E1\EXHIBITS\CIVIL\SHPO\E1-TRK-PPFL.dwg By: Wedgehr

Apr. 07 2014 10:16 am V:\3300_PEC-E\CAD\SEGMENT E2\EXHIBITS\CIVIL\SHPO\E2-TRK-PPFL.dwg By: Wedgehr



CURVE NO. E2-204
R = 3,000'
Ls = 50'
Ea = 0.75"
Eu = 0.87"
V = 35 MPH

CURVE NO. E2-205
R = 3,000'
Ls = 50'
Ea = 0.75"
Eu = 0.87"
V = 35 MPH



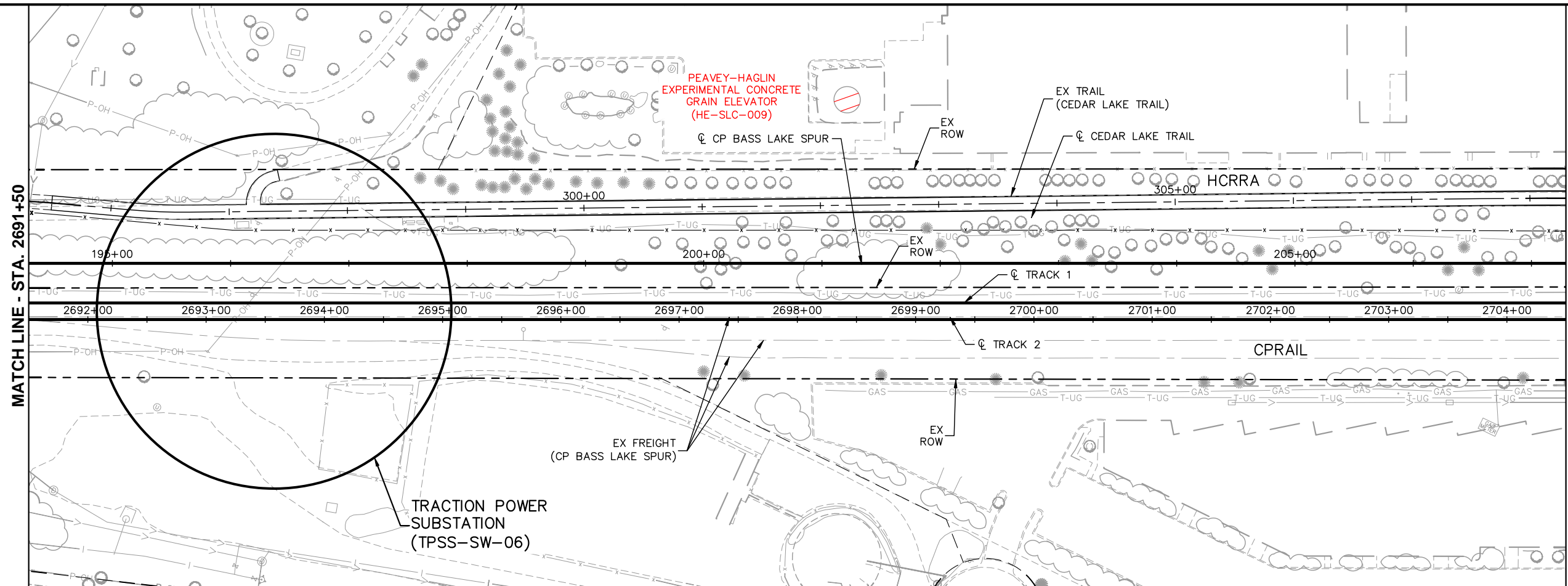
NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
1	4/10/14			SECTION 106 REVIEW

**EAST SEGMENT 2
TRACK
PLAN AND PROFILE
STA. 2655+00 TO STA. 2666+00**

DISCIPLINE: TRACK SHEET NAME: E2-TRK-PPFL - 006

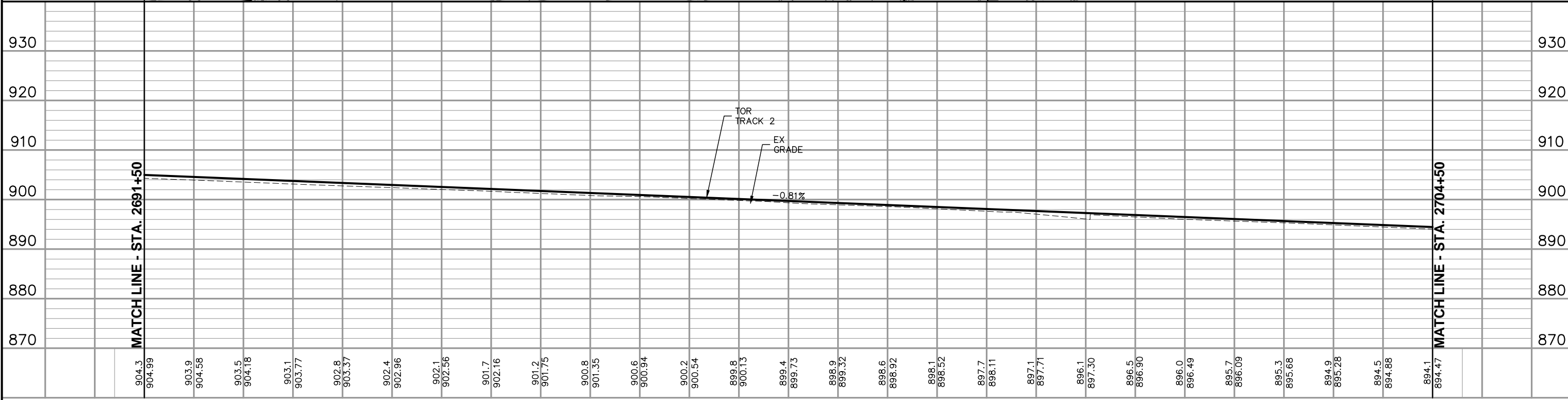
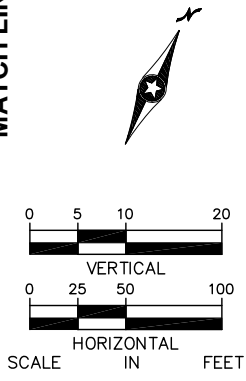
SHEET
47
OF
58

Apr. 07 2014 10:17 am V:\3300_PEC-E\CAD\SEGMENT E2\EXHIBITS\CIVIL\SHPO\E2-TRK-PPFL.dwg By: Wedgehr



MATCH LINE - STA. 2704+50

MATCH LINE - STA. 2691+50



MATCH LINE - STA. 2691+50

MATCH LINE - STA. 2704+50

2692+00 2693+00 2694+00 2695+00 2696+00 2697+00 2698+00 2699+00 2700+00 2701+00 2702+00 2703+00 2704+00

NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
1	4/10/14			SECTION 106 REVIEW

**Kimley-Horn
and Associates, Inc.**

SYSTRA

MUNICIPAL CONSENT

**METROPOLITAN
COUNCIL**

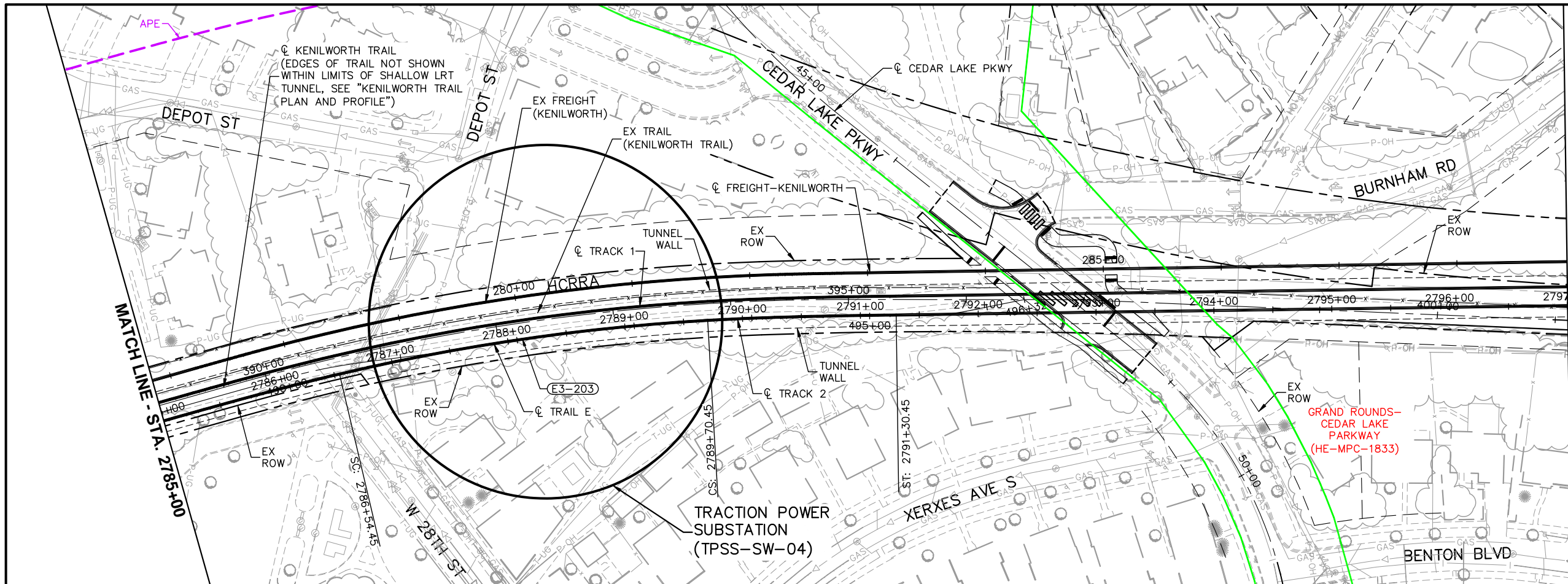
SOUTHWEST
Green Line LRT Extension

**EAST SEGMENT 2
TRACK
PLAN AND PROFILE
STA. 2691+50 TO STA. 2704+50**

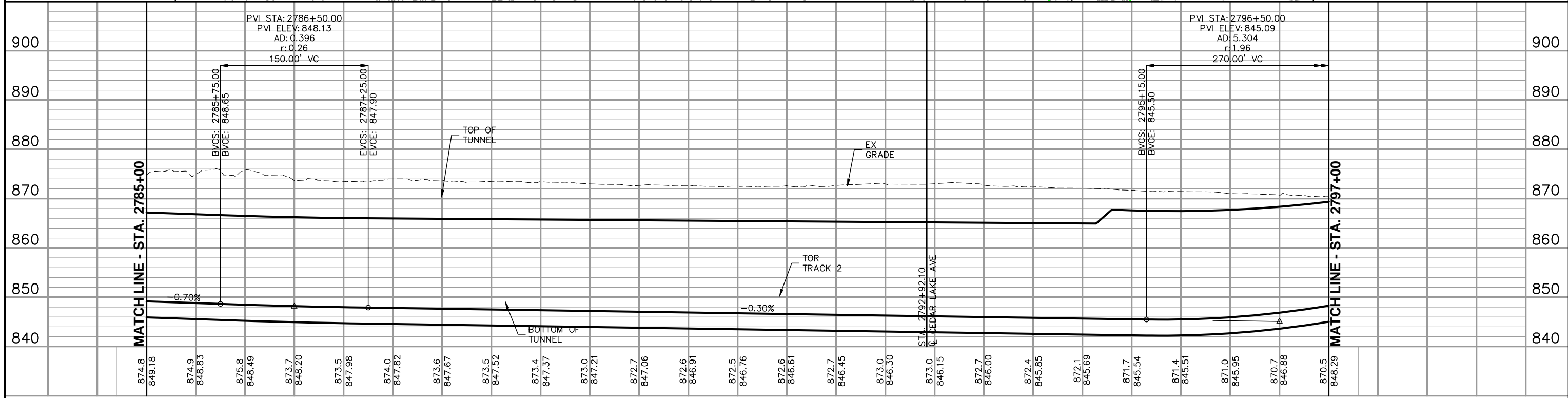
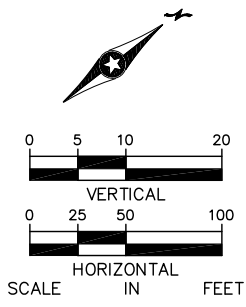
DISCIPLINE: **TRACK** SHEET NAME: **E2-TRK-PPFL - 009**

SHEET **50**
OF
58

Apr. 07 2014 10:25 am V:\3300_PEC-E\CAD\SEGMENT E3\EXHIBITS\CIVIL\SPHO\E3-TRK-PPFL.dwg By: Wedgehr



CURVE NO. E3-203
R = 1,820'
Ls = 160'
Ea = 2.25"
Eu = 2.16"
V = 45 MPH



874.8 849.18	874.9 848.83	875.8 848.49	873.7 848.20	873.5 847.98	874.0 847.82	873.6 847.67	873.5 847.52	873.4 847.37	873.0 847.21	872.7 847.06	872.6 846.91	872.5 846.76	872.6 846.61	872.7 846.45	873.0 846.30	873.0 846.15	872.7 846.00	872.4 845.85	872.1 845.69	871.7 845.54	871.4 845.51	871.0 845.95	870.7 846.88	870.5 848.29
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NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
1	4/10/14			SECTION 106 REVIEW

2786+00	2787+00	2788+00	2789+00	2790+00	2791+00	2792+00	2793+00	2794+00	2795+00	2796+00
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SYSTRA

MUNICIPAL CONSENT

METROPOLITAN COUNCIL

SOUTHWEST
Green Line LRT Extension

EAST SEGMENT 3 TRACK

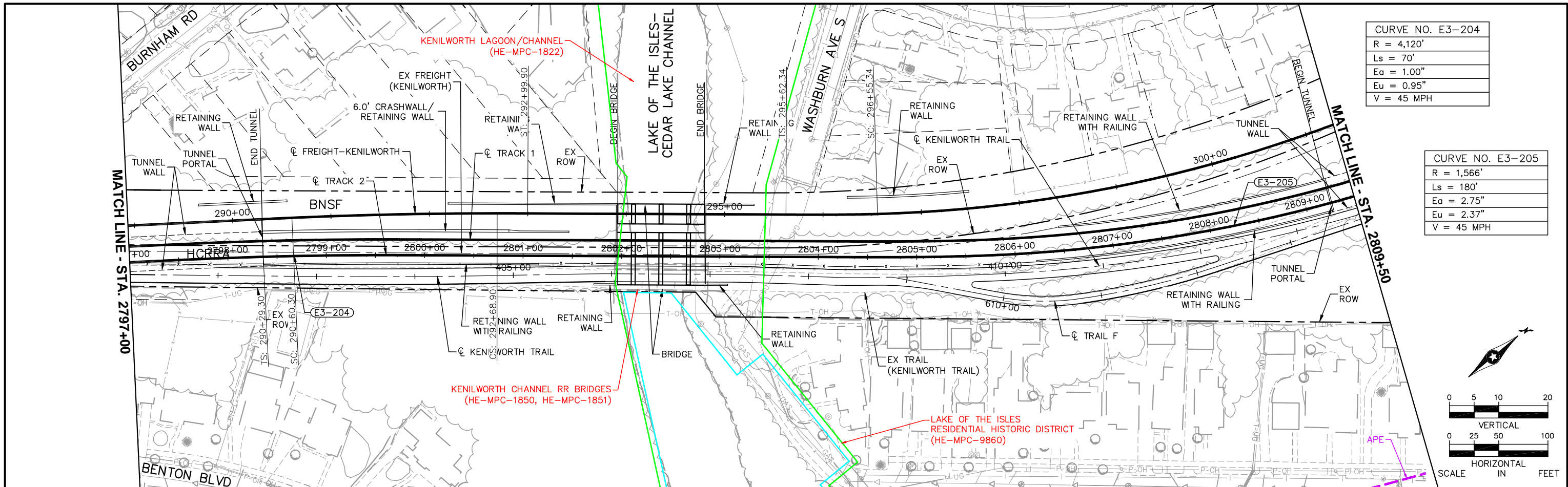
PLAN AND PROFILE

STA. 2785+00 TO STA. 2797+00

DISCIPLINE: TRACK SHEET NAME: E3-TRK-PPFL - 005

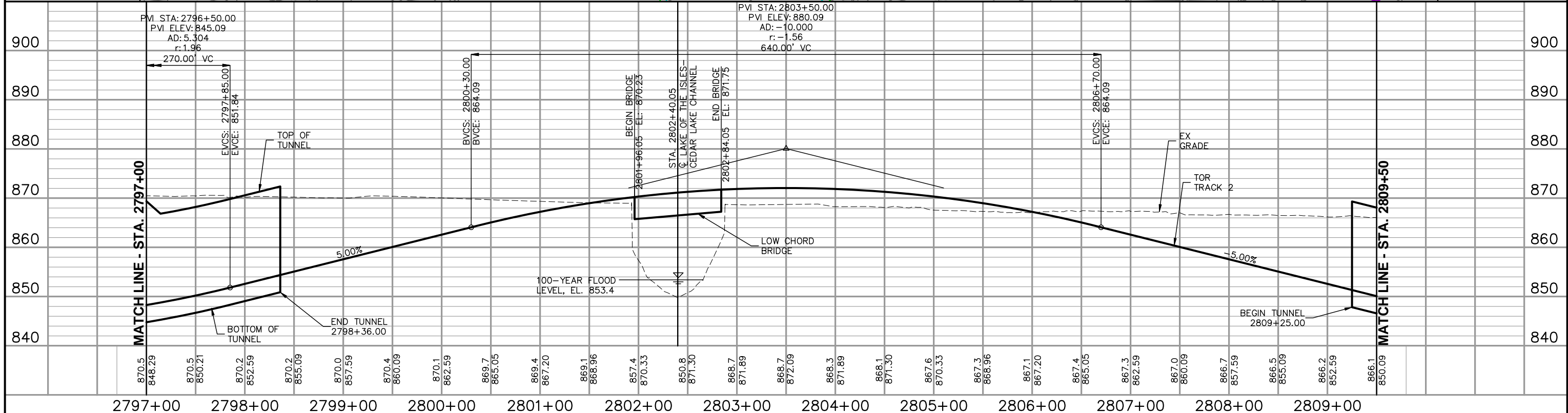
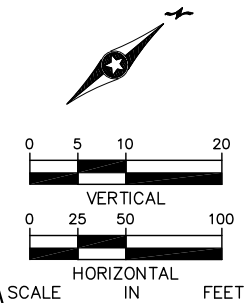
SHEET 45 OF 58

Apr. 29 2014 09:01 am V:\3300_PEC-E\CAD\SEGMENT E3\EXHIBITS\CIVIL\SPHO\E3-TRK-PPFL.dwg By: Wedgehr



CURVE NO. E3-204
R = 4,120'
Ls = 70'
Ea = 1.00"
Eu = 0.95"
V = 45 MPH

CURVE NO. E3-205
R = 1,566'
Ls = 180'
Ea = 2.75"
Eu = 2.37"
V = 45 MPH



NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
1	4/10/14			SECTION 106 REVIEW
2	4/22/14			CORRECTED AND RE-ISSUED

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SYSTRA

MUNICIPAL CONSENT

METROPOLITAN COUNCIL

SOUTHWEST
Green Line LRT Extension

EAST SEGMENT 3 TRACK

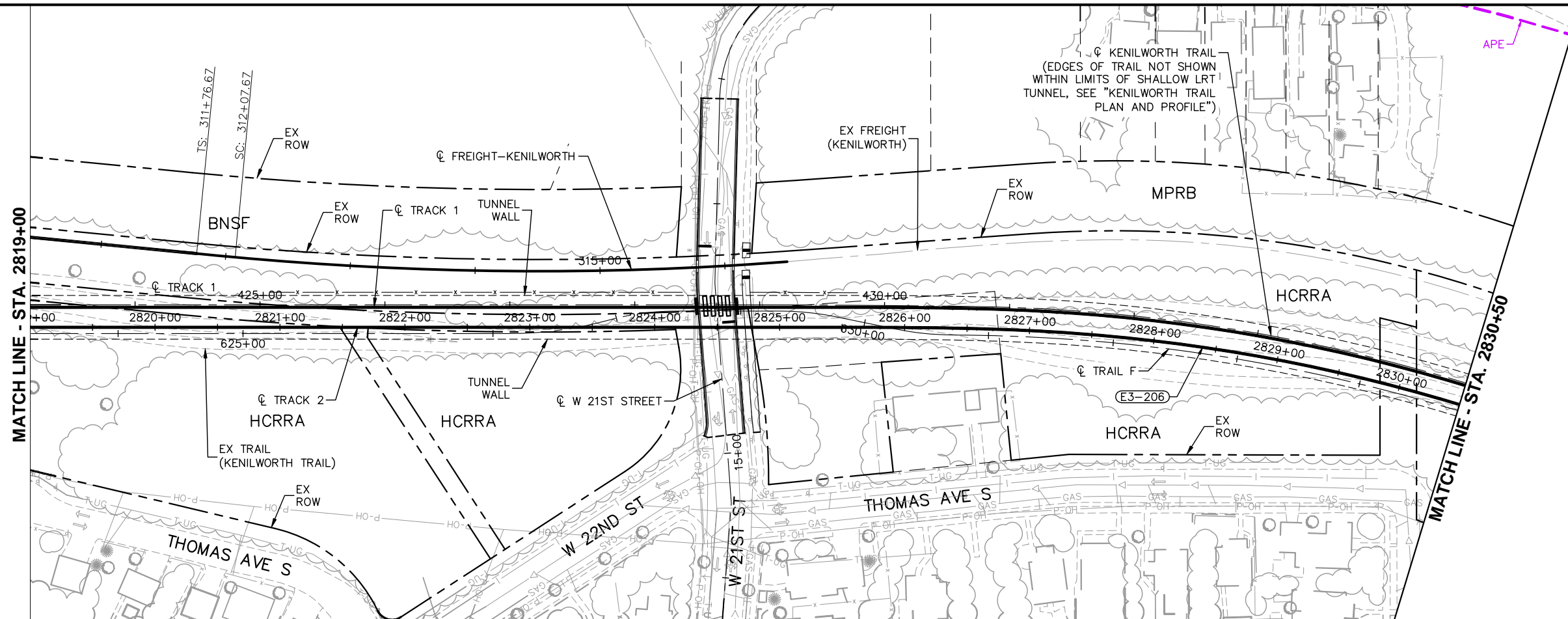
PLAN AND PROFILE

STA. 2797+00 TO STA. 2809+50

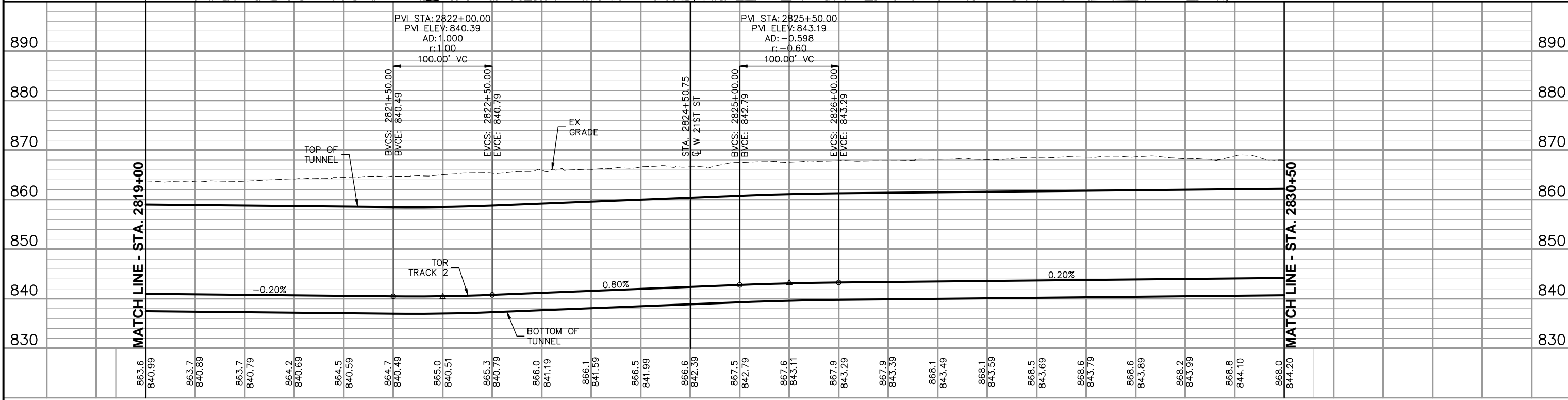
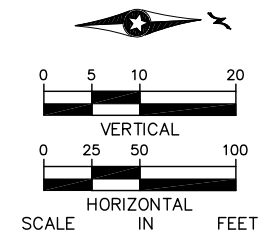
DISCIPLINE: TRACK SHEET NAME: E3-TRK-PPFL - 006

SHEET 46 OF 58

Apr. 29 2014 09:01 am V:\3300_PEC-E\CAD\SEGMENT E3\EXHIBITS\CIVIL\SPHO\E3-TRK-PPFL.dwg By: Wedgehr



CURVE NO. E3-206
R = 1,410'
LS = 200'
Ea = 3.00"
Eu = 2.69"
V = 45 MPH

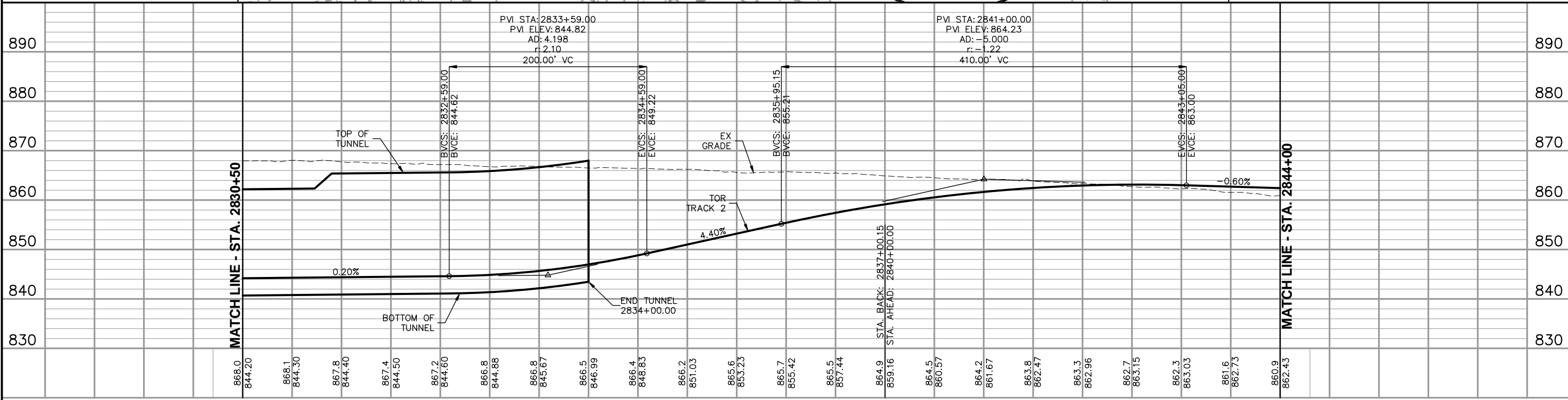
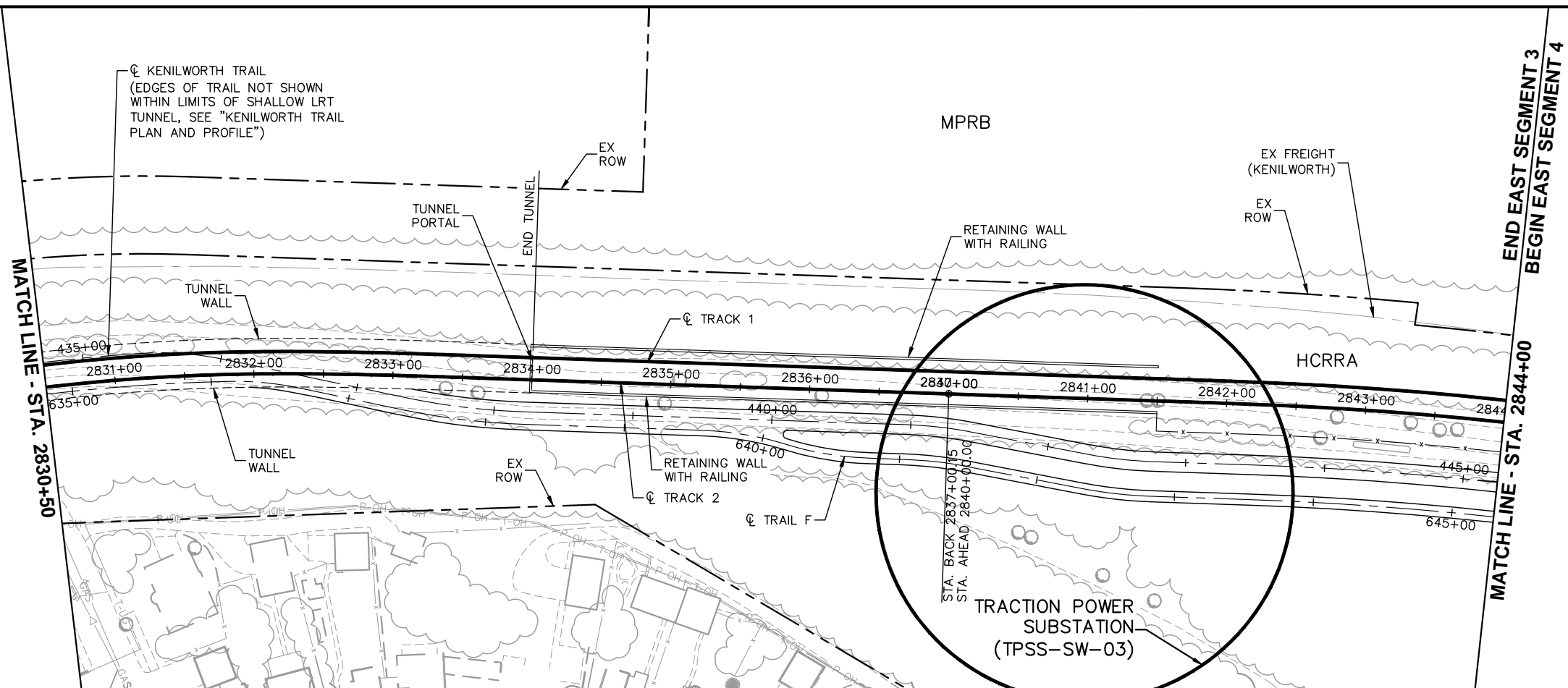


863.6 840.99	863.7 840.89	863.7 840.79	864.2 840.69	864.5 840.59	864.7 840.49	865.0 840.51	865.3 840.79	866.0 841.19	866.1 841.59	866.5 841.99	866.6 842.39	867.5 842.79	867.6 843.11	867.9 843.29	867.9 843.39	868.1 843.49	868.1 843.59	868.5 843.69	868.6 843.79	868.6 843.89	868.2 843.99	868.8 844.10	868.0 844.20
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NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
1	4/10/14			SECTION 106 REVIEW
2	4/22/14			CORRECTED AND RE-ISSUED

EAST SEGMENT 3 TRACK PLAN AND PROFILE STA. 2819+00 TO STA. 2830+50		SHEET 48 OF 58
DISCIPLINE: TRACK	SHEET NAME: E3-TRK-PPFL - 008	

Apr. 29 2014 09:02 am V:\3300_PEC-E\CAD\SEGMENT E3\EXHIBITS\CIVIL\SPHO\E3-TRK-PPFL.dwg By: Wedgehr

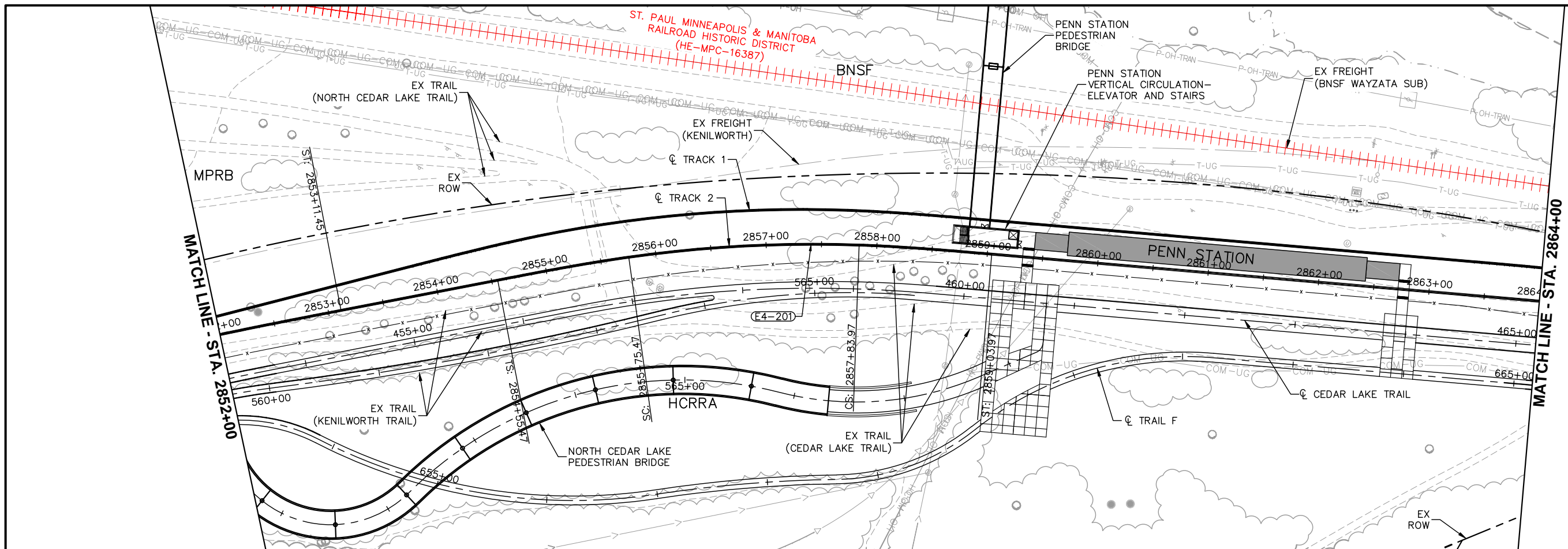


868.0 844.20	868.1 844.30	867.8 844.40	867.4 844.50	867.2 844.60	866.8 844.88	866.8 845.67	866.5 846.99	866.4 848.83	866.2 851.03	865.6 853.23	865.7 855.42	865.5 857.44	864.9 859.16	864.5 860.57	864.2 861.67	863.8 862.47	863.3 862.96	862.7 863.15	862.3 863.03	861.6 862.73	860.9 862.43
2831+00	2832+00	2833+00	2834+00	2835+00	2836+00	2837+00	2838+00	2839+00	2840+00	2841+00	2842+00	2843+00	2844+00								

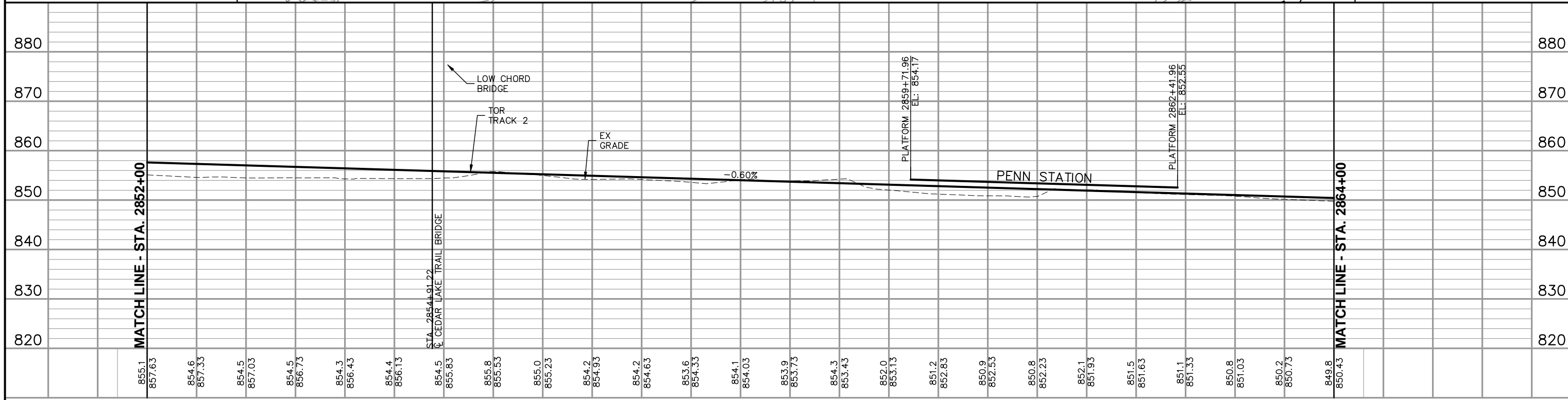
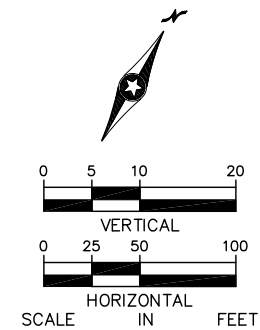
NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
1	4/10/14			SECTION 106 REVIEW
2	4/22/14			CORRECTED AND RE-ISSUED

EAST SEGMENT 3 TRACK PLAN AND PROFILE STA. 2830+50 TO STA. 2844+00		SHEET 49 OF 58
DISCIPLINE: TRACK	SHEET NAME: E3-TRK-PPFL - 009	

Apr. 07 2014 10:02 am V:\3300_PEC-E\CAD\SEGMENT E4\EXHIBITS\CIVIL\SHPO\E4-TRK-PPFL.dwg By: Wedgehr



CURVE NO. E4-201
R = 1,190'
Ls = 120'
Ea = 2.00"
Eu = 2.08"
V = 35 MPH



2852+00 2853+00 2854+00 2855+00 2856+00 2857+00 2858+00 2859+00 2860+00 2861+00 2862+00 2863+00 2864+00

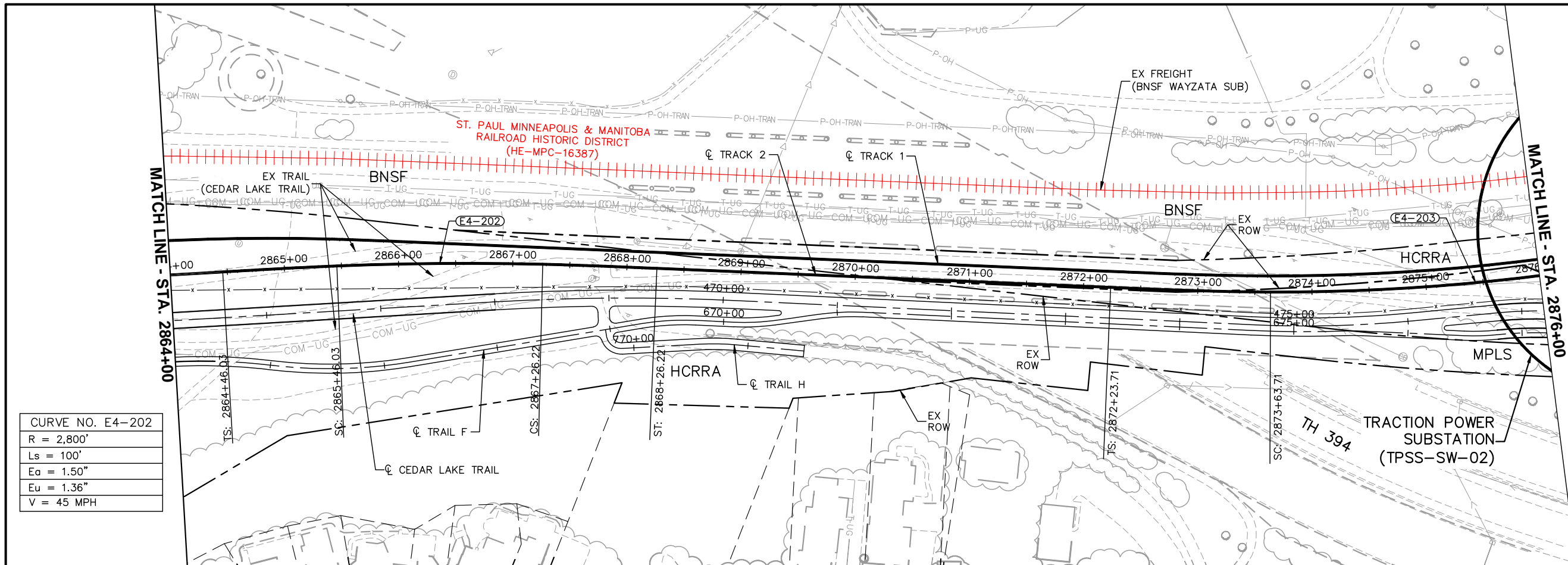
NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
1	4/10/14			SECTION 106 REVIEW

**EAST SEGMENT 4
TRACK
PLAN AND PROFILE
STA. 2852+00 TO STA. 2864+00**

DISCIPLINE: TRACK SHEET NAME: E4-TRK-PPFL - 002

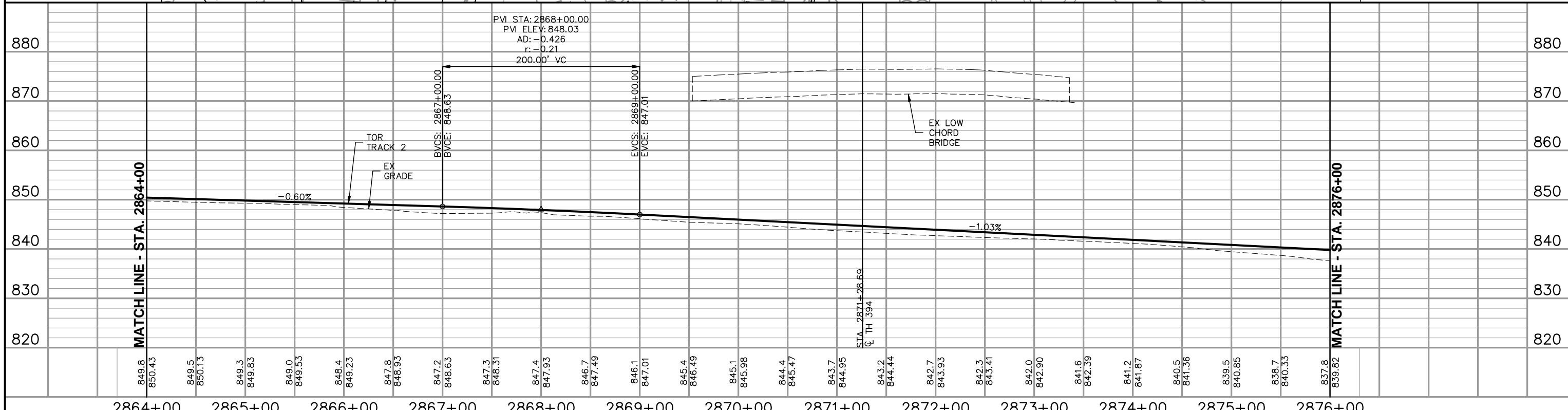
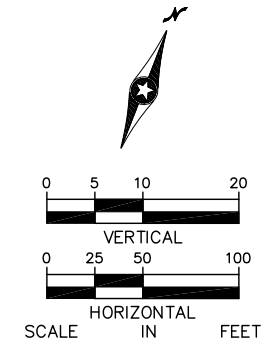
SHEET 50 OF 58

Apr. 07 2014 10:02 am V:\3300_PEC-E\CAD\SEGMENT E4\EXHIBITS\CIVIL\SHPO\E4-TRK-PPFL.dwg By: Wedgehr



CURVE NO. E4-203
R = 1,830'
Ls = 140'
Ea = 2.50"
Eu = 1.88"
V = 45 MPH

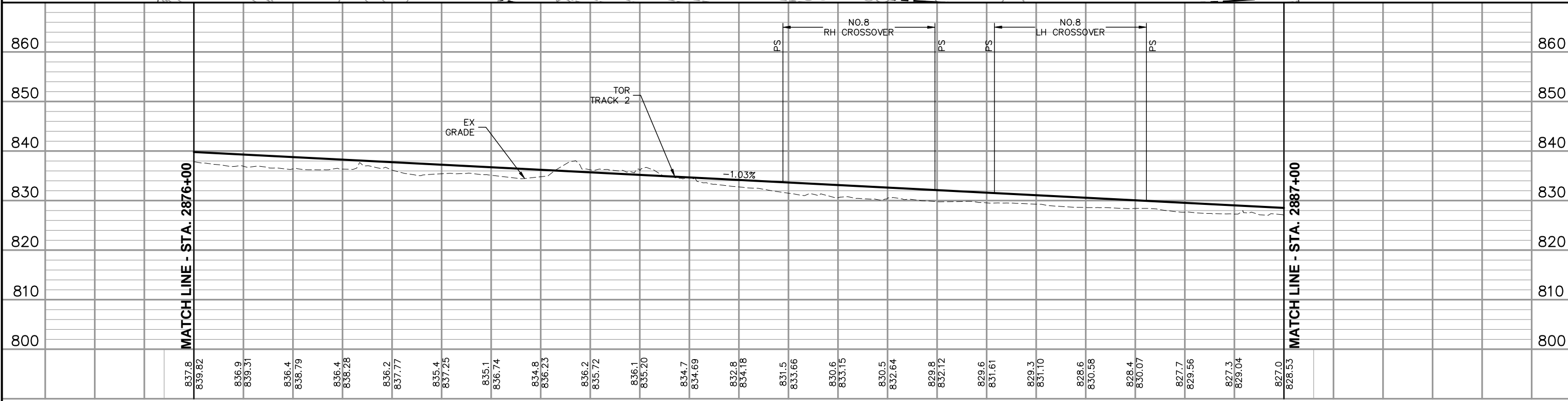
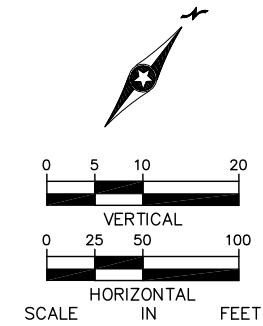
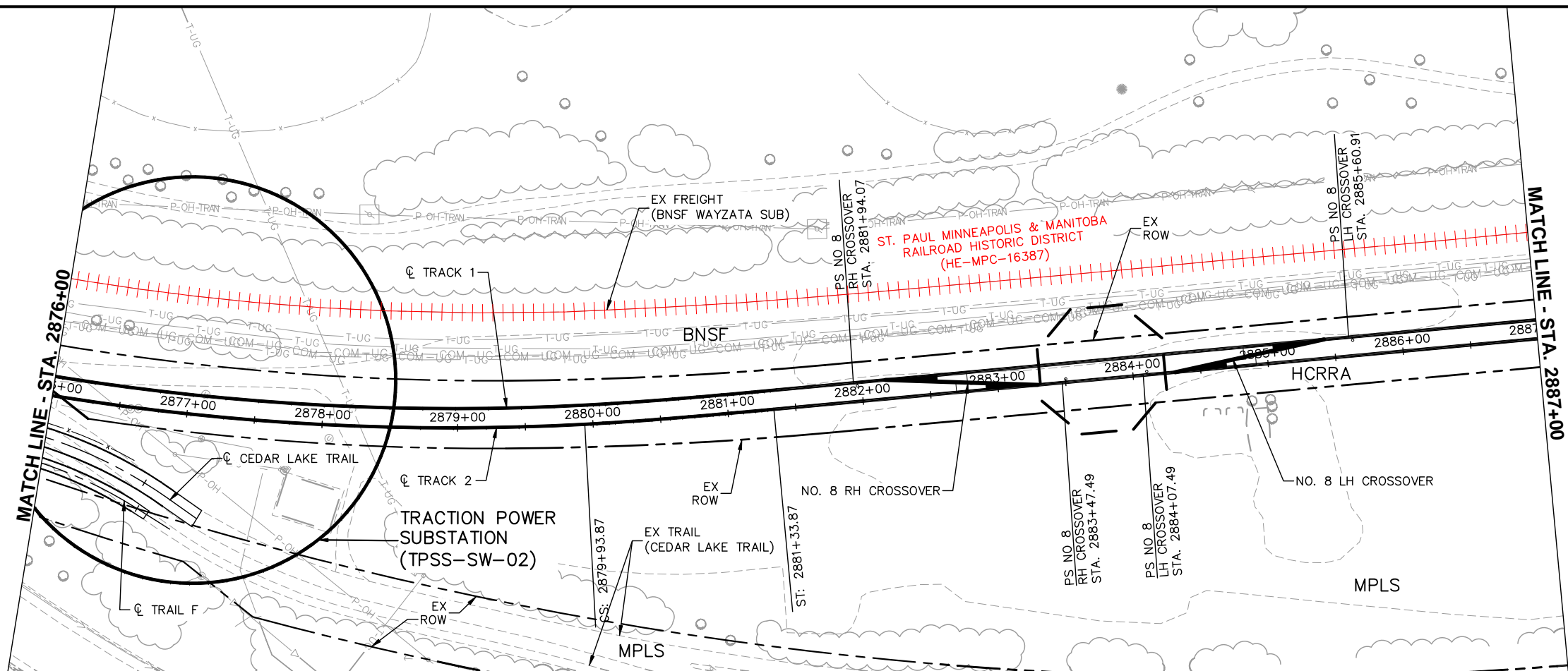
CURVE NO. E4-202
R = 2,800'
Ls = 100'
Ea = 1.50"
Eu = 1.36"
V = 45 MPH



NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
1	4/10/14			SECTION 106 REVIEW

 Kimley-Horn and Associates, Inc. SYSTRA MUNICIPAL CONSENT	 METROPOLITAN COUNCIL SOUTHWEST Green Line LRT Extension	EAST SEGMENT 4 TRACK PLAN AND PROFILE STA. 2864+00 TO STA. 2876+00 DISCIPLINE: TRACK SHEET NAME: E4-TRK-PPFL - 003	SHEET 51 OF 58
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Apr. 07 2014 10:03 am V:\3300_PEC-E\CAD\SEGMENT E4\EXHIBITS\CIVIL\SHPO\E4-TRK-PPFL.dwg By: Wedgehr



837.8 839.82	836.9 839.31	836.4 838.79	836.4 838.28	836.2 837.77	835.4 837.25	835.1 836.74	834.8 836.23	836.2 835.72	836.1 835.20	834.7 834.69	832.8 834.18	831.5 833.66	830.6 833.15	830.5 832.64	829.8 832.12	829.6 831.61	829.3 831.10	828.6 830.58	828.4 830.07	827.7 829.56	827.3 829.04	827.0 828.53
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2876+00	2877+00	2878+00	2879+00	2880+00	2881+00	2882+00	2883+00	2884+00	2885+00	2886+00	2887+00
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NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
1	4/10/14			SECTION 106 REVIEW

**Kimley-Horn
and Associates, Inc.**

SYSTRA

MUNICIPAL CONSENT

**METROPOLITAN
COUNCIL**

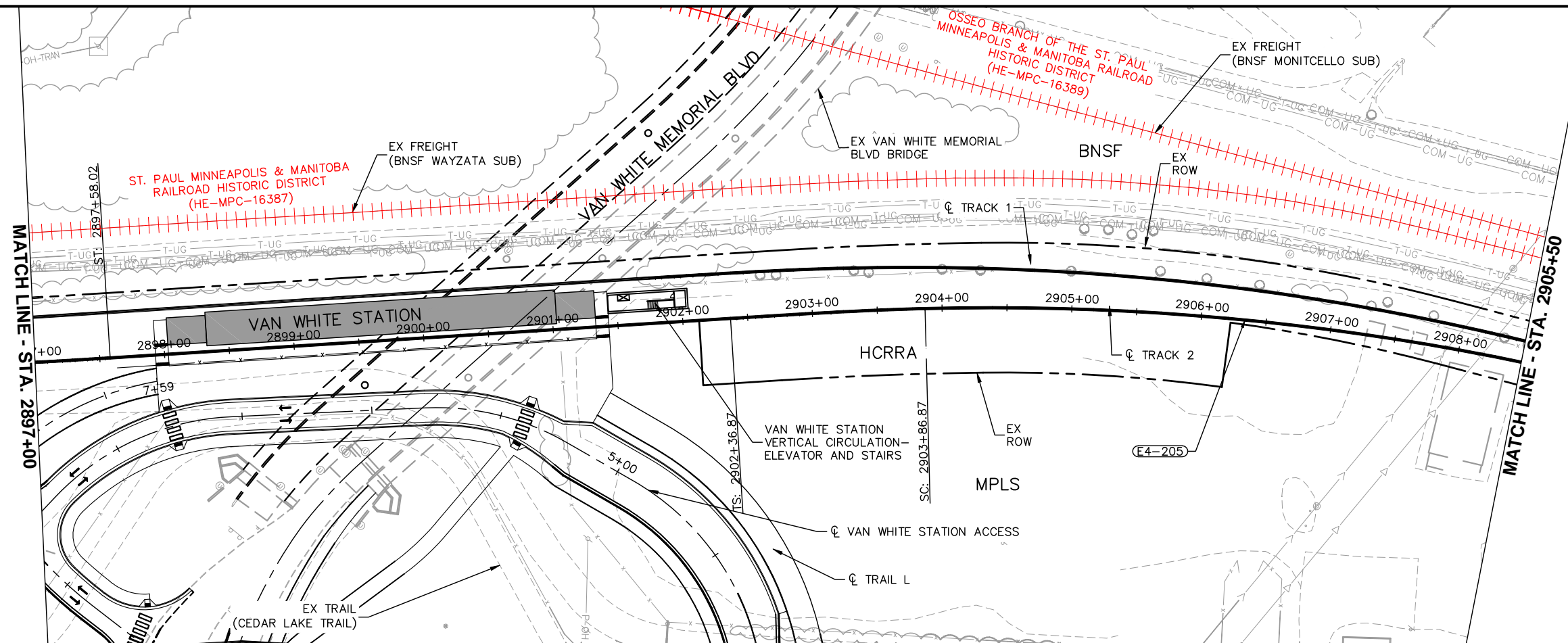
SOUTHWEST
Green Line LRT Extension

**EAST SEGMENT 4
TRACK
PLAN AND PROFILE
STA. 2876+00 TO STA. 2887+00**

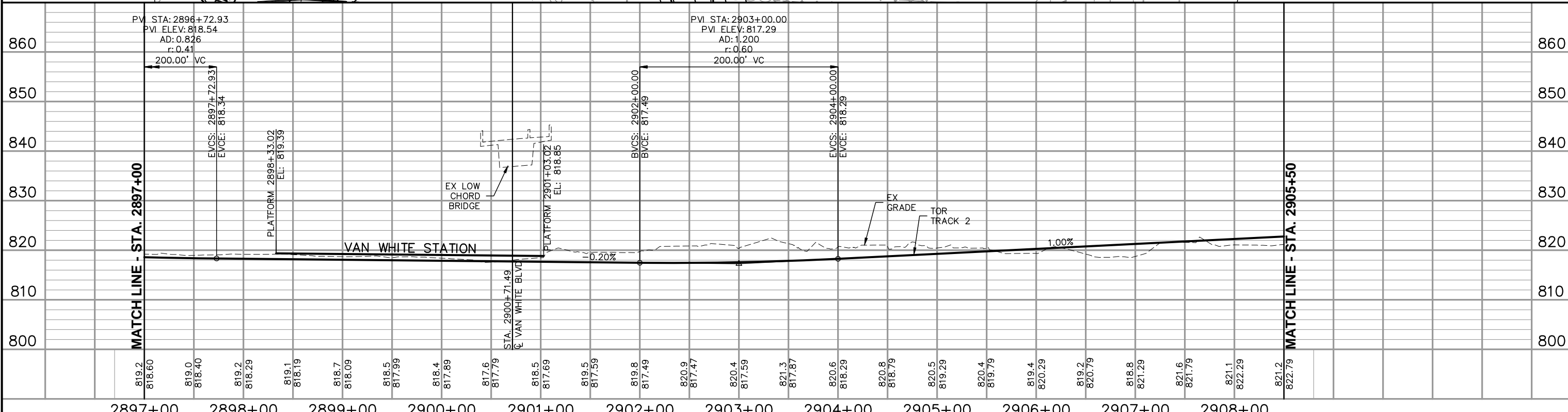
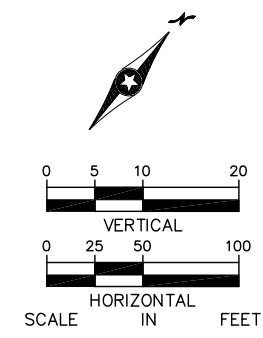
DISCIPLINE: **TRACK** SHEET NAME: **E4-TRK-PPFL - 004**

SHEET **52**
OF **58**

Apr. 07 2014 10:04 am V:\3300_PEC-E\CAD\SEGMENT E4\EXHIBITS\CIVIL\SHPO\E4-TRK-PPFL.dwg By: Wedgehr



CURVE NO. E4-205
R = 2,000'
Ls = 150'
Ea = 2.00"
Eu = 2.01"
V = 45 MPH



NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
1	4/10/14			SECTION 106 REVIEW

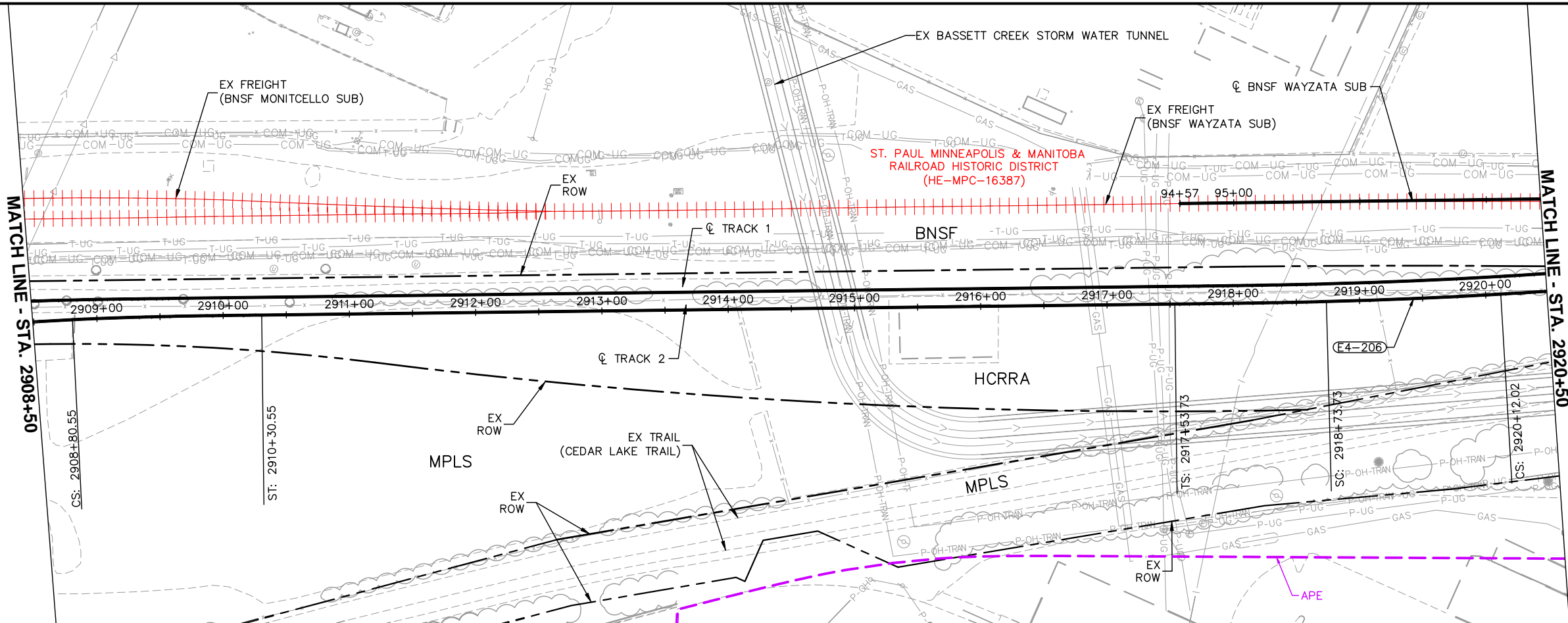
819.2 818.60	819.0 818.40	819.2 818.29	819.1 818.19	818.7 818.09	818.5 817.99	818.4 817.89	817.6 817.79	818.5 817.69	819.5 817.59	819.8 817.49	820.9 817.47	820.4 817.59	821.3 817.87	820.6 818.29	820.8 818.79	820.5 819.29	820.4 819.79	819.4 820.29	819.2 820.79	818.8 821.29	821.6 821.79	821.1 822.29	821.2 822.79
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**EAST SEGMENT 4
TRACK
PLAN AND PROFILE
STA. 2897+00 TO STA. 2905+50**

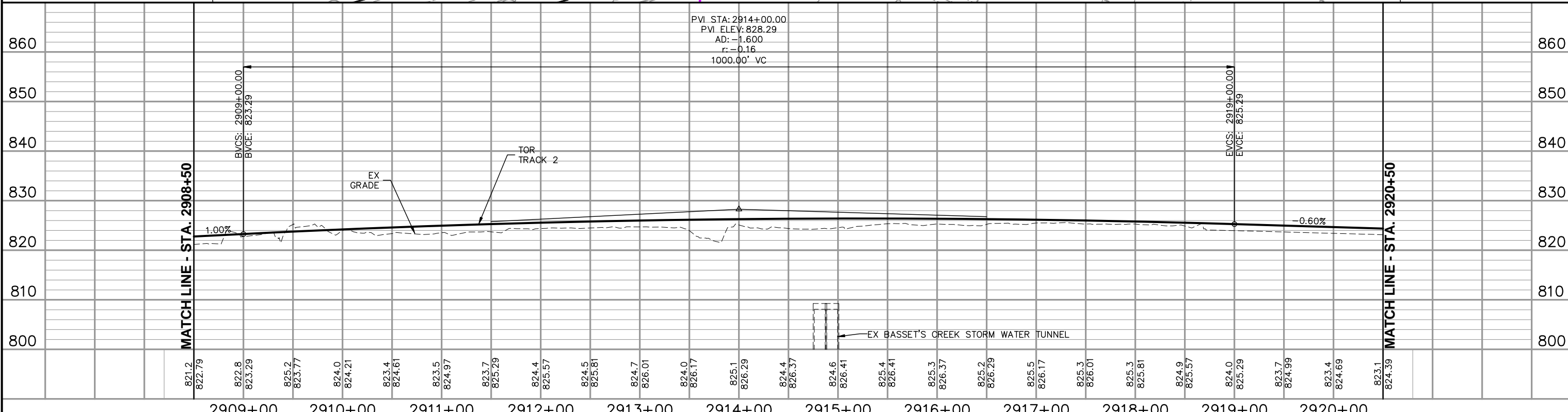
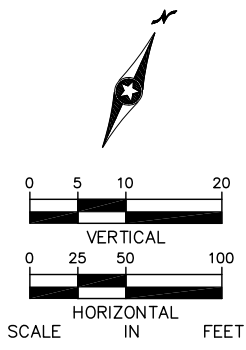
DISCIPLINE: **TRACK** SHEET NAME: **E4-TRK-PPFL - 006**

SHEET
54
OF
58

Apr. 07 2014 10:04 am V:\33000_PEC-E\CAD\SEGMENT E4\EXHIBITS\CIVIL\SHPO\E4-TRK-PPFL.dwg By: Weggehr



CURVE NO. E4-206
R = 4,240'
Ls = 120'
Ea = 1.50"
Eu = 1.33"
V = 55 MPH



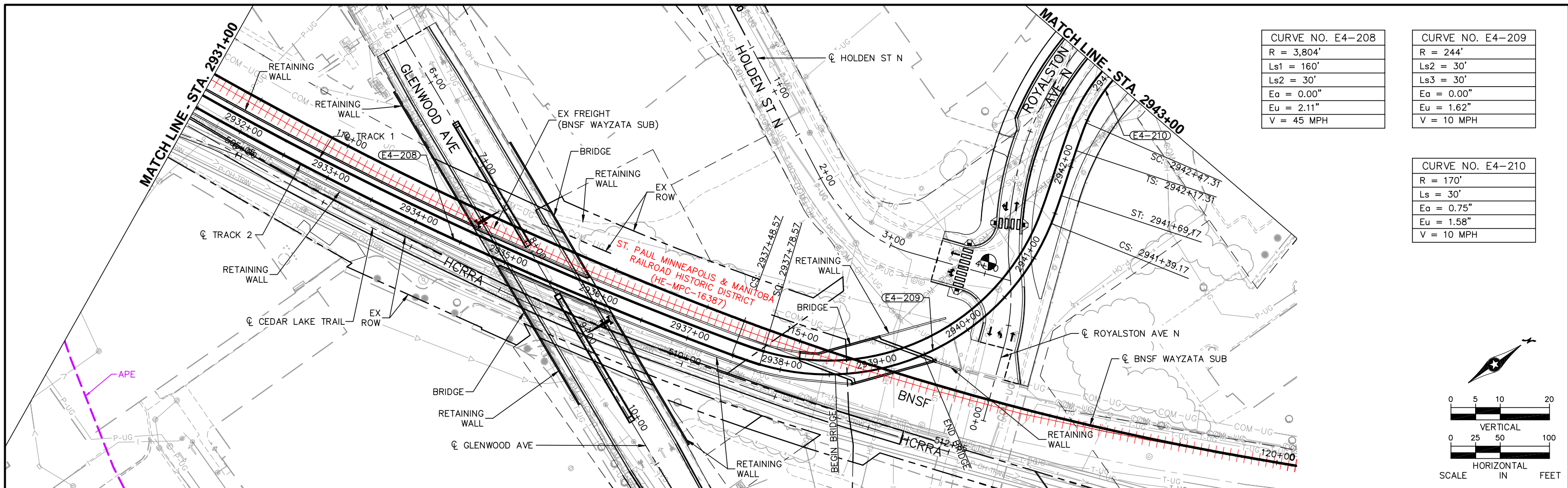
NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
1	4/10/14			SECTION 106 REVIEW

**EAST SEGMENT 4
TRACK
PLAN AND PROFILE
STA. 2908+50 TO STA. 2920+50**

DISCIPLINE: TRACK SHEET NAME: E4-TRK-PPFL - 007

SHEET
55
OF
58

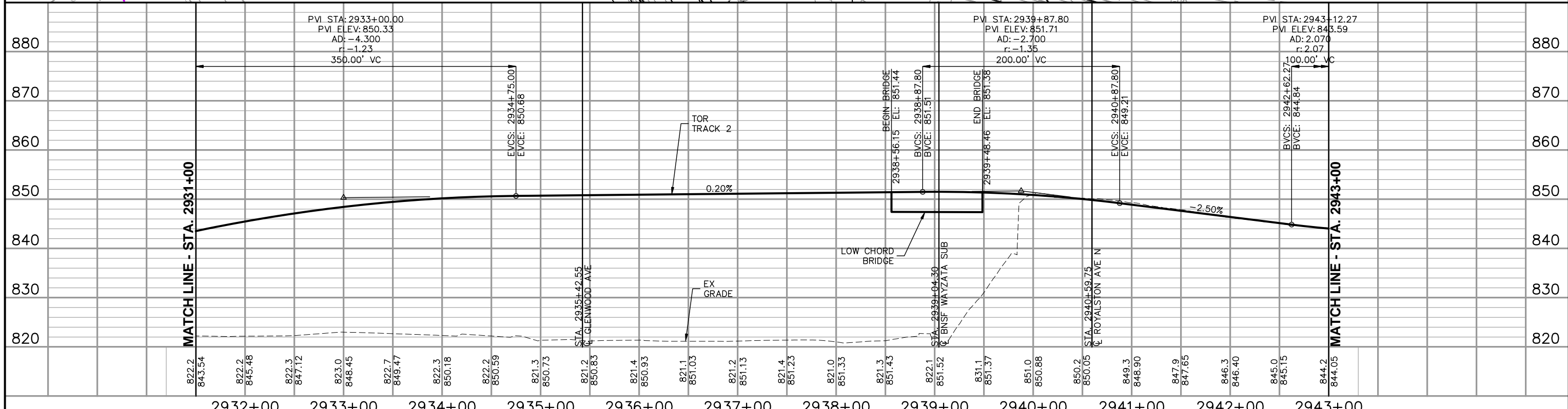
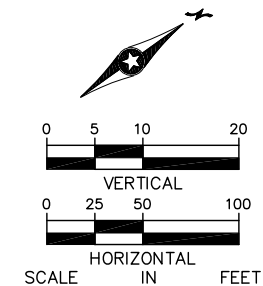
Apr. 07 2014 10:05 am V:\3300_PEC-E\CAD\SEGMENT E4\EXHIBITS\CIVIL\SHPO\E4-TRK-PPFL.dwg By: Wedgehr



CURVE NO. E4-208
R = 3,804'
Ls1 = 160'
Ls2 = 30'
Ea = 0.00"
Eu = 2.11"
V = 45 MPH

CURVE NO. E4-209
R = 244'
Ls2 = 30'
Ls3 = 30'
Ea = 0.00"
Eu = 1.62"
V = 10 MPH

CURVE NO. E4-210
R = 170'
Ls = 30'
Ea = 0.75"
Eu = 1.58"
V = 10 MPH

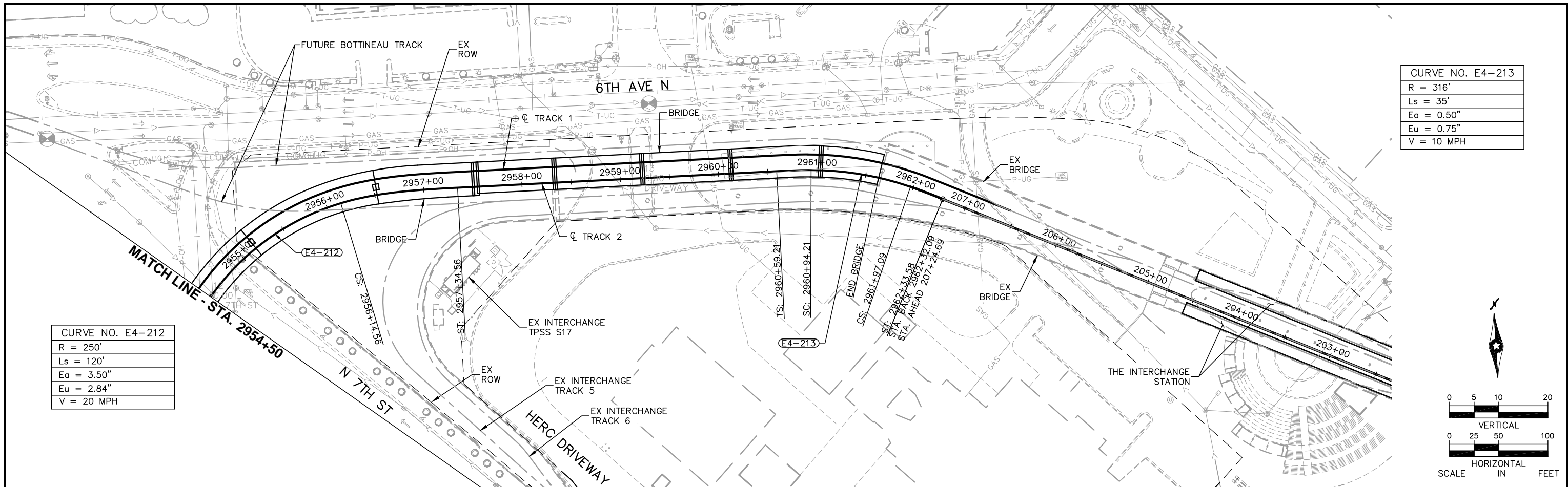


NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
1	4/10/14			SECTION 106 REVIEW

PVI STA: 2933+00.00 PVI ELEV: 850.33 AD: -4.300 r: -1.23 350.00' VC	PVI STA: 2939+87.80 PVI ELEV: 851.71 AD: -2.700 r: -1.35 200.00' VC	PVI STA: 2943-12.27 PVI ELEV: 843.59 AD: 2.070 r: 2.07 100.00' VC
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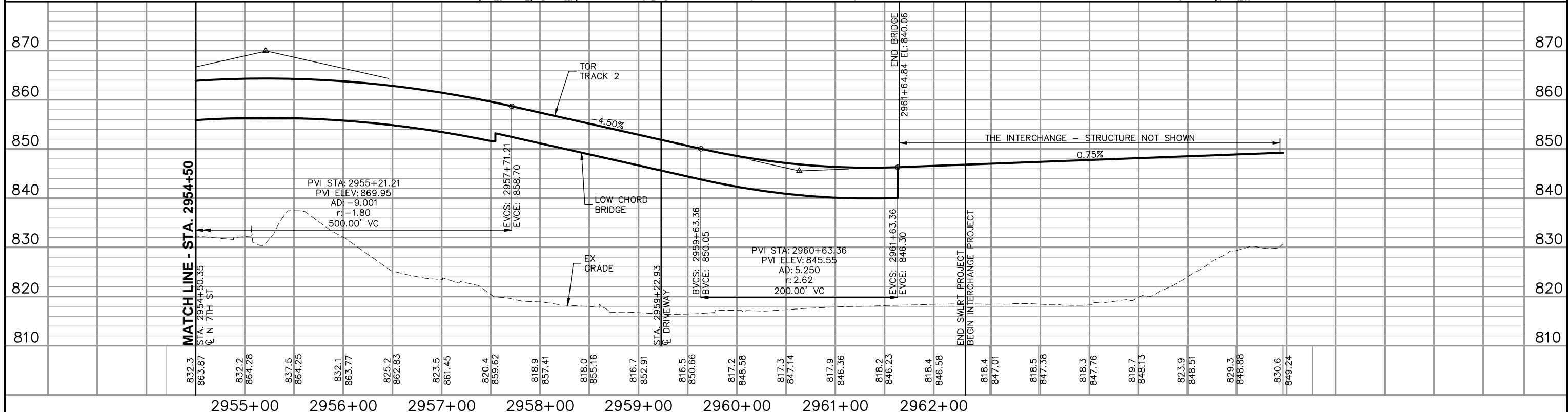
EAST SEGMENT 4 TRACK PLAN AND PROFILE STA. 2931+00 TO STA. 2943+00		SHEET 57 OF 58
DISCIPLINE: TRACK	SHEET NAME: E4-TRK-PPFL - 009	

Apr. 07 2014 10:06 am V:\3300_PEC-E\CAD\SEGMENT E4\EXHIBITS\CIVIL\SHPO\E4-TRK-PPFL.dwg By: Wedgehr



CURVE NO. E4-213
R = 316'
Ls = 35'
Ea = 0.50"
Eu = 0.75"
V = 10 MPH

CURVE NO. E4-212
R = 250'
Ls = 120'
Ea = 3.50"
Eu = 2.84"
V = 20 MPH



NO.	DATE	BY	CHECK DESIGN	REVISION / SUBMITTAL
1	4/10/14			SECTION 106 REVIEW

Kimley-Horn and Associates, Inc.

SYSTRA

MUNICIPAL CONSENT

METROPOLITAN COUNCIL

SOUTHWEST
Green Line LRT Extension

EAST SEGMENT 4 TRACK

PLAN AND PROFILE

STA. 2954+50 TO STA. 2692+34

DISCIPLINE: **TRACK**

SHEET NAME: **E4-TRK-PPFL - 011**

SHEET **59** OF **58**

Southwest Light Rail Transit Project
Section 106 Review
4/15/14

Attachment A

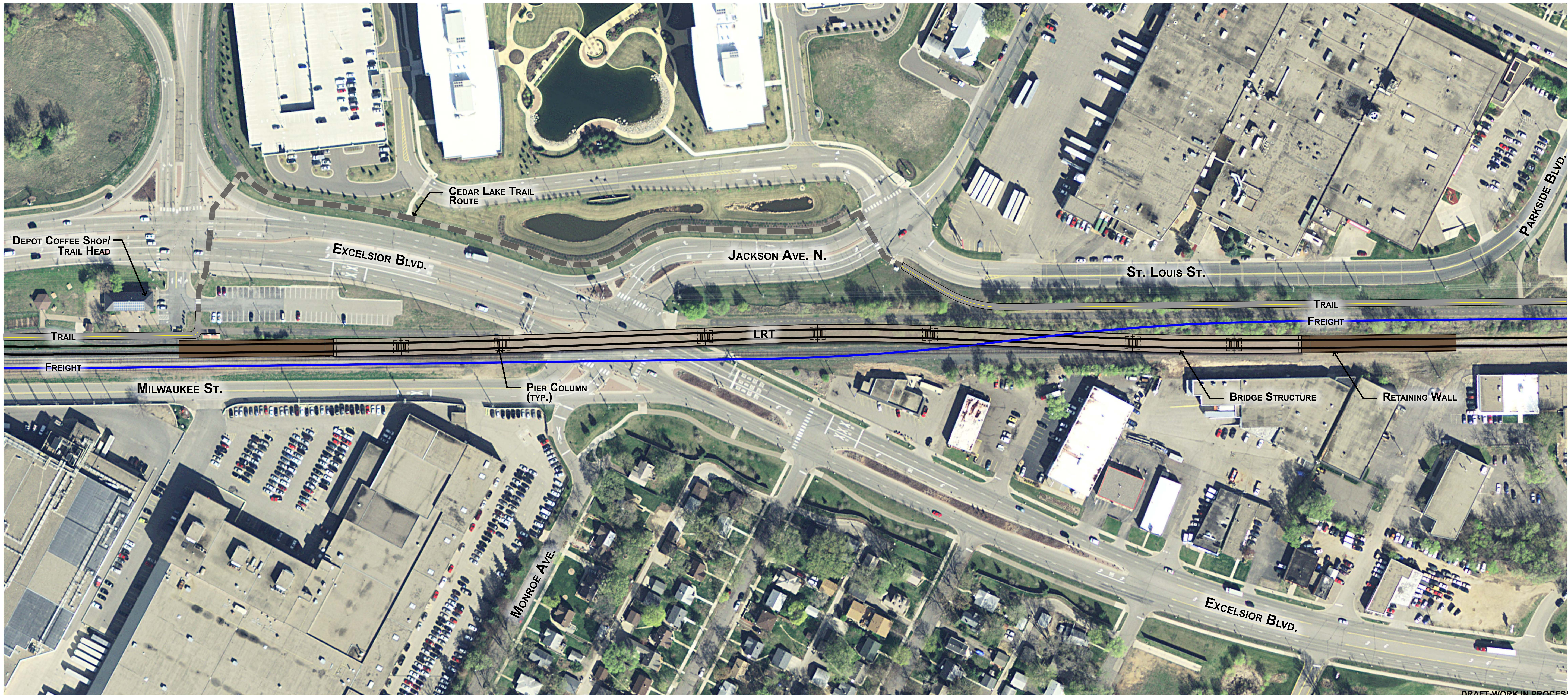
Additional information on project plans
in the vicinity of the

Hopkins M&StL Depot

HE-HOC-014

- Plan Sheet (5/29/13) for Hopkins – Excelsior Crossing
(LRT bridge over Excelsior Blvd.)
 - Visualizations
showing the proposed LRT bridge
and the M&StL Depot

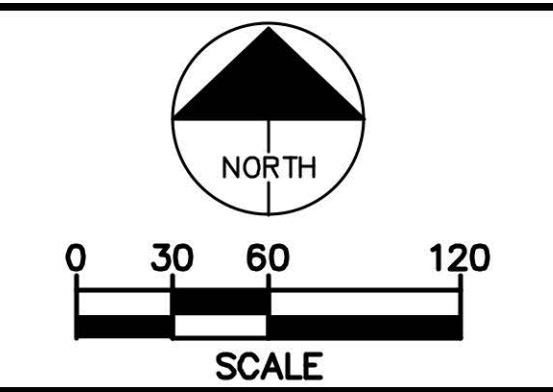
May, 28, 2013 02:27 pm V:\3300_PEC-E\CAD\SEGMENT E1\LAYOUTS\CIVIL\ET-Excelsior-PT_Box AT GRADE.dwg By: NetRCA



SOUTHWEST LIGHT RAIL

HOPKINS - EXCELSIOR CROSSING
CAST IN PLACE POST-TENSIONED CONCRETE BOX BRIDGE

IRT #11
Rev 2
05/29/2013















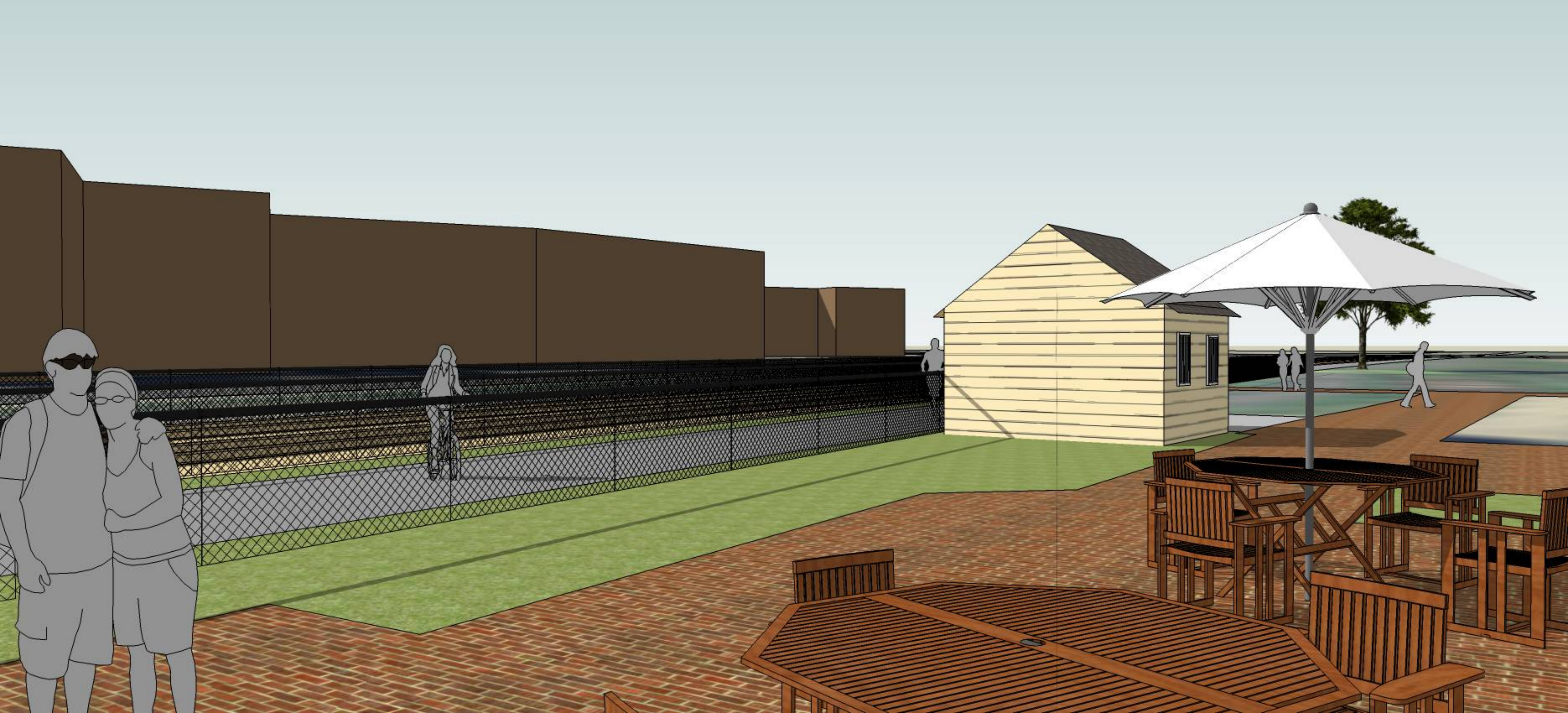












Southwest Light Rail Transit Project
Section 106 Review
4/15/14

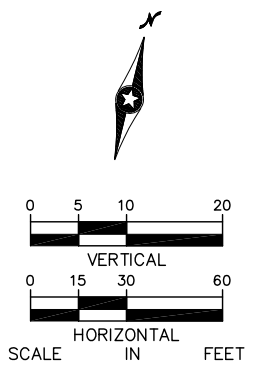
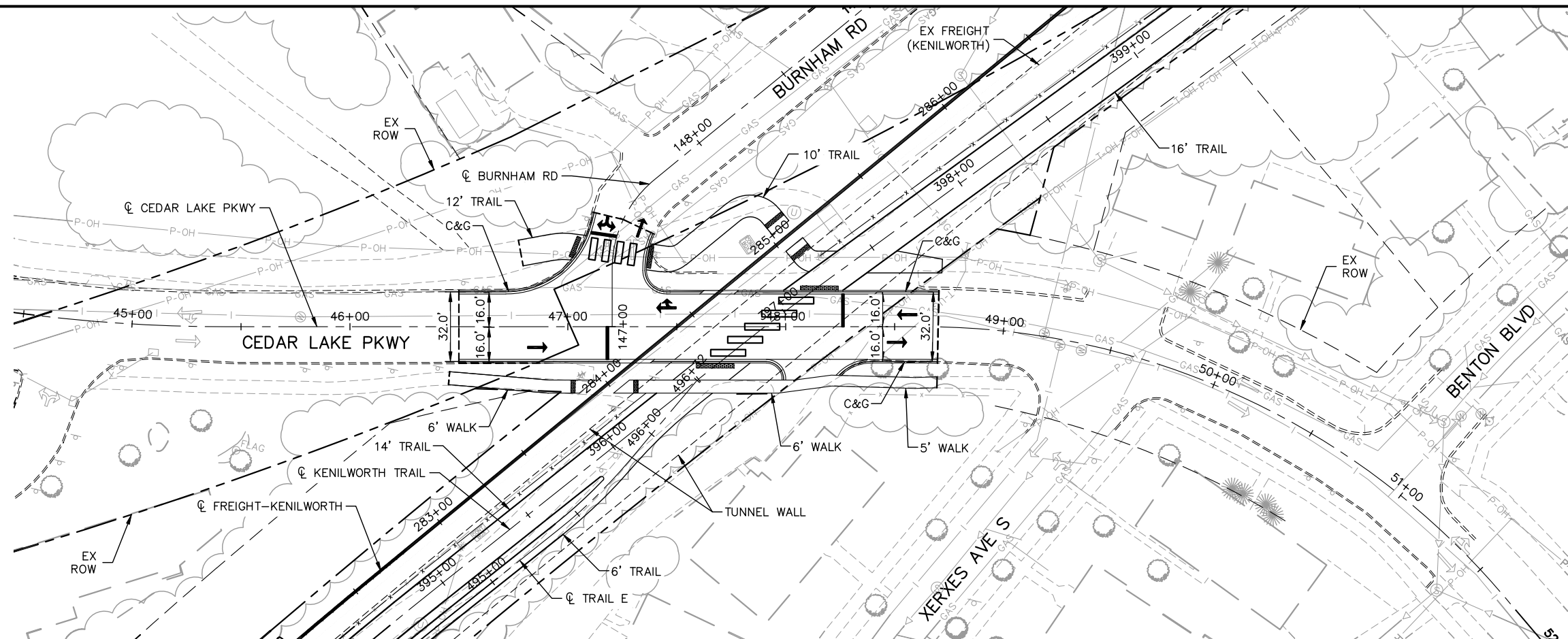
Attachment B

Additional information on project plans
in the vicinity of the

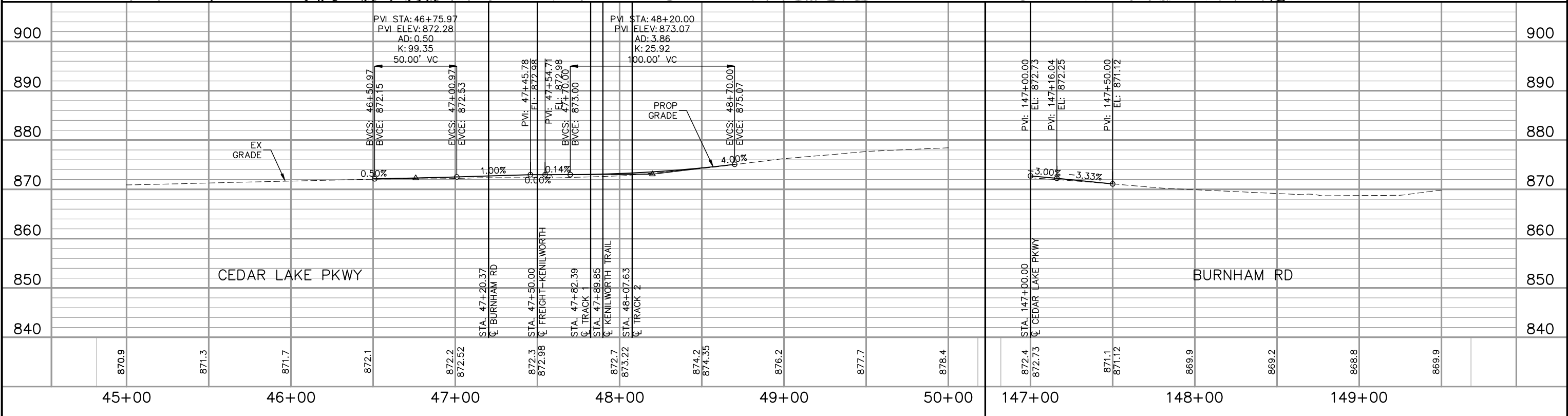
**Cedar Lake Parkway/
Grand Rounds Historic District**
HE-MPC-1833

- Plan and Profile Sheet (4/4/14) for Cedar Lake Parkway
(LRT under Cedar Lake Parkway)
 - Cross Section
showing LRT in shallow tunnel and
recreational trail and freight rail at grade with Cedar Lake Parkway

Apr. 04 2014 03:43 pm V:\3300_PEC-E\CAD\SEGMENT E3\PLAN SHEETS\CIVIL\E3-CIV-PPFL.dwg By: BunderCC




NOTE:
TRACK 1 AND 2 NOT
SHOWN FOR CLARITY




NO.	DATE	BY	CHECK	DESIGN	REVISION / SUBMITTAL


870.9	871.3	871.7	872.1	872.2	872.52	872.3	872.98	872.7	873.22	874.2	874.35	876.2	877.7	878.4	872.4	872.73	871.1	871.12	869.9	869.2	866.8	869.9
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**Kimley-Horn
and Associates, Inc.**



**METROPOLITAN
COUNCIL**



**SOUTHWEST
Green Line LRT Extension**

MUNICIPAL CONSENT

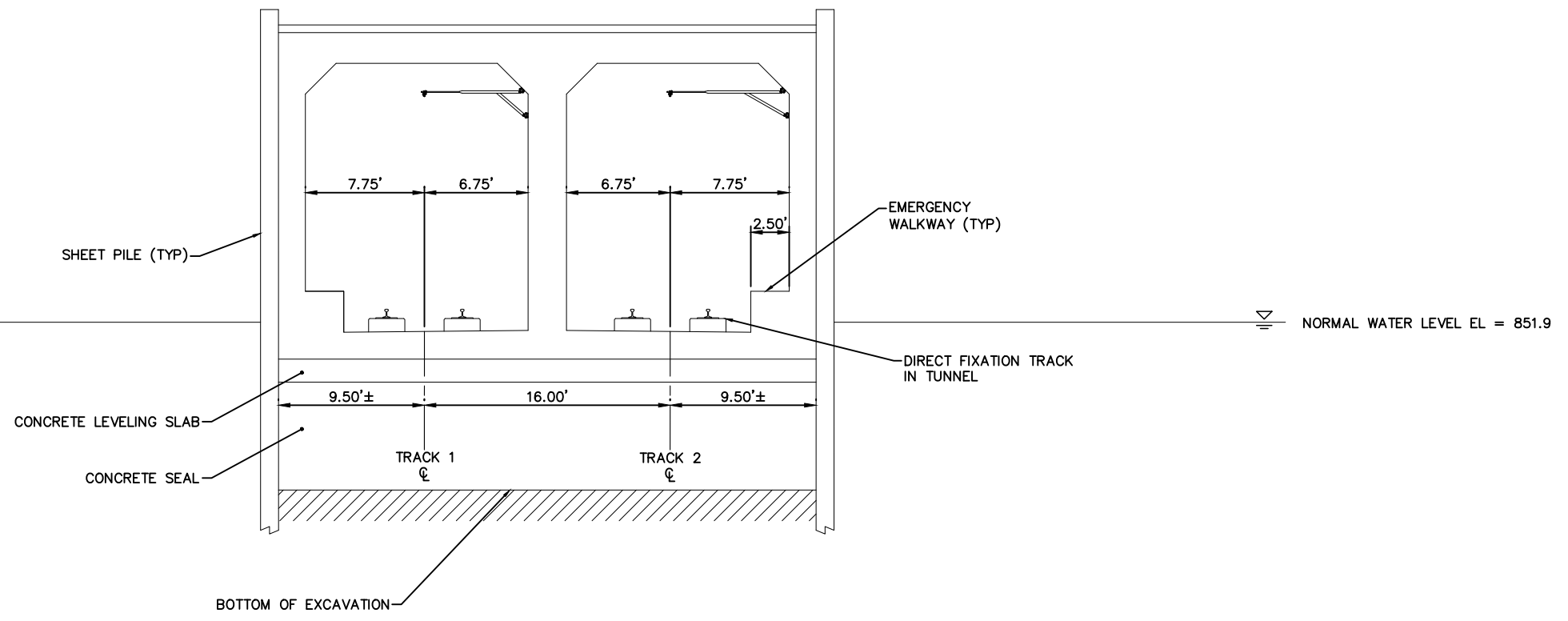
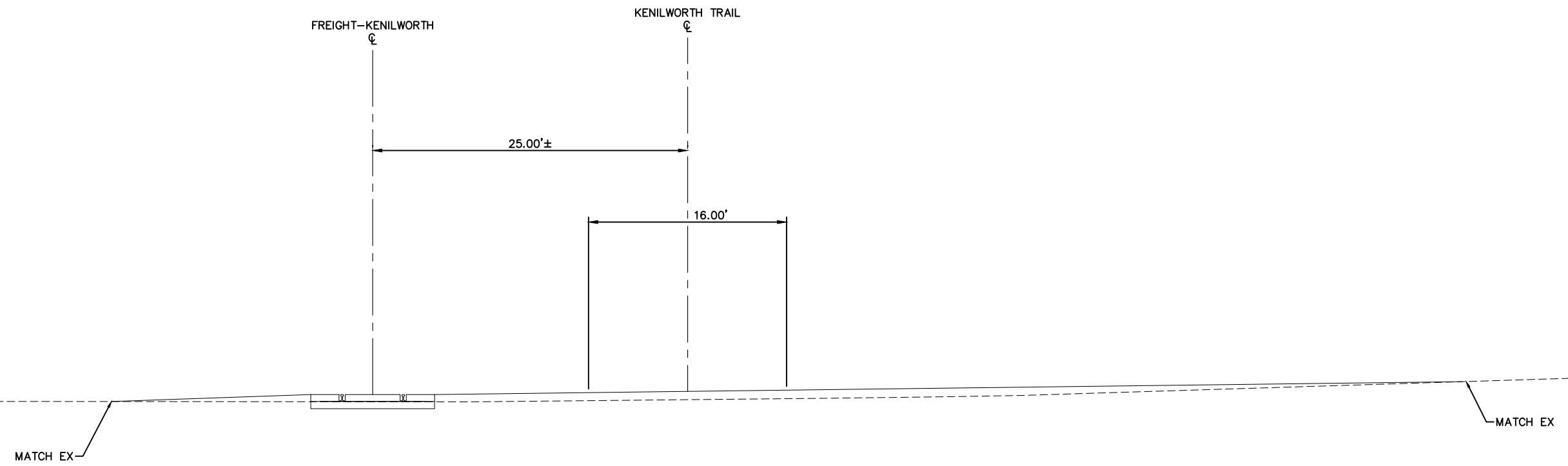
EAST SEGMENT 3
CEDAR LAKE PKWY
PLAN AND PROFILE
STA. 45+00 TO STA. 50+00

DISCIPLINE: **CIVIL**

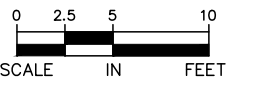
SHEET NAME: **E3-CIV-PPFL - 002**

SHEET **55**
OF
67

Apr. 15 2014 08:07 am v:\3300_PEC-E\CAD\SEGMENT E3\EXHIBITS\CIVIL\E3-CLP-TYP.dwg By: BunderCC



TYPICAL SECTION
CEDAR LAKE PKWY STA. 2792+75



NO.	DATE	BY	CHECK/DESIGN	REVISION / SUBMITTAL



**EAST SEGMENT 3
ROADWAY
TYPICAL SECTIONS**

**SHEET
1
OF
1**

MUNICIPAL CONSENT

DISCIPLINE: **CIVIL** SHEET NAME: **CLP TYPICAL SECTION**