
Appendix E

MnDOT CRU Letter to SHPO (dated March 31, 2016)

Final Section 106 Memorandum of Agreement



Minnesota Department of Transportation

Office of Environmental Stewardship

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March 31, 2016

Sarah J. Beimers, Manager
Government Programs and Compliance
Minnesota Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55102

Re: S.P. 2782-327 (I-35W/Lake Street Transit/Access Improvements)
43rd Street to I-94 Commons, Minneapolis, Hennepin County
Assessment of Adverse Effects to the Chicago, Milwaukee and St. Paul Railroad Grade Separation District (Midtown Corridor/Greenway) and Project Finding of Effect
SHPO No.: 2014-0303

Dear Ms. Beimers:

Thank you for continuing consultation regarding the above-referenced undertaking. To date, our offices have both reviewed the 30% complete plan set and have agreed that the project will have no adverse effect to 14 of the 15 historic properties identified within the area of potential effects (APE). The purpose of this letter is to provide our assessment of adverse effects to the 15th historic property within the APE, the NRHP-listed Chicago, Milwaukee & St. Paul Railroad Grade Separation District (District) as well as our overall Section 106 finding for the undertaking.

Our offices previously agreed that MnDOT CRU would defer its final determination regarding the status of the District within the APE until CRU completed its reevaluation of the entire corridor for the Local Historic Bridge Study. However, as discussed in our March 11, 2016, phone conversation, it is unlikely that the issues regarding the District's listing will be resolved within the timeframe required by the I-35W/Lake Street project schedule. Therefore, we agreed that for the purposes of Section 106 review of this project, MnHPO will concur with MnDOT CRU's 10/6/15 determination that much of the District within the APE is non-contributing due to loss of integrity. The contributing portion of the District begins at the east edge of the Stevens Avenue bridge and includes the bridge, the trench and other features of the District to the west. The non-contributing segment begins at the east edge of the Stevens Avenue bridge, excludes the bridge, and extends east to 5th Avenue. Our assessment of effects addresses project impacts to the contributing portion of the District, including the Stevens Avenue bridge.

As shown in attached Figures 1-3 from the 30% complete plan set, the project will:

- construct stairs from street level down into the District trench at the northeast corner of the Stevens Avenue bridge;
- construct an off-street pedestrian/bicycle trail that provides access from Lake Street to the District trench;
- convert Stevens Avenue (including the Stevens Avenue bridge) from a two-way to a one-way southbound street between the Stevens Avenue Bridge and Lake Street;
- replace the I-35W mainline and 2nd/Clinton Avenue South bridges over the District trench; and
- construct a new southbound I-35W exit ramp to Stevens Avenue/Lake Street over the District trench.

The stairs will provide access to the non-contributing segment of the District but will be located at the northeast corner of the contributing Stevens Avenue bridge (see attached Figures 1 and 2). The stairs will be six feet wide, will intersect the trench at a right angle, and will be plain concrete with simple pipe handrails (see attached Figure 4). This design will maintain an

industrial feel and conforms to HCRRA's 2008 *Cultural Landscape Management and Treatment Guidelines for the Chicago Milwaukee and St. Paul Grade Separation Historic District of the Midtown Corridor, Minneapolis, Minnesota (Midtown Guidelines)*. The new ped/bike trail will be built in the space between Stevens Avenue and I-35W. The trail will intersect the non-contributing part of the District trench perpendicularly, which appropriately reflects the city street grid, and its access point will be beneath the new I-35W exit ramp bridge (see attached Figure 5). The project will introduce two new access points, however, there are precedents for the construction of both stairs and ped/bike ramps in other areas of the District. The depressed grade and the new I-35W exit ramp will screen the new trail from the contributing portion of the District, including the Stevens Avenue bridge. The new stairs and bike/ped connection will have minimal impact when experienced from the contributing portion of the District.

There will be no direct impacts to the Stevens Avenue bridge, a contributing element of the District (refer to attached Figure 3). The bridge's current bituminous road surface and concrete sidewalks will remain. New I-35W bridge construction, however, will result in adverse impacts to the setting, feeling and association of the Stevens Avenue bridge. Although new construction will be placed in the non-contributing portion of the District, the current I-35W bridge is large and out of scale in comparison to the setting of the historic bridges, including Stevens Avenue, and the replacement I-35W bridge will be approximately 50 feet wider and closer to the Stevens Avenue bridge. The freeway exit ramp is a new modern structure that will be constructed adjacent to the Stevens Avenue bridge, bringing traffic right next to the Stevens Avenue bridge and foreshortening the eastward view of the trench from the bridge (see attached Figures 6 and 7). Construction of the exit ramp and the ped/bike trail connection will require removal of volunteer vegetation and informal green space that, while not part of the historic setting, have buffered Stevens Avenue from I-35W and allowed it to retain some separation from heavy traffic (see attached Figures 6-9). The freeway traffic will now exit onto Stevens Avenue and change the feeling for drivers traveling south from the current city street to a freeway frontage road. Reconfiguration of the curb lines along the east side of Stevens Avenue and the change from two-way to one-way traffic will result in additional adverse impacts to the integrity of setting, feeling and association of the contributing Stevens Avenue bridge.

Therefore, it is the finding of this office that the undertaking will have an **adverse effect on the Chicago, Milwaukee & St. Paul Grade Separation District**. We look forward to continuing consultation with your office and other consulting parties in developing mitigation of the project's adverse effect on this historic property.

Sincerely,

Elizabeth Abel

Digitally signed by Elizabeth Abel
DN: cn=Elizabeth Abel
Date: 2016.03.30 14:41:43 -05'00'

Elizabeth J. Abel
Archaeologist/Historian
Cultural Resources Unit

Attachments

cc: Hilary Dvorak, Minneapolis HPC (with attachments)
Scott Pedersen, MnDOT
James Grube, Hennepin County
Emeka Ezekwemba, FHWA
Philip Forst, FHWA
Samuel Turrentine, SEH

**MEMORANDUM OF AGREEMENT
BETWEEN
THE FEDERAL HIGHWAY ADMINISTRATION
AND
THE MINNESOTA HISTORIC PRESERVATION OFFICE
REGARDING THE
I-35W AND LAKE STREET IMPROVEMENT PROJECT (S.P. 2782-327)
MINNEAPOLIS, HENNEPIN COUNTY**

WHEREAS, the Federal Highway Administration (FHWA) plans to provide Federal-Aid Highway Program funds to the Minnesota Department of Transportation (MnDOT) and Hennepin County to construct the I-35W and Lake Street Improvement Project (S.P. 2782-327) (PROJECT) more fully described in Appendix A; and

WHEREAS, FHWA has determined that the PROJECT is a federal undertaking with the potential to affect historic properties listed in, or eligible for listing in, the National Register of Historic Places (NRHP) and is therefore subject to review under Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR 800; and

WHEREAS, review of this PROJECT has been conducted per the terms of the amended Statewide Section 106 Federal-Aid Highway Program Programmatic Agreement among FHWA, the Minnesota Historic Preservation Office (MnHPO) and the U.S. Army Corps of Engineers (Statewide PA), various stipulations of which are incorporated into this Memorandum of Agreement (AGREEMENT) by reference; and

WHEREAS, MnDOT's Cultural Resources Unit (MnDOT CRU), on behalf of FHWA and in consultation with the MnHPO, has defined the PROJECT area of potential effects (APE) as shown in Appendices B and C; and

WHEREAS, MnDOT CRU, in consultation with MnHPO, has completed surveys of the PROJECT APE to identify historic properties, which are listed in Appendix D; and

WHEREAS, MnDOT CRU has found, based on the PROJECT's 30-percent design plans (30% plans), and MnHPO has concurred, that the PROJECT will have no adverse effect on the following fourteen (14) historic properties provided the measures identified in Stipulation I of this AGREEMENT are implemented: Healy Block Residential District; Dunn House, Stewart Memorial Presbyterian Church; The Minerva; W. J. Jennison House; 24th Street Commercial Buildings; Washburn-Fair Oaks Heritage Preservation District; Hudson Apartments; Apartments at 335-349 E. 18th Street/1800-1804 4th Avenue; Stevens Square Historic District; Amos B. Coe House; Clinton Flats; Benjamin S. Bull House; and Apartment Building at 1801 Elliott Avenue South; and

WHEREAS, MnDOT CRU has found, based on the PROJECT's 30% plans, and MnHPO has concurred, that the PROJECT will have an adverse effect on the NRHP-listed Chicago, Milwaukee & St. Paul Railroad Grade Separation District (CM&StP Grade Separation District); and

WHEREAS, in accordance with 36 CFR 800.2(c)(2)(ii), MnDOT CRU, on behalf of FHWA, has, in a good faith effort, contacted by letter the federally recognized tribes listed in Appendix E, asking if they knew of any properties of historical and/or cultural significance within the APE and

inviting their participation in consultation, and none have indicated that they are aware of the presence of these properties and nor have they requested to participate; and

WHEREAS, in accordance with 36 CFR 800.6(a)(1)(C), FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its finding of adverse effect for the PROJECT, and ACHP has chosen not to participate in the consultation pursuant to 36 CFR 800.6(a)(1)(i)(C)(iii); and

WHEREAS, FHWA has consulted with the Federal Transit Administration (FTA), who is a Cooperating Agency under the National Environmental Policy Act (NEPA) (40 CFR 1500-1508) and has an interest in the PROJECT as FTA has potential future undertakings within the footprint of PROJECT facilities that may use the results of FHWA's Section 106 review; and

WHEREAS, MnDOT and Hennepin County are co-sponsors of the PROJECT and have agreed to certain responsibilities stipulated in this AGREEMENT, and FHWA has invited MnDOT and Hennepin County to sign this AGREEMENT; and

WHEREAS, MnDOT CRU has consulted with the City of Minneapolis (City) and the Minneapolis Heritage Preservation Commission (HPC) on behalf of FHWA and FHWA has asked the City and HPC to concur with this AGREEMENT; and

WHEREAS, FHWA has conducted public participation in this review in coordination with the scoping, public review and comment, and public hearings conducted to comply with NEPA and its implementing regulations as allowed per 36 CFR 800.2(d)(3); and

NOW, THEREFORE, FHWA and MnHPO agree that upon FHWA's approval of the undertaking, FHWA shall ensure that the following stipulations are implemented in order to take into account the effects of the PROJECT on historic properties, and that these stipulations shall govern the undertaking and all of its parts until this AGREEMENT expires or is terminated.

STIPULATIONS

FHWA shall ensure that the following measures are carried out:

I. PRE-CONSTRUCTION DESIGN REVIEW

Prior to the execution of this AGREEMENT, MnDOT CRU has found, based on 30% plans, and MnHPO has concurred, that the PROJECT will have no adverse effect on fourteen (14) of the historic properties listed in Appendix D (see Appendix B for property locations). In order to ensure that the no adverse effect determination for these properties remains appropriate as PROJECT design is completed, the following measures shall be implemented.

- A. MnDOT Metro District and Hennepin County shall work closely with MnDOT CRU throughout the final PROJECT design process (including, but not limited to, design of aesthetic treatments, landscaping, lighting, and streetscaping that may affect any of the fourteen [14] historic properties listed in Appendix D).
- B. MnDOT CRU shall review plans at the 60% and 90% design stages to ensure that the PROJECT meets the Secretary of the Interior's *Standards for the Treatment of Historic*

Properties (SOI Standards) and that, therefore, the no adverse effect determinations remain appropriate.

- C. MnDOT CRU shall submit each of the 60% and 90% plans and its finding of effect to MnHPO for a thirty-day¹ (30-day) review and concurrence period. MnDOT CRU shall provide copies of 60% and 90% plans and its finding concurrently to HPC for a thirty-day (30-day) review and comment period.
- D. MnDOT Metro District and Hennepin County shall incorporate comments and recommendations from MnDOT CRU, MnHPO and HPC into the design plans, as practicable. If requested by MnDOT CRU, MnDOT Metro District and Hennepin County shall provide a brief written explanation as to why the design cannot be revised in response to comments.
- E. MnDOT CRU shall submit final plans to MnHPO for the PROJECT record.

II. CM&StP GRADE SEPARATION DISTRICT

- A. MnDOT CRU and FHWA shall consult with MnHPO and the parties to this AGREEMENT to develop an appropriate treatment plan (Plan) for the CM&StP Grade Separation District, which will outline provisions for minimization and/or mitigation of adverse effects.
- B. MnDOT CRU shall provide a draft copy of the Plan to the consulting parties who will have a thirty-day (30-day) review and comment period.
- C. During development of the final Plan, MnDOT CRU and FHWA shall take into account any comments received on the draft Plan provided within the specified thirty-day (30-day) review period and may conduct additional consultation as needed. The Plan will be final upon acceptance by FHWA and MnHPO. MnDOT CRU shall provide the parties to this AGREEMENT with copies of the final Plan. Consulting parties may also be invited to concur with the final Plan.

III. RESOLUTION OF ADDITIONAL ADVERSE EFFECTS

FHWA, MnDOT and Hennepin County recognize that avoidance of adverse effects is the preferred treatment for historic properties and will be considered to the extent feasible. However, if, through the design review process, MnDOT CRU finds that the PROJECT will have additional adverse effects to historic properties, the following measures shall be implemented.

- A. MnDOT CRU shall provide documentation of its finding to MnHPO for review and concurrence in accordance with 36 CFR 800.11. MnDOT CRU shall concurrently provide a copy of its finding and supporting documentation to HPC and a copy of its finding to the other parties to this AGREEMENT.
- B. Following a finding of additional adverse effects, MnDOT CRU and FHWA, in consultation with MnHPO, the parties to this AGREEMENT, and consulting parties, shall

¹ All review periods stipulated in this AGREEMENT begin on the date a document is received by the reviewer and are calculated in calendar days.

evaluate alternatives to the PROJECT that would avoid and/or minimize the adverse effect. If alternatives result in avoidance and/or minimization of adverse effects, MnDOT CRU shall document such steps per the terms of Stipulation 4 of the Statewide PA. If it is determined through consultation that adverse effects cannot be avoided, MnDOT CRU and FHWA shall consult with MnHPO and the parties to this AGREEMENT to develop an appropriate treatment plan (Plan).

- C. MnDOT CRU shall notify consulting parties when the Plan will be prepared. In coordination with FHWA, MnDOT CRU shall develop the Plan within sixty (60) days of such notification and provide a draft copy of the Plan to the consulting parties who will have a thirty-day (30-day) review and comment period.
- D. During development of the final Plan, MnDOT CRU and FHWA shall take into account any comments received on the draft Plan provided within the specified thirty-day (30-day) review period and may conduct additional consultation as needed. The Plan will be final upon acceptance by FHWA and MnHPO. MnDOT CRU shall provide the parties to this AGREEMENT with copies of the final Plan. Consulting parties may also be invited to concur with the final Plan.

IV. STANDARDS

FHWA shall ensure that all activities carried out pursuant to this AGREEMENT will be completed by, or under the direct supervision of, historic preservation professionals who meet the *SOI's Historic Preservation Professional Qualification Standards* (62 Federal Register 119, 33712-33723) in the appropriate discipline.

V. POST-REVIEW DISCOVERIES

- A. After completion of final plans, if MnDOT CRU determines that the PROJECT will affect a previously unidentified property that may be historic or affect a known historic property in an unanticipated manner, MnDOT CRU shall notify MnHPO and the consulting parties as soon as practicable. MnDOT CRU shall work with MnDOT Metro District and Hennepin County to ensure that the PROJECT activities affecting such properties are immediately stopped until consultation with MnHPO and the consulting parties is concluded.
- B. If MnDOT CRU identifies previously unidentified historic properties within the APE, FHWA shall reinstate consultation with Indian tribes that might attach religious or cultural significance to those properties pursuant to 36 CFR 800.2(c).
- C. MnDOT CRU shall evaluate the NRHP eligibility of any previously unidentified properties, assess the PROJECT's effects on any properties determined to be historic. MnDOT CRU and FHWA shall consult with MnDOT Metro District and Hennepin County to ensure that an adverse effect to historic properties is avoided if practicable.
- D. If MnDOT CRU and FHWA, in consultation with MnDOT Metro District, Hennepin County, determine that additional adverse effects cannot be avoided, MnDOT CRU and FHWA shall ensure that the measures contained in Stipulation III of this AGREEMENT are carried out.

VI. TREATMENT OF HUMAN REMAINS

If MnDOT, Hennepin County or their contractors discover human remains, possible human remains, or artifacts associated with mortuary features during PROJECT-related construction activities, MnDOT CRU shall follow the terms and conditions of Stipulation 6 of the Statewide PA.

VII. DISPUTE RESOLUTION

Should any signatory or concurring party to this AGREEMENT object at any time to any actions proposed or the manner in which the terms of the AGREEMENT are implemented, MnDOT CRU on behalf of FHWA shall consult with the objecting party (or parties) to resolve the objection. If objections cannot be resolved, FHWA shall follow the steps outlined in Stipulation 7 of the Statewide PA. FHWA's responsibility to carry out all other actions subject to the terms of this AGREEMENT that are not subjects of the dispute remain unchanged pending resolution.

VIII. AMENDMENTS AND TERMINATION

- A. Any signatory to this AGREEMENT may propose to FHWA that the terms of the AGREEMENT be amended. FHWA shall use the same consultation process exercised in creating the original AGREEMENT to consider the proposed amendment. If the signatories elect to amend this AGREEMENT, FHWA shall file the amendment with ACHP upon execution.
- B. If another federal agency not initially a party to or subject to this AGREEMENT receives an application for funding, licensing, or permitting for the PROJECT, that agency may fulfill its Section 106 responsibilities by notifying FHWA and MnHPO in writing of its intentions and its concurrence with the terms of this AGREEMENT. Such agreement shall be evidenced by execution of an amendment to this AGREEMENT, implementation of the terms of this AGREEMENT, and filing of the executed amendment with ACHP by the federal agency.
- C. Any signatory to this AGREEMENT may terminate the AGREEMENT by providing sixty (60) days' written notice to the other signatories, provided the signatories consult during the period prior to termination to agree on amendments or other actions that would avoid termination. If the AGREEMENT is terminated and FHWA elects to continue with the undertaking, FHWA shall reinstate review of the undertaking in accordance with 36 CFR 800.

IX. ADDITION OF CONSULTING PARTIES

FHWA, in consultation with MnHPO, shall consider all written requests from organizations and members of the public to become consulting parties to the PROJECT review. Such parties may be asked to concur with this AGREEMENT.

X. DURATION

This AGREEMENT shall remain in effect from the date of execution for a period not to exceed five (5) years. If FHWA anticipates that the terms of the AGREEMENT will not be completed within this timeframe, it shall notify the signatories in writing at least sixty (60) days prior to the AGREEMENT's expiration date. The AGREEMENT may be extended by the written concurrence of the signatories. If the AGREEMENT expires and FHWA elects to continue with the undertaking, FHWA shall reinitiate review of the undertaking in accordance with 36 CFR 800.

XI. IMPLEMENTATION

- A. This AGREEMENT may be implemented in counterparts, with a separate page for each signatory or party. This AGREEMENT shall become effective on the date of the final signature. FHWA shall ensure each party is provided with a complete copy of the fully executed AGREEMENT, updates to appendices, and any amendments filed with ACHP.
- B. Execution and implementation of the terms of this AGREEMENT evidence that FHWA has taken into account the effects of its undertaking on historic properties and has afforded ACHP opportunity to comment pursuant to Section 106 of the National Historic Preservation Act.

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I-35W AND LAKE STREET IMPROVEMENT PROJECT (S.P. 2782-327)
MINNEAPOLIS, HENNEPIN COUNTY

Signatory

FEDERAL HIGHWAY ADMINISTRATION (FHWA)


By: _____
for Arlene Kocher, Minnesota Division Administrator

Date: August 4, 2016

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MINNEAPOLIS, HENNEPIN COUNTY

Signatory

MINNESOTA HISTORIC PRESERVATION OFFICE (MnHPO)

By: Andrea H. Kajer
Andrea H. Kajer, Deputy State Historic Preservation Officer

Date: June 23, 2016

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MINNEAPOLIS, HENNEPIN COUNTY

Invited Signatory

MINNESOTA DEPARTMENT OF TRANSPORTATION (MnDOT)

By: 
Charles A. Zelle, Commissioner

Date: 7/18/16

SIGNATORY PAGE

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MINNEAPOLIS, HENNEPIN COUNTY**

Invited Signatory

HENNEPIN COUNTY

By: James N. Grube
James N. Grube, P.E., County Engineer

Date: 6/22/16

SIGNATORY PAGE

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MINNEAPOLIS, HENNEPIN COUNTY

Concurring Party

MINNEAPOLIS HERITAGE PRESERVATION COMMISSION (HPC) (Concurring Party)

By: 

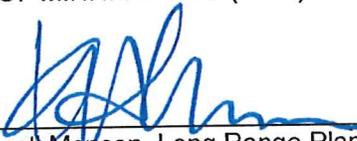
Laura Faucher, Chair

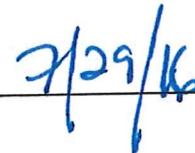
Date: 7/28/16

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MINNEAPOLIS, HENNEPIN COUNTY

Concurring Party

CITY OF MINNEAPOLIS (CITY)

By: 
Kjerst Monson, Long Range Planning Director
City of Minneapolis Community Planning & Economic Development

Date: 

**APPENDIX A
DESCRIPTION OF THE PREFERRED ALTERNATIVE**



Building a Better World
for All of Us[®]

MEMORANDUM

TO: Jim Grube, Hennepin County
Scott Pedersen, MnDOT

FROM: Samuel Turrentine, AICP

DATE: March 9, 2016

RE: Preferred Alternative Memorandum
SEH No. HENNC 113114 14.00

The purpose of this memorandum is to provide a complete description of the Preferred Alternative for the I-35W and Lake Street Improvement Project Environmental Assessment (EA). See Appendix A of the EA for the Preferred Alternative Figures.

Roadway Reconstruction

The project provides for the rehabilitation/reconstruction of I-35W from 700 feet south of 42nd Street to 11th Avenue, Highway 65 from 26th Street to 15th Street, and on I-94 from 1st Avenue to Park Avenue. I-35W will be reconstructed to facilitate an additional lane in the southbound direction.

The project will reconstruct portions of the Minneapolis street grid including: 2nd Avenue, Stevens Avenue, 31st Street, Lake Street, 28th Street, 26th Street, 3rd Avenue, Clinton Avenue, 24th Street, Franklin Avenue, 4th Avenue, and 5th Avenue.

The project will reconstruct Lake Street from Blaisdell Avenue to 5th Avenue. The reconstruction of Lake Street from 1st Avenue to 3rd Avenue will include two traffic lanes and one left-turn lane in each direction on Lake Street along with bus pull-out bays under the bridge. Wider sidewalks along with curb extensions (bump-outs) on Lake Street at the 2nd Avenue and Stevens Avenue intersections will be provided to shorten the distance a pedestrian must walk to cross the street. The reconstruction of Lake Street will also include sidewalk improvements and streetscape enhancements.

The project will reconstruct 2nd Avenue between the northbound I-35W 31st Street exit ramp and Lake Street. The current northbound I-35W exit ramp to 31st Street/Lake Street merges into 2nd Avenue prior to the signalized intersection with 31st Street. Second Avenue is a northbound one-way residential frontage road. The Healy Block Residential Historic District is located along 2nd Avenue between 32nd Street and 31st Street. Existing traffic demands and congestion is a livability concern for the residents of the Healy Block Residential Historic District. The proposed design provides a separation between the local 2nd Avenue and the freeway exit ramp. The grid disconnection of 2nd Avenue includes a forced right turn at 31st Street. Figure 11 in Appendix A of the EA represents the proposed configuration for the 31st Street Ramp and 2nd Avenue.

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 3535 Vadnais Center Drive, St. Paul, MN 55110-5196

SEH is 100% employee-owned | sehinc.com | 651.490.2000 | 800.325.2055 | 888.908.8166 fax

Multimodal Transit Station

The project will construct a multimodal transit station along the METRO Orange Line transitway in the center of the freeway near Lake Street. The multimodal transit station is located over Lake Street, with access on both sides of Lake Street, and connections to the Midtown Greenway. This location provides direct and convenient service to transit passengers boarding at Lake Street or transferring to/from local buses, provides good visibility to the station from Lake Street, and supports reinvestment in private property on Lake Street and Nicollet Avenue. Stairs, lobbies and elevators are located within glass enclosure that extends out towards Lake Street. This improvement will allow the reinstatement of northbound I-35W transit routes to Lake Street which have been suspended by Metro Transit during peak periods due to weaving problems from the existing left side transit lane to the right side transit stop on I-35W.

The preferred freeway level platform configuration is a split design with a center barrier which widens at the tail end of the station to allow extra width for the vertical circulation area while still maintaining a 16-foot wide through lane in each direction. This configuration satisfies the primary physical, operational, and safety objectives, as identified through the alternatives evaluation process and can be accommodated in a width of 66 feet. The four-lane section was selected because it is intuitive for riders, spreads out passengers along the platform for fewer conflicts, allows for the easiest maintenance and snow removal, and it can handle higher bus volumes.

The bus volumes, over 100 buses per hour in the peak direction, requires that the transit station design allow buses the opportunity to safely and efficiently pass each other, to accommodate both routine dwell times (buses deploying ADA lift ramps) or emergency events (a mechanical breakdown at the platform). Finally, from a safety perspective, the split platform design would allow an errant to pass through the station and safely re-enter I-35W in the same direction.

Braid Bridge

The project will replace the structurally deficient Braid Bridge. The bridge will be reconstructed to land on the right side of Highway 65. The major benefit is that the alignment of the southbound Highway 65 entrance from downtown is on the left side of I-35W; this will allow MnPASS and transit users to stay on the left side to enter both the MnPASS lane and multimodal transit station without requiring lane merging. It also allows the auxiliary lane for the proposed southbound Lake Street exit ramp to be a continuous auxiliary lane from the westbound I-94 entrance to the new exit.

The right side landing also allows for a complete relocation of the braiding structure; the current design shifts the location from approximately 24th Street northerly up to 19th Street. This extends the weaving distance between the systems merge and the proposed exit ramp to over 3,300 feet. The change allows the northbound diverge location to also shift north closer to the Franklin Bridge. This change in configuration also allows for a higher speed curve for southbound I-35W exiting the I-94 Commons Area. The existing curve is a 35 mph design while the proposed design is able to increase the design speed to 40 mph.

Flyover Bridge

The project will replace the structurally deficient Flyover Bridge. The project will reconfigure the movement from northbound I-35W/Highway 65 to westbound I-94. The current configuration provides for this ramp entering westbound I-94 on the right hand side. This movement has been studied as to the effectiveness of maintaining the connection on the right side or modification of this movement to have it enter westbound I-94 on the left side. An origin-destination study was completed to determine the split in traffic using that ramp and where motorists exited. It was found that 78 percent of the traffic using that

ramp in the PM peak period continues north on I-94 north of the Lowry Hill Tunnel. Operational analysis was completed for each alternative and the operations were found to be acceptable for the ramp entering on the left side. A weave analysis was completed and found to have a notable improvement to the operations of I-94. The decision was to move forward with the ramp entering on the left side, as documented in the project's Interstate Access Request. The 4th Avenue entrance ramp will be maintained as part of the project.

MnPASS Managed Lanes

The Preferred Alternative will reconstruct the existing left northbound lane from a priced dynamic shoulder lane to a full MnPASS lane from 42nd Street to approximately the 26th Street overpass, extending the MnPASS lane in the I-35W corridor. This is accomplished by maintaining the existing typical section¹ on northbound I-35W from 43rd Street through 35th Street, but extending this to the northbound I-35W bridge over Lake Street.

The Preferred Alternative will also construct a left southbound lane as a MnPASS lane from approximately the 26th Street overpass to the existing MnPASS lane near 42nd Street, where the MnPASS lane will then continue on to Lakeville. This is accomplished by reconfiguring the southbound Braid Bridge. This is also accomplished by replicating the typical section provided on the northbound I-35W and transitioning of 12-foot lanes to 11-foot lanes at the southbound I-35W Bridge over Lake Street and maintaining 11-foot lanes to the southern terminus of the project at approximately 43rd Street.

Metro Transit is studying the feasibility of a new transit-only connection from Highway 65 from roughly 15th Street to downtown Minneapolis. This will be studied under the METRO Orange Line environmental documentation. Managed lanes north of 26th Street are not being pursued as part of this Preferred Alternative or the METRO Orange Line project.

New Exit from I-35W Southbound to Lake Street

The project will construct a new southbound exit ramp from I-35W to Lake Street, with an auxiliary lane extension from the westbound I-94 entrance ramp. The new ramp will exit from I-35W at approximately 28th Street, bridge over the Midtown Greenway, merge with Stevens Avenue, and intersect Lake Street. Currently, the system ramp connection from westbound I-94 enters southbound I-35W as a merge in the downtown commons. It is proposed to begin an auxiliary lane at the I-94 westbound entrance (under 11th Avenue, South) and continue it to the new Lake Street exit. Constructing the southbound I-35W exit ramp to Lake Street, along with the needed auxiliary lane, will provide better overall operations while serving much higher demands along I-35W.

The new southbound Lake Street exit ramp will reduce traffic demands by 25 percent at the 35th Street exit ramp in the forecast PM peak period design year. This reduction will improve operations at the 35th Street interchange, which has failing operations under existing conditions, and remove demand from the short weaving segment between 31st Street and 35th Street improving both safety and operations on I-35W.

¹ Northbound I-35W from 43rd Street through 35th Street was modified by a previous project to facilitate a priced dynamic shoulder lane. The typical section for northbound I-35W was modified under SP 2782-306 to provide a 6-foot left shoulder, 11-foot PDSL, 2-foot buffer, 4 – 11 foot lanes, and a 4-foot right shoulder. The in-place typical section for southbound I-35W is a 9-foot left shoulder, 4 – 12 foot lanes, and a 10-foot right shoulder.

New Exit from I-35W Northbound to 28th Street

The project will construct a new northbound exit ramp from I-35W to 28th Street. The construction of a new northbound exit ramp from I-35W to 28th Street is being proposed as an extension of the 31st Street/Lake Street interchange. The proposed access is for a northbound I-35W exit ramp and auxiliary lane only. The 31st Street and Lake Street bridge decks will carry the auxiliary/exit lane to the new 28th Street exit. The existing northbound 31st Street exit ramp will be reconstructed due to mainline elevation changes and related modification of the freeway embankment and configuration of 2nd Avenue. Direct access to 28th Street is provided via a separate exit ramp. The design does not preclude future consideration of a northbound entrance ramp from Lake Street.

The proposed northbound I-35W exit ramp to 28th Street provides both an operational and safety benefit to the roadway network without any adverse impacts to the freeway system, as documented in the project's Interstate Access Request. This occurs with the exit ramp as either a standalone access change or in combination with the potential future northbound Lake Street entrance ramp project; the 28th Street exit is a functional improvement for the 31st Street/Lake Street interchange and a mitigation for the potential future northbound entrance ramp. The proposed northbound I-35W exit ramp to 28th Street also provides a livability improvement to those who reside along 2nd Avenue.

Off-Street Trail Connection

The project will construct an off-street trail connection between the Midtown Greenway and 31st Street. Connections for pedestrians, bicyclists, and future transit users of the Midtown Corridor between the multimodal transit station and the Midtown Greenway will be provided via a new off-street trail in current MnDOT right-of-way between Stevens Avenue and southbound I-35W. The new off-street trail will extend from the Midtown Greenway along the east side of Stevens Avenue up to 31st Street, to connect to the future east-west bicycle corridor along 31st Street. The off-street trail connection is integrated with the station plaza, seamlessly linking the off-street trail to the Lake Street multimodal transit station. It will have both a 10-foot bicycle trail and a parallel pedestrian sidewalk. The trail corridor provides bicycle and pedestrian paths separated by native grasses and low concrete curb walls defining areas with overstory trees for shade and native grasses to filter runoff. A gentle grade is proposed for both pathways with several intermediate flat rest areas. Extensive lighting, durable asphalt and concrete paving, an emergency call button pylon and provisions for integrating public art will further enhance safety and the user experience. The off-street trail eliminates the barrier presented by the Midtown Greenway trench, eliminates excess intersection crossings (4 or 6, depending on the direction of travel) for non-motorized users, and reduces the travel distance from the Midtown Greenway to the proposed multimodal transit station to 0.135 mile.

The project will also construct a stairway, with an integrated bicycle track, from Stevens Avenue street level to the Midtown Greenway level.

Other Bridges

The project will remove and replace the following bridges at:

- 40th Street (Pedestrian Bridge),
- 31st Street,
- Lake Street,
- Midtown Greenway,
- 28th Street,
- 26th Street,
- 24th Street (Pedestrian Bridge),

- Franklin Avenue Bridge, and
- Highway 65 over I-94.

The bridge replacements at 31st Street, Lake Street, and the Midtown Greenway are necessary to build a new multimodal transit station.

There will be three parallel bridges at the I-35W crossing of Lake Street with the outside bridges carrying the southbound and northbound traffic and the middle bridge carrying the bus lanes and supporting the transit station canopy up at the freeway level. The transit station bridge will be a cast-in-place (C-I-P) box girder superstructure and the two outside structures (I-35W northbound and southbound) will be pre-cast concrete beams. The C-I-P concrete girder bridge type is a proven form in Minnesota, familiar to local contractors, and it is naturally suited to the needed customizations—especially the deck openings and two-way framing for loads. Additionally, this bridge type provided a good fit for site constraints, reasonable staging, and supports aesthetic goals.

In addition to supporting the canopy structure, the middle bridge will accommodate transit users on the platform waiting areas and allow vertical circulation with elevator and stairway access through the structure. The proposed transit station bridge will be a three-span bridge with overall length of 310 feet and spans of 80'-150'-80'. The middle bridge defines the "core" of the proposed transit station, with outdoor and indoor plaza and lobby space focused in this central area. The central area below the transit station bridge has lobby structures at each end, with indoor stairs and elevators to transition passengers between the Lake Street (local bus/street) level and the freeway level bus platform.

The bridge replacement at 28th Street is necessary to build the new southbound exit from I-35W to Lake Street with auxiliary lane.

The bridge replacement at 26th Street is necessary due to the passing of the southbound exit auxiliary lane under 26th Street.

The bridge replacement at Franklin Avenue is necessary due to the replacement of the Braid Bridge.

The project also includes the removal of the 2nd Avenue South Bridge over the Midtown Greenway based on the new I-35W northbound exit ramp providing a direct connection to 28th Street. Second Avenue is a Major Collector roadway that provides a link between northbound I-35W and 28th Street. As part of the reconstruction of I-35W to include the center Lake Street multimodal transit station, the project will sever the MnDOT-owned frontage road (2nd Avenue South/Clinton Avenue) over the Midtown Greenway to 28th Street. This change will cause substantial rerouting of existing traffic (beneficial impact) along 31st Street, Lake Street, and the main connecting roads between Lake Street and 28th Street. The portion of the roadway south of 28th Street will be realigned to provide access to the Wells Fargo parking facilities and will change in function to a private driveway.

The project will also re-deck the 38th Street Bridge over I-35W.

No reconstruction of the 42nd Street Bridge, 36th Street Bridge, or 35th Street Bridge will occur. For the areas outside of these bridges, the project will widen the right shoulder width to 10 feet where it is feasible. This would be done in lieu of providing emergency pull off areas along the corridor.

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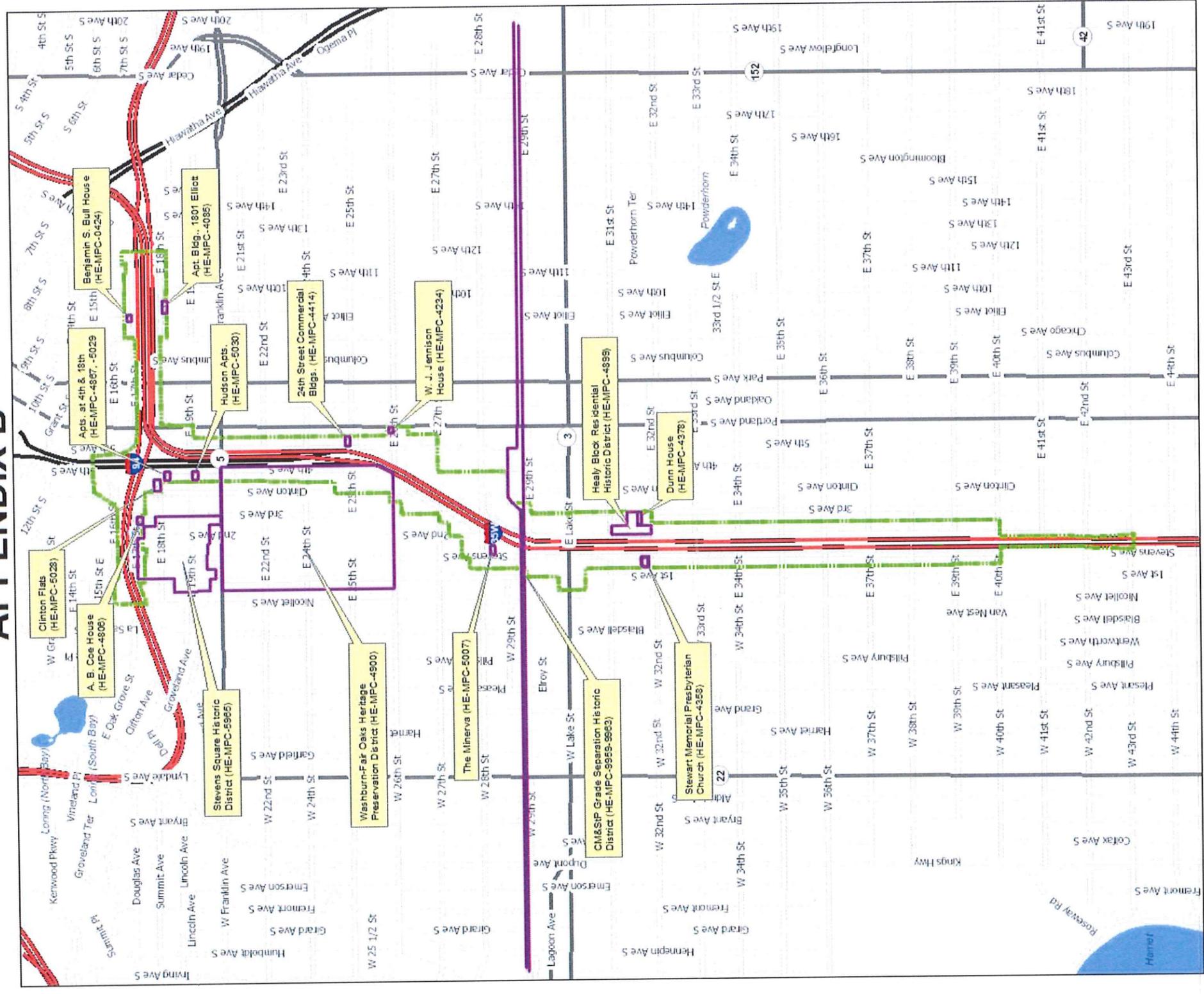
Retaining Walls

Retaining walls minimize roadway side slopes widths where right-of-way width is tight. Retaining walls are proposed along the following sections:

- The elevated sections of I-35W between 28th Street and 32nd Street,
- The southbound I-35W Braid Bridge,
- The northbound I-35W to westbound I-94 Flyover Bridge, and
- The depressed section of I-35W between Franklin Avenue and 28th Street.

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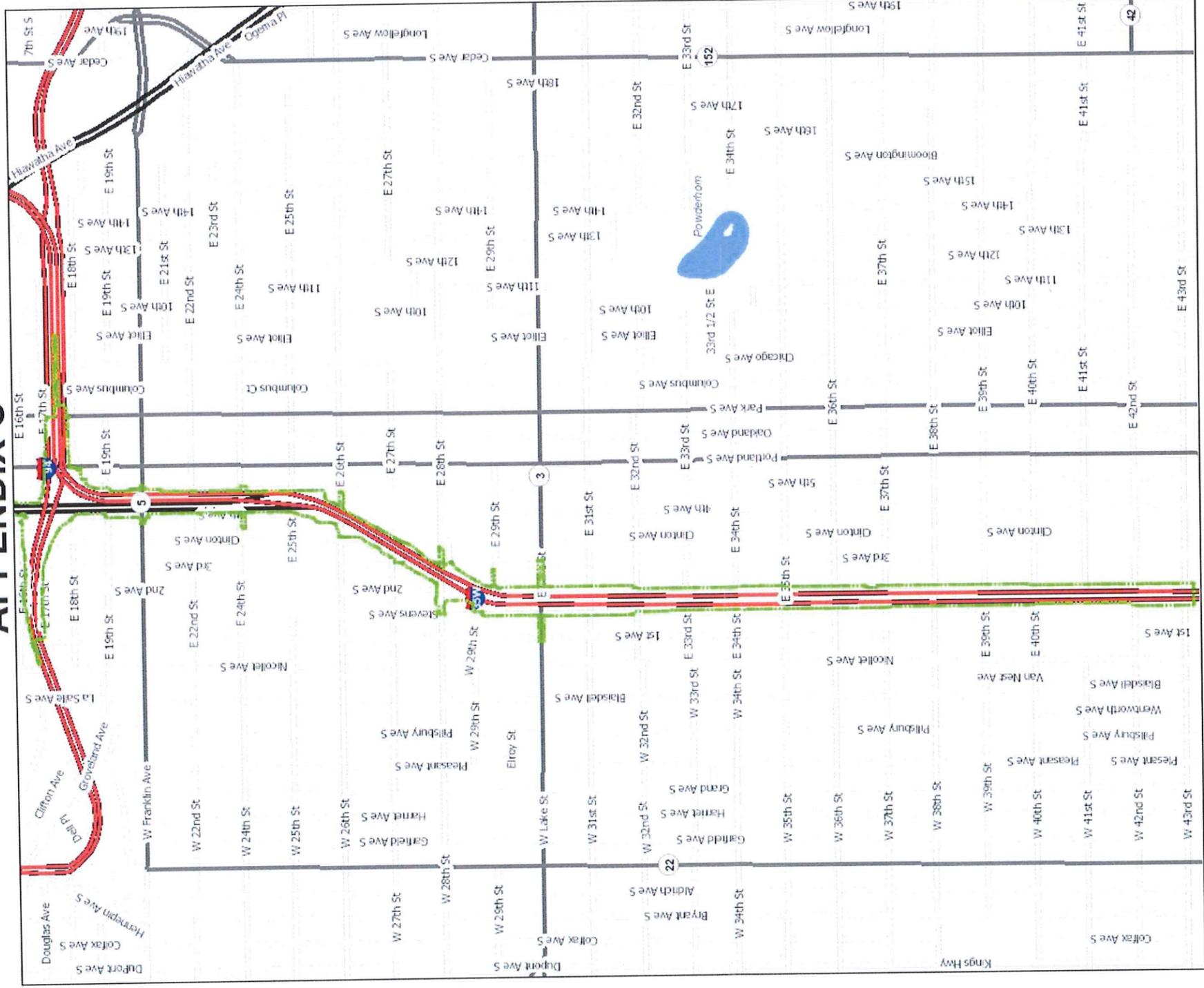
APPENDIX B



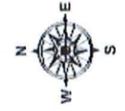
S.P. 2782-327 Architecture/History Resources APE



APPENDIX C



S.P. 2782-327 Archaeological Resources APE



APPENDIX E CONTACTED TRIBES

Fond du Lac Band of Lake Superior Chippewa
Grand Portage Band of Minnesota Chippewa
Leech Lake Band of Ojibwe
Northern Cheyenne Tribe
Upper Sioux Indian Community
Red Cliff Band of Lake Superior Chippewa
Mille Lacs Band of Ojibwe
Bois Forte Band of Chippewa
Lower Sioux Indian Community
Prairie Island Indian Community
Red Lake Band of Ojibwe
Shakopee Mdewakanton Sioux Community
White Earth Band of Ojibwe
Three Affiliated Tribes
Bad River Band of Lake Superior Chippewa
Flandreau Santee Sioux
Keweenaw Bay Indian Community
Lac Courte Oreilles Band of Lake Superior Chippewa
Lac du Flambeau Band of Lake Superior Chippewa
Fort Peck Tribes
Lac Vieux Desert Band of Lake Superior Chippewa
Santee Sioux Nation
Sisseton-Wahpeton Oyate of the Lake Traverse Reservation
Sokaogon Chippewa (Mole Lake) Community of Wisconsin
Spirit Lake Tribe
St. Croix Chippewa Indians of Wisconsin
Standing Rock Sioux Tribe
Turtle Mountain Band of Chippewa

**APPENDIX D
HISTORIC PROPERTIES WITHIN THE APE**

Property	MnHPO Inventory #	NRHP Status	Determination
Healy Block Residential Historic District	HE-MPC-4899	Listed	No adverse effect
Dunn House	HE-MPC-4378	Determined eligible	Adverse effect
Stewart Memorial Presbyterian Church	HE-MPC-4358	Listed	No adverse effect
Chicago, Milwaukee & St. Paul (CM&StP) Railroad Grade Separation District	HE-MPC9959 to - 9963	Listed	Adverse effect
The Minerva	HE-MPC-5007	Determined eligible	No adverse effect
W. J. Jennison House	HE-MPC-4234	Determined eligible	No adverse effect
24 th Street Commercial Buildings	HE-MPC-5033	Determined eligible	No adverse effect
Washburn-Fair Oaks Heritage Preservation District	HE-MPC-4900	Listed	No adverse effect
Hudson Apartments	HE-MPC-5030	Determined eligible	No adverse effect
Apartments at 335-349 E. 18 th St./1800-1804 4 th Avenue	HE-MPC-5029/-4867	Determined eligible	No adverse effect
Stevens Square Historic District	HE-MPC-4965	Listed	No adverse effect
Amos B. Coe House	HE-MPC-5806	Listed	No adverse effect
Clinton Flats	HE-MPC-5082	Determined eligible	No adverse effect
Benjamin S. Bull House	HE-MPC-4024	Determined eligible	No adverse effect
Apartment Building, 1801 Elliott Avenue South	HE-MPC-4085	Determined eligible	No adverse effect