DEPARTMENT OF TRANSPORTATION

METRO
Gold Line

Bus Rapid Transit Project

Section 106 Assessment of Effects – 60% Addendum

June 2021

U.S. Department of Transportation
Federal Transit Administration

METROPOLITAN COUNCIL

Prepared by:

Minnesota Department of Transportation
Cultural Resources Unit
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

http://www.dot.state.mn.us/culturalresources/index.html
http://www.dot.state.mn.us/culturalresources/contacts.html

On behalf of:

United States Department of Transportation
Federal Transit Administration
Region V
200 West Adams Street, Suite 320
Chicago, Illinois 60606

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Section 1: Summary

The METRO Gold Line Bus Rapid Transit (BRT) Project (Project) is a proposed 10-mile-long BRT line located in Ramsey and Washington counties, Minnesota. Operating in both mixed traffic and on a dedicated guideway, the proposed alignment will generally parallel Interstate (I-) 94 from downtown Saint Paul to just east of I-694, where it will turn south and extend along Helmo and Bielenberg avenues to the Woodbury Village Shopping Center, connecting downtown Saint Paul with the suburban cities of Maplewood, Landfall, Oakdale, and Woodbury. The proposed line includes 21 stations, 4 of which will include a park-and-ride facility.

The Metropolitan Council (MC) intends to apply to the Federal Transit Authority (FTA) to fund the Project, request an Interstate right-of-way use agreement for a portion of the Project's preferred alternative from the Federal Highway Administration (FHWA), acting through the Minnesota Department of Transportation (MnDOT), and seek permits for construction from the United States Army Corps of Engineers (USACE). Therefore, the Project is a federal undertaking and must comply with Section 306108 of the National Historic Preservation Act of 1966 (NHPA), as amended (54 United States Code [USC] § 306108; hereinafter referred to as Section 106) and its implementing regulations, 36 Code of Federal Regulations (CFR) Part 800 et. seq.; Section 101(b)(4) of the National Environmental Policy Act (NEPA) of 1969, as amended, (42 USC § 4331); and other applicable federal mandates. FTA is the lead federal agency. The Project will also seek funding and use of public lands from the State of Minnesota and political subdivisions of the State and permits for construction from several state agencies. Therefore, it must also comply with Minnesota laws, including the Minnesota Environmental Policy Act of 1973, the Minnesota Field Archaeology Act (Minnesota Statute [MS] § 138.31–138.42), the Minnesota Historic Sites Act (MS § 138.661–138.669), and the Minnesota Private Cemeteries Act (MS 307.08), as applicable.

This report serves as an addendum to the previous Section 106 Assessment of Effects report titled *Metro Gold Line Bus Rapid Transit Project Section 106 Assessment of Effects and Final Determination of Effect for Historic Properties* (November 2020; revised February 2021) (hereafter, *Assessment of Effects* report) prepared by MnDOT's Cultural Resources Unit (CRU) on behalf of FTA. This addendum describes substantive changes to the Project since the development of 30% plan sets and complies with those above-referenced legislative requirements and the terms of Stipulation VI of the Programmatic Agreement (PA) developed between FTA and the State Historic Preservation Office (SHPO), which requires review of 60% plans and re-assessment of effects if warranted. Based on the re-evaluation of the Project's effects at the 60% design stage, FTA continues to determine that the undertaking will have No Adverse Effect on historic properties if certain conditions are placed on the Project.

Section 2: Project Changes from 30% Design

MnDOT CRU compared the 30% and 60% Project plans to determine if any changes required a revision to the Project APEs or previous effects findings, as per Stipulation VI.C of the Project PA; those global changes are discussed below. Under each historic property assessment in Section 6, the activities that are unchanged between the 30% and 60% plans are noted, and that no further assessment is needed and the finding at 30% remains valid for those elements. For Project activities that have changed or for which there is more design information, those elements are discussed and assessed for effects to the historic property.

Stations and Park-and-Ride Facilities

The Project includes 21 stations in total: 15 stations in Saint Paul (10 in downtown); 1 in Maplewood; 2 in Oakdale; and 3 in Woodbury. Seventeen are classified as walk-up stations, which include a platform, shelter, and rider amenities but do not include a designated parking site for transit riders. Four are classified as park-and-ride stations and include the same elements as walk-up stations plus a new and/or existing parking facility designated for transit riders.

At the 30% design stage, station design was limited, consisting only of a general station length and location within the block. The size of the stations was approximated, with downtown stations defined as approximately 60’ x 12’ and those outside of downtown as 80’ x 14’. Platform locations on the block were provided in the plans but did not offer details on the location of the shelter or amenities. At the 60% Project design stage, Project engineers have refined each station to provide shelter design and siting of the shelter and amenities.

Of the 21 stations, there are 9 walk-up stations in or immediately adjacent to a historic property. There are no park-and-ride facilities approximate to a historic property. Table 1 provides details about each of these 9 stations located in or near a historic property. In order to reduce redundancy in Section 5: Updated Assessment of Effects, specific station information, such as shelter size and amenities, are noted within Table 1 below and not reiterated in the individual property assessments.

The number and size of platforms at a station varies based on its location. Downtown stations range from 60’ to 140’ in length; outside of downtown Saint Paul stations will have one or two platforms that that range from 80’ to 130’ in length, excluding any access ramps, and 14’ to 20’ in width. The length of stations in downtown Saint Paul has increased since the *Assessment of Effects* report, which anticipated most stations would have 60’ by 12’ platforms. This is to accommodate shared stops with local bus service or to provide room for queuing a second bus at the stop. In downtown Saint Paul, platforms will range from 6” to 10” in height, depending on the location. Outside of downtown, platforms will be 10” in height (see Table 1). All stations will include raised platforms for easy and accessible boarding onto the BRT vehicles; ticket vending and validation machines to expedite boarding; platform, shelter and street lighting, as applicable; shelters; and rider amenities (seating, signage, digital display monitors, trash receptacles, bicycle racks); and Americans with Disabilities Act (ADA) ramps. Where applicable, the stations will be designed to integrate with existing sidewalks, roadway lanes, and bus-only lanes. As a

result, the configuration of the platforms and placement of station components will vary depending on the station type, number of platforms, and shelter type; however, in general, a pylon sign will typically be located near the front end (bus direction) of each platform.

Table 1. BRT Stations in or Near a Historic Property

Station	Station Type	Shelter Type	Station/Platform Details	Adjacent Historic Property
Saint Paul				
Union Depot / Sibley Street	Walk-up	Type 1	Single 60′ x 12′ 6″ side platform with a 10″ curb, an 11′ long ramp at the north end and a 14′ long ramp at the south end, one Type 1 shelter. This station includes a back of platform railing.	Lowertown Historic District
Union Depot / Wacouta Street	Walk-up	Type 1	Single 60′ x 12′ 6″ side platform with a 10″ curb, a 4′ long ramp at the north end and a 17′ long ramp at the south end, one Type 1 shelter. This station includes a back of platform railing.	Lowertown Historic District
6th Street / Jackson Street	Walk-up	Type 1	Single 60′ x 12′ 6″ side platform with a 10″ curb, a 7′ long ramp at the east end and an 8′ long ramp at the west end, one Type 1 shelter. This station includes a back of platform railing. A planting bed with two trees will be located behind (north) of the station, separating it from the sidewalk. Will be located on the same block as another non-local bus stop but will have a separate station.	Urban Renewal Historic District (directly outside district boundary)
6th Street / Minnesota Street	Walk-up	Type 1	Single 80′ x 12′ 6″ side platform with a 10″ curb, a 10′ long ramp at the east end, one Type 1 shelter. This station includes a back of platform railing. Will be located on the same block as another a local bus stop but will have separate station.	Urban Renewal Historic District (directly outside district boundary)

Station	Station Type	Shelter Type	Station/Platform Details	Adjacent Historic Property
Hamm Plaza / 6th Street	Walk-up	Type 2	Single 130′ x 12′ 6″ side platform with a 6″ curb and one Type 2 shelter, located to the west end of the platform. This station includes a back of platform railing at the east end of the platform to provide an edge between the platform and the sidewalk for platform seating. A large planting bed will be located north of the east end of the platform in the vacated Market Street. Will replace an existing bus stop on the block and share a platform with local service.	Landmark Center; Rice Park Historic District; Hamm Building
Rice Park / 5th Street	Walk-up	Type 2	Single 140′ x 12′ 6″ side platform with a 6″ curb, one Type 2 shelter at the east end of the platform. There is no railing proposed at this station or platform. Will replace an existing bus stop and share a platform with local service.	Landmark Center; Rice Park Historic District
5th Street / Cedar Street	Walk-up	Type 1	Single 100′ x 18′ 8″ wide pass through side platform with a 10″ curb, a 5′ long ramp at the west end and a 14′ long ramp at the east end, one Type 1 shelter. The station includes a back of platform railing. Will be located on the same block as another local bus stop with station but will have separate station.	Urban Renewal Historic District
5th Street / Robert Street	Walk-up	Type 1	Single 130′ x 12.5′ side platform with a 10″ curb, an 11′ long ramp at the west end and a 10′ long ramp at the east end, one Type 1 shelter. The station includes a back of platform railing. An above-ground stormwater BMP consisting of low plantings is proposed just east of the station. Will replace an existing bus stop on the block and share a platform with local service.	Manhattan Building; Pioneer and Endicott Buildings / Endicott Arcade Addition
Maplewood				
Maplewood	Walk-up	Type 3	Two 80′ x 14′ 6″ side platforms (offset), each with one Type 3 shelter. This station includes a railing along the back of the southern platform.	3M Center Historic District

Station Shelters

Five shelter design types were developed for the project to address the guideway configuration and/or site constraints. As proposed in the 60% Shelter design submittal (October 2020), all shelters will be metal and glass structures resting on concrete bases, with cantilevered shed roofs. The roofs will be supported by angled, tapered steel frames and recessed lighting will be located in the soffits under the roof. The shelters will include enclosures of fritted or patterned glass and prefinished aluminum curtainwalls which also act as a windscreen, with the entrance facing the platform. On the back side of the station, the curtainwall will be mounted behind the bents. All shelter enclosures will have soffit-mounted heaters and, depending on the shelter size, will contain one or two benches and spaces for wheelchairs. Digital display monitors will be mounted under the roof overhang. The shelters will share an overall design aesthetic, and the five shelter types are described in detail below.

- Type 1: Side platform will be 34’ 8” long, 10’ 8” wide, by 13’ 5” tall canopy with five bents. The bents will be 1’ 2” deep (horizontally). Due to site constraints and based on MnDOT CRU feedback and consulting party feedback in April 2020 at an advanced design consulting party meeting, the curtainwall will not tilt beyond the back of the platform. The orientation of the roof supports will be more vertical than other shelter types. The enclosure will have three bays, one bench, and the rear curtainwall will extend the full length of the shelter. The Type 1 shelter will be used at the Union Depot / Sibley Street Station, Union Depot / Wacouta Street Station, 6th / Jackson Street Station, 6th and Minnesota Street Station, 5th Street / Cedar Street Station, and the 5th Street / Robert Street Station (see Figure 1 and Figure 2).

- Type 2: Side platform will be 27’ 3” long, 10’ 8” wide, by 13’ 5” tall canopy with four bents. This is the smallest shelter type for use at locations based on MnDOT CRU and consulting party feedback. Similar to Type 1, the curtain wall will not tilt beyond the back of the platform. The orientation of the roof supports will be more vertical than other shelter types. The bents will be 1’ 2” deep (horizontally). The enclosure will extend the full length of the shelter and contain one bench. The Type 2 shelter will be used at the Hamm Plaza Station and the Rice Park Station (see Figure 1 and Figure 3).

- Type 3: Side platform will be 47’ 1” long, 13’ 2” wide, by 13’8” tall canopy with six bents. The angled bents will be 1’ 6” deep (horizontally) and will tilt outward beyond the back of the platform. The enclosure will span four bays, will include two benches, and the rear curtainwall will extend the full length of the shelter. The Type 3 shelter will be used for the westbound Mounds Boulevard Station and the Maplewood Station (see Figure 1 and Figure 4).

- Type 4: Center platform with two (2) 30’ 8” long, 10’ 8” wide, by 13’ 3” tall canopies with five bents separated by a 15’ amenity zone. The angled bents 1’ 2” deep (horizontally) and will tilt outward beyond the back of the platform. The enclosure will span three bays, will include one bench, and the rear curtainwall will extend the full length of the shelter. Ticket vending will be within the shelter footprint on the westbound shelter and an additional bench within the shelter footprint on the eastbound shelter. The Type 4 shelter will only be used at the Sun Ray Park and

Ride Station (see Figure 1 and Figure 5). There are no identified historic properties at this station location.

- Type 5: Side platform will be 47’ 1” long, 13’ 0” wide, by 13’ 8” tall canopy with six bents. The angled bents will be 1’ 6” deep (horizontally) and will tilt outward beyond the back of the platform. The enclosure will span four bays, will include two benches, and the rear curtainwall will extend the full length of the shelter at a slightly taller height than other shelter types (2’ tall). The taller backwall was designed to make users feel more protected from adjacent roadway traffic and winter snowplowing maintenance. The Type 5 shelter will be used for the eastbound Mounds Boulevard Station, though there are no historic properties in the APE near this station (see Figure 1 and Figure 6).

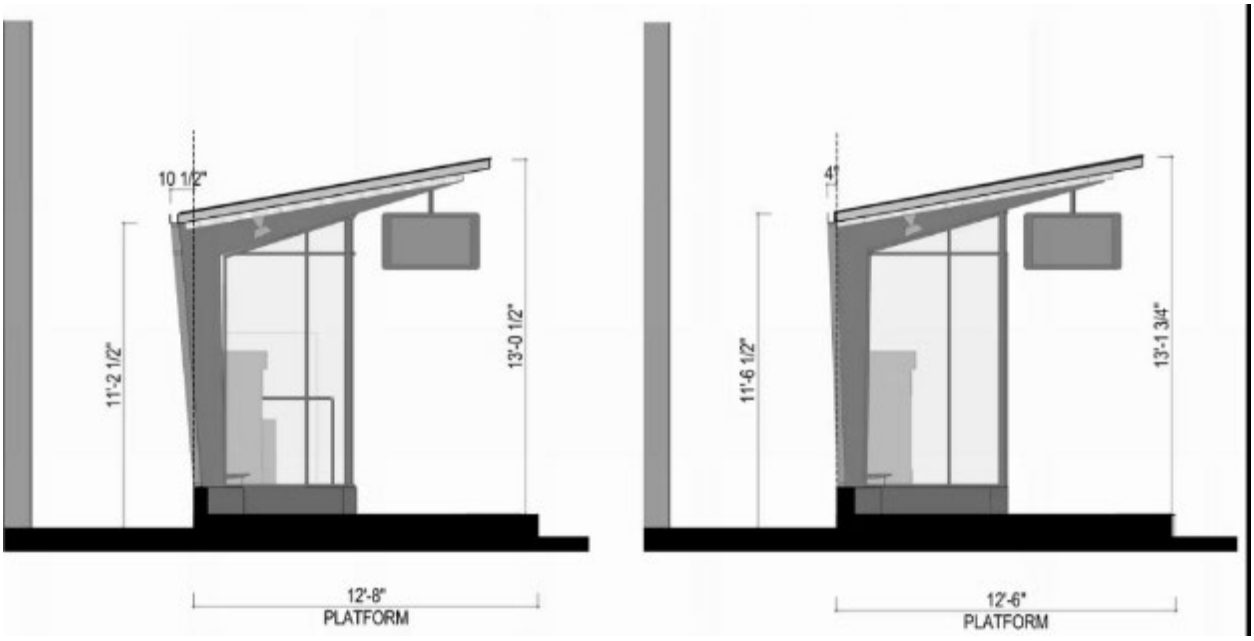


Figure 1. Rendering showing the difference in the amount of tilt between shelter types. The more vertical orientation of Type 1 and 2 shelters (on the right) provide pedestrians more space between the shelter and adjacent buildings than Types 3, 4, and 5 (on the left).

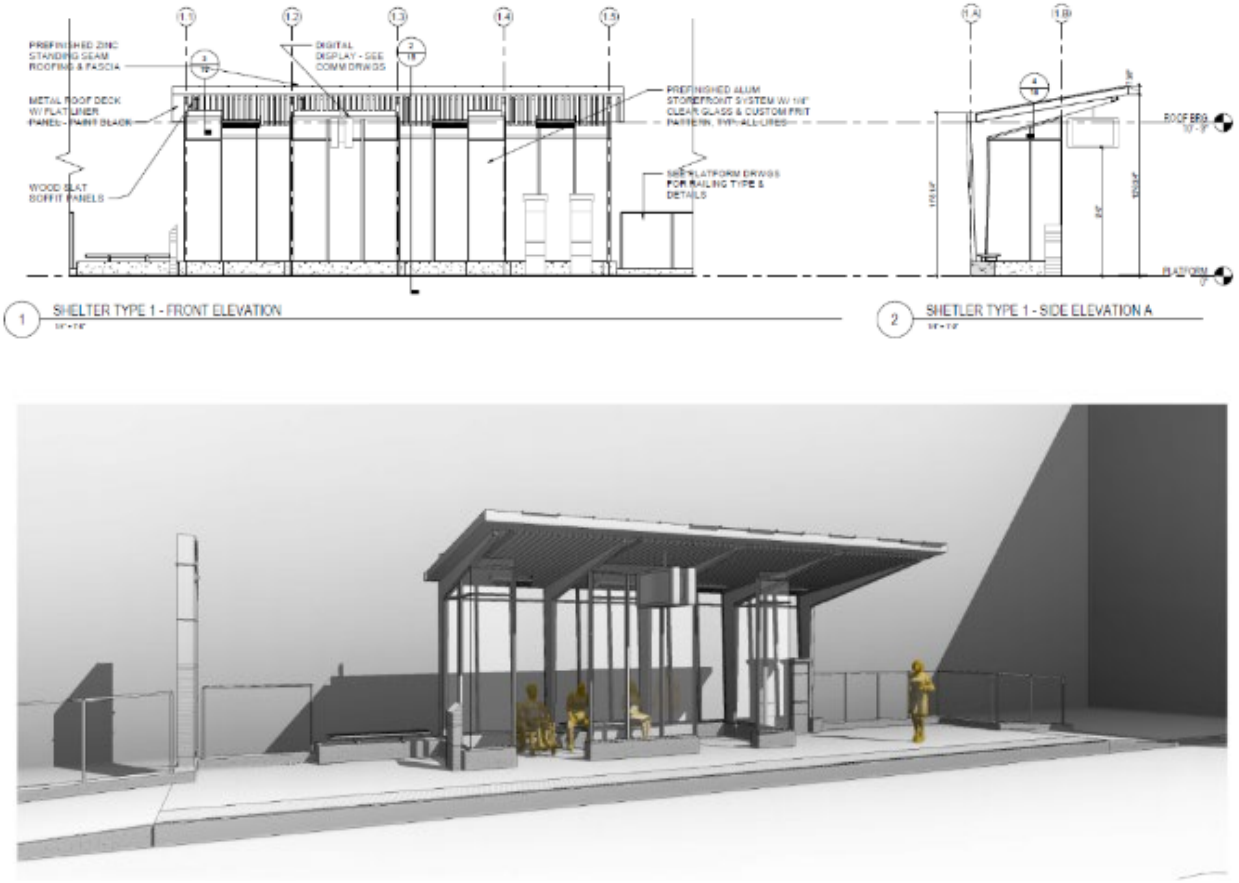
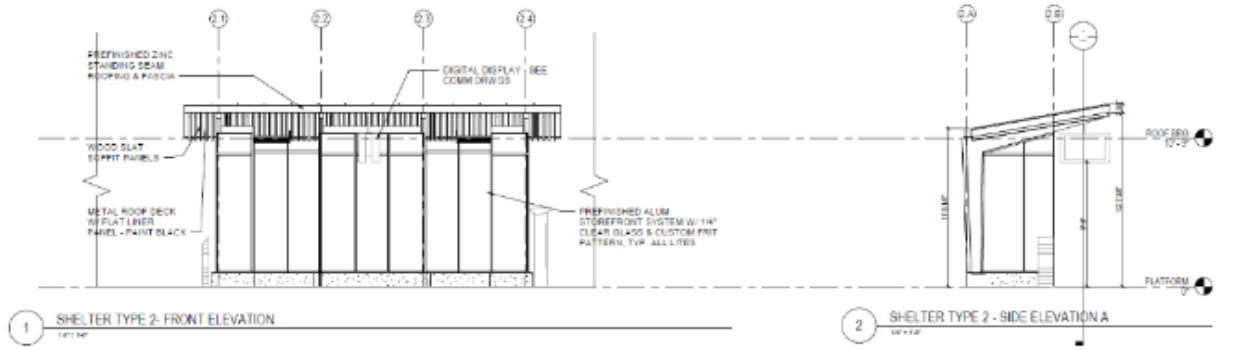


Figure 2. Plan sheet 8 and plan sheet 19 showing the front elevation of shelter Type 1. Type 1 shelters measure approximately 35’ long and 11’ wide.



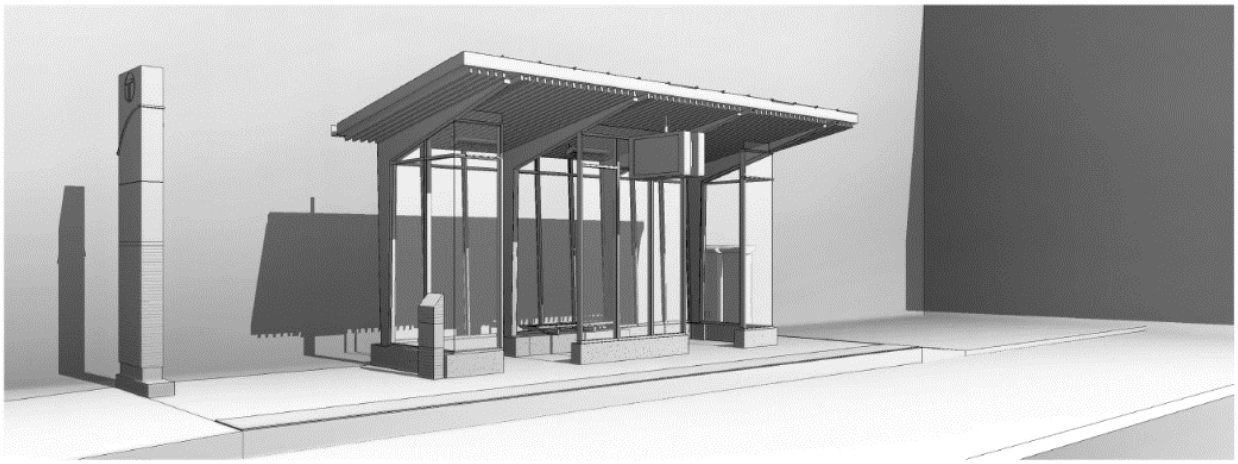


Figure 3. Plan sheet 9 and plan sheet 20 showing the front elevation of shelter Type 2. Type 2 shelters measure approximately 27' long and 11' wide. There is no railing proposed directly behind or adjacent to this shelter. However, at Hamm Station a railing is present at the far east end of the platform to accommodate a grade change (not shown in this rendering).

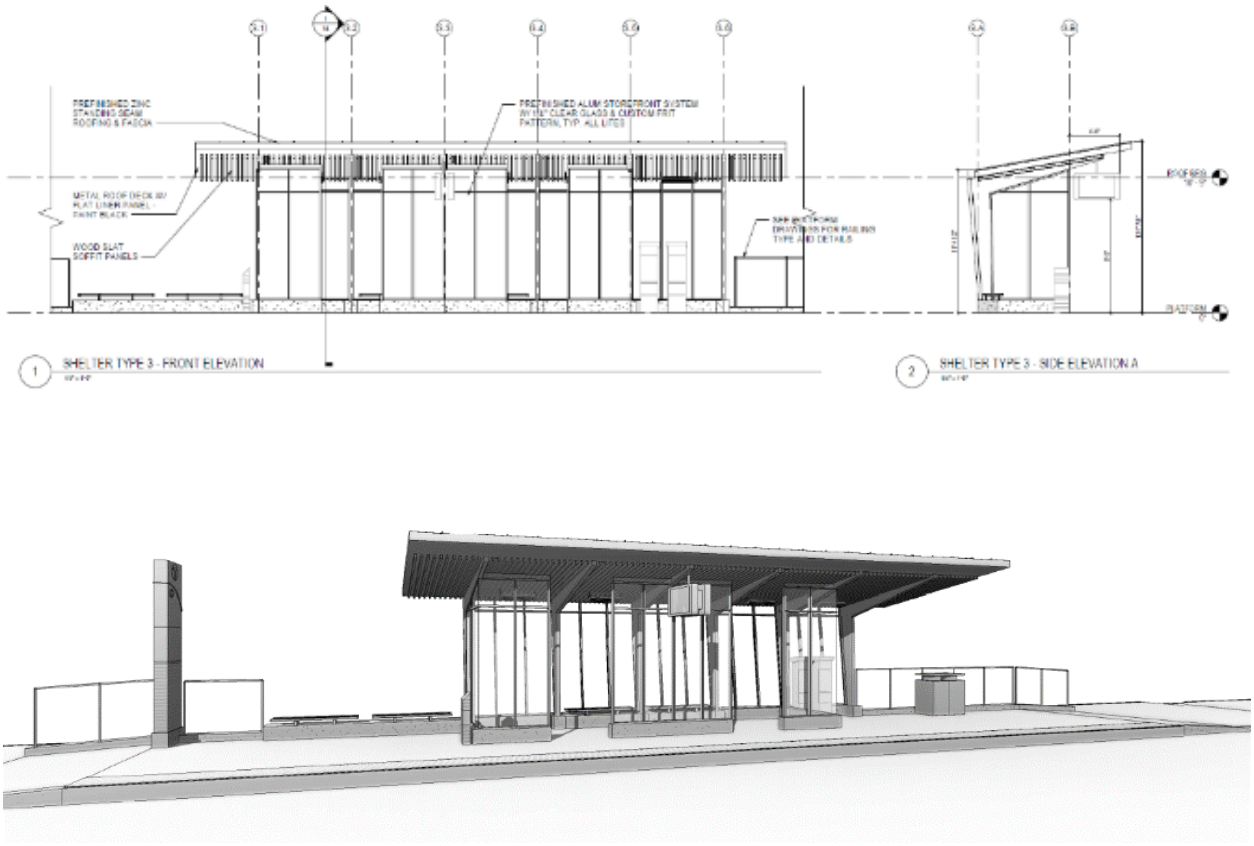


Figure 4. Plan sheet 10 and plan sheet 21 showing the front elevation of shelter Type 3. Type 3 shelters measure approximately 47’ long and 13’ wide.

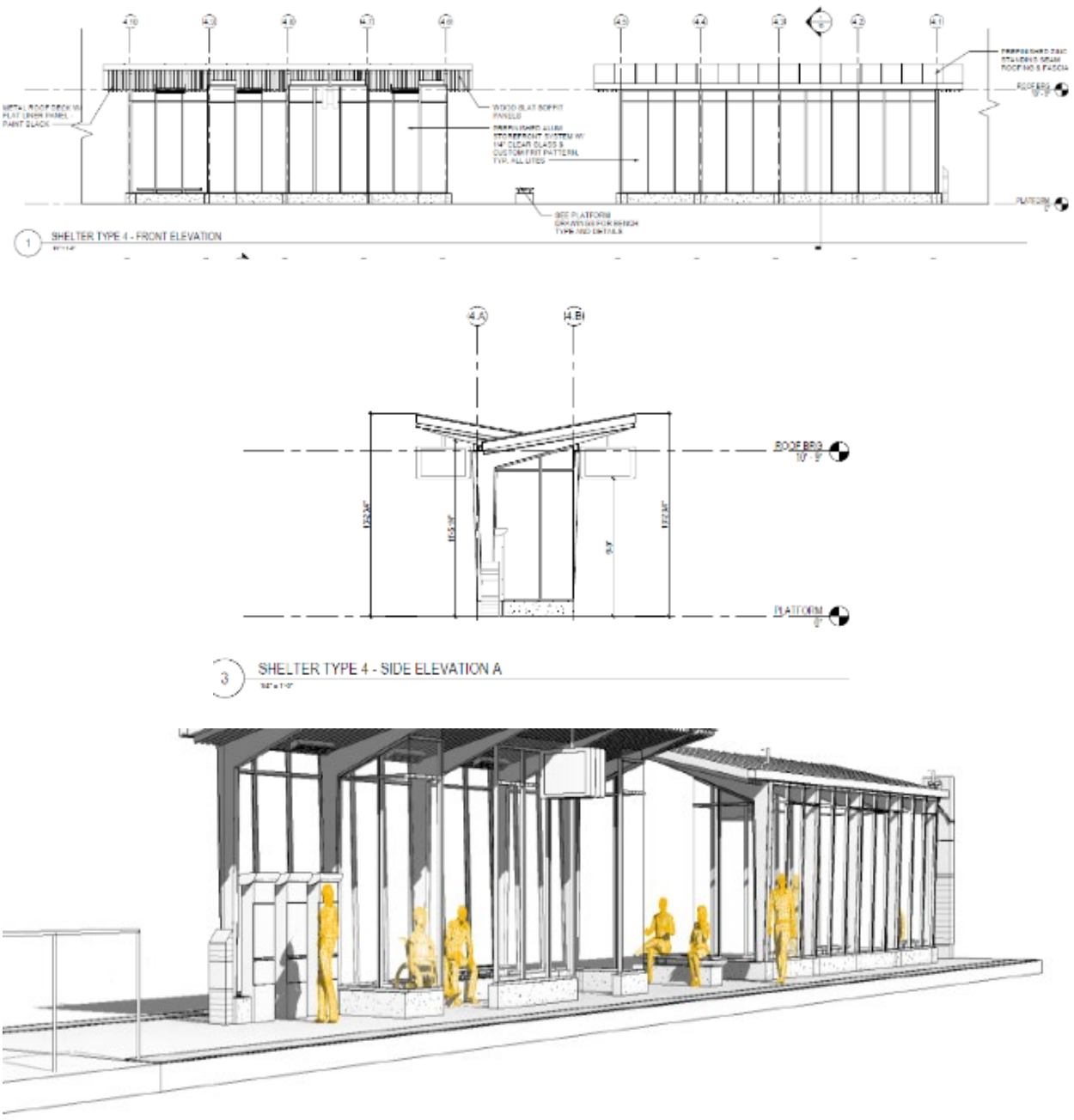


Figure 5. Plan sheet 11 and plan sheet 22 showing the front elevation of shelter Type 4 (center platform). Type 4 shelters have an overall approximate length of 78' and are comprised of two (2), 31' long and 11' wide structures.

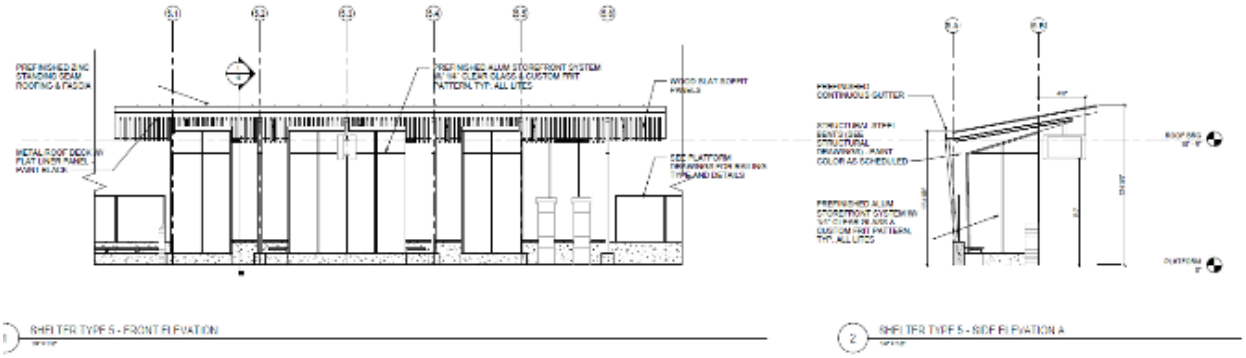


Figure 6. Plan sheet 12 and plan sheet 23 showing the front elevation of shelter Type 5. Type 5 shelters measure approximately 47’ long by 13’ wide and will be utilized in locations adjacent to roadway traffic.

Snow Melt Enclosures

Though included in the 60% plan sheets, the station snow melt enclosures were eliminated from the Project after the plans were completed and are therefore not discussed in this report. Any reference to snow melt enclosures on plan sheets should be ignored.

Bridges

No bridges were added to the Project between 30% and 60% plan development. The location, size, height, and footprint of all previously identified Project bridges remains the same as the 30% plans, so no APE revisions are required due to Project bridges. The Maple Street Pedestrian Bridge design changed from a pre-stressed concrete beam span to a truss. The MnDOT Bridge Office requested the Project utilize a high-truss in lieu of a beam span to eliminate a center pier in I-94, which would allow for greater flexibility if realignment of interstate lanes is ever needed (note: none are currently planned by MnDOT). The bridge’s elevation above the interstate grade (approximately 18’), use of a circular ramp on the north side, and fencing and ornamental lighting did not change from the 30% design. Ornamental

elements are in keeping with standard lighting found throughout the neighborhoods to either side of the bridge and were chosen based on input from the City of Saint Paul. The overall truss height will be approximately 5’ taller than the current 1973 haunched girder bridge with pedestrian fencing (Figure 7). Even with the height difference, the new bridge will not be visible from the Giesen-Hauser House due to its distance from the bridge and heavy intervening vegetation. Similarly, the truss will not be visible from the Texas Company Service Station due to its distance from the property and presence of an existing noise wall.

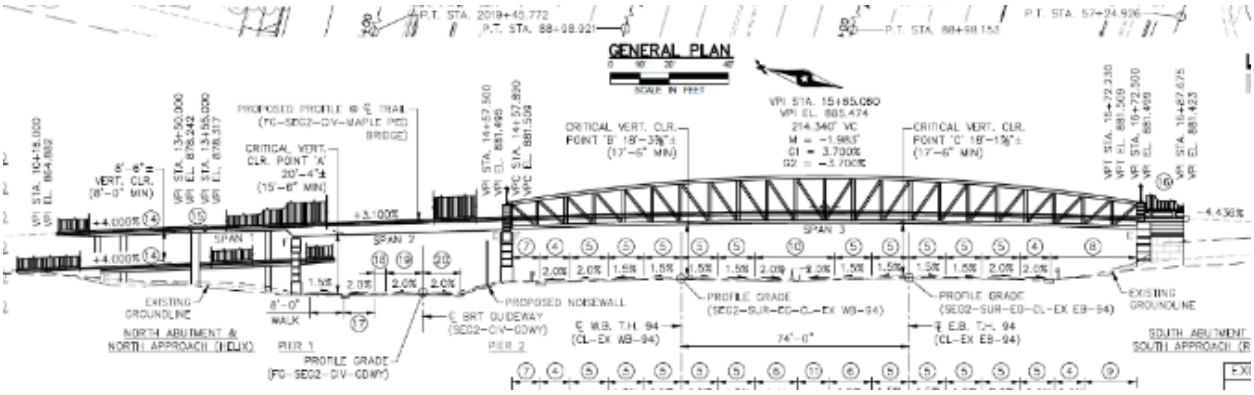


Figure 7. Plan sheet 1 of Bridge 62946 plan set, showing the proposed truss over I-94.

Two historic properties had conditions placed on the finding of effect at 30% that the design of the bridges required additional review at the 60% stage: the Johnson Parkway Bridge adjacent to Johnson Parkway and the McKnight Avenue Bridge adjacent to the 3M Center Historic District (the Century Avenue Bridge will not be visible from the 3M Center, and the Maple Street Pedestrian Bridge will not be visible from any historic property). Through consultation with consulting parties and coordination with the Project engineers, the designs for both bridges were refined based on the Secretary of the Interior’s Standards for the Treatment of Historic Properties (SOI Standards) for finishes and design details. The bridge designs are discussed under the 3M Center Historic District and the Johnson Parkway assessments in Section 5.

Roadway and Utility Improvements

There are no substantive changes between the 30% and 60% plans for roadway and utilities for most of the Project. In some locations, additional road reconstruction work extends only a few feet beyond what was previously reviewed. These changes did not require expansion of the archaeology APE and are covered within the *MnDOT CRU Archaeological Review and Assessment of the Gold Line Bus Rapid Transit (GBRT) Project 60% Plans, Ramsey and Washington Counties, Minnesota* (December 2020) memo as submitted for review by consulting parties in March 2021. As noted in that memo, no additional archaeological survey work was warranted due to the change.

Fiber optic line work will occur throughout the Project corridor and is a new addition to the 60% plans. The addition of underground fiber optic lines will be necessary at selected locations to connect existing utilities to new traffic signals. Of the fiber optic work proposed, the relocation of a large fiber optic trunk

line along I-94 between White Bear Avenue and McKnight Road will be the largest change to Project plans (Figure 8). The relocation of this fiber optic cable to the south side of I-94 is necessary due to the construction of the new guideway along Hudson Road, to minimize the impacts to the duct bank during construction activities and for future maintenance. The relocated fiber optic cable will be located entirely within the Interstate right-of-way and buried approximately three feet below the surface. Between White Bear Avenue and Ruth Street the cable will be placed between the shoulder and MnDOT-maintained fencing; between Ruth and McKnight the fiber optic cable will be located between the shoulder and an existing noise wall. As a result of additions of fiber optic lines and the relocation of the trunk line expansion of both architectural/history and archaeological APEs were necessary. No historic properties are located within these expanded APEs areas.

Figure 8. Location of the proposed fiber optic line relocation (red line).

Noise Barriers and Retaining Walls

While there are numerous noise barriers and retaining walls proposed as part of the Project, only a few were modified in the 60% plans (e.g., minor lengthening or elevation changes) and only one is adjacent to a historic property. The existing noise wall south of Grace Lutheran Church will be extended approximately 75' to the east along the I-94 entrance ramp (Figure 9). As noted in the *Assessment of Effects* report, the retaining wall is outside of the historic property boundary and will be on the south side of the proposed BRT guideway, placing it on the periphery of the historic property's setting. Therefore, even though the retaining wall will be longer, it will not affect the setting, character or use of the Grace Lutheran Church. The previous finding of No Adverse Effect for Grace Lutheran Church remains valid.

Figure 9. Proposed noise wall changes between 30% (red line) and 60% (black and white line) design. The purple polygon represents the historic property boundary.

Section 3: Identification of Historic Properties

Area of Potential Effects

The APE was updated to reflect the 60% plans in March 2021. The previous APE, defined at the 10% design stage in 2018, was set very broadly utilizing parameters defined for light rail transit projects. As the BRT project elements were refined, it became evident that the potential effects for the BRT line were not commensurate with potential effects of light rail. With the Project at 60% design, most Project elements are well-defined and the potential for effects can be accurately captured; therefore, FTA determined revisions to the archaeological and architectural/history APEs was warranted, as required under Stipulation IV of the PA. Parameters defined as part of this effort and refined APE maps were included in a March 2021 submittal to SHPO and consulting parties. Comments from SHPO and consulting parties were received in May 2021. Maps of the revised APEs can be found in Attachment C of the FTA March 2021 submittal.

Surveys and Evaluations

Identification efforts for historic properties are summarized in the *Assessment of Effects* report. While identification efforts were substantively completed in August 2020, MnDOT CRU continued to review the Project plans to determine if any additional identification efforts were needed, as per the terms of Stipulation V of the PA.

- Project operation is now anticipated to begin in 2024, necessitating review of the revised APE for potential historic properties constructed up to 1974. One additional property was identified within the revised APE (Kentucky Fried Chicken Restaurant; RA-SPC-11199); it was constructed in 1973. This property was reviewed using standard methodology and was determined to warrant no further survey work or evaluation at this time due to substantial alterations. This determination was sent to SHPO and consulting parties on March 10, 2021; SHPO concurred with the determination in May 2021.
- The previously inventoried Eastern Heights State Bank (RA-SPC-11099) underwent a Phase II evaluation at the request of SHPO; that evaluation is not tied to the 60% plan submittal. FTA determined that the bank was not eligible for inclusion in the National Register of Historic Places and sent its determination to SHPO and consulting parties on March 10, 2021. The SHPO concurred with the not eligible determination in May 2021. No further work on this property is necessary.
- The Project's revised APEs based on 60% plans were reviewed for the potential to include additional historic properties (archaeology and architecture/history). No additional historic properties were identified within the revised APEs.

As a result of revision to the APE at the 60% design stage, 19 properties are no longer in the Project's Architectural/History APE.

- Reinecker House #1 (RA-SPC-2491, RA-SPC-5208)
- Reinecker House #2 (RA-SPC-2490, RA-SPC 5207)
- Bott House and Garage (RA-SPC-2040)
- Tandy Row (RA-SPC-2619, RA-SPC-5232)
- Finch, VanSlyck and McConville Dry Goods (RA-SPC-5462)
- U.S. Post Office and Customs House (RA-SPC-4518)
- Merchants National Bank (RA-SPC-1979)
- First Farmers and Merchants Bank (RA-SPC-3168) and First National Bank of Saint Paul (RA-SPC-4645)
- Saint Paul Athletic Club (RA-SPC-0050)
- Osborn Building (RA-SPC-5446, RA-SPC-8096)
- MMLI Building (RA-SPC-8907)
- NSP Building (RA-SPC-5445)
- Germania Bank (RA-SPC-5444)
- Saint Paul Public Library / James J. Hill Reference Library (RA-SPC-5245)
- New Palace Theater / Saint Francis Hotel (RA-SPC-5360)
- Saint Paul Auditorium (RA-SPC-11103)
- Bell-Weber House (RA-SPC-2481, -5204)
- Saint Paul Union Depot (RA-SPC-5225, -6907)
- Saint Paul Hotel (RA-SPC-3493)

The remaining 13 properties within the revised APE that were assessed at the 30% include:

- 3M Center
- Grace Lutheran Church
- Johnson Parkway
- Giesen-Hauser House
- Texaco Company Service Station
- Lowertown Historic District
- Urban Renewal Historic District
- Manhattan Building
- Pioneer and Endicott Buildings
- Endicott Arcade Addition[1]

[1] The Pioneer and Endicott Buildings and the Endicott Arcade Addition were presented as two separate properties in the *Assessment of Effects* Report (Pioneer and Endicott with a No Adverse Effect finding and the Endicott Arcade Addition as a No Adverse Effect with conditions finding). Based on SHPO comment, both buildings and the addition

- Rice Park Historic District
- Landmark Center
- Hamm Building

are connected and should be considered a single historic property. Therefore, the Pioneer and Endicott Buildings will be addressed with the Endicott Arcade as one property in this addendum to the *Assessment of Effects* report.

Section 4: Section 106 Consultation

Since the development of 30% plans, FTA continued consultation with consulting parties to seek feedback on the Project in relation to historic properties. The feedback provided by consulting parties aided in the development of the 60% plans to minimize effects to such properties. Consulting parties were consulted on the following dates regarding 60% design elements:

- April – May 2020: discussed and received advanced design input on station layout and shelter plans, and
- June 2020: discussed and received input on 60% bridge design plans at the Maple Street Pedestrian Bridge, Johnson Parkway Bridge and the McKnight Road and Century Avenue Bridges.

Two consulting party meetings were held between April and May 2020 to gain feedback on 60% shelter design and station layout; a third meeting was held in June 2020 to discuss 60% bridge design plans. The presentation of this information was considered advanced design input as, at the time, consulting parties had yet to review the 30% *Assessment of Effects* report. In the April and May meetings GPO staff presented revised station layout and design for Mounds Boulevard Station, Maplewood Station, and those stations located within downtown St. Paul. Consulting parties largely favored the overall shelter design, noting that the design was streamlined and modern, and requested renderings of shelters. Generally, there was little feedback about specific platform and shelter locations, except at the Endicott Arcade Addition, where consulting parties noted that the shelter should be located to the west of the building as much as possible due to the smaller scale of the building. Additional feedback provided by consulting parties included a request to group platform amenities, if possible, to reduce the potential for visual effects.

At the June 2020 meeting, consultation continued with presentation of designs for the Maple Street Pedestrian, Johnson Parkway, McKnight Road, and Century Avenue Bridges. The Maple Street Pedestrian bridge design was proposed to be updated from a deck girder to a bowstring truss and the location of the bridge ramps were moved farther from the Giesen-Hauser House property boundary. Consulting parties requested additional information about the overall height of the bridge, aesthetics, and how visible the bridge would be from the Giesen-Hauser and Texas Company Service Station. GPO staff presented the design on the Johnson Parkway Bridge, noting that MnDOT CRU recommended a simple, smooth-textured bridge rather than the stone material appearance previously considered. Consulting parties had no comments on the design or recommendation. Finally, the McKnight Road and Century Avenue Bridges, which are located within and adjacent to the 3M Center Historic District, were discussed. SHPO agreed with MnDOT CRU recommendations that the bridges should be kept simple with a horizontal focus and a single color. The cities of Maplewood and St. Paul noted they liked the design as it was presented at the meeting. There was further discussion on how to meet city of Maplewood interest to make these bridges “gateway” structures and meet SOI Standards.

GPO staff took feedback provided by consulting parties at the April, May, and June 2020 advanced design meetings and incorporated them into the 60% plan sets reviewed as part of this addendum.

Section 5: Updated Assessment of Effects

In accordance with 36 CFR § 800.5(a) and the terms of the PA, the criteria of adverse effect were applied to the historic properties located within the Project's revised Architecture/History APE. The previous findings of effects from the *Assessment of Effect* report can be found in Table 2.

As noted in the *Assessment of Effects* report, none of the identified historic properties are planned to be physically destroyed or damaged, removed, have a change in use, neglected, or are federally owned. Operation of buses from the new BRT line throughout downtown Saint Paul was shown to have a negligible (1%) increase in traffic and noise; therefore, there are no atmospheric or audible effects anticipated from the Project. Cumulative effects from the addition of buses from this Project as well as another FTA BRT Project (Rush Line) occurring along a similar route through downtown St. Paul were addressed at the 30% design stage and in the assessment of effects report for the Rush Line BRT project, which was based on that project's 15% designs.[2]

For this addendum to the *Assessment of Effects* report, MnDOT CRU reviewed the 60% plans proximate to all historic properties in the APE to ensure there were no substantive changes from the 30% plans. For two historic properties, the Giesen-Hauser House and Grace Lutheran Church, Project plans did not change substantially such that reassessment of effects was necessary; the original finding of No Adverse Effects remains valid for these two historic properties. The anticipated effects to the remaining historic properties in the APE are reassessed below based on the 60% plan development. The assessments are presented in the same manner as they were presented in the *Assessment of Effects* report—from west to east along the Project corridor. Plan sheets referenced in figures are also provided in Appendix A; similarly, renderings referenced are included in Appendix B.

As part of the *Assessment of Effects* report, the finding of effect for the Pioneer and Endicott Buildings was different than that for the Endicott Arcade Addition (No Adverse Effect and No Adverse Effect, with conditions, respectively). In their comments to that finding, MnSHPO recommended approaching the assessment of effects for the three (3) resources together as a single historic property. As such, this addendum addresses the Pioneer and Endicott Buildings / Endicott Arcade Addition as a single historic property and re-assesses effects to it.

Individual historic property assessments provide details on design changes between 30% and 60% plans. Additionally, each assessment directly addresses the previous conditions placed on the Project to ensure No Adverse Effect to the historic property and considers whether the conditions should remain following review of the 60% plans. In the *Assessment of Effects* report, typical conditions placed on properties included:

[2] Federal Transit Authority, "Rush Line Bus Rapid Transit Project: Section 106 Assessment of Effects and Determination of Effect for Historic Properties," prepared by the Minnesota Department of Transportation, November 23, 2020.

- Review of design elements (including stations or bridges, as necessary) to SOI Standards,
- Review of future project plans (including station or bridge design, as necessary) per the terms of the PA, and
- Review to determine if a Construction Protection Plan for Historic Properties (CPPHP) was warranted.

Conditions to review future project plans per the terms of the PA have been removed for all historic properties. This addendum to the *Assessment of Effects* report concludes that the condition is redundant since plan review is already required under Stipulation VI.C of the PA. This stipulation requires MnDOT CRU to review the 60%, 90%, and 100% plans, as well as any modifications to the 100% plans, to determine whether design changes would result in a change to the finding of effect. This addendum to the *Assessment of Effects* report presents the results of MnDOT CRU's review at the 60% design stage and, pursuant to Stipulation VI.C, includes the reassessment of effects and Project plans for consulting party review and comment. MnDOT will conduct similar project plan reviews at the 90% and 100% design stages and follow the terms of the PA depending on the result of those reviews.

This addendum to the *Assessment of Effects* report also concludes that, based on the 60% plans, CPPHPs are not currently warranted for the project. In lieu of preparing CPPHPs, MnDOT CRU suggests that implementation of specific construction techniques, along with use of standard construction fencing, will adequately ensure adverse effects can be avoided for specific historic properties. The techniques recommended by MnDOT CRU have proven effective in federal highway projects to reduce and/or eliminate potential effects caused by vibration, noise, and/or physical damage during construction. Because the construction techniques and fencing can be adequately incorporated, implemented, and enforced during construction through the development of appropriate Project plans and specifications and because Stipulation XII of the PA addresses the process for any unanticipated effects to historic properties, preparation of CPPHPs for the recommended techniques would be redundant. Assessments below note the proposed construction techniques, which the Metropolitan Council has agreed to incorporate into the Project specifications and plans. In lieu of a condition requiring a CPPHP, MnDOT CRU developed a condition that construction documents be reviewed at each of the remaining design stages (90%, 100%, and any changes made to the 100% plans) to ensure that the alternative construction methods recommended are incorporated and remain intact through to construction.

Individual Historic Property Assessments

3M Center (RA-MWC-0010)

2301 McKnight Road, Maplewood

Finding of Effect at 30% Design: No Adverse Effect based on the condition that:

- Project elements within the viewshed of 3M Center are designed to SOI Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans, including station and bridge design, and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- Review of future plans occurs to determine if a Construction Protection Plan for Historic Properties (CPPHP) is warranted for contributing properties to the historic district.

Significance and character-defining features: 3M Center is eligible for inclusion in the NRHP as a historic district for its national significance under Criterion A in the areas of Commerce and Invention with a period of significance spanning from 1954 to 1975. The character-defining features of the historic district are the elements that reflect its design and role as a mid-century corporate campus, including mid- to late-20th century research, office, and light industrial buildings; open areas of greenspace and restrained landscaping; internal transportation network; and siting adjacent to I-94 (formerly Highway 12) (Figure 10). Despite changes to the internal transportation network and replacement and addition of buildings since the determination of eligibility, the historic district retains sufficient integrity to convey significance. The historic district is bounded by McKnight Road to the west, Century Avenue to the east, I-94 to the south, and Minnehaha Avenue to the east (Figure 11).

Figure 10. 3M Center.

Figure 11: 3M Center Historic District.

Existing conditions: The 3M Center Historic District is a mid-20th Century suburban corporate campus surrounded by residential and commercial development. Hudson Road, a two-lane, one-way road, extends along the south end of the historic district. Private access roads intersect Hudson Road and provide admission into the private campus circulation system. A private pedestrian trail extends along Hudson Road and throughout the campus. I-94 runs beyond the historic district boundary to the south of Hudson Road. Hudson Road intersects with Century Avenue at the southeast corner of the historic district, and McKnight Road with signalized at-grade crossings (Figure 12 and Figure 13). Directly south of both intersections, I-94 is carried on non-historic steel-stringer bridges.

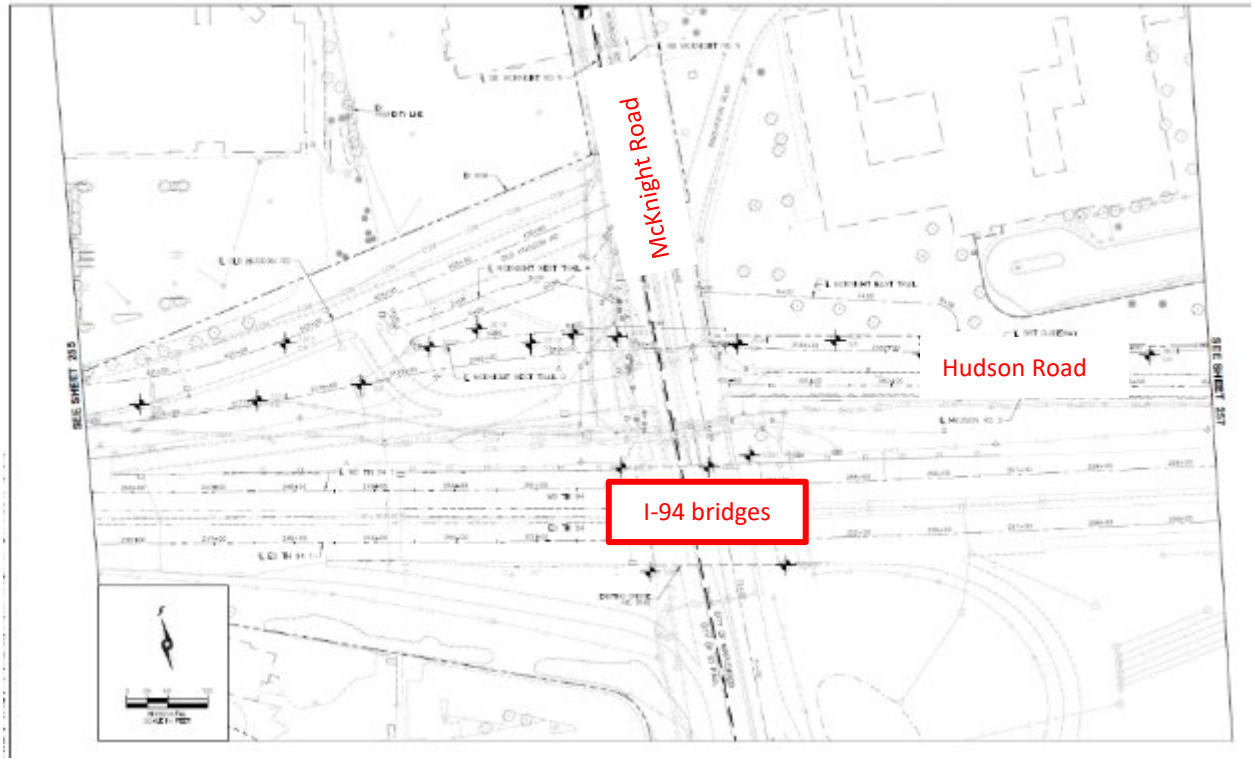


Figure 12. Annotated plan sheet 256 showing existing conditions at McKnight Road.

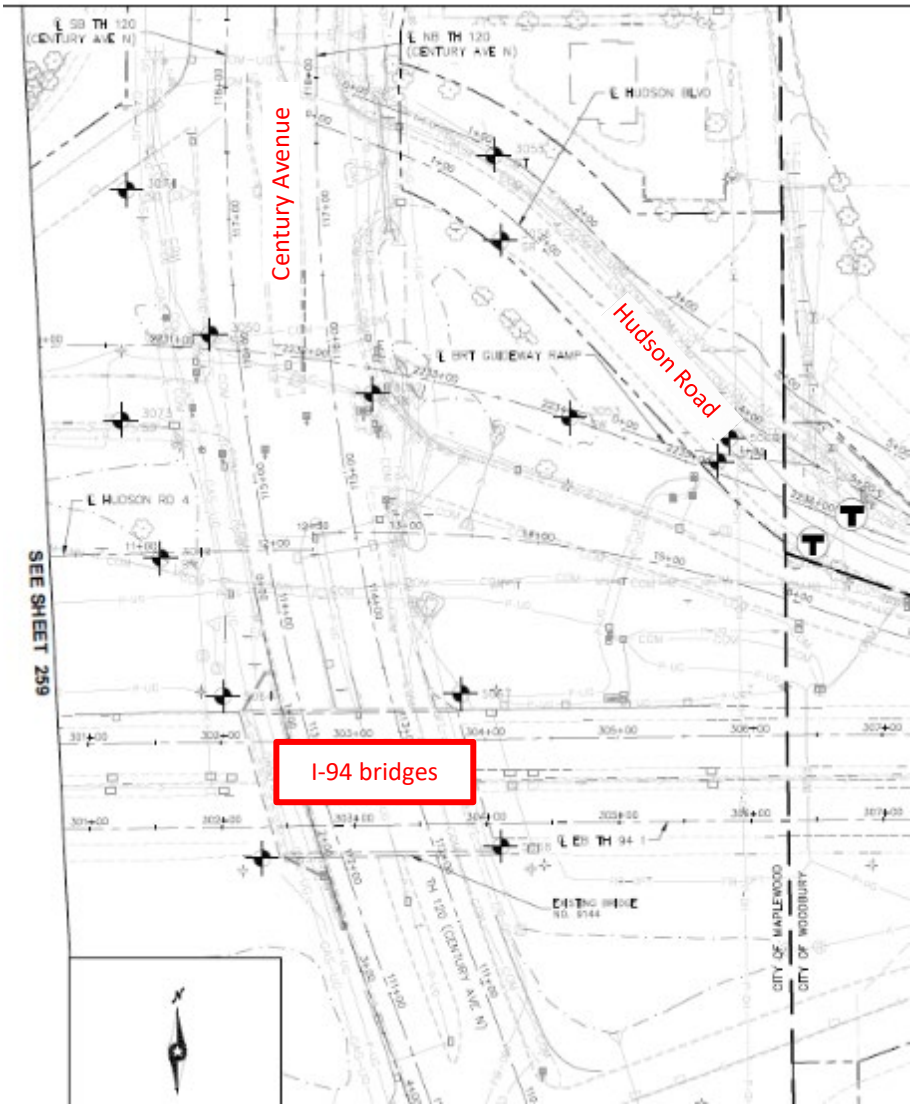


Figure 13. Annotated plan sheet 260 showing existing conditions at Century Avenue.

Design updates: There are no substantive changes in the 60% design of Hudson Road, the Century Avenue Bridge, the guideway connecting the two bridges along the southern edge of the property, and the mixed-use pedestrian and bike trail extending along the north side of the guideway; therefore, the review of those elements at the 30% design stage remains valid. Additionally, the Project team has worked closely with 3M to ensure that use, access, and circulation patterns into the 3M Center are maintained to the fullest extent possible. The 60% design plans provide additional information on the McKnight Road Bridge design and construction techniques, as well as details on the Maplewood Station, including platform, shelter, and landscaping location.

The McKnight Road Bridge, which will carry pedestrians and the BRT guideway over McKnight Road, will be located at the southwest corner of 3M Center (Figure 14). The bridge runs parallel to I-94, which places only the northeast abutment and approaches within the historic district. The pedestrian sidewalk

is sited on the bridge's north side and the BRT guideway runs along its south side. Based on feedback from SHPO and other consulting parties at the April and June 2020 Section 106 advanced design consultation meetings and subsequent internal design meetings with MnDOT CRU staff, Project engineers and designers refined the bridge aesthetic features to better meet SOI Standards while making the McKnight Road Bridge a gateway feature into the community, as per the city's request. Based on this input, Project engineers simplified the following design elements: limiting the number of colors on the bridge; providing smoother concrete surfaces; installing simple light standards; and reducing details, textures, and materials especially on elevations visible to the historic district. Though a picketed rail was selected for safety reasons, the Project design team continues to refine the railing based on MnDOT CRU and consulting party requests for it to reflect more horizontal features, including eliminating vertical elements between the top and center horizontal rail as much as possible. Figures 14 through 24 show the revised bridge design in comparison with the design considered at 30% design stages (larger-scale figures are available in Appendix B). The 60% bridge design meets the SOI Standards through its placement on the far western edge of the historic district, and its simplified aesthetic design, which is distinguishable as a new structure while being sympathetic to the mid-century modern style of 3M Center.

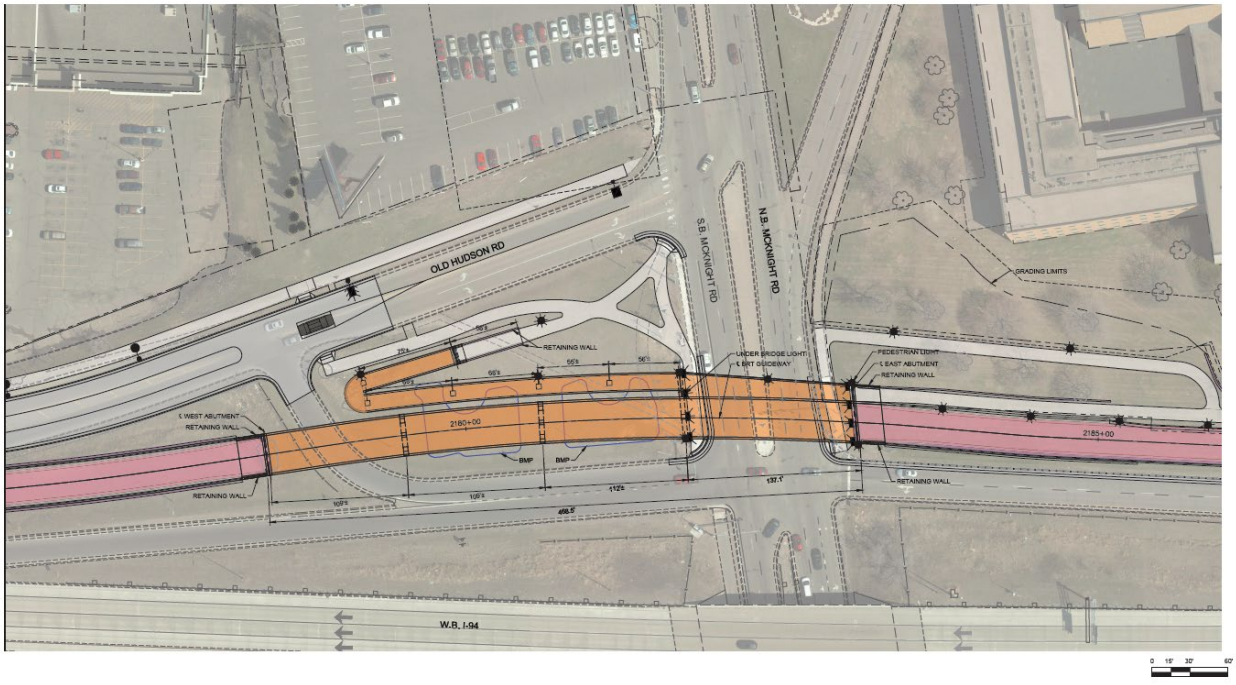


Figure 14. Proposed layout for the McKnight Road Bridge. The BRT guideway is represented in pink; the bridge, including pedestrian ramps, are in orange; and trail connections are in light grey. Rendering provided by Metro Transit, dated January 2021.

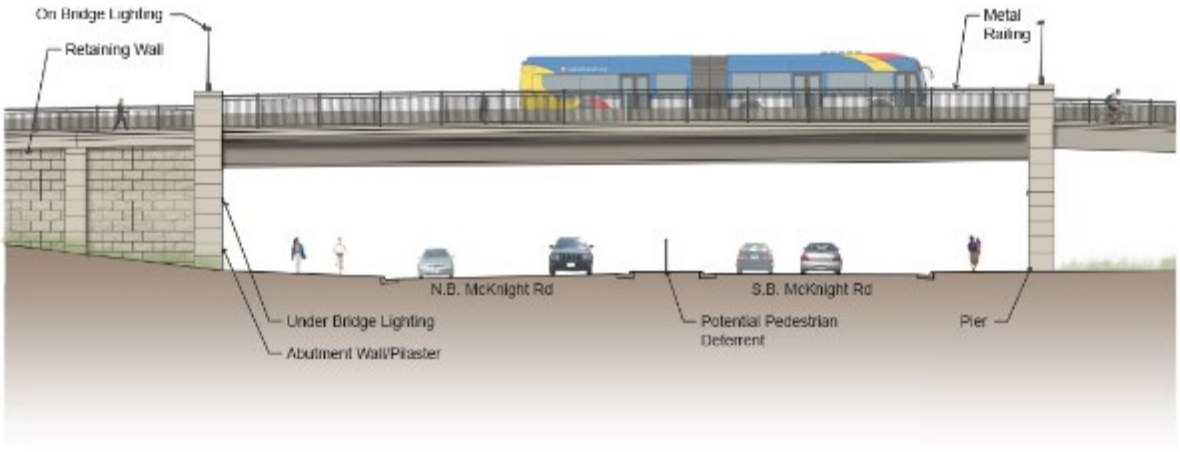


Figure 15. 60% plan design of the proposed McKnight Road Bridge nearest to the 3M Center. Rendering provided by Metro Transit, dated January 2021. Note the simplification of lighting, materials, and color.

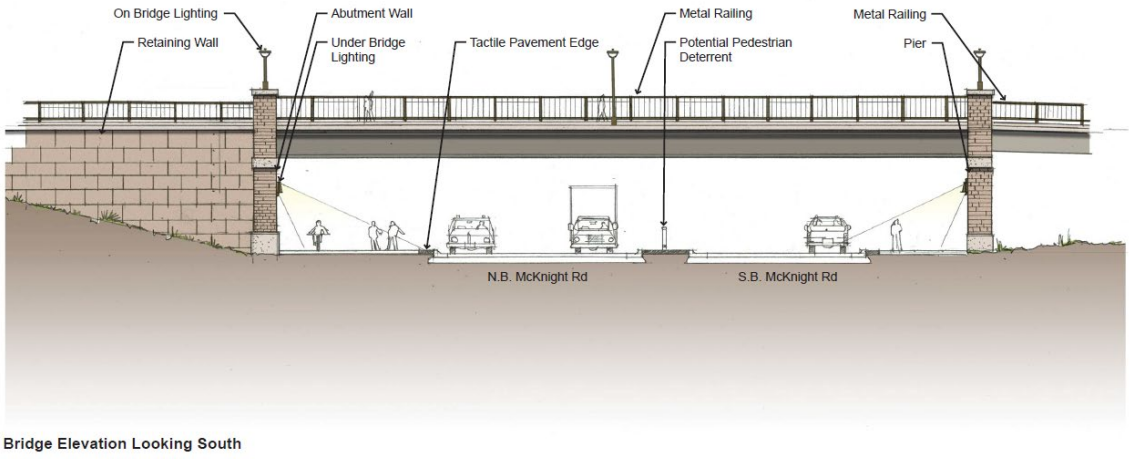


Figure 16. 30% design of the McKnight Road Bridge. Rendering provided by Metro Transit, dated August 2019. Note the use of decorative lighting, multiple materials, and multiple colors.

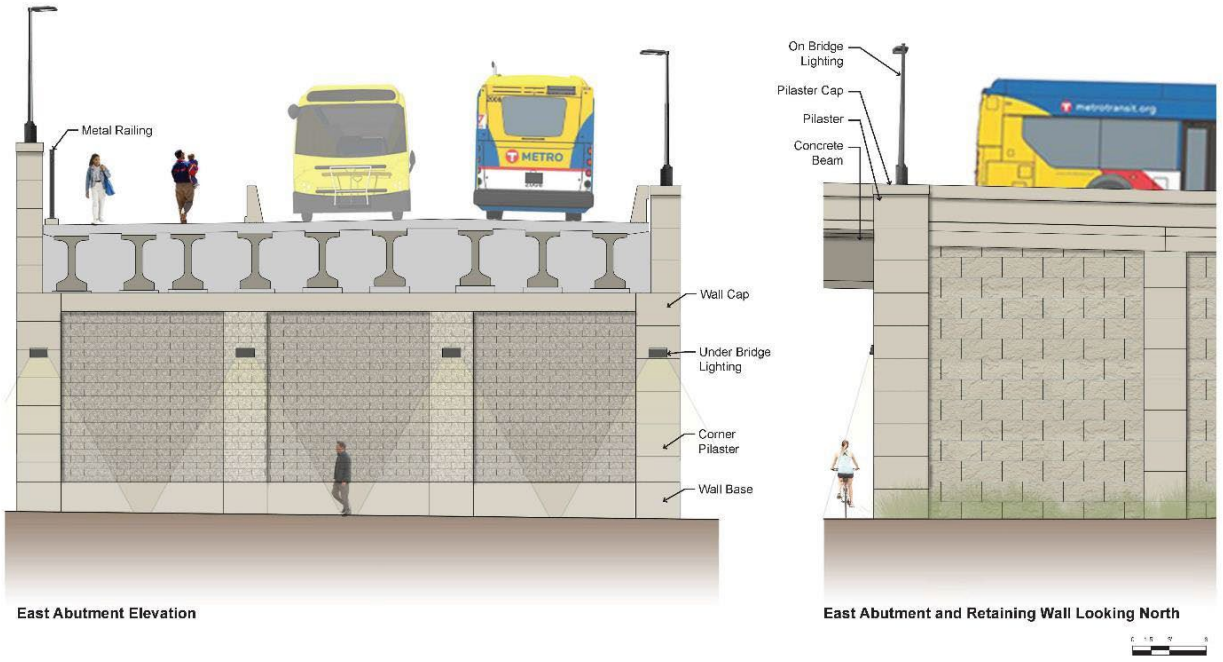


Figure 17. 60% plan design of the proposed McKnight Road Bridge nearest to the 3M Center. Rendering provided by Metro Transit, dated January 2021. Note the simplification of lighting, materials, and color.

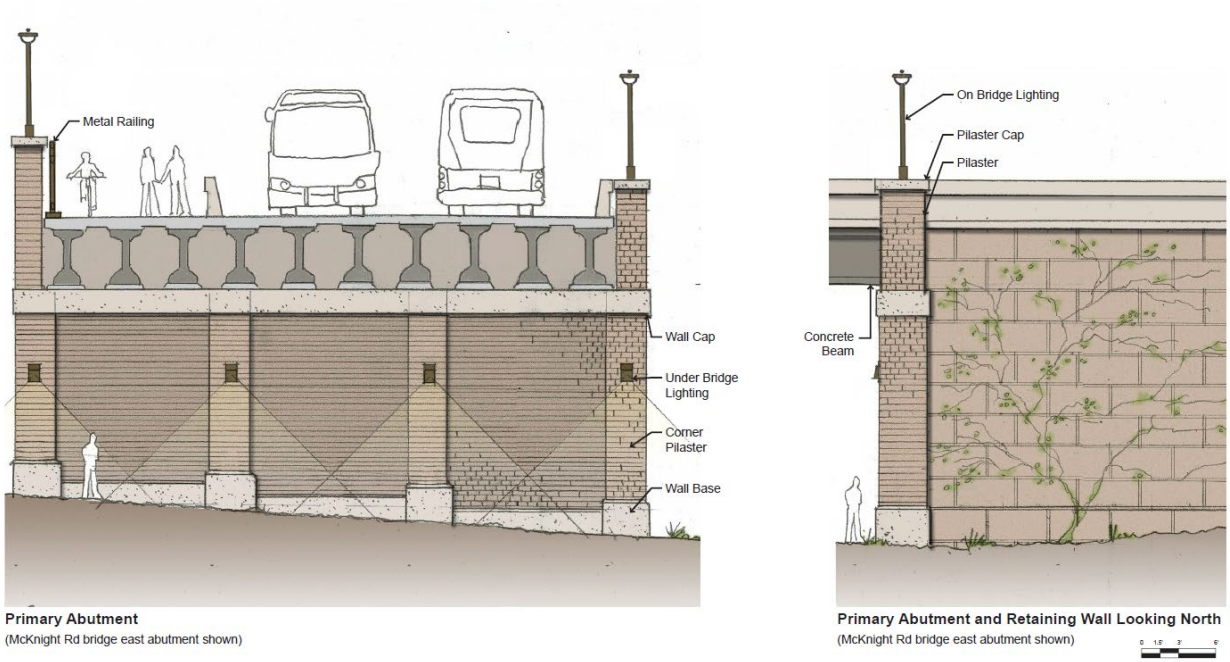


Figure 18. 30% design of the McKnight Road Bridge. Rendering provided by Metro Transit, dated August 2019. Note the decorative lighting, multiple materials, and multiple finishes.

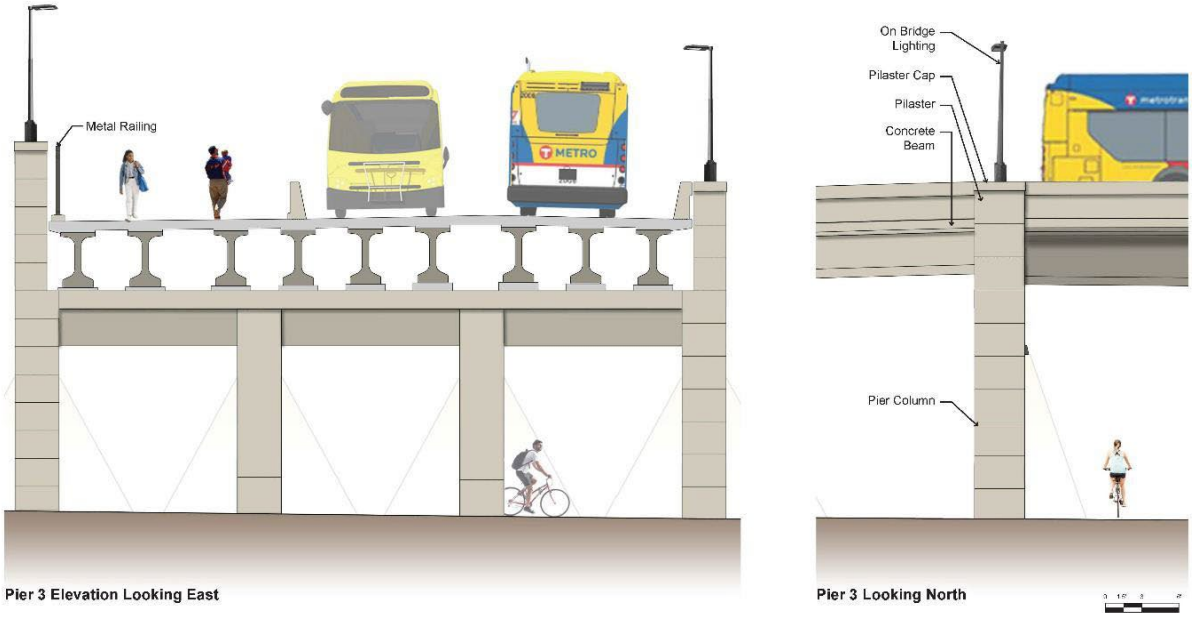


Figure 19. 60% plan design of the proposed McKnight Road Bridge nearest to the 3M Center. Rendering provided by Metro Transit, dated January 2021. Note the simplification of lighting, materials, and color.

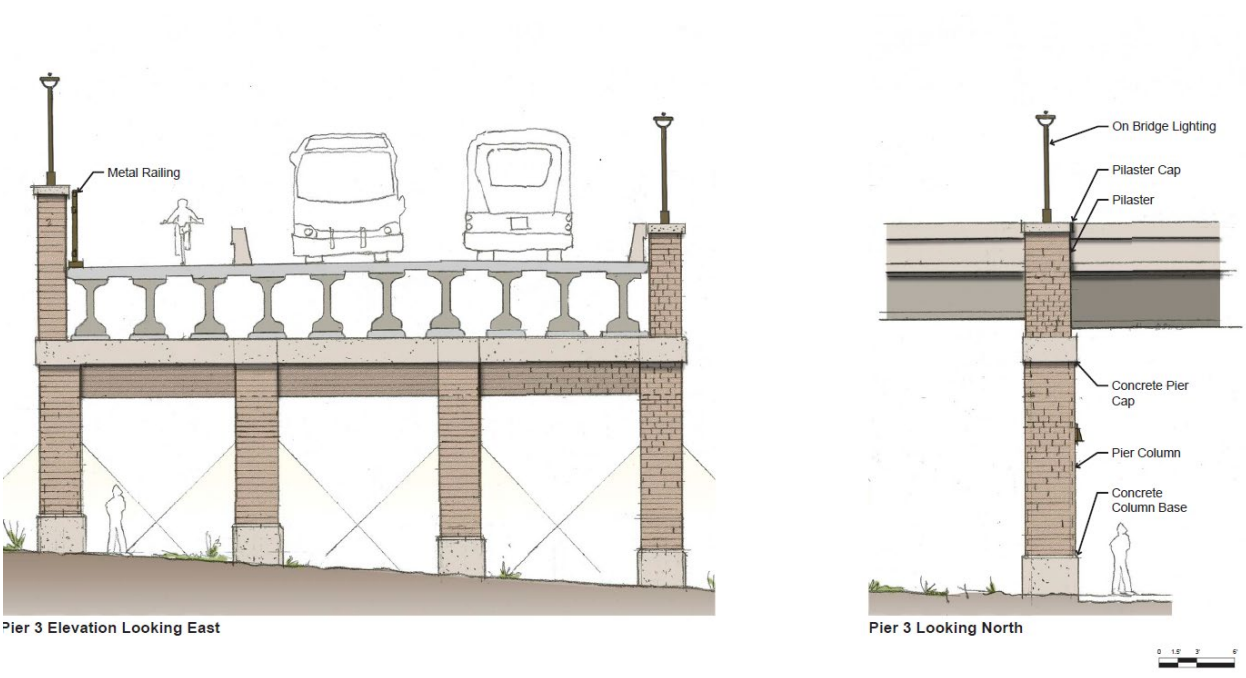


Figure 20. 30% design of the McKnight Road Bridge. Rendering provided by Metro Transit, dated August 2019. Note the decorative lighting, multiple materials, and multiple finishes.

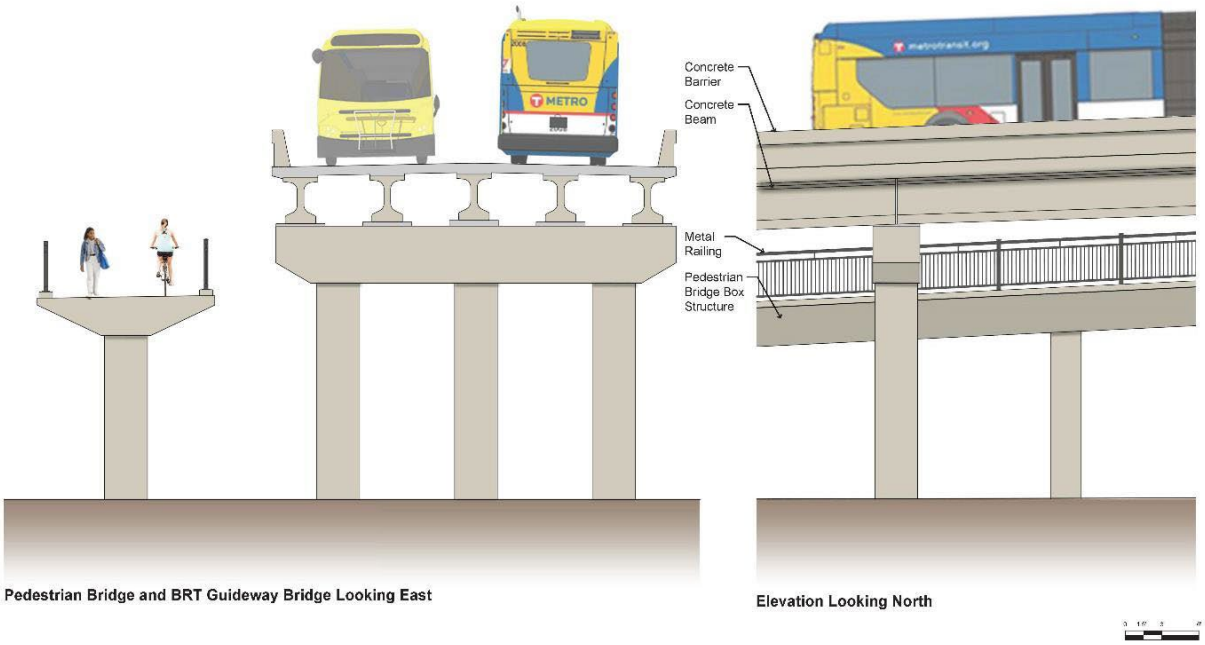


Figure 21. 60% plan design of the proposed McKnight Road Bridge nearest to the 3M Center. Rendering provided by Metro Transit, dated January 2021. Note the simplification of color on the bridge.

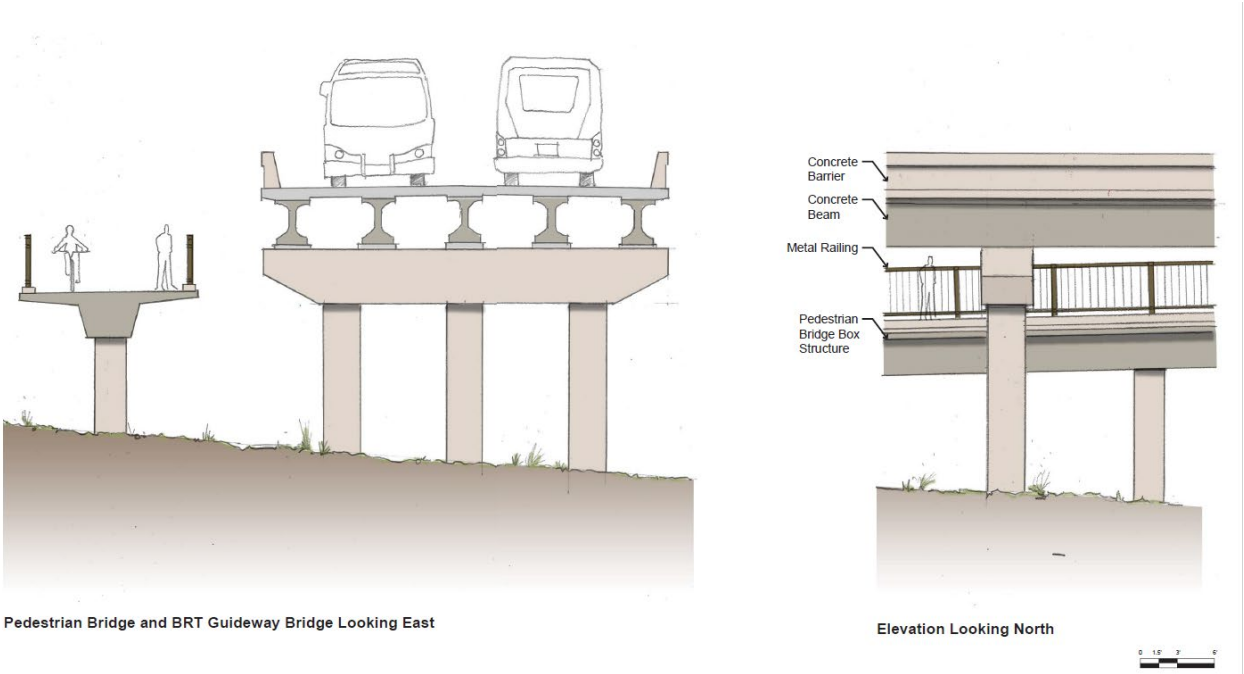


Figure 22. 30% design of the McKnight Road Bridge. Rendering provided by Metro Transit, dated August 2019. Note the use of multiple colors on the bridge.

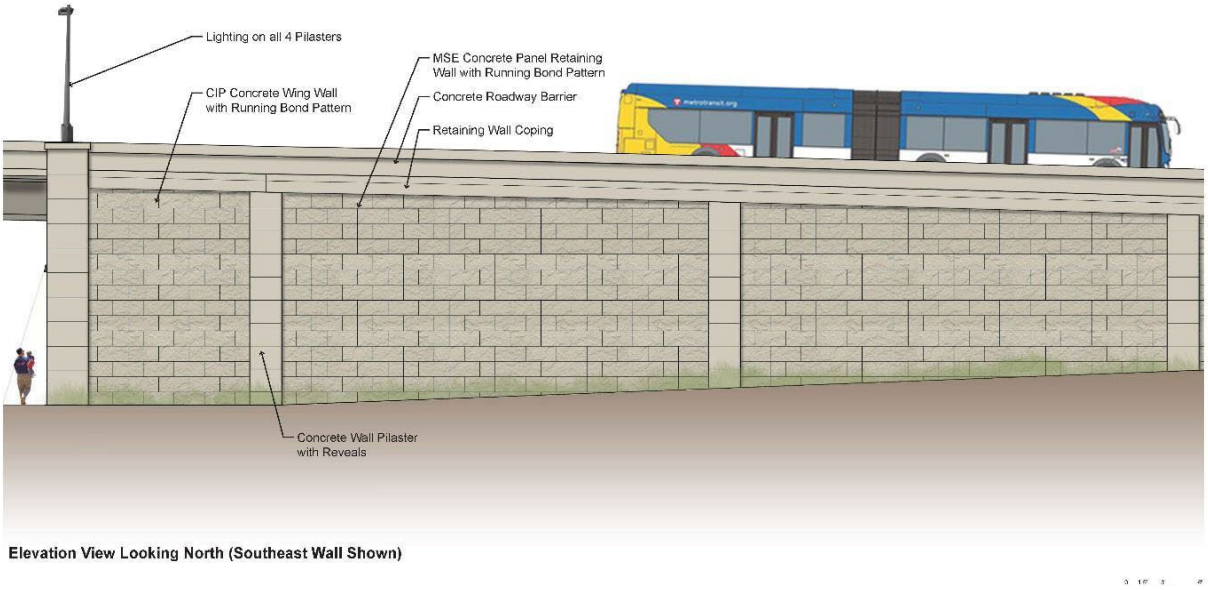


Figure 23. 60% plan design of the proposed McKnight Road Bridge nearest to the 3M Center. Rendering provided by Metro Transit, dated January 2021. Note the simplification of lighting, materials, and color.

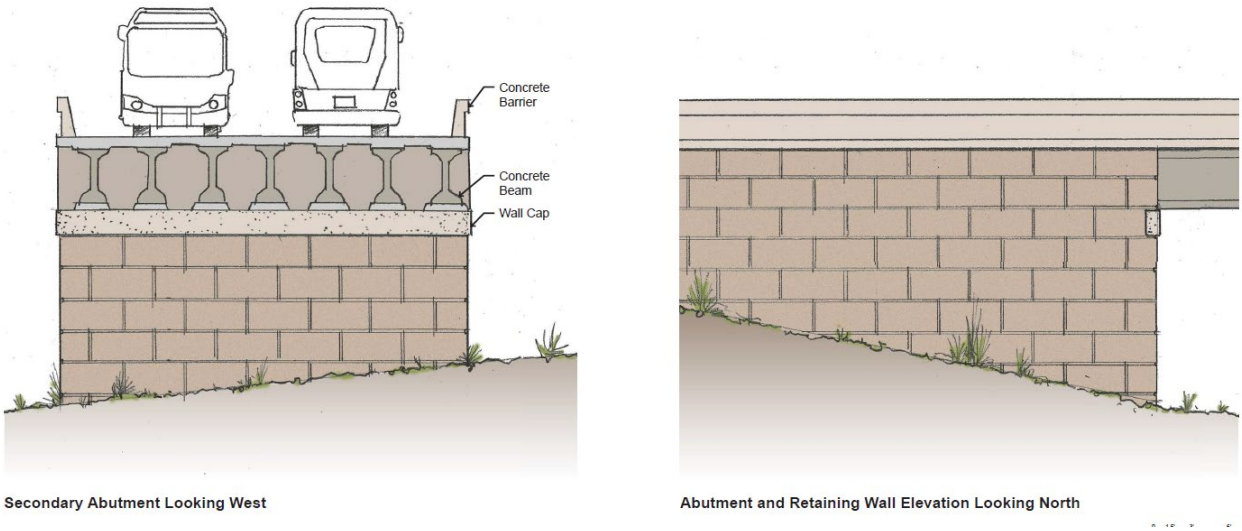


Figure 24. 30% design of the McKnight Road Bridge. Rendering provided by Metro Transit, dated August 2019. Note the use of multiple colors on the bridge.

Since the 30% design development phase, Project engineers have further refined proposed construction techniques for the McKnight Road Bridge, which will include use of graders and excavators within the anticipated construction limits and pile driving for bridge abutments and piers (see Figure 25). Grading work for the new trail connection will be approximately 40' from the Building #201, which is contributing to the historic district. This is a far enough distance that there are no anticipated physical effects to the building. Pile driving for the northeastern McKnight Road Bridge abutment will occur approximately 150' from Building #201. Due to topography and soil conditions, Project engineers, in consultation with 3M, determined that Building #201 is beyond where vibration monitoring is warranted.[3] As such, a CPPHP is not warranted.

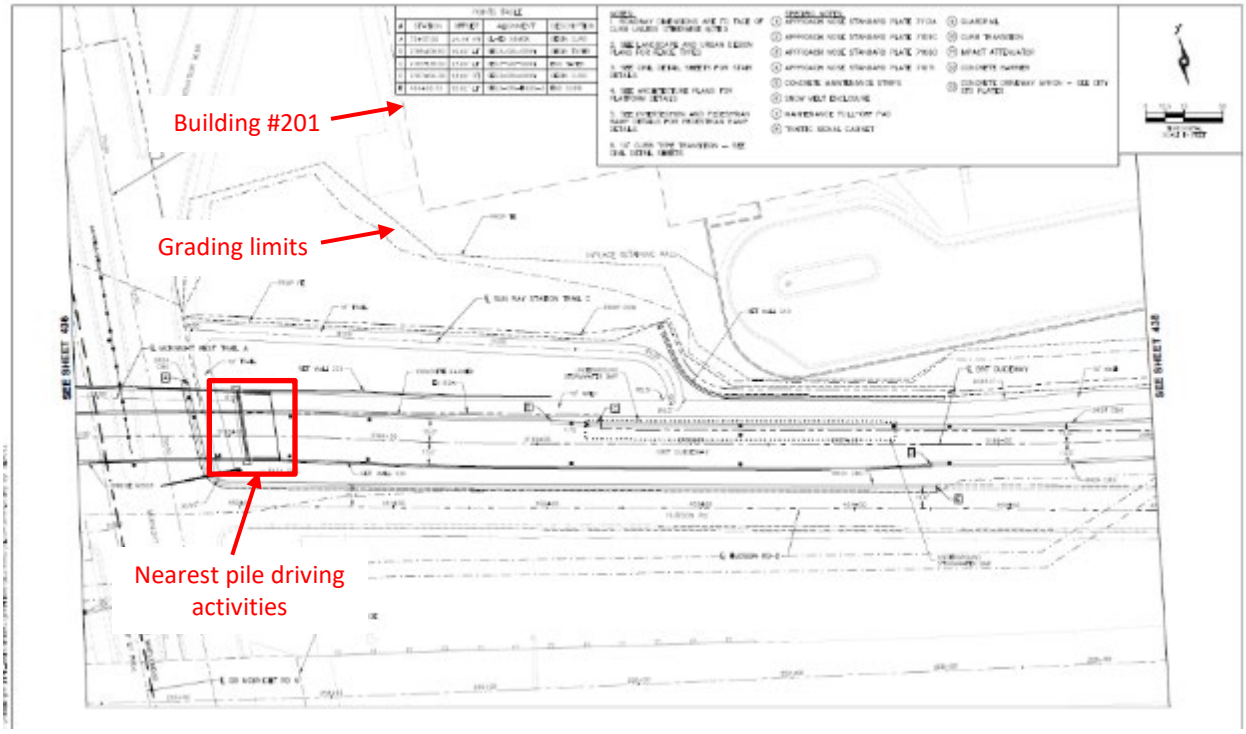


Figure 25. Annotated plan sheet 437 of the 60% construction plan set showing the proximity of Project work to Building #201. Building 201 and grading limits are called out by red arrows, while the red box shows where pile driving is proposed.

The Maplewood Station is proposed along Hudson Road at the south end of the campus adjacent to a surface parking lot and Building #220, which is contributing to the historic district. While this area is relatively flat, an expansive lawn with mature deciduous and evergreen trees provides a visual buffer of the proposed Maplewood Station from much of 3M Center (Figure 26). The proposed station consists of two, Type 3 shelters (see Section 2, above) offset from one another on either side of Hudson Road resting on concrete platforms. Station amenities include seating, bicycle racks, and trash receptacles, as

[3] Haider, Josh, email Re: McKnight Bridge, to Katherine Haun Schuring, 19 November 2020.

well as standard features such as ticket machines and pylon. A railing and landscaping are proposed along the south side of the southern shelter and platform to prevent pedestrian access from the station to I-94. Landscaping includes deciduous trees to either side and in front of each shelter, which will further buffer views of the Maplewood Station from the historic district (Figure 27 and Figure 28). MnDOT CRU recommends that landscaping and tree plantings be compatible to what can be currently found on campus. Though specific materials and finishes for the shelter, platform, and amenities are still under development, MnDOT CRU has recommended that these details be kept simple and sympathetic to the mid-century characteristics of the historic district. Due to the size and scale of the historic district and the buildings that comprise it, minor details such as the shelter's finishes pose minimal potential to adversely affect the historic district. However, review of shelter finishes at the 90% design stage continues to be recommended to ensure shelters meet SOI Standards.

Figure 26. Maplewood Station location between 8th Street and 19th Avenue. Metro Transit prepared roll plot, dated September 2020.

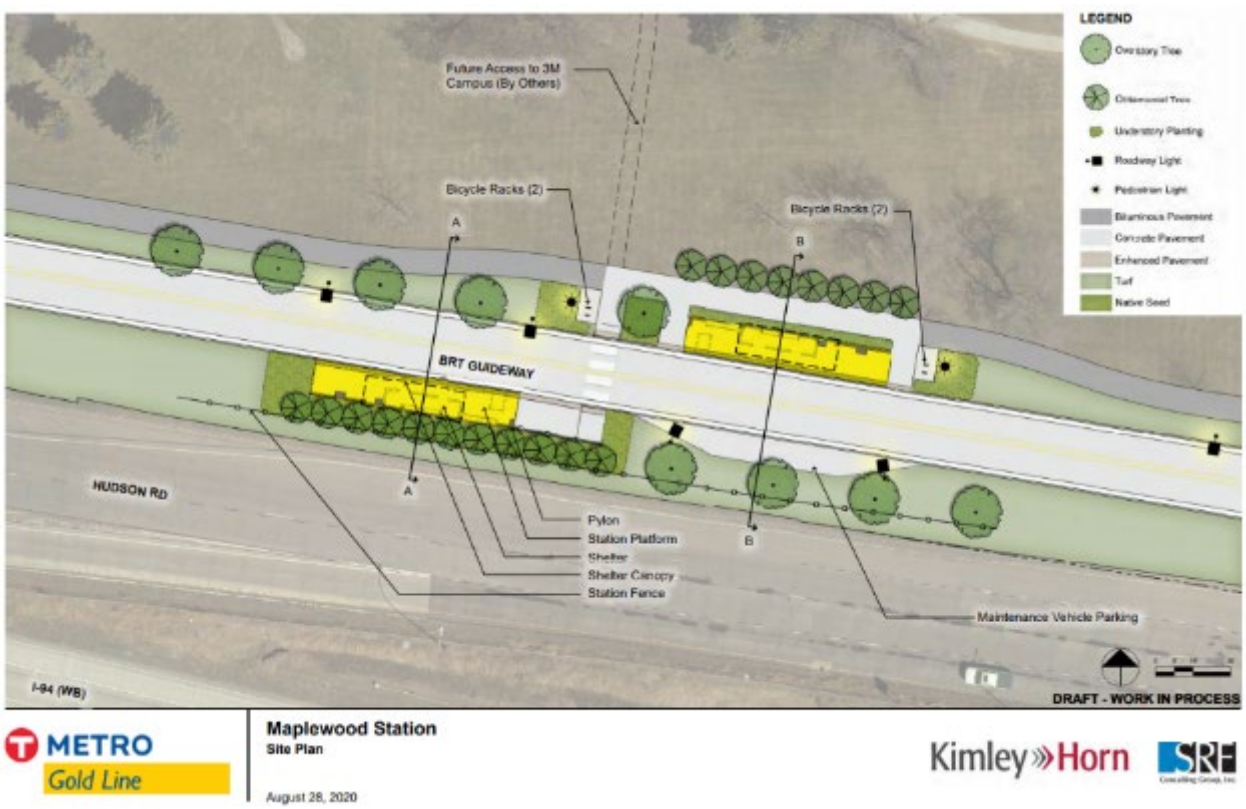


Figure 27. Maplewood Station site plan showing the proposed shelter, platform, and landscaping plan.

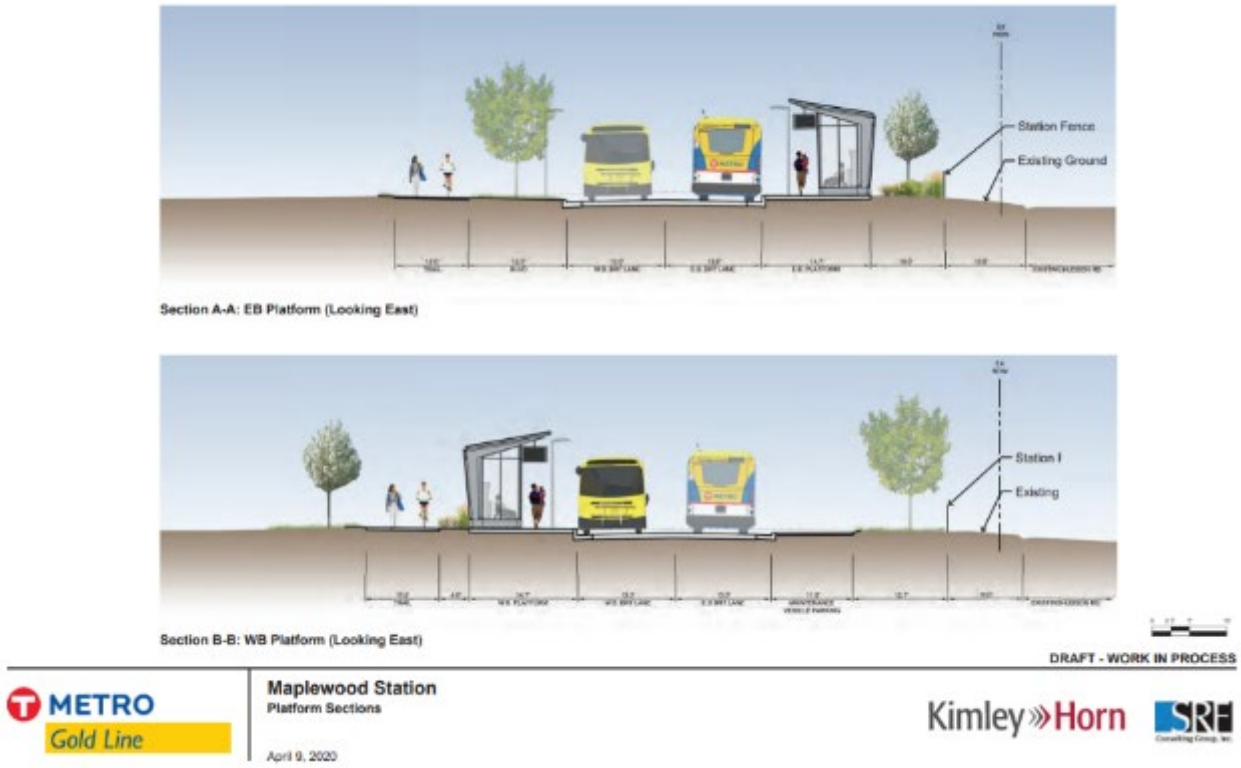


Figure 28. Cross section rendering of proposed station layout.

Finding of Effect at 60% Design: No Adverse Effect with Conditions

Based on review of the 60% plans and MnDOT CRU's recommendations, FTA finds that the Project is anticipated to have **No Adverse Effect** on the 3M Center Historic District if certain conditions are placed on the Project. The conditions have changed from those included in the Assessment of Effects report prepared at 30% design. As conditioned, the Project will not alter the characteristics that qualify the historic property for inclusion in the NRHP or diminish the historic property's integrity of location, design, setting, materials, workmanship, feeling, or association.

The finding of No Adverse Effect is dependent upon the following condition being placed on the Project:

- Shelter finishes are reviewed with consulting parties at the 90% design stage to ensure they meet the SOI Standards.

Johnson Parkway (RA-SPC-8497)

N/A, Johnson Parkway, Saint Paul

Finding of Effect at 30% Design: No Adverse Effect based on the condition that:

- Project elements within Johnson Parkway are designed to SOI Standards to the extent feasible while still meeting the Project's Purpose and Need; and
- Review of future plans and consultation with consulting parties occurs as needed and as per the terms of the PA.

Narrative Description and Historic Significance

Constructed between 1916 and 1945, Johnson Parkway is a two-lane, asphalt-paved roadway and park system in east Saint Paul that runs from Burns Avenue north to Wheelock Parkway at the south shore of Lake Phalen (Figure 29 and Figure 30). Johnson Parkway crosses under I-94 near its south end. While the roadway design of Johnson Parkway changes along its length, within the APE it has two central travel lanes bounded by a planting strip and a residential service road on both sides.

For the purpose of completing the Section 106 process for the Project, Johnson Parkway is being treated as eligible for inclusion in the NRHP under Criterion A in the areas of Entertainment/Recreation and Community Planning and Development within the "Development of the North Portion of the Saint Paul Parkway System, 1872–1945" historic context. It is also being treated as eligible under Criterion C in the area of Architecture as a designed historic landscape for its association with the City Beautiful Movement. Its period of significance begins in 1916, when grading and paving work commenced, and ends in 1945, when construction was completed, and federally sponsored park and parkway programs ended. Since the 30% plan development stage there have been no noted changes to the historic integrity of the parkway.

Figure 29. Johnson Parkway looking toward the I-94 bridge.

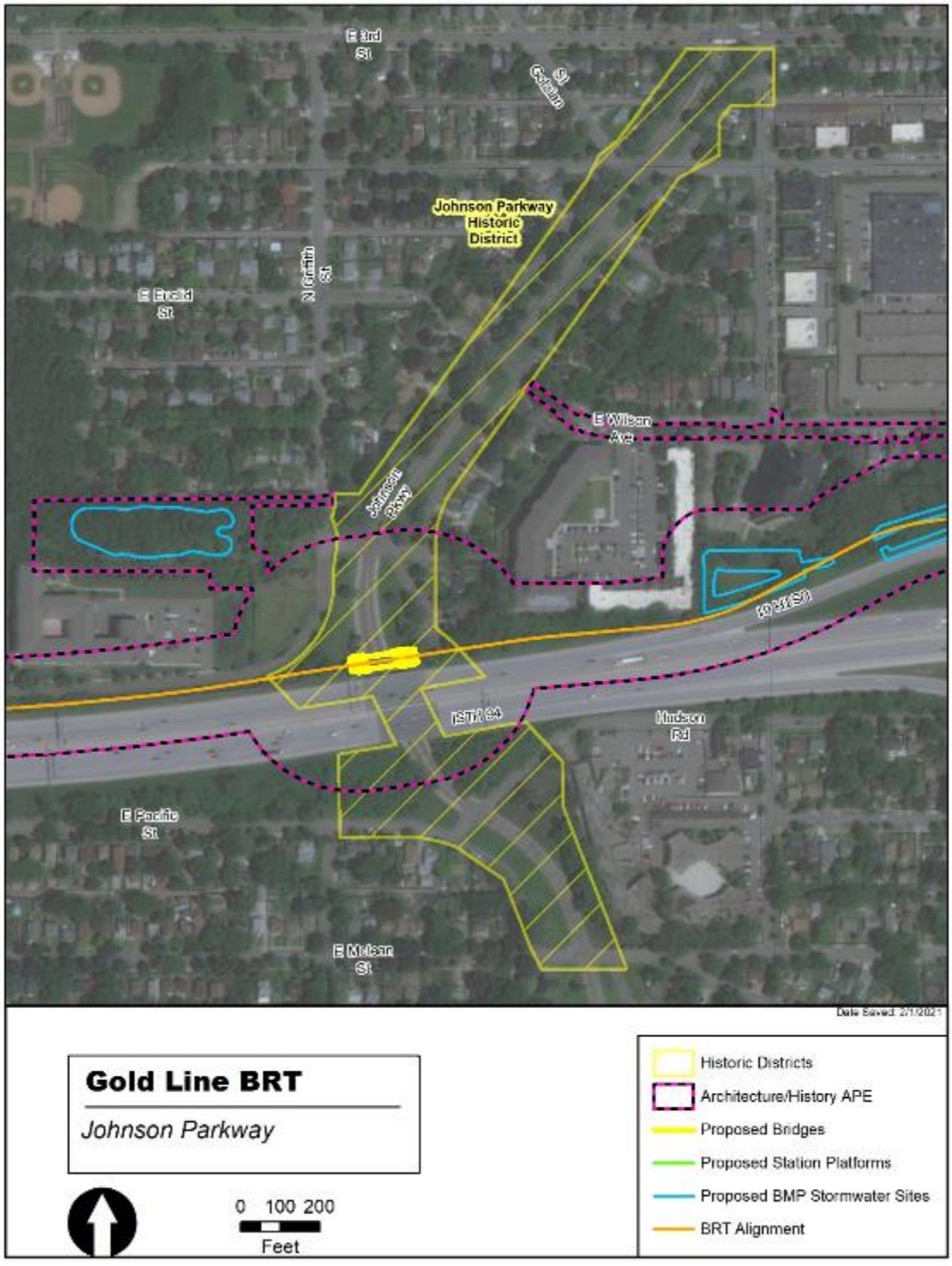


Figure 30. Johnson Parkway Historic District (indicated by the hashed yellow polygon).

Existing conditions: Johnson Parkway runs north-south and consists of a two-lane road bordered by sidewalks and landscaping. Residential developments back onto the parkway, accessed by Hudson Road / Griffith Street, to the west, and Wakefield Avenue, to the east. I-94 traffic bisects the Parkway carried on a non-historic bridge featuring an ashlar form liner finish (Figure 31).

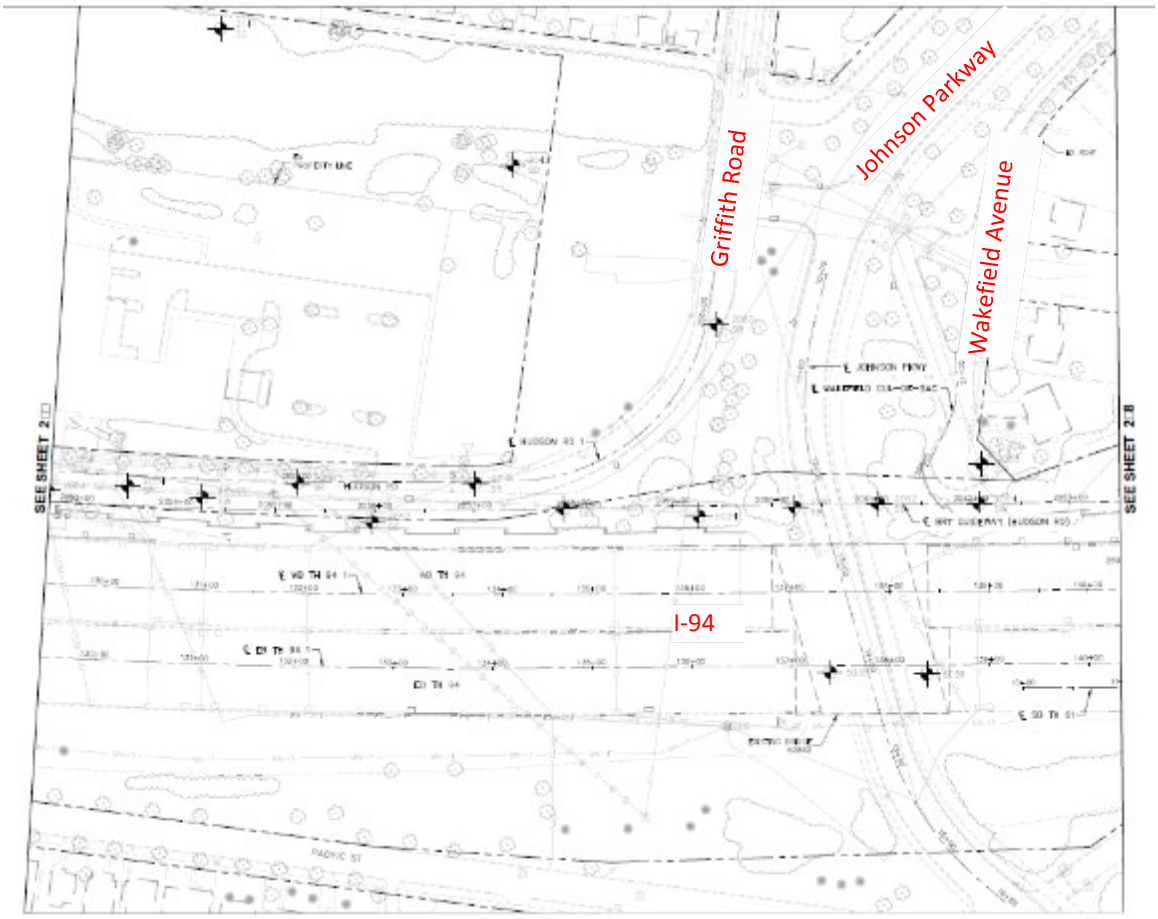


Figure 31. Annotated plan sheet page 247 showing the existing conditions at Johnson Parkway.

Design updates: There are no substantive changes in the 60% design for the BRT route, including the location and dimensions of the bridge over Johnson Parkway, as well as the adjacent roadway work on nearby streets; therefore, the review of those elements at the 30% stage remains valid. The 60% design plans provide details on the design of the Project bridge over Johnson Parkway.

Based on feedback provided by MnDOT CRU and consulting parties at the June 2020 advanced design consultation meeting, Project engineers and designers refined the bridge's overall aesthetics. Notably, the previous arch form and rough ashlar finish was eliminated in favor a smooth texture and streamlined bridge profile. The Project bridge's aesthetics will be complimentary to the adjacent I-94 Bridge in material (concrete), elevation / height, and opening configuration. The proposed bridge will have a smooth concrete texture and will be one color (Figure 32 and Appendix B). The new design does not create a false sense of history and it fits in with the property's context regarding scale, size, massing,

and material. The I-94 bridge is a non-contributing element of Johnson Parkway, having been built in the 1970s, so having the new bridge visually blend in with the non-historic interstate helps to maintain the separation between the historic infrastructure of Johnson Parkway from the non-historic elements of the interstate (Figure 33). As such, the new bridge design meets the SOI Standards, specifically by maintaining Johnson Parkway's use; minimizing effects by placing the new bridge in an area of compromised integrity; and distinguishing the new bridge from the historic property in a compatible manner.

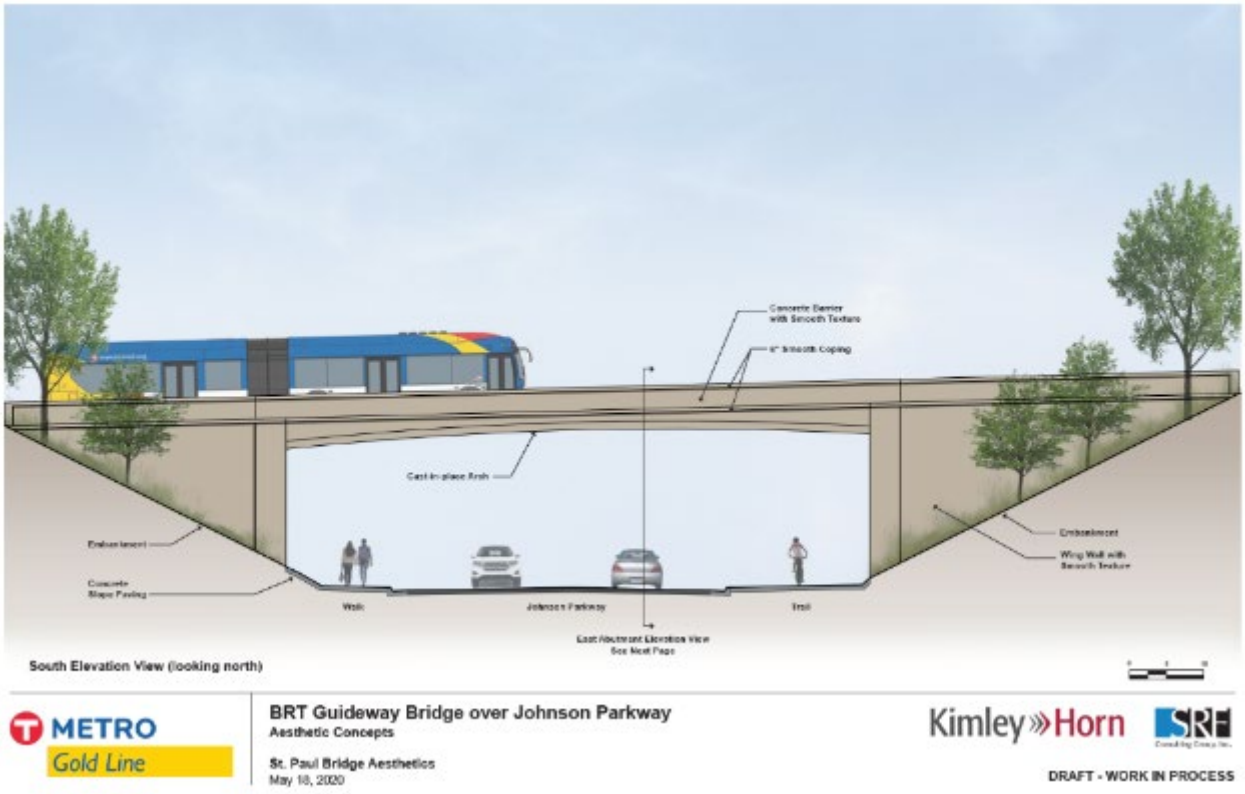


Figure 32. Rendering of the proposed Johnson Parkway BRT bridge at the 60% design stage. Note the use of smooth concrete and streamlined profile.

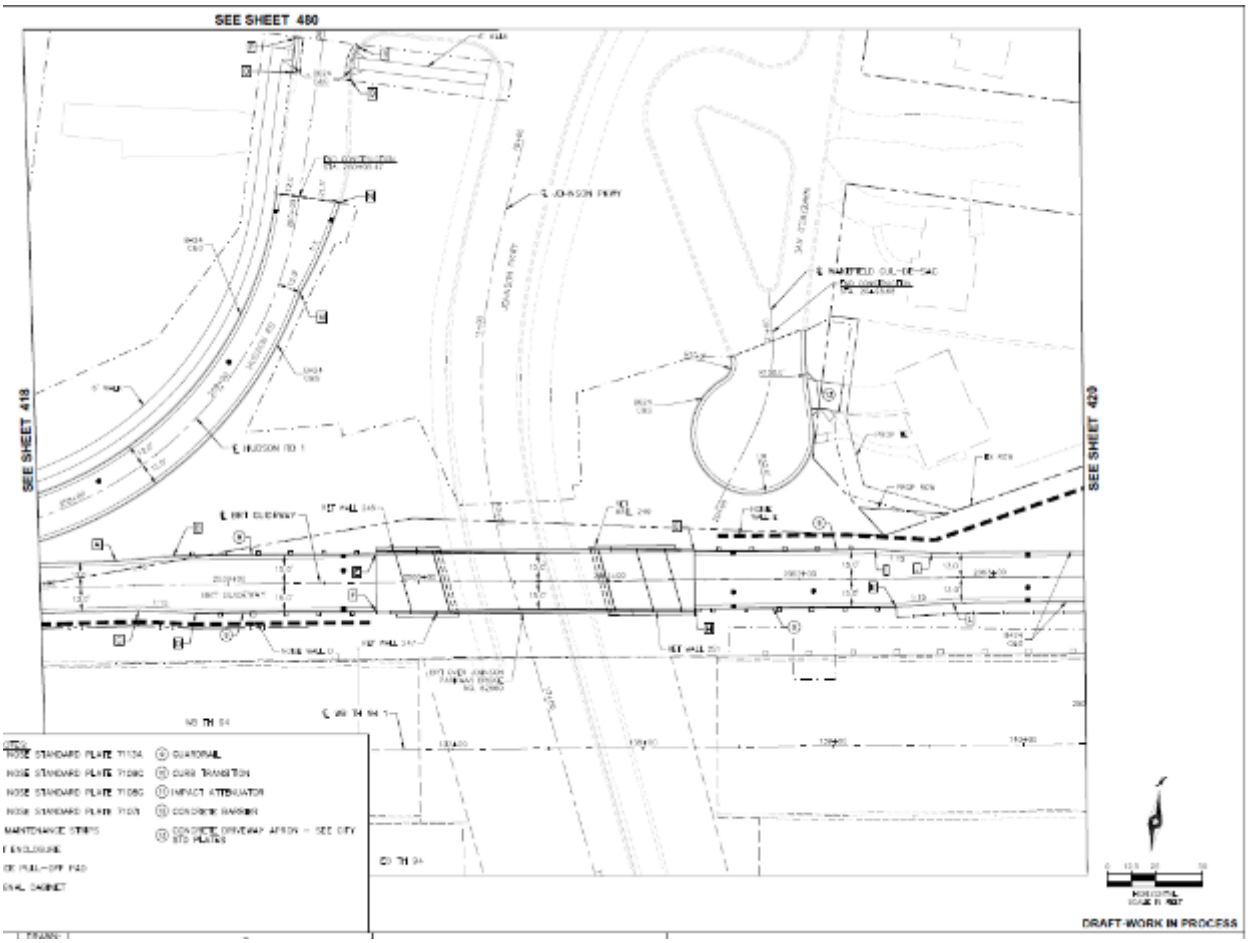


Figure 33. Plan sheet 419 of the 60% construction plan set showing the proposed BRT bridge over Johnson Parkway. I-94 eastbound and westbound bridges are to the south.

Finding of Effect at 60% Design: No Adverse Effect

Based on review of the 60% plans and MnDOT CRU's recommendations, FTA finds that the Project will have **No Adverse Effect** on Johnson Parkway. The conditions included in the *Assessment of Effects* report prepared at 30% design are no longer necessary. Due to the placement of the bridge within a section of the 2.14-mile-long parkway with compromised integrity and since it has been designed aesthetically to blend with the non-historic I-94 bridge, the Project will not alter the characteristics that qualify Johnson Parkway for inclusion in the NRHP or adversely affect the location, design, material, workmanship, setting, feeling, and association of Johnson Parkway.

Texas Company Service Station (RA-SPC-2284)

847 Hudson Road, Saint Paul

Finding of Effect at 30% Design: No Adverse Effect based on the condition that:

- The street work next to the service station be designed in accordance to SOI Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- Review of future plans occurs to determine if a CPPHP is warranted for the Texas Company Service Station.

Significance and character-defining features: The Texas Company Service Station is located at the intersection of Plum Street East, Bates Street North, and Hudson Road (Figure 34). It is individually eligible for inclusion in the NRHP under Criteria A and C. The property is significant under Criterion A in the areas of Transportation and Commerce as a distinctive example of a 1929 service station on a busy highway route. It is also significant under Criterion C in the area of Architecture as a distinctive commercial example of the Pueblo Revival style as used by the Texaco Company. It appears to be the only Pueblo Revival style service station in Minnesota and is an important example of the Texas Company's development of this Southwestern architectural form (Figure 35). The design was both domestic, evoking a small adobe house of the American Southwest, and programmatic, representing an unusual, eye-catching building along a busy transportation route. The period of significance is 1929–1949, which corresponds with the construction of the service station through 1949, when divided Highway 12 was completed and access to the service station from the highway was modified. While the integrity of the service station's location, setting, feeling and association was substantially compromised by the construction of I-94, which severed its connection to three routes of busy traffic, overall, the Texas Company Service Station retains sufficient integrity of design, materials, workmanship, and location to convey its significance.[4]

[4] Carole Zellie, "Texas Company Service Station (RA-SPC-2284)," Minnesota Architecture – History Individual Property Inventory Form, prepared by Landscape Research LLC (July 2018).

Figure 34. Project Architecture / History APE and Texas Company Service Station property boundary.

Figure 35. Texas Company Service Station, facing northeast

Existing conditions: Texas Company Service Station is bounded by Hudson Road, Plum Street, and Bates Avenue, all of which intersect to the west of the building. Hudson Road is an approximately 39'-foot-wide two-way, two-lane road with a parking lane and curbs on the northside located to the south of the historic property. The Texas Company Service Station is bordered on the south and northwest by replacement sidewalks and grass boulevards. Within the historic property's southern viewshed is a wood and concrete noise wall separating Hudson Road from I-94 (Figure 36).

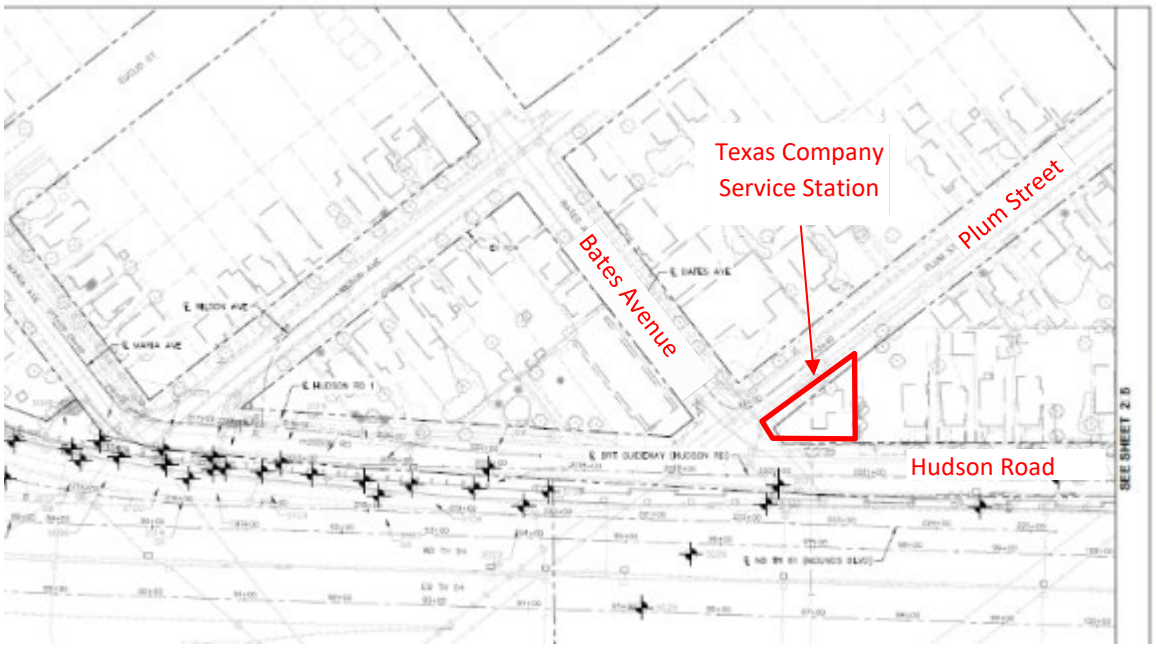


Figure 36. Annotated plan sheet page 244 showing the existing conditions at Texas Company Service Station (historic property boundary outlined in red).

Design updates: The 60% plans contain no substantive changes from the 30% plans in the dimensions of Hudson Road and the guideway configuration or dimensions; therefore, the review of those elements at the 30% stage remains valid (Hudson Road will be replaced with a two-lane dedicated guideway [13' and 11'] and a single-lane, one-way street for local traffic [14'] for a total pavement width of approximately 40' that is located to minimize impacts to private properties). To accommodate the dedicated guideway, the Project will eliminate the parking lane on the north side of Hudson Road adjacent to the historic property. The 60% plans detail the removal of pavement, driveways, curb and gutter, and sidewalks in the vicinity of the historic property. The Project construction requires a temporary easement on the southern and western boundary of parcel for the in-kind reconstruction of sidewalks and driveways, which currently consist of non-historic materials (Figure 37). The distance between the historic building and the sidewalk will be retained.

The 60% plans detail that removal and re-installation of sidewalks and pavement will be within 10' of the Texas Company Service Station building (Figure 38 and Figure 39). To reduce potential vibration from construction equipment, MnDOT CRU has recommended specific construction methods that will avoid adverse effects to the historic property. These methods include sawcutting and hand removal of sidewalk sections and use of non-compaction rollers or tampers so that vibration during construction can be limited to thresholds below those recommended by AASHTO for historic structures (i.e., 0.10 inches per second for continuous and intermittent vibration sources). In addition, MnDOT CRU has recommended protective fencing be placed around to building to avoid unanticipated damage. Any potential adverse physical effects caused by construction activities can be minimized or avoided with these measures incorporated into contract documents, making a CPPHP unnecessary. Although the Project has agreed to incorporate the construction methods into their plans and specifications, MnDOT CRU recommends that the construction documents be reviewed at each of the remaining design stages to ensure the methods are adequately incorporated that they will be implemented during construction.

In addition, there are no substantive changes in the 60% plans for the closure of Plum Street and Bates Avenue and the nominal traffic volume differences and changes in setting and association the closure will cause. While the Project construction will close access from Plum Street and Bates Avenue on to Hudson Road, all access points into the historic property will be reconstructed in-kind. Therefore, even with the alterations to the circulation pattern around the historic property, the Texas Company Service Station's character and use will not be adversely affected since it can still be accessed in the same manner as it was during the period of significance.

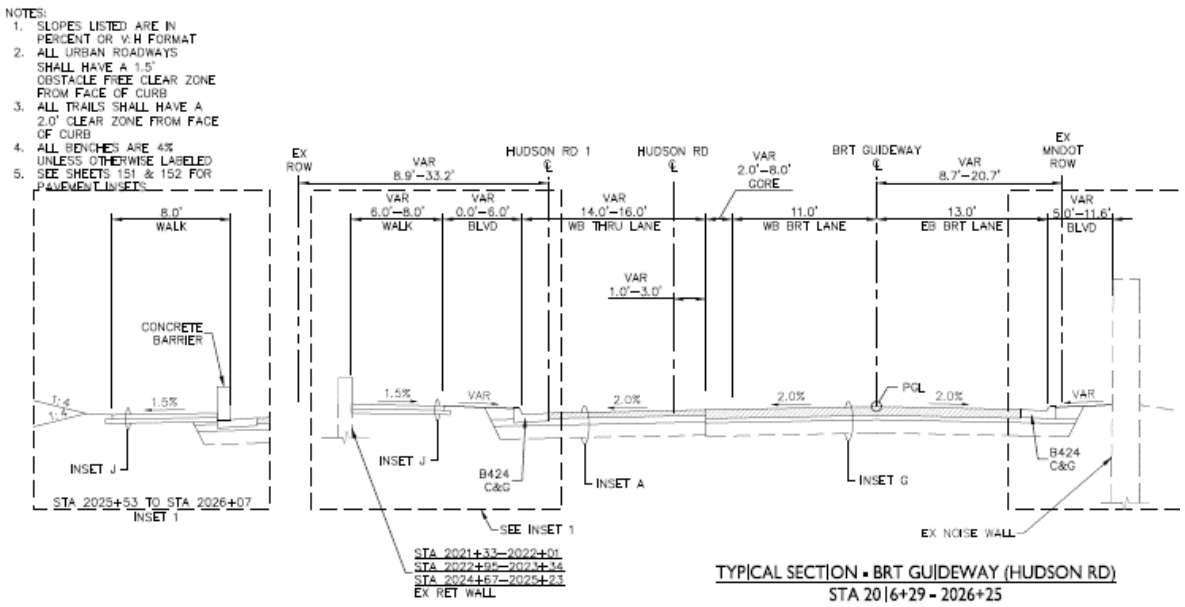


Figure 37. Sheet 37 of the 60% civil construction plan set showing the typical Project section at the Texas Company Service Station.

Figure 38. Project improvements in the vicinity of the Texas Company Service Station. Metro Transit prepared roll plot, dated September 2020.

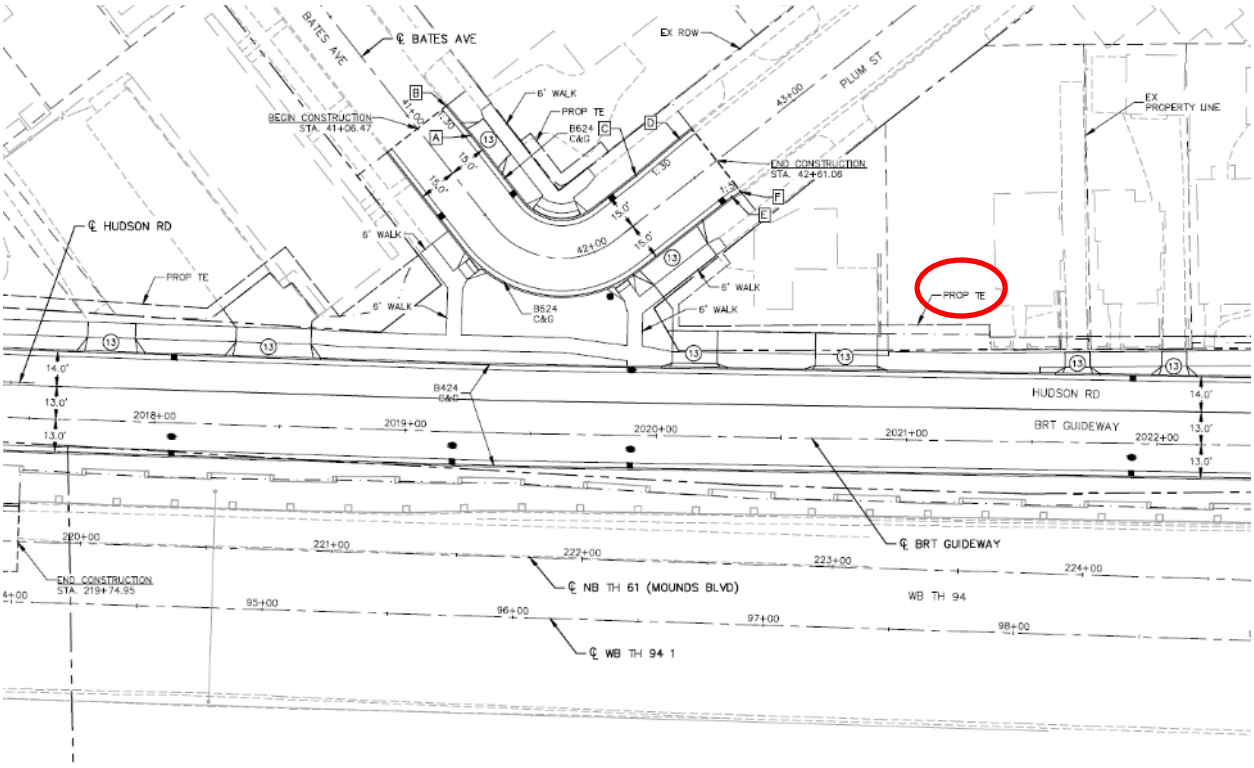


Figure 39. Sheet 413 of the 60% civil construction plan set showing the proximity of Project work to the Texas Company Service Station. The dashed line labeled "Prop TE" (circled) represents the temporary property easement and construction limits.

Finding of Effect at 60% Design: No Adverse Effect with Conditions

Based on review of the 60% plans and MnDOT CRU's recommendations, FTA finds that the Project is anticipated to have **No Adverse Effect** on the Texas Company Service Station if certain conditions are placed on the Project. The conditions have changed from those included in the *Assessment of Effects* report prepared at 30% design. The historic property is not anticipated to be physically affected by the Project, therefore its location, design, materials, and workmanship will be retained. The construction and operation of the Project will not cause significant changes to the setting, feeling, and association of the Texas Company Service Station and is in keeping with the service station being located near a busy transportation corridor. Even with the closure of traffic between Plum Street and Bates Avenue onto Hudson Road, in-kind replacement of the access points from these three roads into the historic property helps to maintain its feeling and association. As conditioned, the Project will not adversely affect any of the characteristics that qualify the historic property for inclusion in the National Register or diminish the historic property's integrity of location, design, setting, materials, workmanship, feeling, or association.

The finding of No Adverse Effect is dependent upon the following condition being placed on the Project:

- Construction documents (plans and specifications) are reviewed at each of the remaining design stages (90%, 100%, and any changes made to the 100% plans) to ensure that alternative

construction methods recommended to reduce potential for construction-related damage are incorporated.

Lowertown Historic District (LHD; RA-SPC-4580)

Roughly bounded by Shepard Road, Kellogg Boulevard, and Broadway, 7th, and Sibley streets, Saint Paul

Finding of Effect at 30% Design: No Adverse Effect based on the condition that:

- Project stations within the LHD are designed to SOI Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- Review of future plans occurs to determine if a CPPHP is warranted for contributing properties.

Significance and character-defining features: The LHD is an NRHP-listed historic district significant under Criterion A in the Areas of Commerce, Industry, and Transportation for being the site of a major railroad hub and the location of Saint Paul's warehouse and wholesaling district during the late 19th and early 20th centuries when the city was a major distribution and job center for the upper Midwest. It is also significant under Criterion C in several areas: Architecture for its collection of commercial buildings, many designed by nationally recognized architects; Community Planning for the grid street platting and design, and grade changes made to accommodate the needs of the growing warehousing area; and for the placement of Mears (formerly Smith) Park; and Landscape Architecture for Mears (Smith) Park which has been maintained since the block's conversion to a park in the 1870s. The period of significance extends from 1870 to 1923, covering the dates of construction for all the contributing properties. While the roadways and sidewalks provide a physical framework for the historic district, they have been rebuilt or reconstructed numerous times since the end of the period of significance, so they no longer maintain integrity of material, design, or workmanship. Regardless, the LHD retains overall good integrity of workmanship, design, materials, location, association, and feeling (Figure 40 and Figure 41).

Figure 40. LHD, View of the Samco Sportswear Building (contributing) at the corner of 4th and Sibley Streets, facing northeast.

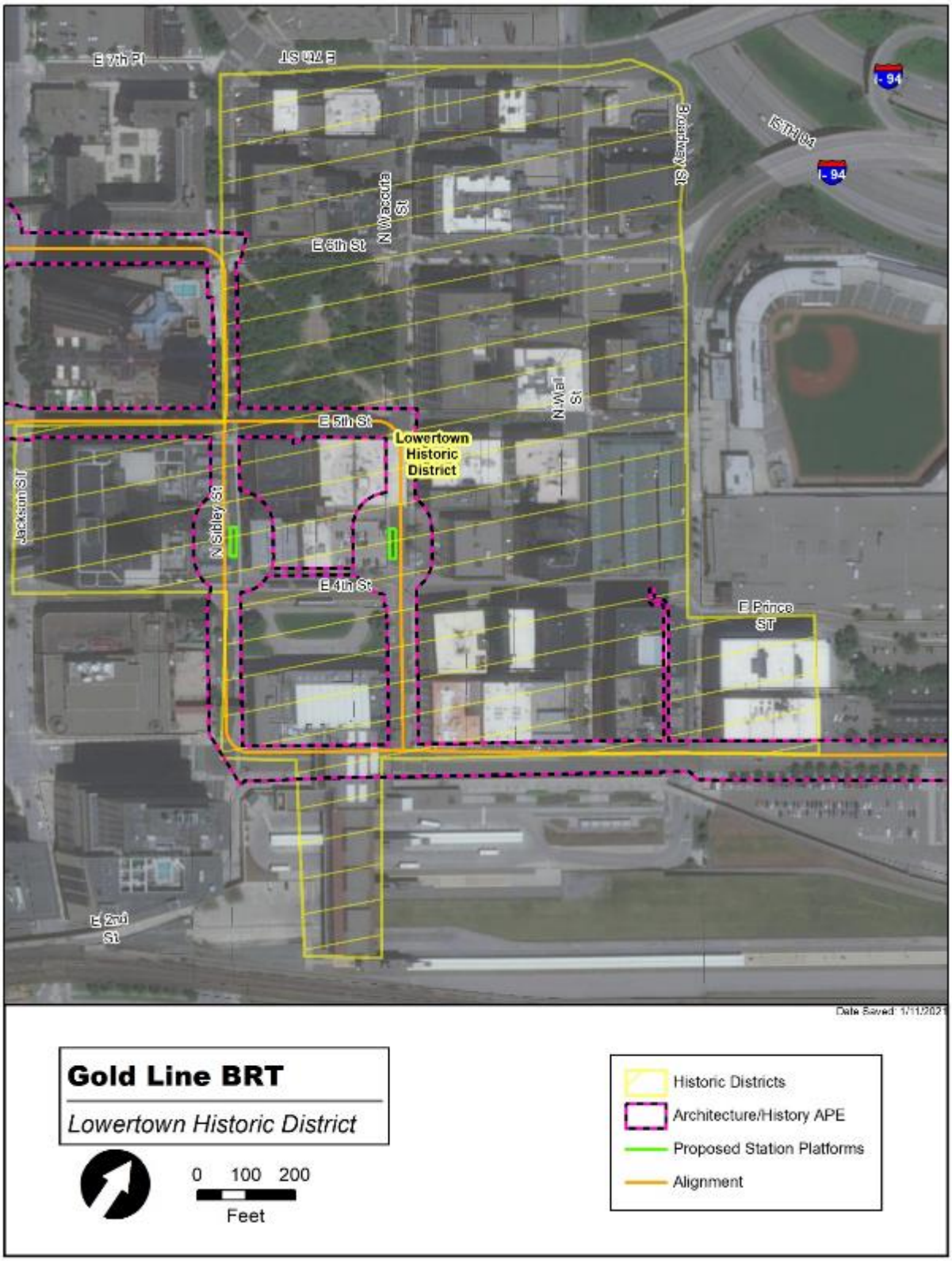


Figure 41. The LHD boundary (in yellow) with the revised APE (in black and pink).

Existing conditions: The LHD is located in downtown Saint Paul. It is generally bounded by Kellogg Boulevard and Sibley, 7th, and Broadway streets. The sidewalks have been reconstructed multiple times since the end of the period of significance, and contain replacement globular street light fixtures, deciduous trees, above-ground electrical cabinets, and typical pedestrian amenities. The METRO Green Line Light Rail Transit (LRT) tracks and alignment is located on 4th Street, and the Green Line LRT Union Depot Station is located on 4th Street between Sibley and Wacouta streets. Existing bus stops are located at the southeast corner of Sibley and 4th streets and along 5th Street between Wacouta and Sibley streets (Figure 42 and Figure 43).

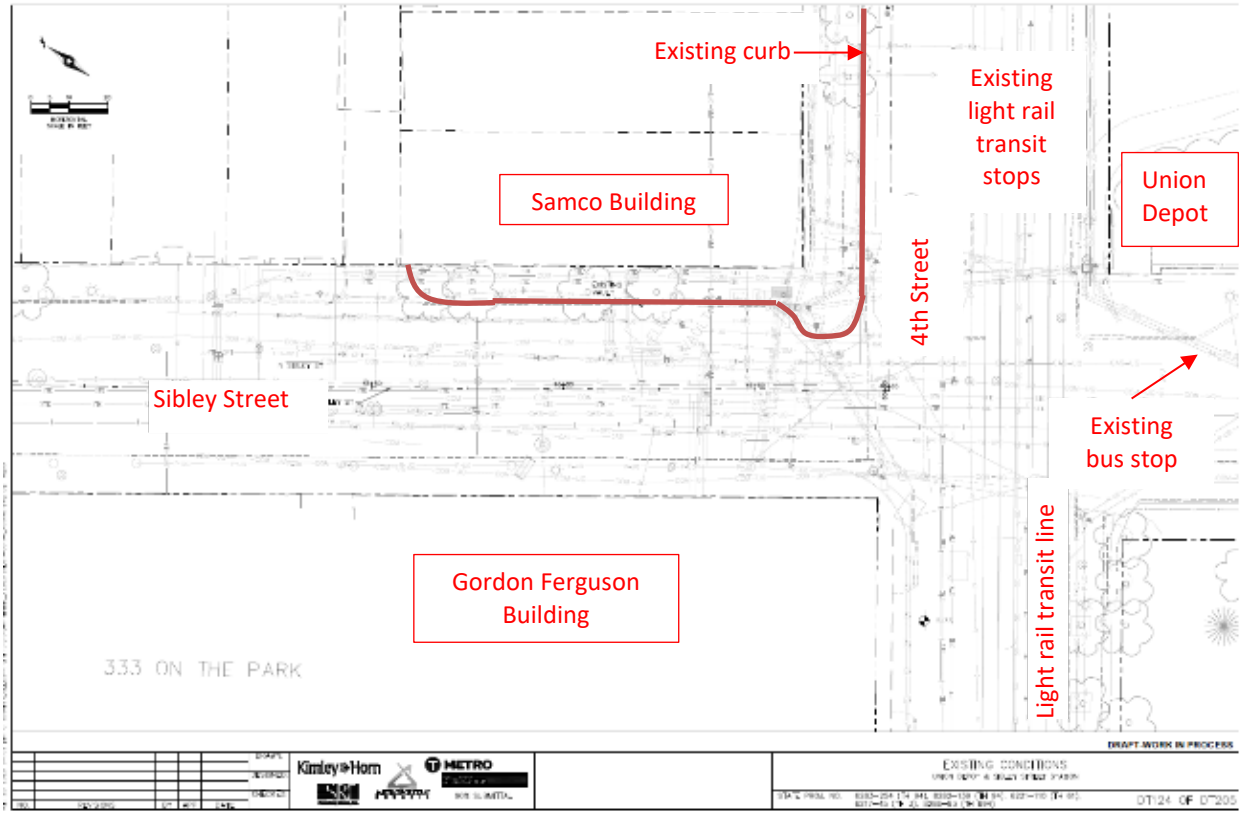


Figure 42. Annotated plan sheet page DT124 showing the existing conditions at Sibley and 4th Streets within the LHD boundary. Contributing properties to the LHD are annotated in red.

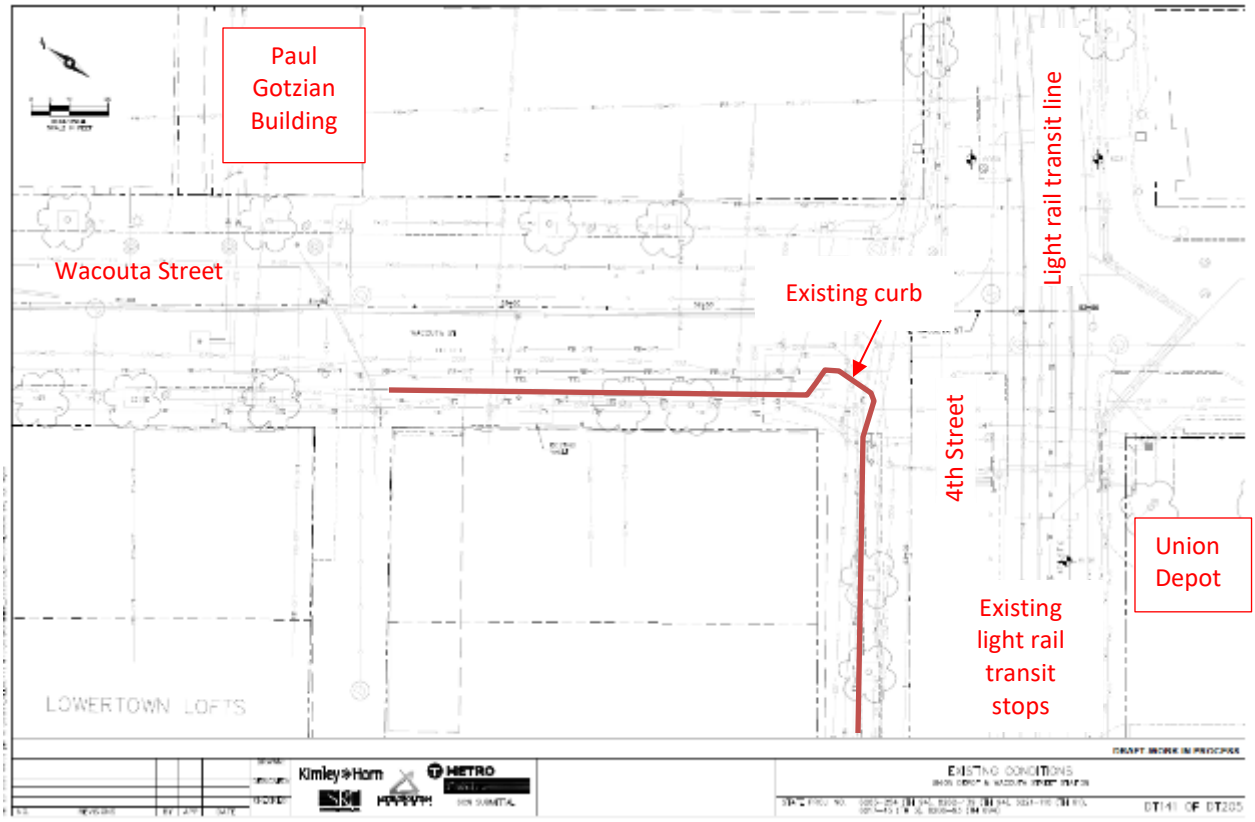


Figure 43. Annotated plan sheet page DT141 showing the existing conditions at Wacouta and 4th Streets within the LHD boundary.

Design updates: There are no substantive changes in the 60% design in the guideway alignment, construction limits, or construction methods within the boundary of LHD; therefore, the review of those elements at the 30% stage remains valid.

As designed in the 60% plans, the Project would not physically affect any of the contributing properties or historic fabric associated with the LHD. Since the Union Depot / Wacouta Street Station is adjacent to a non-contributing parking structure, there are no construction-related concerns. The proposed Union Depot / Sibley Street Station will be 6.2' from the southwest corner of the Samco Sportswear Company Building (contributing to the LHD), and the 60% plans show removal of concrete up to the face of the building (Figure 44). To reduce potential vibration from construction equipment, MnDOT CRU has recommended specific construction methods that will avoid adverse effects to the historic property. These methods include sawcutting and hand removal of sidewalk sections for the Union Depot / Sibley Street Station; and that an expansion joint / bond break be incorporated between the new concrete sidewalk and the Samco Sportswear Company Building to reduce any damage from expansion of the new sidewalk and its eventual future removal. With the modified construction techniques noted above for the Union Depot / Sibley Street Station, it is anticipated that effects from vibration during construction can be limited to thresholds below those recommended by AASHTO for historic structures (i.e., 0.10 inches per second for continuous and intermittent vibration sources). Any potential adverse physical effects caused by construction activities can be minimized or avoided with these measures

incorporated into contract documents, making a CPPHP unnecessary. Although the Project has agreed to incorporate the construction methods into their plans and specifications, MnDOT CRU recommends that the construction documents be reviewed at each of the remaining design stages to ensure the methods are adequately incorporated that they will be implemented during construction.

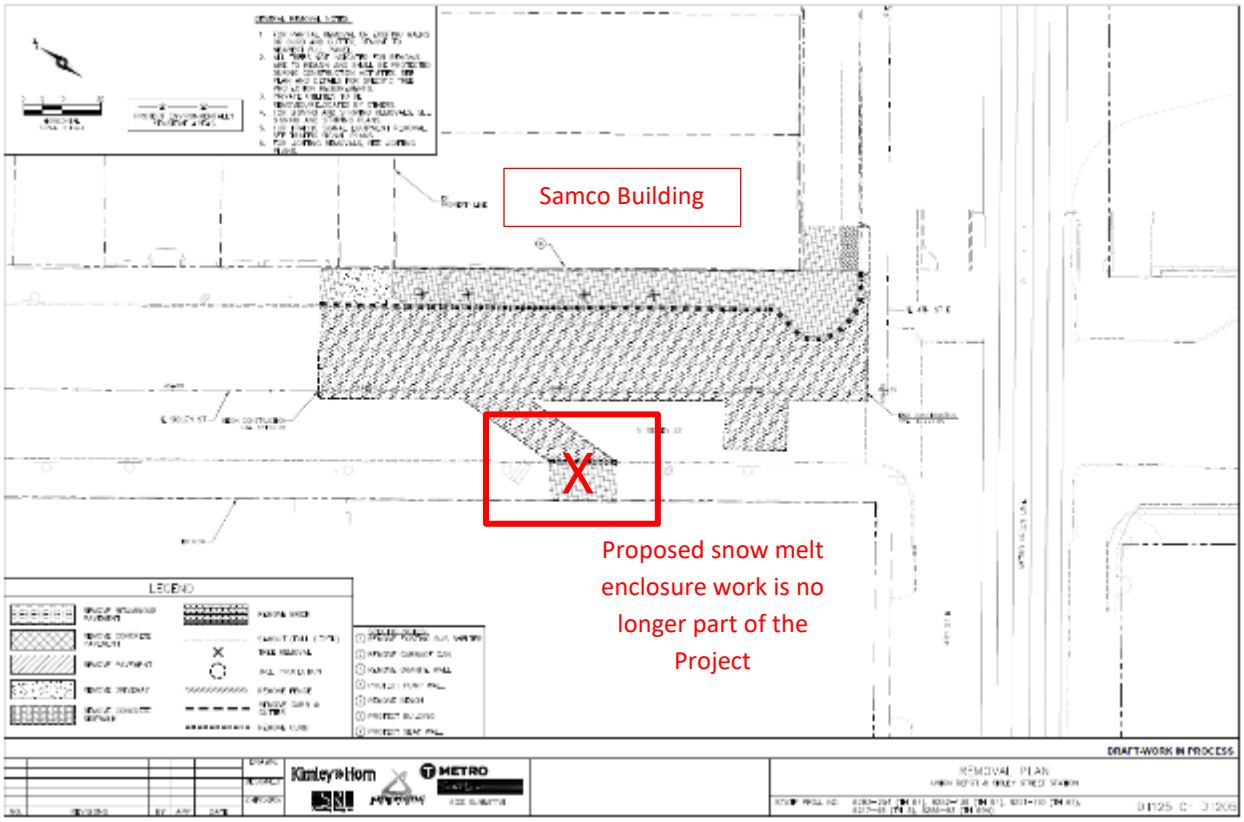


Figure 44. Annotated detail from Sheet DT125 of the 60% construction plan set showing the proximity of Project work to the Samco Building, a contributing property within LHD.

The Project will cause visual changes to the LHD at two discrete locations through the construction of the two stations (Figure 45). Based on feedback from consulting parties in the April and May 2020 Section 106 advanced design consultation meeting, Project engineers refined project plans to use Type 1 shelters in the LHD, which are more vertically oriented (i.e., do not have an angled bent) in order to increase space between the building and station. The Union Depot / Wacouta Street Station will consist of a Type 1 shelter sited in front of a non-contributing parking structure along the west side of Wacouta Street (see Section 2, above). The Union Depot / Sibley Street Station will consist of a Type 1 shelter sited in front of the contributing Samco Sportswear Company Building along the east side of Sibley Street (see Section 2, above and Figure 46). Station amenities, including benches and trash receptacles, will be located adjacent to each shelter. A railing will extend along the length of each station to accommodate a grade change between the platform and 6.2' sidewalk behind. Other associated site work at both stations includes in-kind sidewalk replacement, ADA ramps, and curbs and gutter replacement. MnDOT CRU has recommended and the Project sponsor agreed to consider increasing the distance between the contributing Samco Sportswear Building and the Union Depot / Sibley Street

Station, as feasible, to provide more visual separation between the building and the shelter and improve pedestrian access around the building.

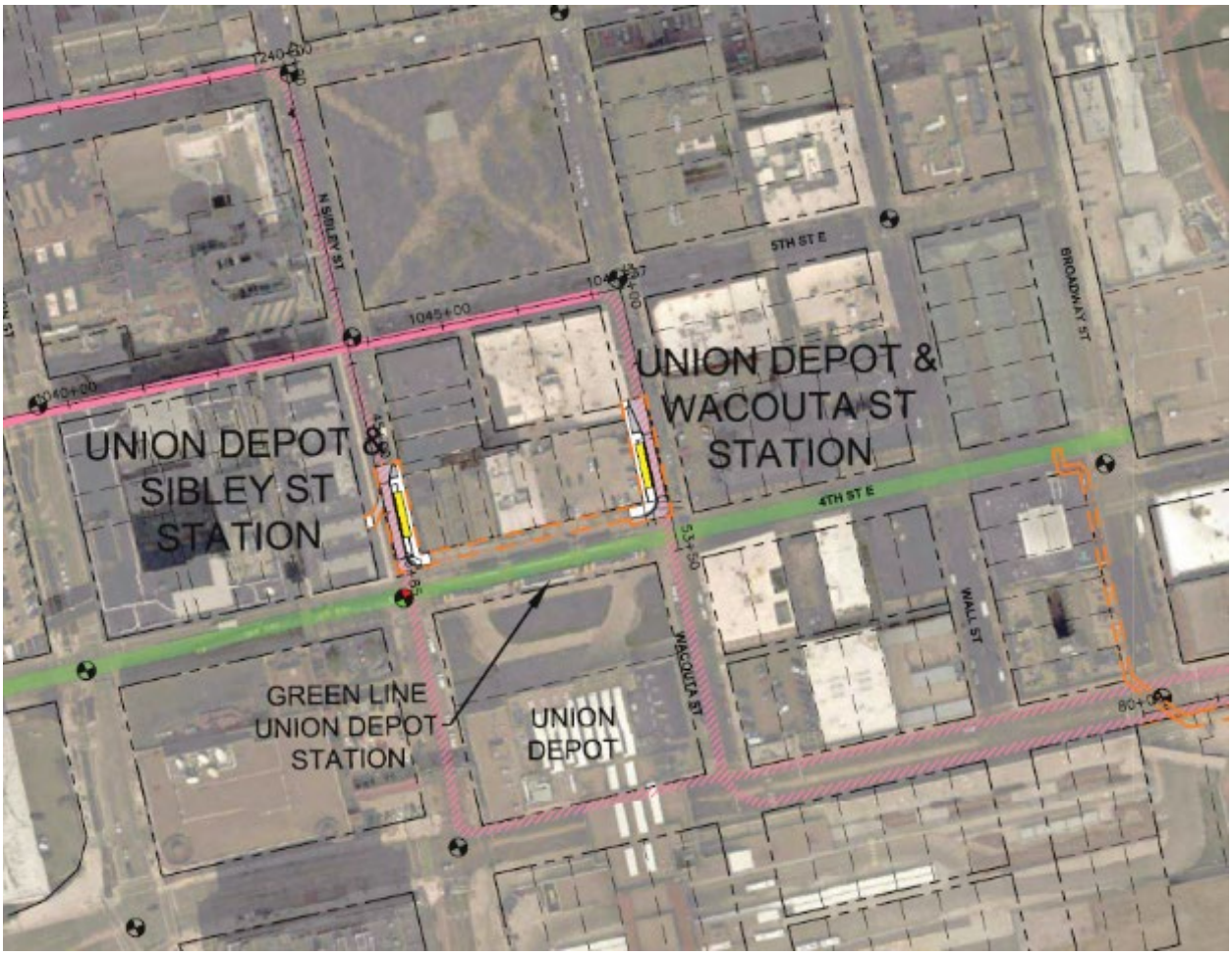


Figure 45. Union Depot & Sibley Street Station and Union Depot & Wacouta Street Station located within the LHD boundary. Metro Transit prepared roll plot, dated September 2020.

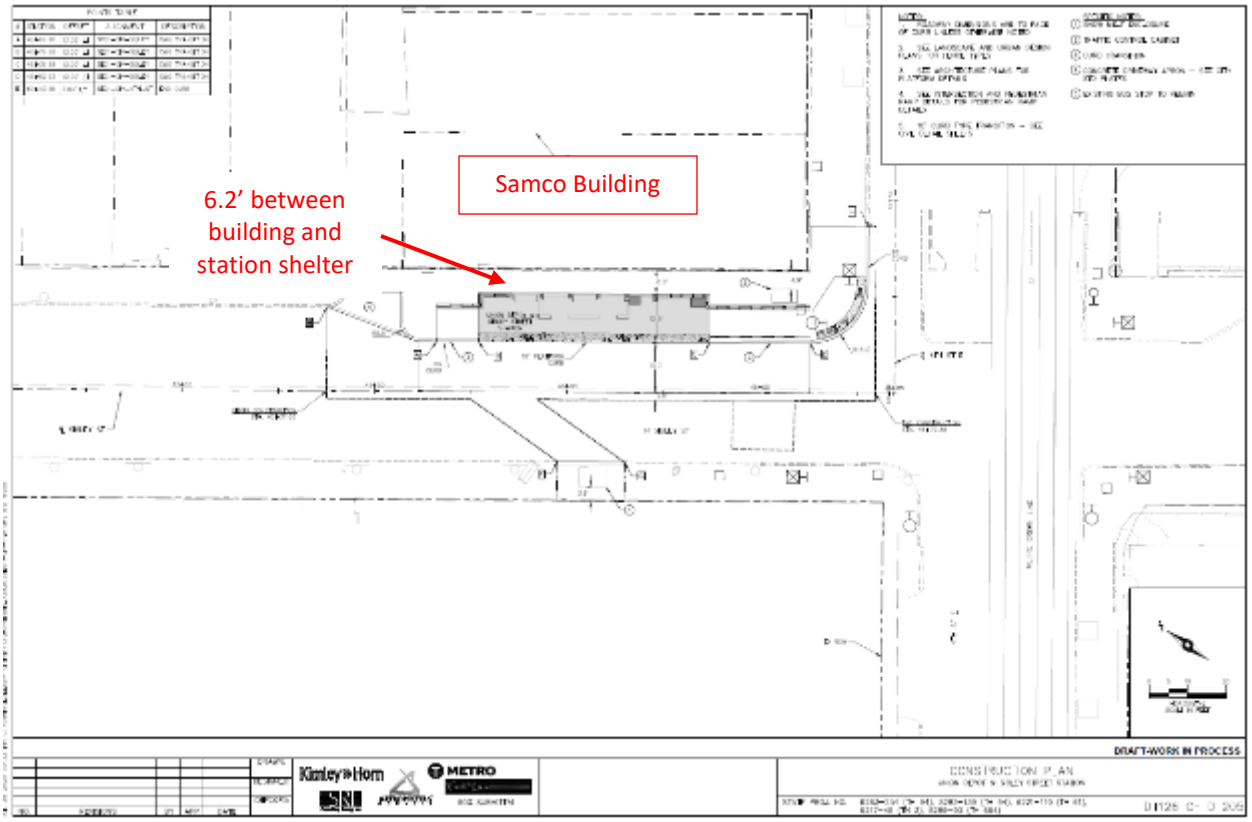


Figure 46. Annotated detail from Sheet DT126 of the 60% construction plan set showing the proximity of Project work to the Samco Sportswear Company Building, a contributing property within LHD.

The change to the curb line to accommodate the station platforms will introduce a minor alteration to the rectilinear street grid pattern, and the shelters and fencing will introduce new vertical elements. Since the changes are limited to two discrete locations within the large, multi-block historic district with almost 40 contributing properties, the changes do not rise to the level of being adverse. The design of the stations are distinguishable as a new structures and, due to the minor size and scale of the stations compared to the historic district and the large buildings that contribute to it, the Project elements will not overwhelm the LHD and are appropriate in scale, size, and massing, which is in keeping with the SOI Standards. Though specific materials and finishes for the shelter, platform, and amenities are still under development, MnDOT CRU has recommended that these details be kept simple and that the proposed fencing needed behind both stations be kept as open and minimal as possible. Due to the size and scale of the historic district and the large buildings that comprise it, minor details such as the shelter’s finishes pose minimal potential to adversely affect the historic district. However, review of shelter finishes at the 90% design stage continues to be recommended to ensure shelters meet SOI Standards.

Finding of Effect at 60% Design: No Adverse Effect with Conditions

Based on review of the 60% plans and MnDOT CRU’s recommendations, FTA finds that the Project will have **No Adverse Effect** on LHD if certain conditions are placed on the Project. The conditions have changed from those included in the *Assessment of Effects* report prepared at 30% design. Due to the

placement of the stations within two discrete locations in a large historic district comprised of substantially sized warehouse structures, the Project, as conditioned, will not alter the characteristics that qualify the LHD for inclusion in the NRHP or adversely affect the location, design, material, workmanship, setting, feeling, and association of the historic district.

The finding of No Adverse Effect is dependent upon the following conditions being placed on the Project:

- Construction documents (plans and specifications) are reviewed at each of the remaining design stages (90%, 100%, and any changes made to the 100% plans) to ensure that alternative construction methods recommended to reduce potential for construction-related damage are incorporated.
- Shelter finishes are reviewed with consulting parties at the 90% design stage to ensure they meet the SOI Standards.

Saint Paul Urban Renewal Historic District (URHD; RA-SPC-8364)

Roughly bounded by Kellogg Boulevard and Wabasha, 6th, and Jackson Streets, Saint Paul

Finding of Effect at 30% Design: No Adverse Effect based on the condition that:

- Project stations within the URHD are designed to SOI Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- Review of future plans occurs to determine if a CPPHP is warranted for contributing properties.

Narrative Description and Historic Significance

The URHD represents mid-20th century efforts to transform the city's downtown commercial core from 1955 to 1974. In Saint Paul, the first phase of the downtown urban renewal from 1955 to 1966 was driven by private businesses such as Dayton's Department Store and the Saint Paul Hilton Hotel. The second phase from 1967 to 1974 was driven by federal funds for the development of a twelve-block Capital Centre. URHD reflects the nationwide trend to redevelop and revitalize city central business districts in the postwar years. Many contributing buildings within the URHD are designed in the International Style with monolithic building units including "metal beams, glass curtainwalls, precast concrete systems, stone veneers forming large-scale, repetitive grids that reflect industrial production rather than individual craftsmanship." The buildings tie into the sidewalks and plaza elements with recessed ground-level floors that create protected walkways and incorporated public plazas within the building parcels. Character-defining features of the historic district include the buildings designed in the monolithic International Style; spatial organization; topography; vegetation; circulation features (streets and skyway bridges); and water features (Figure 47 and Figure 48).

Figure 47. Representative example of URHD's architecture and streetscape, facing southwest down 5th Street.

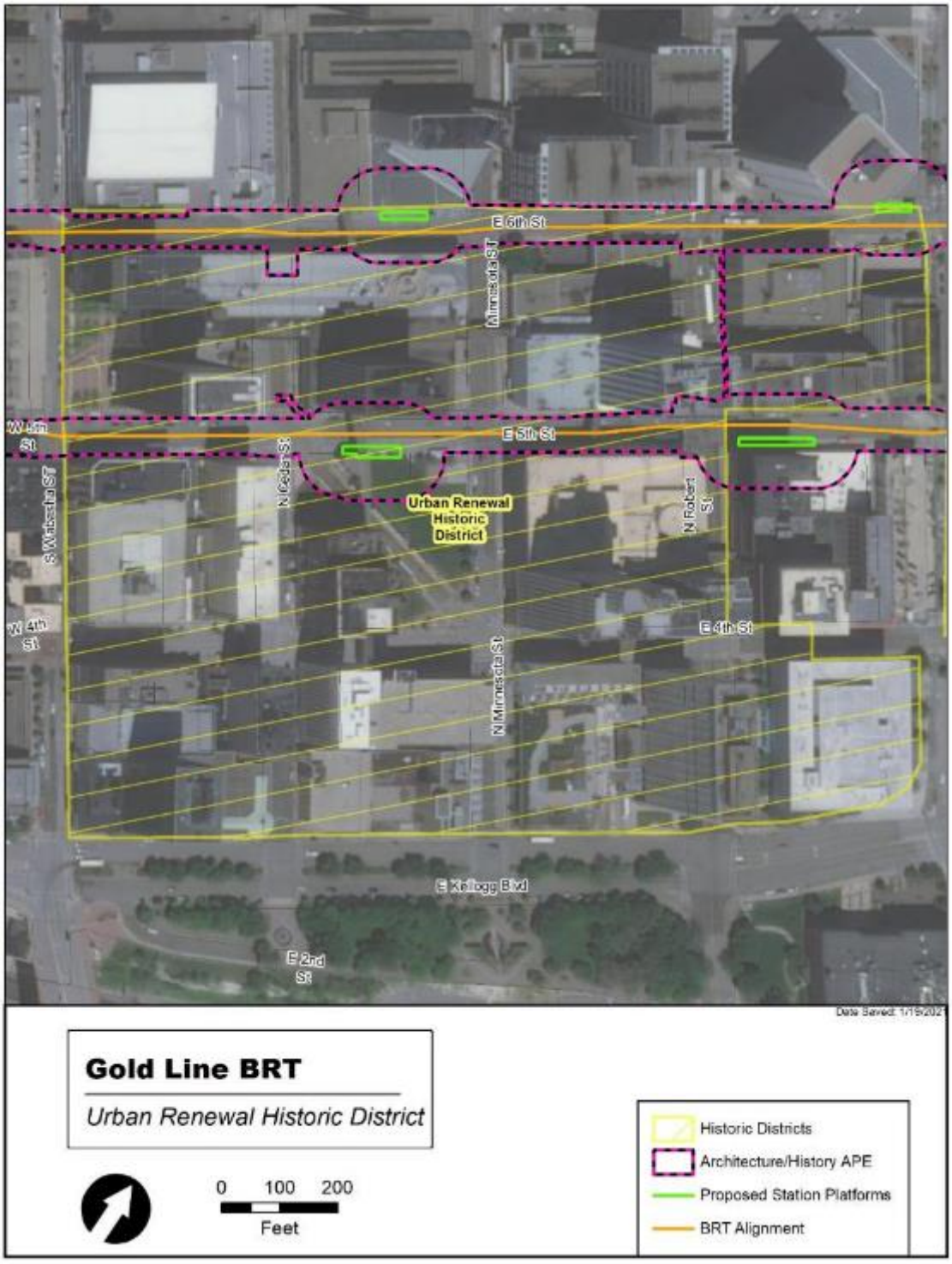


Figure 48. URHD Map

Existing conditions: The URHD is located in downtown Saint Paul. It is generally bounded by Kellogg Boulevard and Wabasha, 6th, and Jackson streets. The roadways, sidewalks, curbs and other infrastructure have been rebuilt and reconstructed multiple times. The sidewalks contain replacement globular street light fixtures, ADA ramps, above-ground electrical cabinets, and typical pedestrian amenities. The METRO Green Line Light Rail Transit (LRT) tracks and alignment run along Cedar Avenue and 4th Street in the historic district. An existing bus stop is located at the northeast corner of 5th and Minnesota streets.

Design updates: There are no substantive changes in the 60% design in the guideway alignment or construction methods within the boundary of URHD; therefore, the review of those elements at the 30% stage remains valid.

There are four stations located within or in the vicinity of the URHD. Of these, only the 5th / Cedar Street Station is located with the URHD boundaries. The station includes a 100' x 18' 8" platform featuring a Type 1 shelter, which is a vertically oriented shelter to maximize sidewalk space between buildings and the shelter. Station amenities, including benches and trash receptacles, will be located adjacent to each shelter. To accommodate the grade change between a pedestrian sidewalk and the platform, a railing extends along the back of the platform (Figure 49). The other three stations located outside of the perimeter of the URHD include:

- The 5th / Robert Street Station which features a Type 1 shelter, back of platform railing to accommodate a grade change between the platform and pedestrian sidewalk, and a potential stormwater BMP consisting of low-lying vegetation to the east. The 5th / Robert Street Station is discussed in further detail with the Manhattan Building and Pioneer Endicott / Endicott Arcade Addition building, below.

- The 6th / Robert Station which features a Type 1 shelter and back of platform railing to accommodate a grade change between the platform and pedestrian sidewalk.

- The 6th / Cedar which features a Type 1 shelter, back of platform railing to accommodate a grade change between the platform and pedestrian sidewalk, and a potential stormwater BMP consisting of low-lying vegetation to the east.

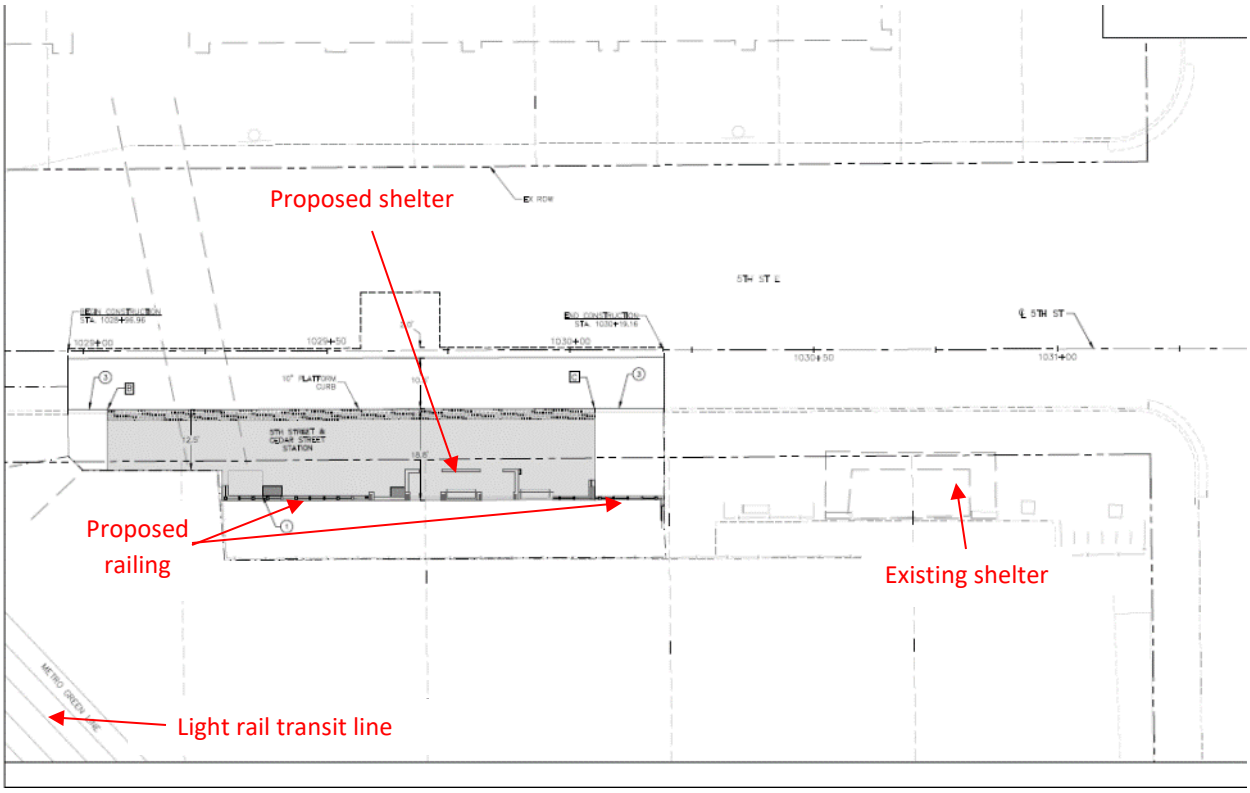


Figure 49. Annotated plan sheet DT77 showing the proposed 5th / Cedar Street Station.

Construction will not extend to the face of any contributing buildings. All four shelters are at a sufficient distance from any contributing buildings so construction activities will not physically affect the historic district. Therefore, no CPPHP is warranted.

The design of the four stations are distinguishable as new elements and, due to the minor size and scale of the stations compared to the historic district and the large buildings that contribute to it, the Project elements will not overwhelm the URHD and are appropriate in scale, size, and massing, which is in keeping with the SOI Standards. The placement of the three stations outside of the historic district boundaries helps to minimize any visual effects to it, as does siting the 5th / Cedar Station in a location with no adjacent contributing properties. Though specific materials and finishes for the shelter, platform, and amenities are still under development, MnDOT CRU has recommended that these details be kept simple and sympathetic to the mid-century characteristics of the historic district. Due to the size and scale of the historic district and the large buildings that comprise it, minor details such as the shelter's finishes pose minimal potential to adversely affect the historic district. However, review of shelter finishes at the 90% design stage continues to be recommended to ensure shelters meet SOI Standards.

Finding of Effect at 60% Design: No Adverse Effect with Conditions

Based on review of the 60% plans, FTA finds that the Project is anticipated to have **No Adverse Effect** on the URHD if certain conditions are placed on the Project. The conditions have changed from those

included in the *Assessment of Effects* report prepared at 30% design. The Project will cause changes to the URHD at one location through the construction of a station, and to its setting through the construction of three stations just outside the historic district's boundary. The stations are small elements considering the scale and scope of the historic district and will therefore not adversely affect the historic district's setting, feeling, and association. As conditioned, the Project will not alter any of the characteristics that qualify the URHD for inclusion in the National Register or diminish its integrity of location, design, setting, materials, workmanship, feeling, or association.

The finding of No Adverse Effect is dependent upon the following condition being placed on the Project:

- Shelter finishes are reviewed with consulting parties at the 90% design stage to ensure they meet the SOI Standards.

Endicott Arcade Addition (RA-SPC-6903) (including the Pioneer and Endicott Buildings, RA -SPC-3167, RA-SPC-3169, RA-SPC-5223)

322 North Robert Street and 142 East 5th Street, Saint Paul

Finding of Effect at 30% Design: No Adverse Effect based on the condition that:

- The 5th Street / Robert Street Station is designed to SOI Standards to the extent feasible while still meeting the Project's Purpose and need; and
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- Review of future plans occurs to determine if a CPPHP is warranted for the Endicott Arcade Addition[5].

Significance and character-defining features: Three buildings occupy an ell-shaped site on the block bounded by 4th, Jackson, 5th, and Robert streets in downtown Saint Paul (Figures 50 through 52). The Pioneer and Endicott Buildings were built one year apart from each other and are listed on the NRHP together, and the one-story Endicott Arcade Addition was built in 1910 to connect to the Endicott Building. The three buildings form a complex that the SHPO considers connected and, as such, are presented here as one property. This assessment will assess effects to the whole property; however, because the proposed undertaking is directly adjacent to the Endicott Arcade Addition (RA-SPC-6903) portion of the building, the discussion herein focuses on potential effects to it. The Beaux-Arts inspired Endicott Arcade Addition was designed by George H. Carsley and is characterized by brick and glazed

[5] At the preparation of the 30% *Assessment of Effects* report the Pioneer and Endicott Buildings and the Endicott Arcade Addition were treated as two separate buildings with individual assessment of effects. The SHPO now considers the Pioneer and Endicott Buildings and the Endicott Arcade Addition as one property. Therefore, the previous no adverse effect condition finding would extend not only to the Endicott Arcade Addition, but also the Pioneer and Endicott Buildings.

terra cotta Roman Doric columns framing the storefronts, an ornate glazed terra cotta parapet, and a raised pediment over the main entrance.[6]

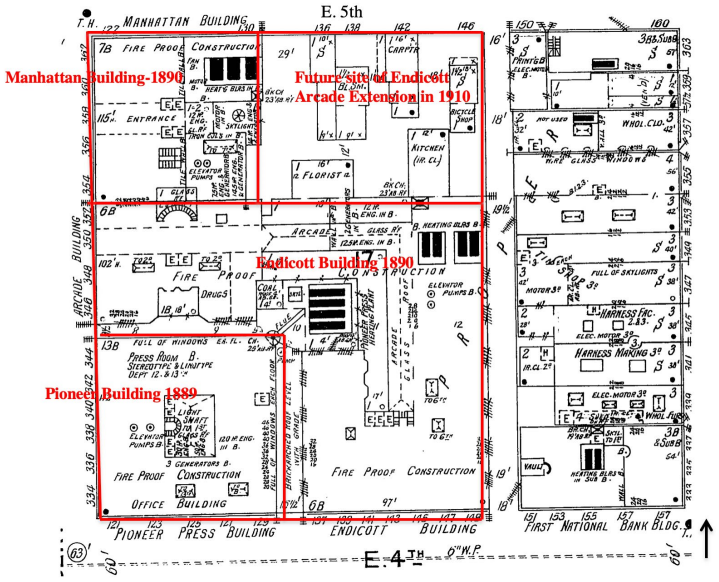


Figure 50. Configuration of the Pioneer, Endicott, and Endicott Arcade Addition Buildings.

Figure 51. Endicott Arcade Addition (center), facing southwest. The Manhattan Building and 5th Street / Robert Street Station site is to the right of the Endicott Arcade Addition.

[6] Larry Millett, *Heart of St. Paul: A History of the Pioneer and Endicott Buildings* (Saint Paul: Minnesota Museum of American Art, 2016), 31–32, 50, 52, 61, 68.

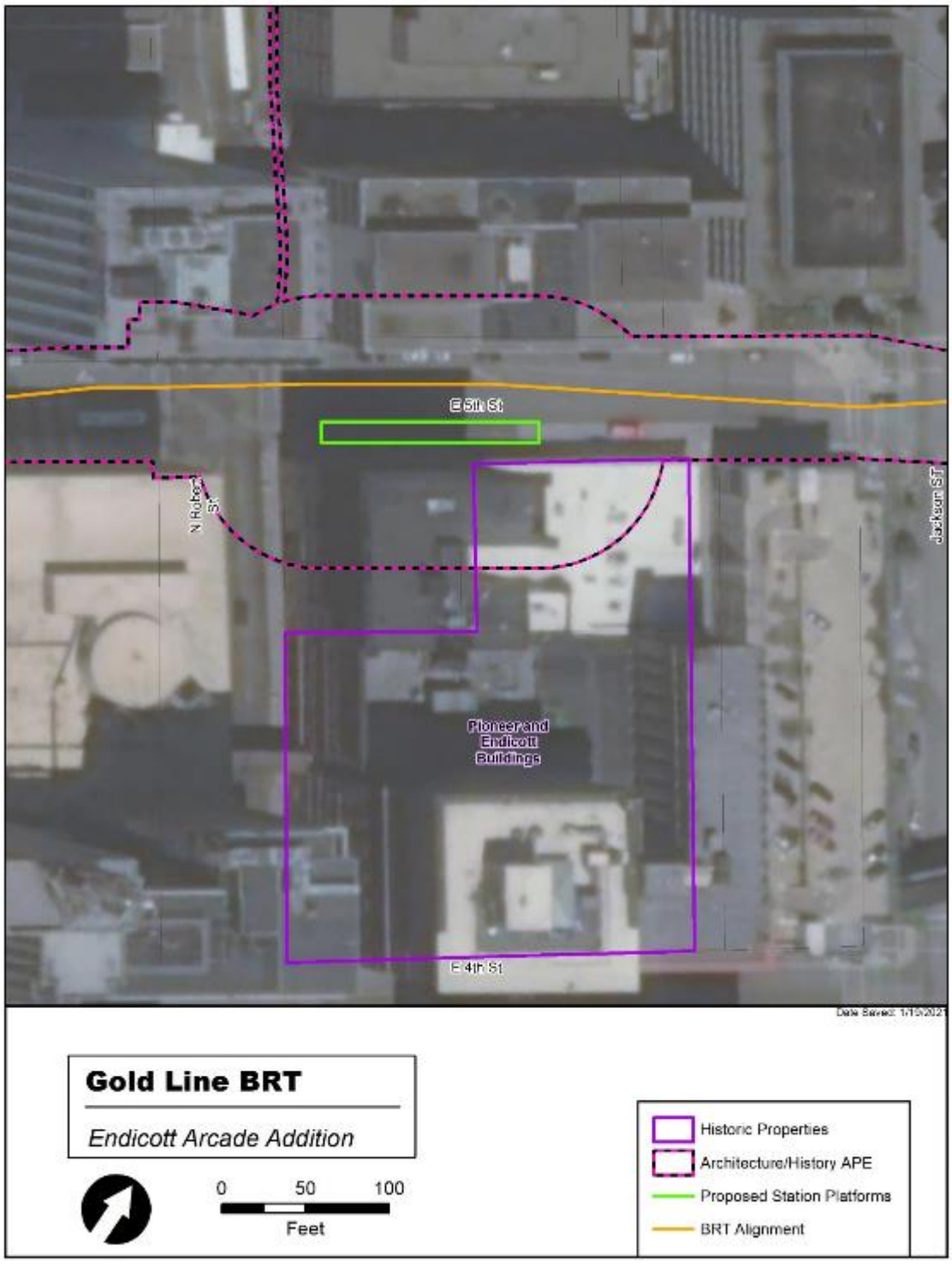


Figure 52. Pioneer and Endicott Buildings and Endicott Arcade Addition map.

Existing conditions: A parking ramp is located to the east of the Endicott Arcade Addition, across an alley. There are two existing local service bus stops near the Endicott Arcade Addition: one located at the far end of the block at the intersection of 5th and Jackson Streets, and the other on Robert Street, in front of the Manhattan Building's west facade. Along 5th Street there is a sidewalk in front of the Endicott Arcade Addition and four, one-way, eastbound traffic lanes, narrowing to three at Jackson Street. The lane closest to the building is a dedicated bus and right-turn lane (Figure 53).

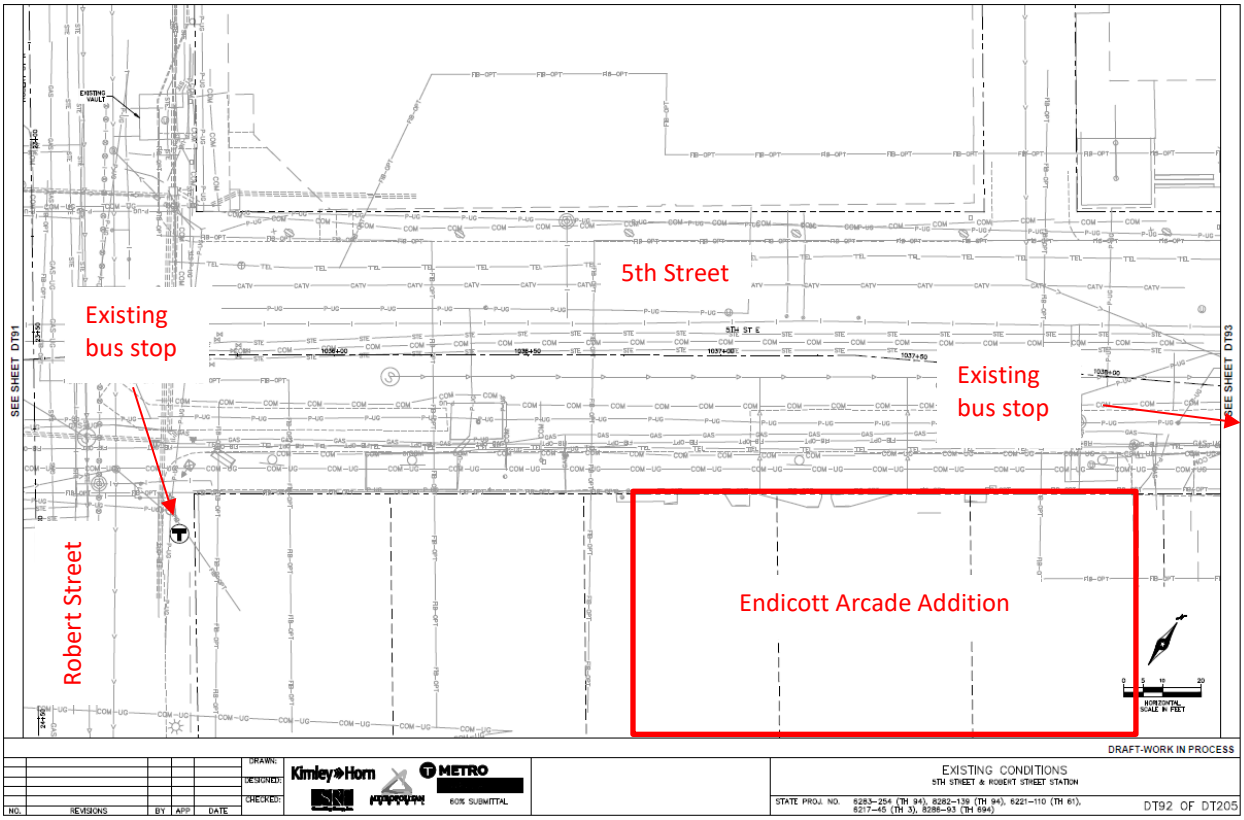


Figure 53. Annotated Sheet DT92 of the 60% construction plans set showing existing conditions at the Endicott Arcade Addition (red polygon).

Design updates: There are no substantive changes in the 60% design of the guideway alignment or construction methods in the vicinity of the historic property; therefore, the review of those elements at the 30% stage remains valid. The siting and size of shelters and location of amenities were updated at the 60% design stage in response to MnDOT CRU and consulting party feedback provided at the Section 106 advanced design meeting in May 2020, including that the shelter be placed in front of the adjacent Manhattan Building's north façade to minimize visual effects to the smaller Endicott Arcade Addition.

The Project proposes to reconstruct the sidewalk along the entire block face along the south side of 5th Street (Figure 54). The 5th Street / Robert Street Station includes a 130' platform with a railing and ADA ramps at each end; a Type 1 shelter in the middle of the platform, three benches towards the western end away from the historic property; and other amenities including trash receptacles, ticket machines, lighting, and a pylon sign. The shelter will be to the immediate west of the Endicott Arcade Addition, and

the station's platform and railing will extend over approximately half of its the façade (Figure 55). The platform size will accommodate bus loading zones and the turning movement so that buses will not block the intersection. An above-ground stormwater BMP, comprised of low-lying plantings, is proposed in front of the Endicott Arcade Addition (Figure 56).

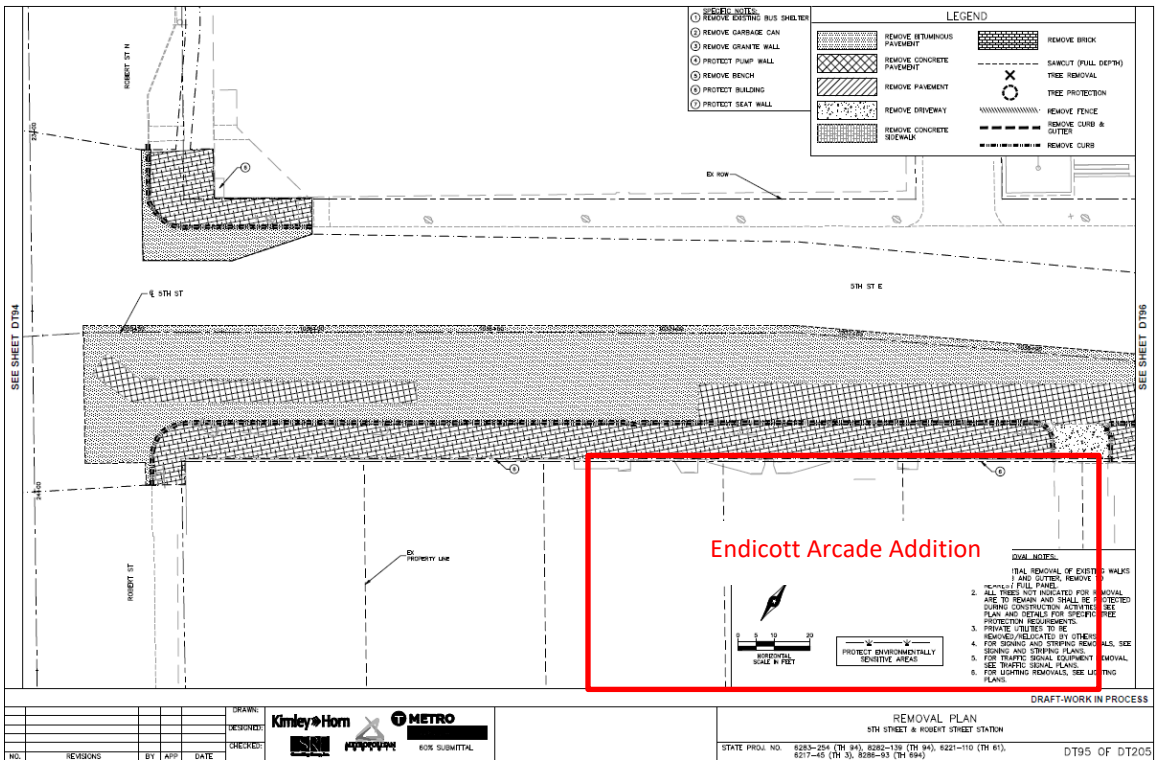


Figure 54. Annotated Sheet DT95 of the 60% construction plan set showing the proximity of the construction limits and removals to the Endicott Arcade Addition (red polygon).

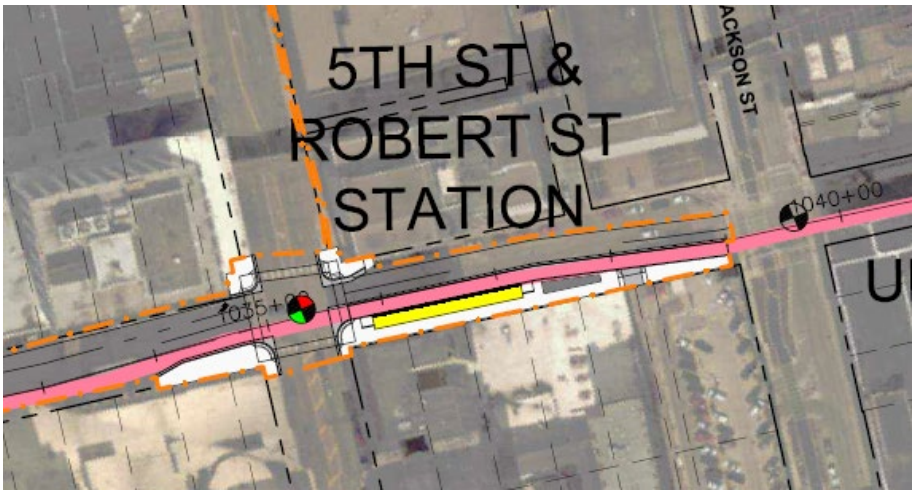


Figure 55. Proposed layout for the 5th Street / Robert Street Station. Metro Transit prepared roll plot dated September 2020.

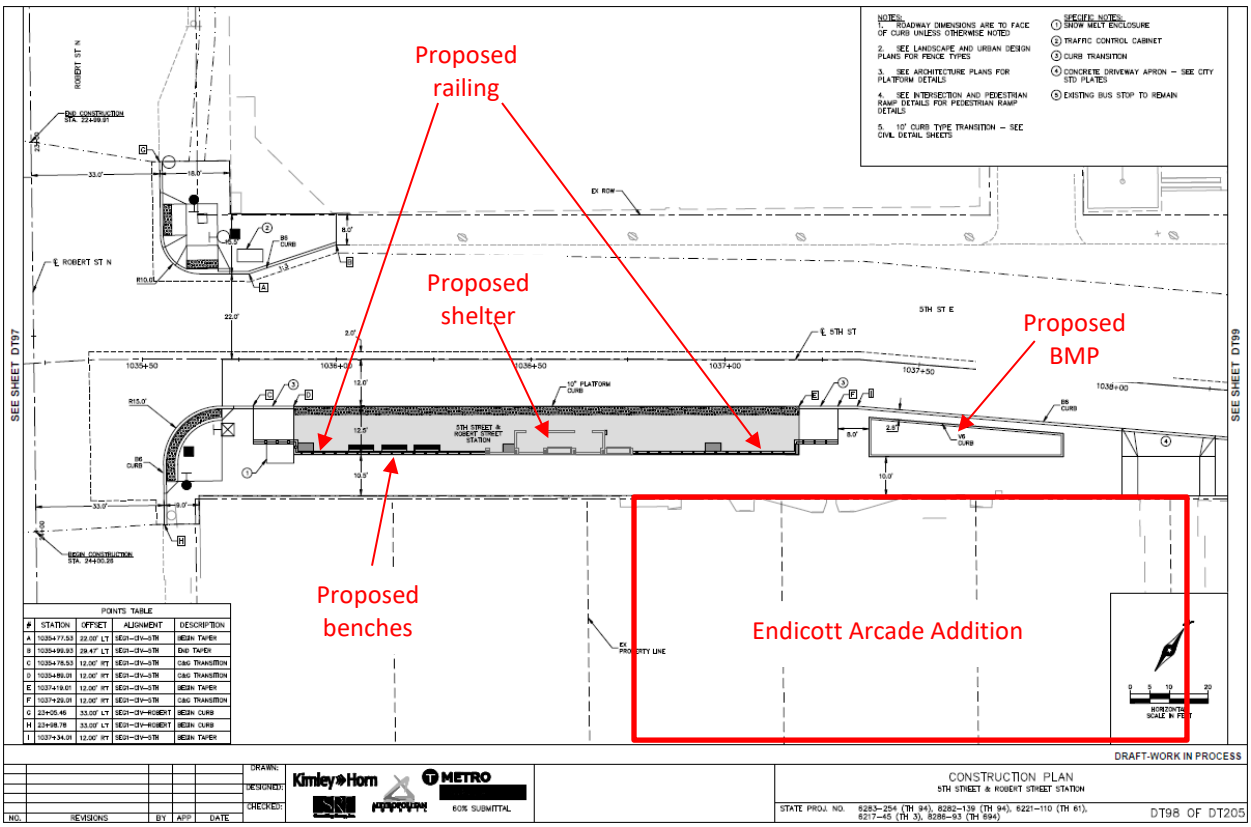


Figure 56. Annotated Sheet DT98 of the 60% construction plan set showing the proximity of the 5th Street / Robert Street Station (platform, shelter, and amenities), sidewalk reconstruction, and BMP to the Endicott Arcade Addition (red polygon).

The construction limits will extend up to the Endicott Arcade Addition's front façade. Due to the proximity of Project activities to the Endicott Arcade Addition, MnDOT CRU has recommended specific construction methods that will avoid adverse effects to the historic property. These methods include sawcutting and hand removal of sidewalk sections and use of non-compaction rollers or tampers to reduce potential vibration from construction equipment and avoid damage to the building. It is also recommended that an expansion joint / bond break be incorporated between the new concrete and the historic building to reduce any damage from expansion of the proposed sidewalk and its eventual future removal. With the modified construction techniques noted above adjacent to the historic property it is anticipated that effects from vibration during construction can be limited to thresholds below those recommended by AASHTO for historic structures (i.e., 0.10 inches per second for continuous and intermittent vibration sources). Any potential adverse physical effects caused by construction activities can be minimized or avoided with these measures incorporated into contract documents, making a CPPHP unnecessary. Although the Project has agreed to incorporate the construction methods into their plans and specifications, MnDOT CRU recommends that the construction documents be reviewed at each of the remaining design stages to ensure the methods are adequately incorporated that they will be implemented during construction.

Construction of the 5th Street / Robert Street Station will limit some views to the Endicott Arcade Addition, particularly from the northwest corner of 5th and Robert streets; however, views to the larger Pioneer and Endicott Buildings will not be obstructed. As described above, the station BMP, as well as portions of the platform, and railing will be constructed in front of the Endicott Arcade Addition's façade. The platform railing will not affect the use of the historic property as patrons will still be able to access the building. Additionally, reducing the railing's length, tapering it, and designing it to be as open as possible will minimize any visual effect. Similarly, the low-rise nature of the BMP will have no adverse effect on the setting of the historic property and will not affect its use or alter the architectural characteristics that qualify it for the NRHP. Effects of the shelter on the Endicott Arcade Addition are minimized by placing the majority of the structure it in front of the much larger Manhattan Building, where it can better blend with the scale of that building. Also, the top of the shelter will be below the Endicott Arcade Addition's ornamental cornice and parapet. Overall, the placement of a shelter at the periphery of Endicott Arcade Addition's facade will not affect the architectural characteristics that make this portion of the historic property eligible for the NRHP. The shelter is distinguishable as a new structure, which meets with SOI Standards to not create a false sense of history. Though specific materials and finishes for the platform, shelter, railing, and amenities are still under development, MnDOT CRU has recommended that these details be kept simple and minimalistic. Although the shelter's finishes pose minimal potential to adversely affect the historic property, review of shelter finishes continues to be recommended at the 90% design stage to ensure shelters meet SOI Standards. In addition, MnDOT CRU recommended continued consideration on if the shelter can be moved further west or the railing length shortened, recognizing that bus queuing, non-historic utility vault locations, and grading considerations may limit such potential. These recommendations aim to further minimize potential visual effects of the introduction of the station to the setting of the Pioneer and Endicott Buildings and the Endicott Arcade Addition. As currently proposed, the Pioneer and Endicott Buildings (including the Endicott Arcade Addition) will retain integrity of location, setting, feeling, association, design, workmanship, and materials.

Finding of Effect at 60% Design: No Adverse Effect with Conditions

Based on a review of the 60% plans, FTA continues to find that the Project is anticipated to have **No Adverse Effect** on the Endicott Arcade Addition if certain conditions are placed on the Project. The conditions have changed from those included in the *Assessment of Effects* report prepared at 30% design. The historic property is not anticipated to be physically affected by the Project, thereby its location, design, materials, and workmanship will be retained. As conditioned, the Project will not adversely affect any of the characteristics that qualify the historic property for inclusion in the National Register or diminish the historic property's integrity of location, design, setting, materials, workmanship, feeling, or association.

The finding of No Adverse Effect is dependent upon the following conditions being placed on the Project:

- Construction documents (plans and specifications) are reviewed at each of the remaining design stages (90%, 100%, and any changes made to the 100% plans) to ensure that alternative

construction methods recommended to reduce potential for construction-related damage are incorporated.
- Shelter finishes are reviewed with consulting parties at the 90% design stage to ensure they meet the SOI Standards.

Manhattan Building (RA-SPC-3170)

360 North Robert Street, Saint Paul

Finding of Effect at 30% Design: No Adverse Effect based on the condition that:

- The 5th Street / Robert Street Station is designed to SOI Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- A CPPHP for the Manhattan Building be completed.

Significance and character-defining features: The Manhattan Building is listed in the NRHP under Criteria A, B, and C. It is significant under Criterion A in the area of Commerce, under Criterion B for its association with Clarence H. Johnston, Sr., whose office was in the building during his entire tenure as State Architect, and under Criterion C in the area of Architecture. The period of significance begins with the building's construction in 1890 and ends with Johnston's death in 1936.[7] Character-defining features of the property include the Renaissance Revival design of the building and its tripartite form, zero lot lines, and the prominent entrance on the Robert Street elevation (Figure 57 and Figure 58). Overall, the Manhattan Building retains sufficient integrity to convey its significance, although the first story does not retain integrity from the period of significance. In the 1950s, pink and grey polished marble were laid horizontally along the first floor, covering the original rusticated block facing, and the main entrance was altered. While the building was listed on the NRHP with these modifications in place, the marble panels render the first story of the building incongruous with the upper stories and does not represent the period of significance.

[7] Norene A. Roberts, "Manhattan Building," National Register of Historic Places Registration Places, prepared by Historical Research, Inc. (1987), available at https://npgallery.nps.gov/NRHP/AssetDetail?assetID=e2f4d340-3e80-4b38-804d-61e4e7c1a679.

Figure 57. Manhattan Building, facing southeast.

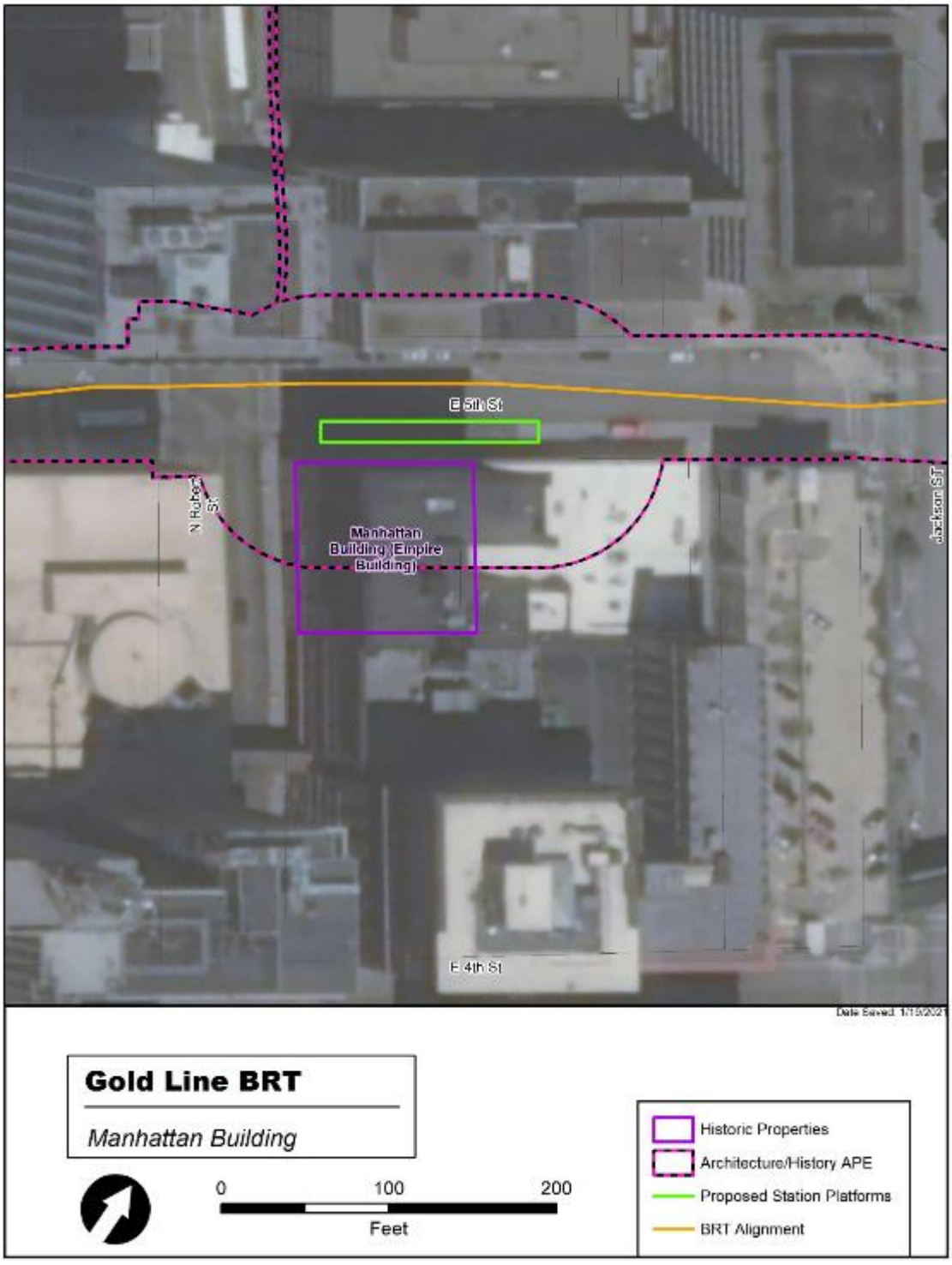


Figure 58. Manhattan Building map.

Existing conditions: The Manhattan Building is located on the eastern corner of the intersection of 5th and Robert Streets in downtown Saint Paul. It is bounded on the southeast and northeast by the Endicott Arcade and Endicott Arcade Addition, respectively. The URHD is to the west and north. There

are two existing local service bus stops near the building. One is located at the far end of the block at the intersection of 5th and Jackson Streets. The other fronts Robert Street at the building's northwest corner. Along Robert Street there is a sidewalk in front of the building and four traffic lanes, two northbound and two southbound. Along 5th Street there is a sidewalk and four, one-way, eastbound traffic lanes, narrowing to three at Jackson Street. The lane closest to the building is an existing dedicated bus lane. The Project team identified two non-historic underground utility vaults; one located within the street and the other is within the sidewalk on the north side of the Manhattan Building. Each vault is approximately 7' deep and capped by a concrete slab. The Project is avoiding the vaults to ensure construction worker safety and shelter foundation stability (Figure 59).

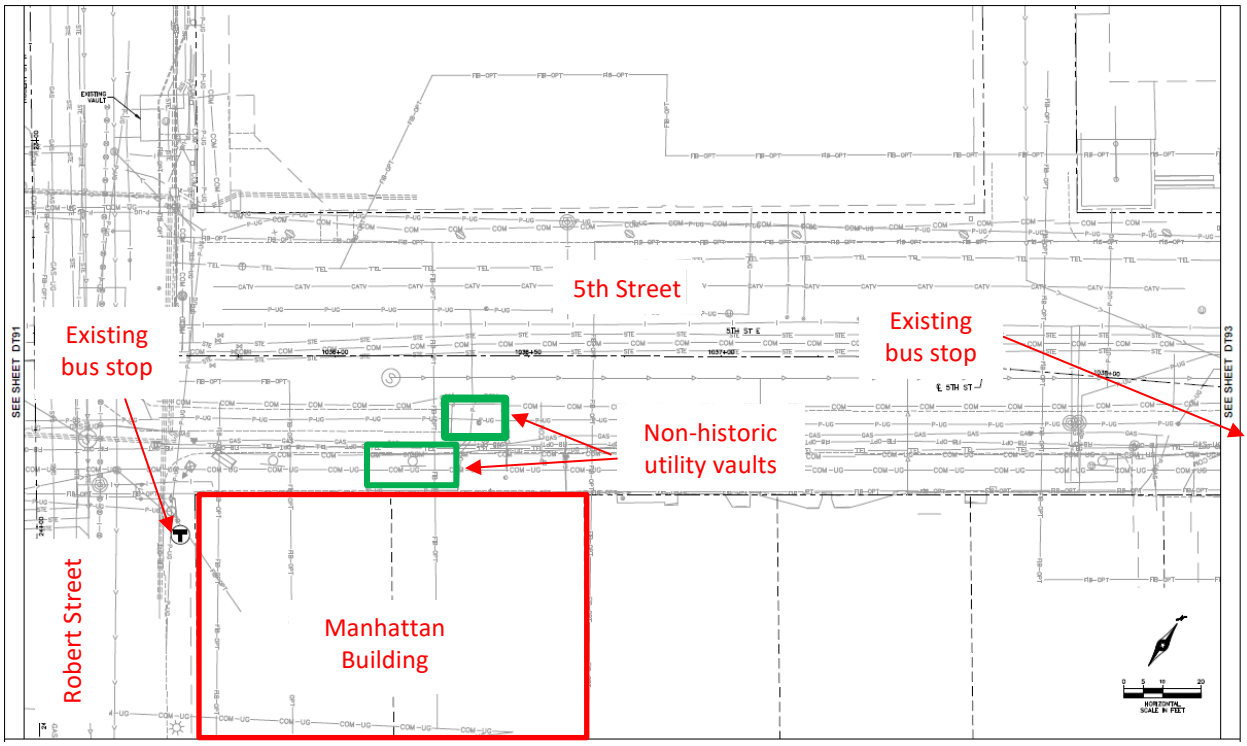


Figure 59. Annotated Sheet DT92 of the 60% construction plans set showing existing conditions at the Manhattan Building (red polygons) and non-historic utility vaults (green polygons).

Design updates: There are no substantive changes in the 60% design of the guideway alignment or construction methods in the vicinity of the historic property; therefore, the review of those elements at the 30% stage remains valid. The siting and size of shelters and location of amenities were updated at the 60% design stage in response to MnDOT CRU and consulting party feedback provided at the Section 106 advanced design meeting in May 2020, including that the shelter be placed as in front of the Manhattan Building's north façade as possible to minimize visual effects to the adjacent smaller Endicott Arcade Addition.

The Project proposes to reconstruct the sidewalk along the entire block face along the south side of 5th Street. The 5th Street / Robert Street Station includes a 130' platform with a railing and ADA ramps at each end; a Type 1 shelter in the middle of the platform, three benches towards the western end; and

other amenities including trash receptacles, ticket machines, lighting, and a pylon sign. The platform size will accommodate bus loading zones and the turning movement so that buses will not block the intersection, as well as will avoid the underground utility vaults. An above-ground stormwater BMP, comprised of low-lying plantings, is proposed 70’ feet away from the Manhattan Building, in front of the Endicott Arcade Addition (Figures 60 through 62).

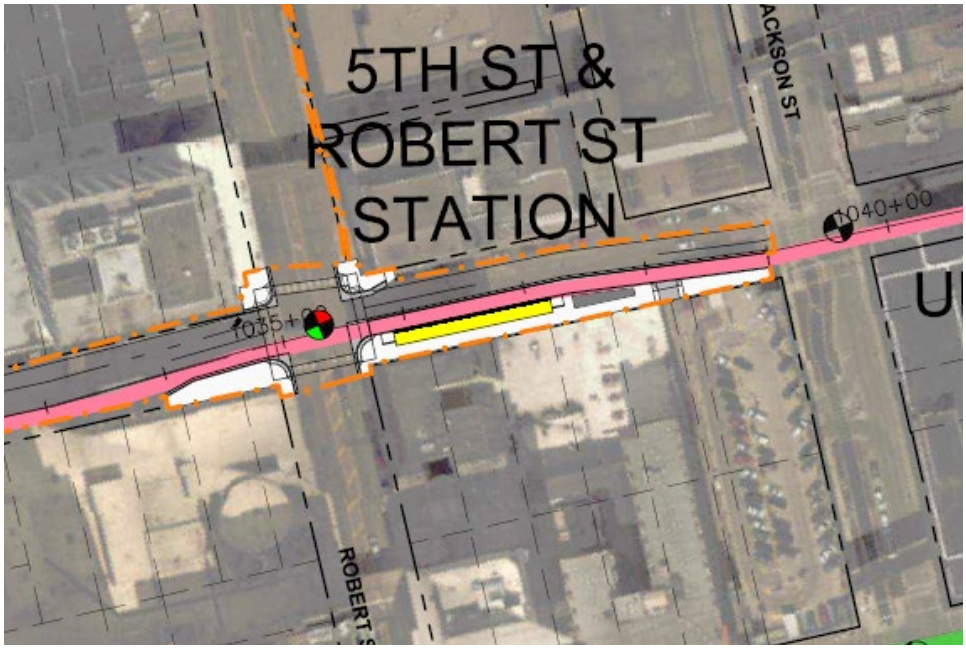


Figure 60. Proposed layout for the 5th Street / Robert Street Station. Metro Transit prepared roll plot, dated September 2020.

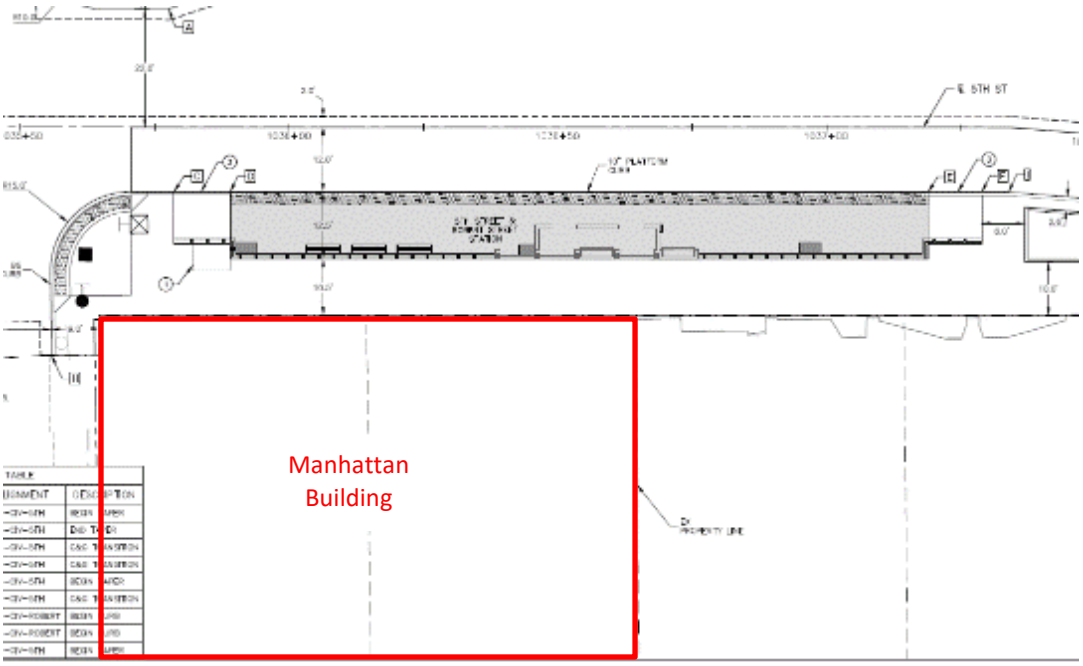


Figure 61. Annotated Sheet DT98 of the 60% construction plan set showing the proximity of the 5th Street / Robert Street Station (platform, shelter, and amenities), sidewalk reconstruction, and BMP to the Manhattan Building (red polygon).

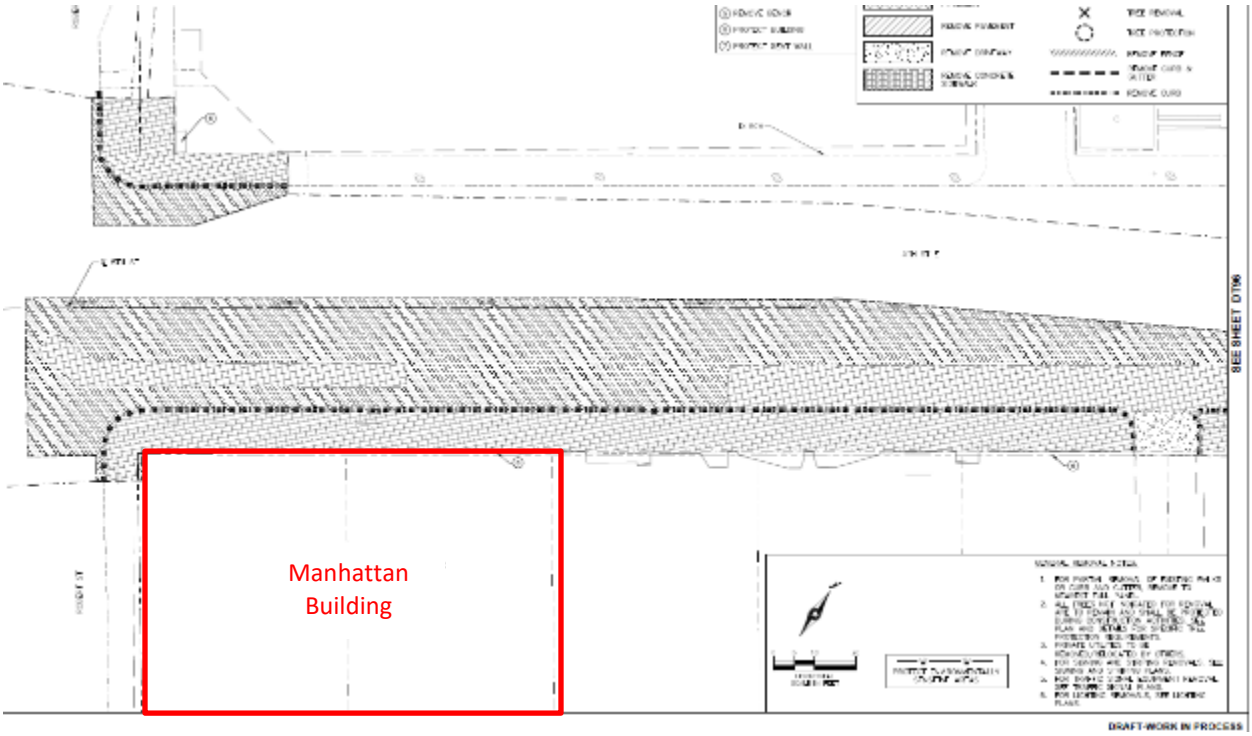


Figure 62. Annotated Sheet DT95 of the 60% construction plan set showing the proximity of the construction limits and removals adjacent to the Manhattan Building (red polygon).

The construction limits will extend up to the Manhattan Building's north façade and a small portion of its west façade. Due to the proximity of Project activities to the Manhattan Building and in order to reduce potential vibration from construction equipment, MnDOT CRU has recommended specific construction methods that will avoid adverse effects to the historic property. These methods include sawcutting and hand removal of sidewalk sections and use of non-compaction rollers or tampers to reduce effects from construction vibration and avoid the identified vaults. It is also recommended that an expansion joint / bond break be incorporated between the new concrete and the historic building to reduce any damage from expansion of the proposed sidewalk and its eventual future removal. With the modified construction techniques noted above it is anticipated that effects from vibration during construction can be limited to thresholds below those recommended by AASHTO for historic structures (i.e., 0.10 inches per second for continuous and intermittent vibration sources). Any potential adverse physical effects caused by construction activities can be minimized or avoided with these measures incorporated into contract documents, making a CPPHP unnecessary. Although the Project has agreed to incorporate the construction methods into their plans and specifications, MnDOT CRU recommends that the construction documents be reviewed at each of the remaining design stages to ensure the methods are adequately incorporated that they will be implemented during construction.

Finding of Effect at 60% Design: No Adverse Effect with Conditions

Based on a review of the 60% plans and MnDOT CRU's recommendations, FTA finds that the Project is anticipated to have **No Adverse Effect** on Manhattan Building if certain conditions are placed on the Project. The conditions have changed from those included in the *Assessment of Effects* report prepared at 30% design. The historic property is not anticipated to be physically affected by the Project, thereby its location, design, materials, and workmanship will be retained. As conditioned, the Project will not adversely affect any of the characteristics that qualify the historic property for inclusion in the National Register or diminish the historic property's integrity of location, design, setting, materials, workmanship, feeling, or association.

The finding of No Adverse Effect is dependent upon the following conditions being placed on the Project:

- Construction documents (plans and specifications) are reviewed at each of the remaining design stages (90%, 100%, and any changes made to the 100% plans) to ensure that alternative construction methods recommended to reduce potential for construction-related damage are incorporated.
- Shelter finishes are reviewed with consulting parties at the 90% design stage to ensure they meet the SOI Standards.

Rice Park Historic District (RPHD; RA-SPC-4580)

Roughly bounded by West 6th, Saint Peter, and Washington Streets, and West Kellogg Boulevard, Saint Paul

Finding of Effect at 30% Design: No Adverse Effect based on the condition that:

- Project stations within the URHD are designed to SOI Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA; and

Narrative Description and Historic Significance

The RPHD is an irregularly shaped historic district located on the southwest side of downtown Saint Paul and roughly bounded by 6th, Saint Peter and Washington streets, and Kellogg Boulevard (Figure 63). There are six contributing properties to the RPHD: Rice Park (RA-SPC-4423); U.S. Post Office, Courthouse and Customs House (Landmark Center, RA-SPC-5266); St. Paul Public Library/James J. Hill Referencing Library (RA-SPC-5245); Saint Paul Hotel (RA-SPC-3493), Minnesota Club (RA-SPC-3493) and Tri State Telephone Company (RA-SPC-4530). Rice Park is at the center of the historic district and the contributing buildings are located on its northern and southern ends, except the St. Paul Hotel located to the east. The contributing buildings all date from the late 19th century and first three decades of the 20th century and are constructed in styles popular during this period. Several late-20th-century properties, considered non-contributing to the RPHD, also face the park (Ordway Theater, 1985; St. Paul Companies, 1961-1991; Hamm Plaza, 1992; Landmark Plaza, 2003; Lawson Commons, 1999; and the Landmark Towers and Garage, 1982). Rice Park was determined not individually eligible for listing on the National Register due to lack of integrity since no original elements exist from the late 19th and early 20th centuries. However, even with the loss of materials, workmanship, and design, Rice Park retains sufficient integrity of location, feeling, setting, and association to be a contributing element to the RPHD since it has remained as an open green space throughout the historic district's history.

Figure 63. RPHD Map.

The RPHD is eligible for inclusion in the NRHP under Criteria A and C. It is locally significant under Criterion A in the area of Community Development and Planning for the significant role it played in the history of Saint Paul through contributions in areas of social, cultural, political, and economic

development. The historic district is also eligible under Criterion C in the area of Architecture. The period of significance begins in 1892 with the start of construction of Landmark Center and ends in 1936 with the completion of the Tri-State Telephone Company Building. The character-defining features of the RPHD include the location of the trapezoidal-shaped Rice Park in the center of the historic district as open green space and the buildings lining Rice Park (Figure 64). The RPHD also includes circulation patterns, such as streets and sidewalks within its boundaries. Even with the substantial changes to Rice Park itself, overall, the district retains sufficient historic integrity to convey its significance.

Figure 64. View of RPHD: Landmark Center (contributing), facing north from inside Rice Park (contributing) at 4th Street.

Existing conditions: The RPHD is located in downtown Saint Paul. It is generally bounded by West 6th, Saint Peter, and Washington streets, and West Kellogg Boulevard, Saint Paul. The roadways, sidewalks, curbs and other infrastructure have been rebuilt and reconstructed multiple times. The sidewalks contain replacement globular street light fixtures, ADA ramps, above-ground electrical cabinets, and typical pedestrian amenities. Existing bus stops are located at the northeast corner of Saint Peter and 5th streets and along 6th Street between Ecolab Place and Saint Peter Street in the same locations where the Project will build the Rice Park and Hamm Plaza stations.

Design updates: There are no substantive changes in the 60% design for the bus routes on 5th and 6th streets, the closure of Market Street, or the locations of the Hamm Plaza and Rice Park stations; therefore, the review of those elements at the 30% stage remains valid. The siting and size of shelters and location of amenities were updated at the 60% design stage in response to MnDOT CRU and consulting party feedback provided at the Section 106 advanced design meeting in April 2020.

For the Hamm Plaza Station, located on the north side of 6th Street between Ecolab Plaza and Saint Peter Street, the existing bus shelter, sidewalks, curbs, ADA ramps and a portion of a wall within Hamm Plaza will be removed. A Type 2 shelter (see Section 2 above) will be installed slightly to the east of the

extant bus shelter, and there will be a 140'-long platform running along 6th Street. As noted in the *Assessment of Effects* report, the portion of Market Street that extends between 6th Street and Saint Peter Street is proposed to be vacated and infilled to accommodate all station amenities. Three new benches with a railing behind them to distinguish the sidewalk from the platform in this location will be installed towards the eastern end of the platform. Other associated site work includes in-kind sidewalk, ADA ramps, and curbs and gutter replacement. The extant trees in Hamm Plaza will remain (Figure 65).

For the Rice Park Station, along the south side of 5th Street between Washington and Market streets, the existing 13' x 6' bus shelter, sidewalks, curbs, and ADA ramps will be removed; an existing non-historic bench wall separating the sidewalk from Rice Park will be retained. A Type 2 shelter (see Section 2 above) will be installed slightly to the east of the extant bus shelter, and there will be a 140'-long platform running along 5th Street (Figure 66). Other associated site work includes in-kind sidewalk, ADA ramps, and curb and gutter replacement.

In order to minimize potential effects to the RPHD, the station is sited in the same location as the existing shelter/station, the smallest shelter type is proposed, shelter amenities have been grouped together as much as possible, and shelters are placed on the periphery of the blocks to maintain open spaces and viewsheds (the Hamm Plaza Station shelter is sited to the west of the plaza and the Rice Park Station shelter is located on the eastern end of the block).

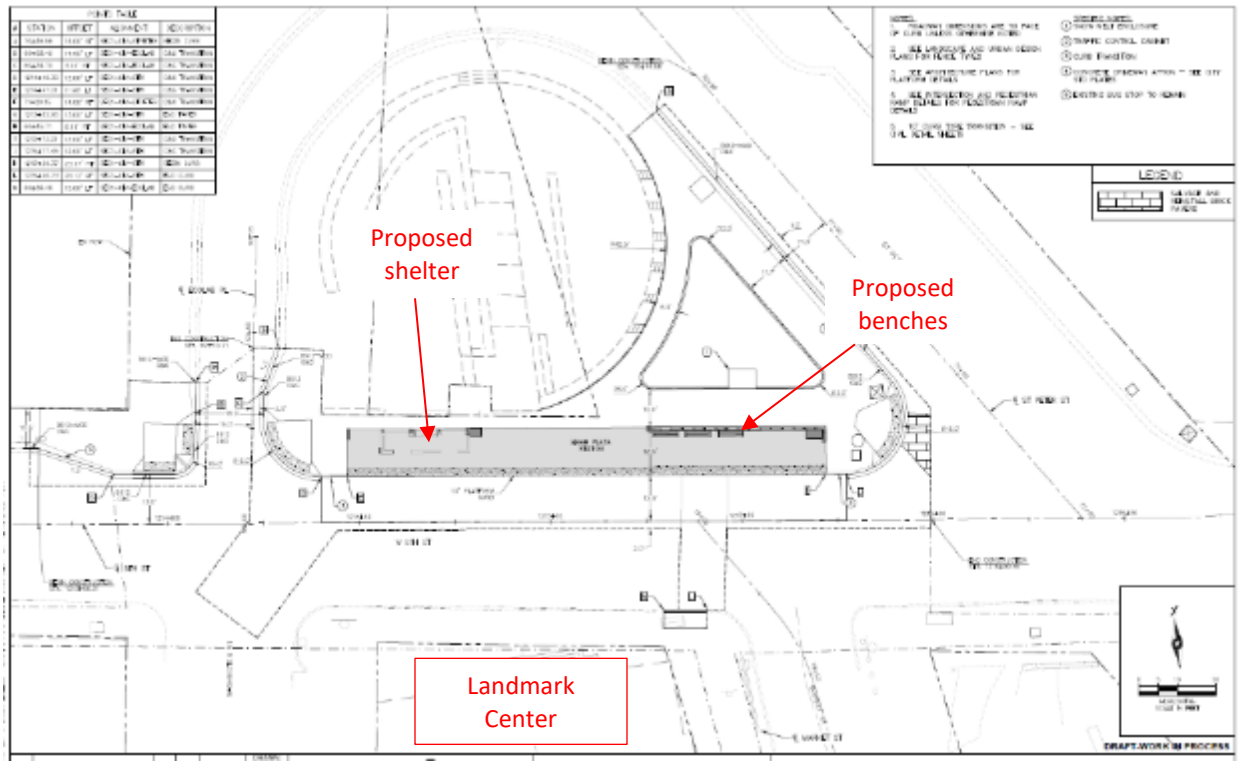


Figure 65. Plan sheet DT190 showing Hamm Plaza station.

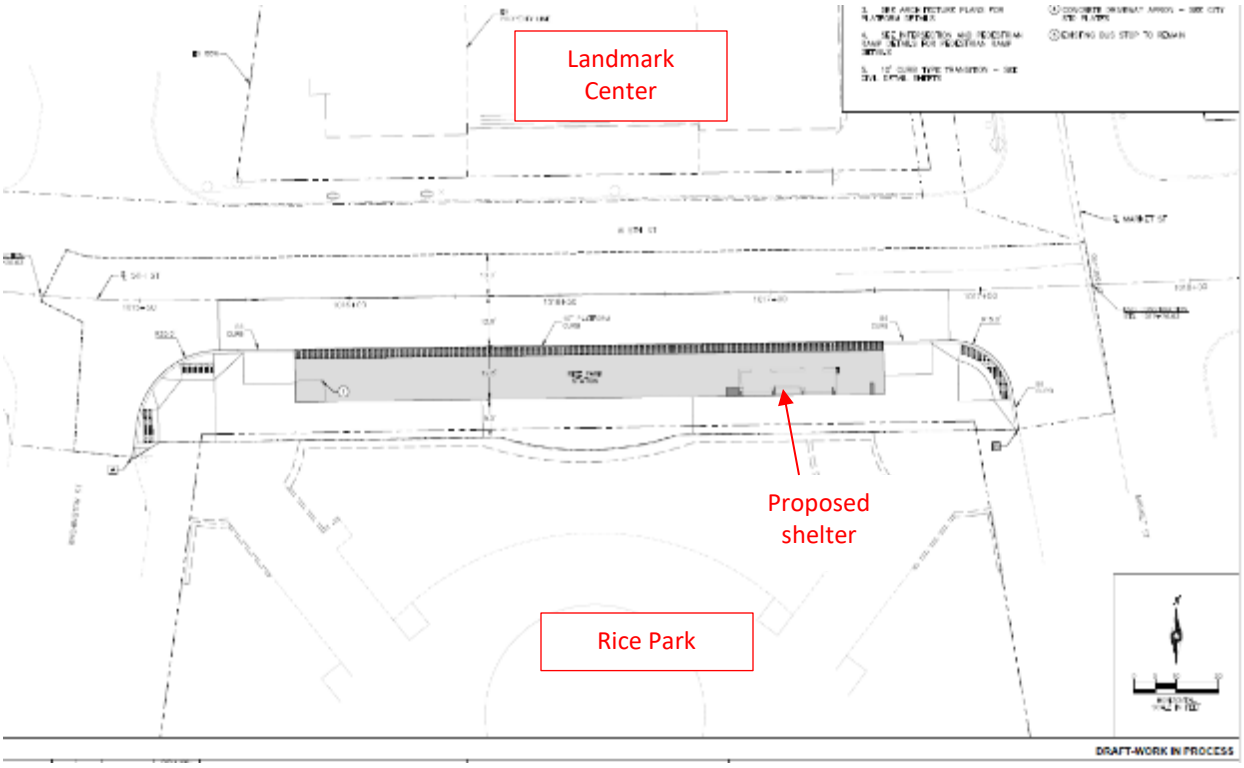


Figure 66. Detail from plan sheet DT59 showing the Rice Park Station.

The design of the Rice Park and Hamm Plaza stations are distinguishable as new elements and, due to the minor size and scale of the stations compared to the historic district and the large buildings that contribute to it, the Project elements will not overwhelm or become dominant elements in the RPHD and are appropriate in scale, size, and massing, which is in keeping with the SOI Standards. The placement of the Rice Park Station in the northeast corner of the park helps to minimize any visual obstruction between the park and the contributing Landmark Center's primary façade. The Hamm Plaza Station is only visible from one contributing resource in the historic district—the Landmark Center. Since the Hamm Plaza Station is replacing an extant station and the new station elements are outside the historic district, it will only have a nominal effect on the setting of the historic district. Though specific materials and finishes for the shelter, platform, and amenities are still under development, MnDOT CRU has recommended that these details be kept simple and minimal as possible. Due to the size and scale of the historic district and the large buildings that comprise it, minor details such as the shelter's finishes pose minimal potential to adversely affect the historic district. However, review of shelter finishes at the 90% design stage continues to be recommend to ensure shelters meet SOI Standards.

Finding of Effect at 60% Design: No Adverse Effect with Conditions

Based on review of the 60% plans and MnDOT CRU's recommendations, FTA finds that the Project will have **No Adverse Effect** on RPHD if certain conditions are placed on the Project. The conditions have changed from those included in the *Assessment of Effects* report prepared at 30% design. The stations in and adjacent to the RPHD will replace existing bus shelters in approximately the same location and use the smallest shelter type. As conditioned, the Project will not alter the characteristics that qualify the

RPHD for inclusion in the NRHP or adversely affect the location, design, material, workmanship, setting, feeling, and association of the historic district.

The finding of No Adverse Effect is dependent upon the following condition being placed on the Project:

- Shelter finishes are reviewed with consulting parties at the 90% design stage to ensure the meet the SOI Standards.

U.S. Post Office, Court House and Customs House (Landmark Center; RA-SPC-5266)

109 West 5th Street, Saint Paul

Finding of Effect at 30% Design: No Adverse Effect based on the condition that:

- The Hamm Plaza and Rice Park stations are designed to SOI Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- Review of future plans occurs to determine if a CPPHP is warranted.

Narrative Description and Historic Significance

Constructed between 1892 and 1902, U.S. Post Office, Court House, and Customs House (now better known as Landmark Center) is an iconic, five-story, Chateauesque style building with Romanesque and Renaissance Revival influences that occupies a trapezoidal shaped block bounded by 5th, Market, 6th, and Washington Streets in downtown Saint Paul (Figure 67). Designed by Willoughby J. Edbrooke, Supervising Architect as the U.S. Treasury Department, the building features multiple bay, turrets and towers faced with brownish-gray granite and has a red tile roof with copper footing on its turrets. The building has deeply recessed windows set in rectangular and round-arched openings. The main entrances are located on the north and south elevations. The 5th Street entrance is set under a slender, 150' tall tower. The 6th Street entrance is set under a larger, but slightly shorter tower.

The Landmark Center is listed in the NRHP under Criterion C in the areas of Architecture and Engineering for its significance as an excellent example of federal building architecture at the turn of the 20th century. Its period of significance is 1892–1902, which encompasses the period of the building's construction. Its character-defining features include its architectural design, irregular footprint, stone façade, steeply pitched red tile hipped roof, round corner turrets with conical roofs, mismatched facades, north and south towers with arcaded entries and grand stairways, round arched and rectangular window openings, ver de gris details, the five-story courtyard with skylight, rooms with 20'-

high ceilings, and marble and carved mahogany interior finishes.[8] Overall, Landmark Center retains sufficient integrity to convey its significance. The Landmark Center is also a contributing property to the RPHD (Figure 68).

Figure 67. Landmark Center, facing north-northwest.

[8] Landmark Center, "History," https://www.landmarkcenter.org/history/ (accessed April 1, 2020); John R. Ferguson, "Old Federal Courts Building, St. Paul, Minnesota," National Register of Historic Places Inventory – Nomination Form, prepared by Minnesota Historical Society (1969), available at https://npgallery.nps.gov/NRHP/AssetDetail?assetID=3ca50321-6ad8-4fa4-8eaf-c5d0a9165df7.

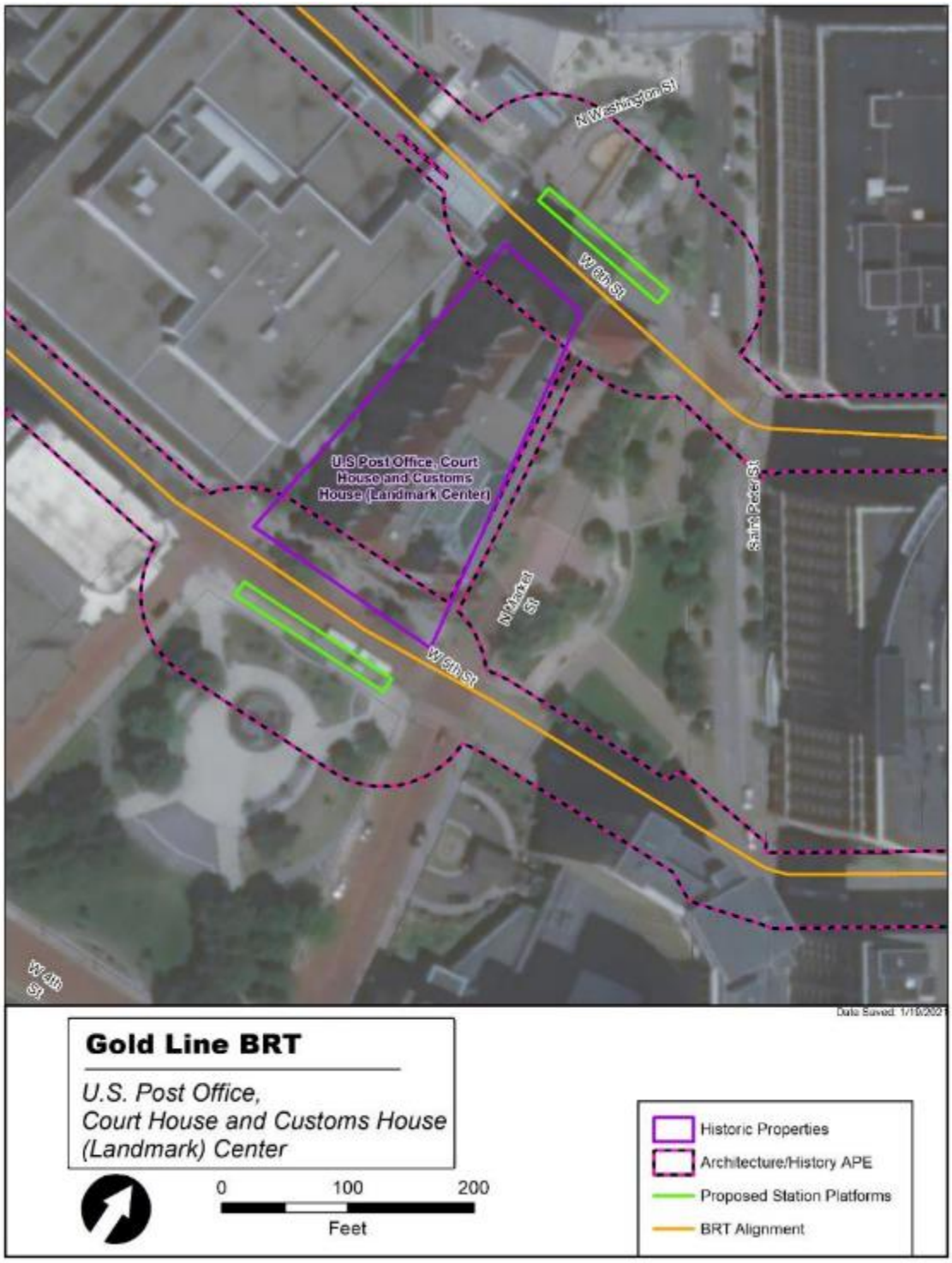


Figure 68. Landmark Center map.

Existing conditions: The Landmark Center is bounded by 5th and 6th streets to the south and north; and Market and Washington streets to the east and west, respectively. The roadways, sidewalks, curbs, and other infrastructure surrounding the Landmark Center have been rebuilt and reconstructed multiple times. The sidewalks adjacent to the building contain replacement globular street light fixtures, ADA ramps, above-ground electrical cabinets, and typical pedestrian amenities. To the north of the Landmark Center, across 6th Street, there is an existing 13' x 6' bus shelter, sidewalks with ADA ramps at the corners, the portion of Market Street between 6th Street and Saint Peter Street, and a triangular island (Figure 69). To the south of Landmark Center is Rice Park. The northern edge of Rice Park, directly across the street from Landmark Center, there is a sidewalk with ADA ramps and a bus shelter, located to the east (Figure 70).

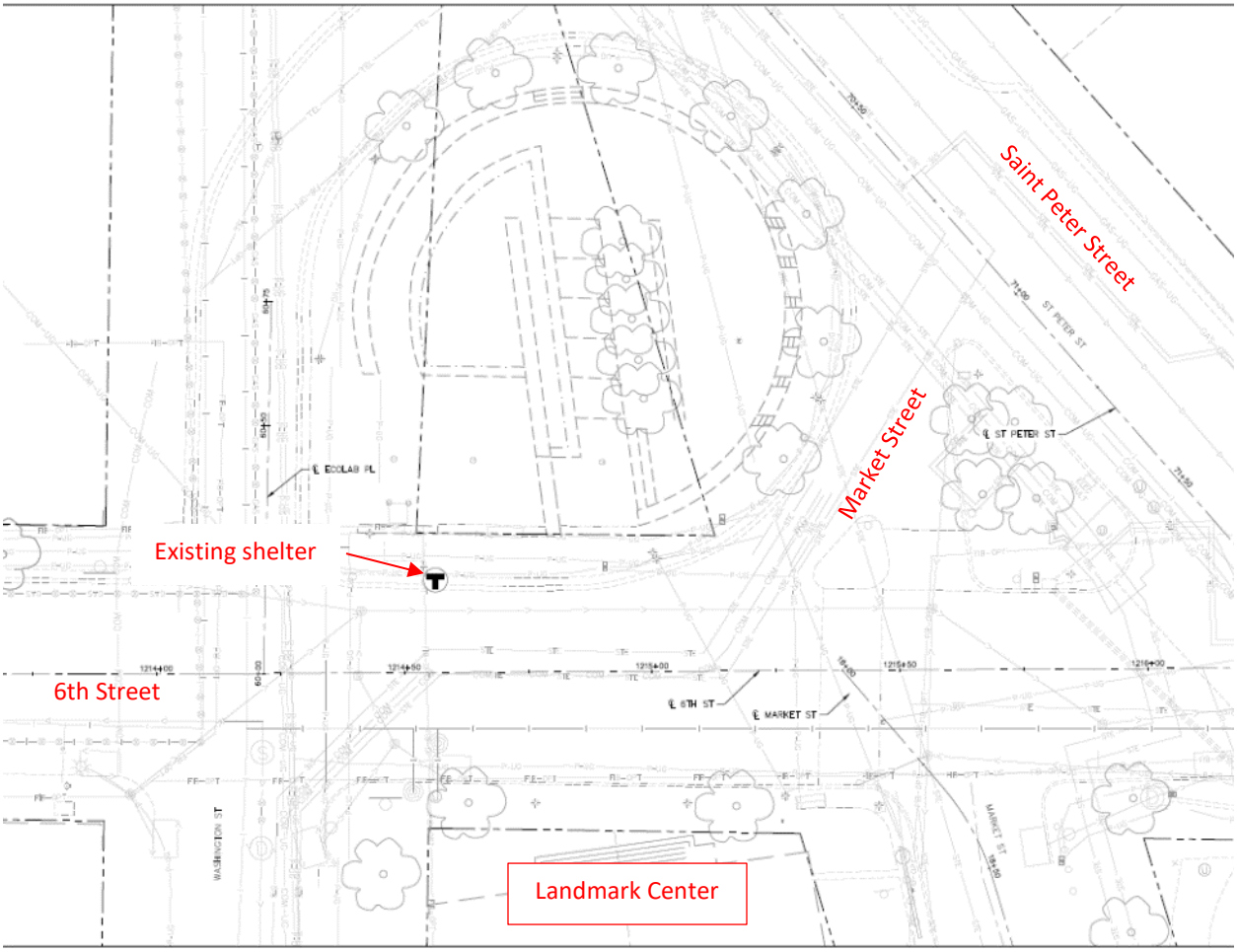


Figure 69. Annotated detail from plan sheet DT188 showing existing conditions at the north side of Landmark Center.

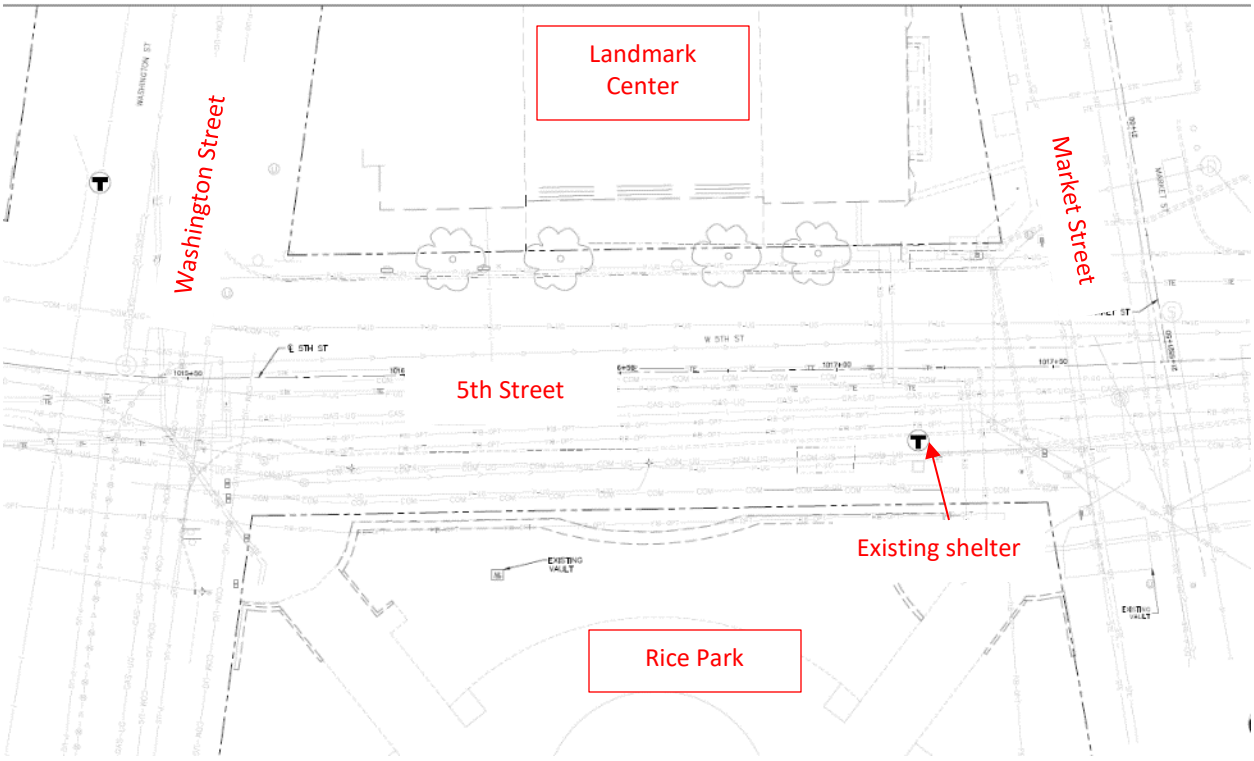


Figure 70. Annotated detail from plan sheet DT57 showing the existing conditions at the southern end of Landmark Center.

Design updates: There are no substantive changes in the 60% design for the bus routes on 5th and 6th streets, the closure of Market Street and the nominal traffic volume differences the closure will cause, and the locations of the Hamm Plaza and Rice Park stations; therefore, the review of those elements at the 30% stage remains valid. The 60% plans provide details on the designs of the Hamm Plaza and Rice Park stations. The siting and size of shelters and location of amenities at the Rice Park and Hamm Plaza stations were updated at the 60% design stage in response to MnDOT CRU and consulting party feedback provided at the Section 106 advanced design meeting in April 2020.

No work is proposed on the block where the Landmark Center is located. As designed in the 60% plans, the Project would not physically affect the Landmark Center. Since both stations are located across the street from the building, and the work consists of essentially in-kind infrastructure replacement, there are no construction-related concerns from noise or vibration. As such, a CPPHP is not warranted.

To the north, between Ecolab Plaza and Saint Peter Street, the existing bus shelter, sidewalks, curbs, ADA ramps and a portion of a wall within Hamm Plaza will be removed (Figure 71). A Type 2 shelter (see Section 2, above) will be installed slightly to the east of the extant bus shelter, and there will be a 140'-long platform running along 6th Street, including over the current location of Market Street between 6th Street and Saint Peter Street. Three new benches with a railing behind them (due to grading changes) will be installed towards the eastern end of the platform. Other associated site work includes

in-kind sidewalk, ADA ramps, and curbs and gutter replacement. The extant trees in Hamm Plaza will remain (Figure 72).

Figure 71. Proposed layout for Hamm Plaza Station. Metro Transit prepared roll plot, dated September 2020.

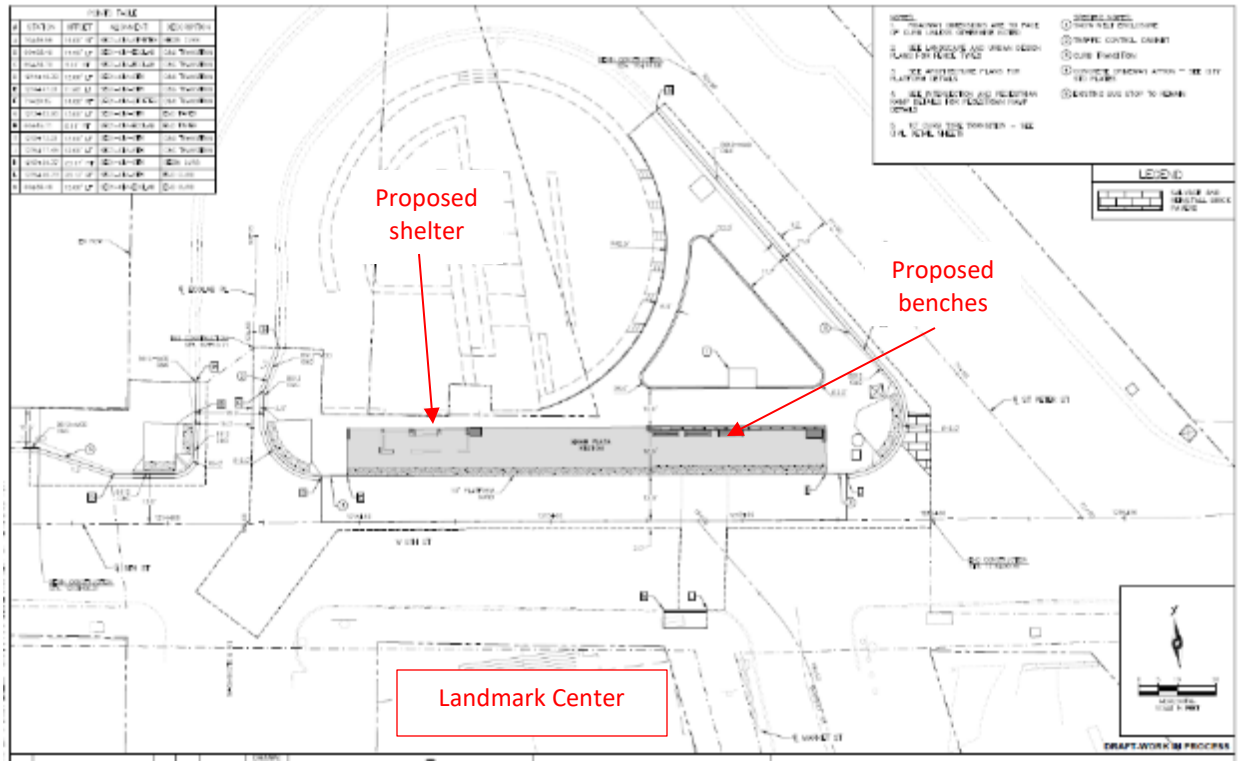


Figure 72. Annotated plan sheet DT190 showing Hamm Plaza Station proposed layout. Note the closure of Market Street between 6th Street and Saint Peter Street with proposed sidewalks and Station amenities.

For the Rice Park Station, between Washington and Market streets, the existing 13’ x 6’ bus shelter, sidewalks, curbs, and ADA ramps will be removed; an existing non-historic bench wall separating the sidewalk from Rice Park will be retained. A Type 2 shelter (see Section 2, above) will be installed slightly to the east of the extant bus shelter, and there will be a 140’-long platform running along 5th Street (Figure 73 and Figure 74). Other associated site work includes in-kind sidewalk, ADA ramps, and curb and gutter replacement.

Overall, introduction of the stations will not change the character, use, or overall integrity of the Landmark Center. Though specific materials and finishes for the shelters, platforms, and amenities are still under development, MnDOT CRU has recommended that these details be kept simple and minimal as possible. Although the shelter’s finishes pose minimal potential to adversely affect the historic property, review of shelter finishes continues to be recommended at the 90% design stage to ensure shelters meet SOI Standards.

Figure 73. Proposed layout of the Rice Park Station. Metro Transit prepared roll plot, dated September 2020.

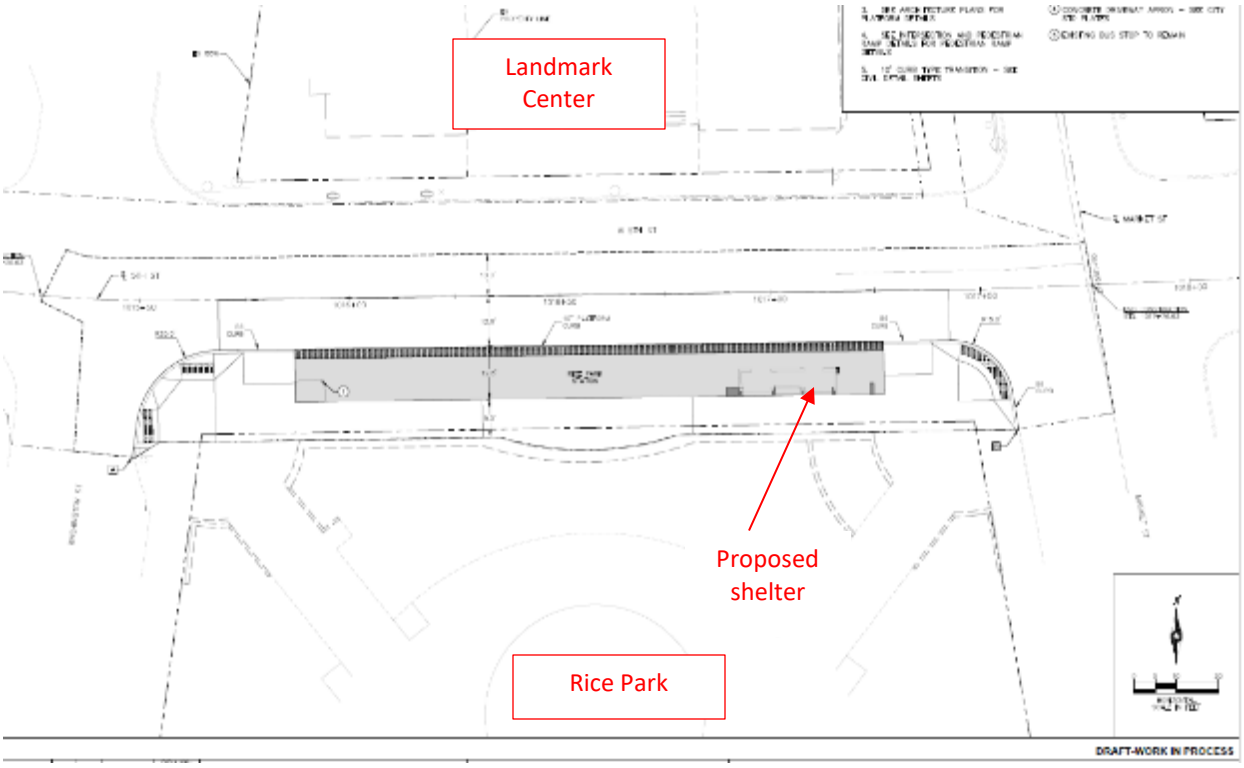


Figure 74. Annotated detail from plan sheet DT59 showing the Rice Park Station, including location of the proposed shelter.

Finding of Effect at 60% Design: No Adverse Effect with Conditions

Based on review of the 60% plans and MnDOT CRU's recommendations, FTA finds that the Project will have **No Adverse Effect** on the Landmark Center if certain conditions are placed on the Project. The conditions have changed from those included in the *Assessment of Effects* report prepared at 30% design. The historic property will not be physically affected by the Project. Although the Hamm Plaza Station and the Rice Park Station are anticipated to be visible from the historic property, any alterations to the viewshed and the building's setting will be minor. Due to the distance from the Landmark Center, the minor size and scale of the Hamm Plaza Station and the Rice Park Station compared to the massive building, and the relatively in-kind nature of the proposed work, the Project, as conditioned, will not alter any of the characteristics that qualify the historic property for inclusion in the National Register or diminish the historic property's integrity of location, design, setting, materials, workmanship, feeling, or association.

The finding of No Adverse Effect is dependent upon the following condition being placed on the Project:

- Shelter finishes are reviewed with consulting parties at the 90% design stage to ensure they meet the SOI Standards.

Hamm Building (RA-SPC-3495)

408 Saint Peter Street, Saint Paul

Finding of Effect at 30% Design: No Adverse Effect based on the condition that:

- The Hamm Plaza Station is designed to SOI Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA
- Review of future plans to determine if a CPPHP is warranted.

Narrative Description and Historic Significance

Constructed in 1915–1920, the Hamm Building is a six-story, Renaissance Revival style commercial building located on the northeast corner of 6th and Saint Peter streets in downtown Saint Paul (Figure 75 and Figure 76). Designed by Saint Paul architects Toltz, King, & Day, the building has a steel girder and beam structural system and is faced with structural cream-colored terra cotta tile with a pulsichrome finish, which was specifically developed for use in the Hamm Building.

The Hamm Building is listed in the NRHP under Criterion C in the area of Architecture. It is significant for its use of the "skyscraper" method of construction, for the application of decorative terra cotta cladding on all of its major facades, and for its use of "pulsichrome" glaze. The property's period of significance is 1915–1920, which encompasses the length of the building's construction. The character-defining features of the building includes its Renaissance Revival design with Classical motifs, and the pulsichrome glaze used on the exterior terra cotta tiles. Another significant feature is its steel framework, which was rare at the time of the building's construction, and allowed for flexibility in design, reduced building costs, and improved capacity while reducing vibration.[9] Overall, the Hamm Building retains sufficient integrity to convey its significance.

[9] Gabrielle Bourgerie, "Hamm Building," National Register of Historic Places Registration Form, prepared by Oertel Architects (1997), available at https://npgallery.nps.gov/NRHP/AssetDetail?assetID=e57f6eb7-01e2-44c9-a357-2f1bab7ad661.

Figure 75. Hamm Building, facing north-northeast.

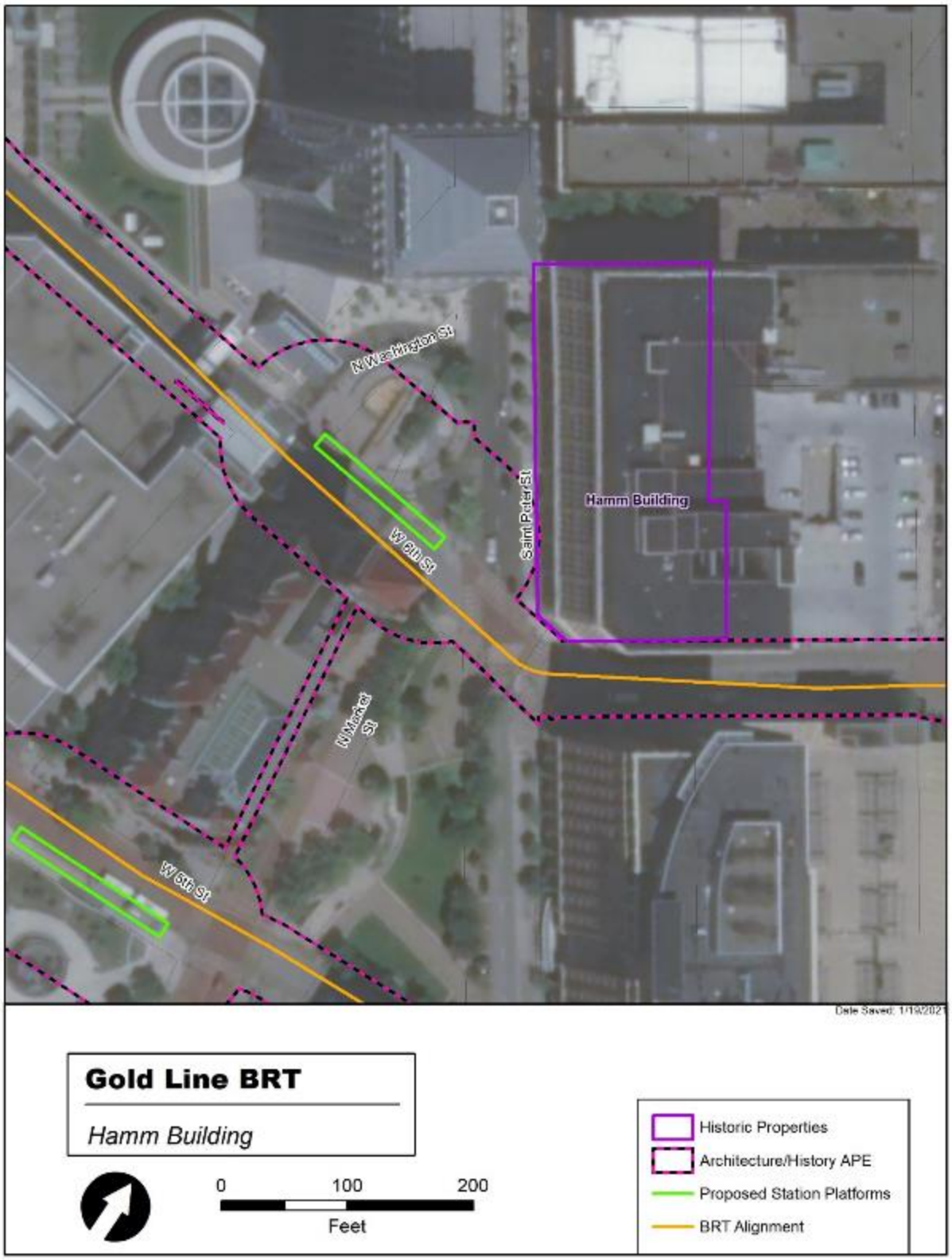


Figure 76. Hamm Building map.

Existing conditions: The Hamm Building is bounded by Saint Peter Street on the west, West 7th Place on the north, 6th Street on the south, and a parking lot and building to the east. Directly west of the building across Saint Peter Street is the Hamm Plaza, which includes an existing bus shelter, sidewalks with ADA ramps at the corners, for the portion of Market Street between 6th Street and Saint Peter Street, and a triangular island at the corner between Market Street and Saint Peter Street.

Design updates: There are no substantive changes in the 60% design for the bus routes on 6th Street, the closure of Market Street and the nominal traffic volume differences the closure will cause, and the Hamm Plaza Station location; therefore, the review of those elements at the 30% stage remains valid.

No work is proposed on the block where the Hamm Building is located. As designed in the 60% plans, the Project would not physically affect the Hamm Building. Since the Hamm Plaza Station is located across the street from the building, and the work consists of essentially in-kind infrastructure replacement, there are no construction-related concerns from noise or vibration. As such, a CPPHP is not warranted.

To the west of the Hamm Building, along the south side of 6th Street between Ecolab Plaza and Saint Peter Street, the existing bus shelter, sidewalks, curbs, ADA ramps and a portion of a wall within Hamm Plaza will be removed (Figure 77). A Type 2 shelter (see description above) will be installed slightly to the east of the extant bus shelter, and there will be a 140'-long platform running along 6th Street, including over the current location of Market Street between 6th Street and Saint Peter Street. Three new benches with a railing behind them (due to grading changes) will be installed towards the eastern end of the platform. Other associated site work includes in-kind sidewalks, ADA ramps, and curb and gutter replacement. The extant trees in Hamm Plaza will remain (Figure 78). Though specific materials and finishes for the shelter, platform, and amenities are still under development, MnDOT CRU has recommended that these details be kept simple and minimalistic. Although the shelter's finishes pose minimal potential to adversely affect the historic property due to the distance of the shelter from the Hamm Building, review of shelter finishes continues to be recommended at the 90% design stage to ensure shelters meet the SOI Standards.

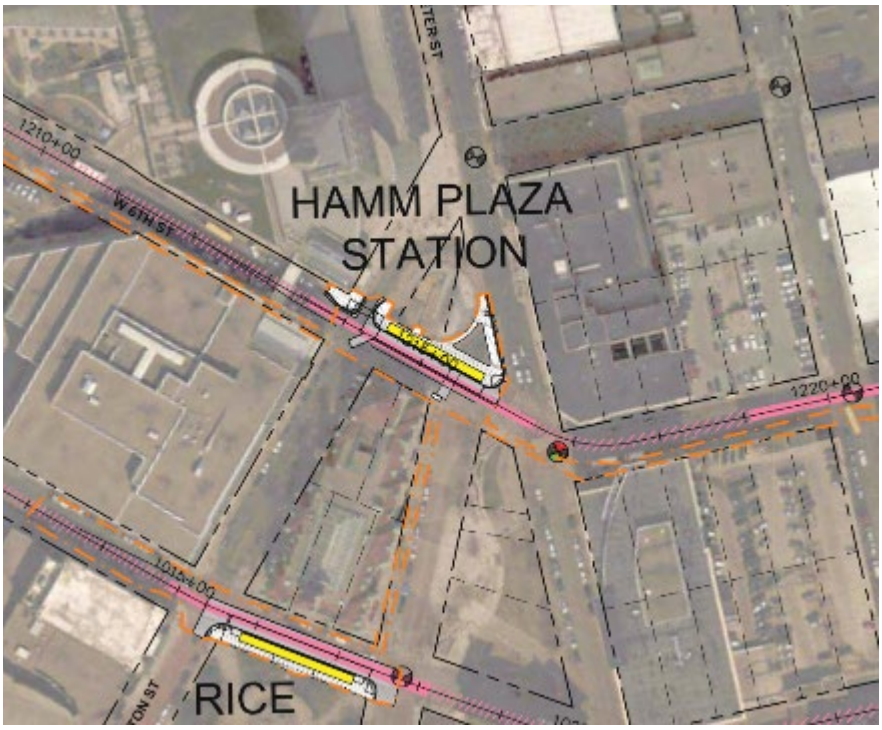


Figure 77. Hamm Plaza Station. Metro Transit prepared roll plot, dated September 2020.

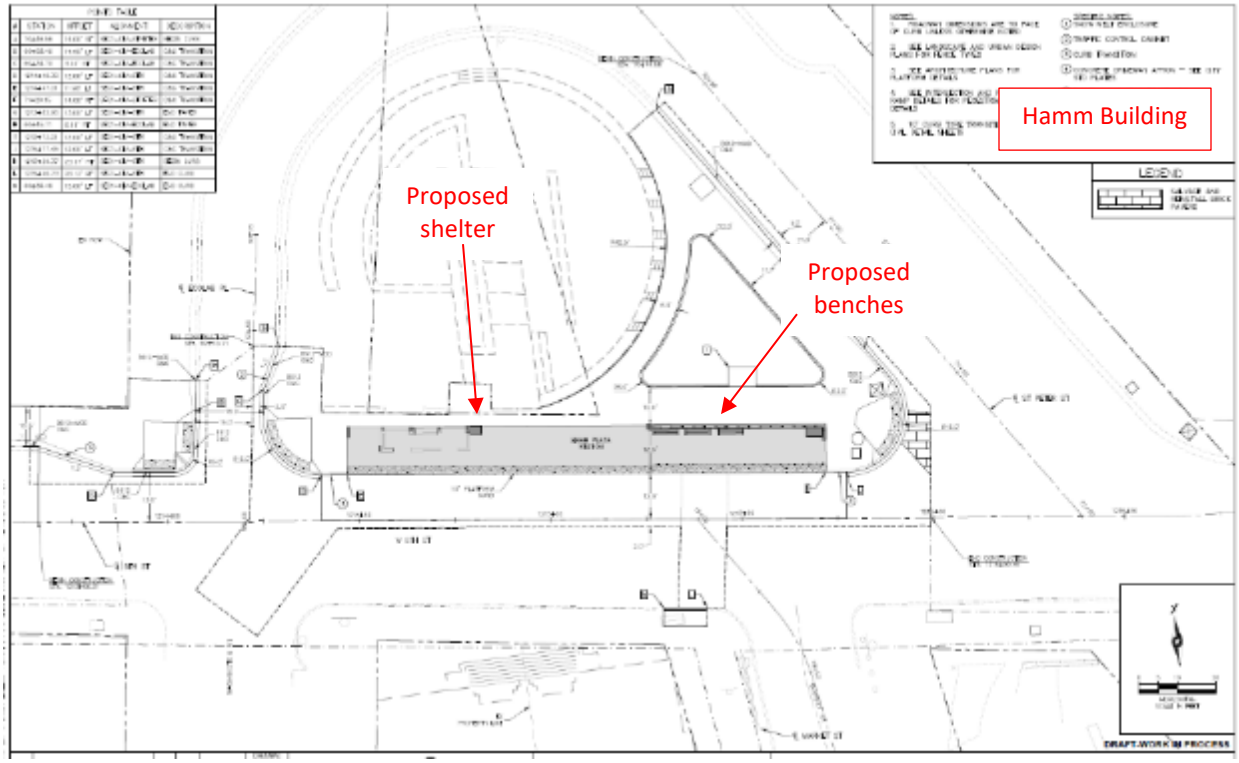


Figure 78. Annotated plan sheet DT190 showing Hamm Plaza Station.

Finding of Effect at 60% Design: No Adverse Effect with Conditions

Based on review of the 60% plans and MnDOT CRU's recommendations, FTA finds that the Project will have **No Adverse Effect** on the Hamm Building if certain conditions are placed on the Project. The conditions have changed from those included in the *Assessment of Effects* report prepared at 30% design. The historic property would not be physically affected by the Project. Due to the distance from the Hamm Building, the minor size and scale of the Hamm Plaza Station compared to the massive building, and the relatively in-kind nature of the proposed work, the Project, as conditioned, will not alter any of the characteristics that qualify the historic property for inclusion in the National Register or diminish the historic property's integrity of location, design, setting, materials, workmanship, feeling, or association.

The finding of No Adverse Effect is dependent upon the following condition being placed on the Project:

- Shelter finishes are reviewed with consulting parties at the 90% design stage to ensure they meet the SOI Standards.

Project Determination of Effect

Based on the results of the assessment of effect analysis of the Project's 60% plans conducted by MnDOT CRU as outlined in the PA and as summarized in Table 2, FTA has found that the Project will result in:

- No Adverse Effect on three (3) historic properties and
- No Adverse Effects with conditions on nine (9) historic properties.

Therefore, FTA has determined, based on the Project's 60% plans and recommendations from MnDOT's CRU, that the undertaking will have No Adverse Effect on historic properties if certain conditions are placed on the Project. Appropriate measures identified in the findings to minimize and avoid adverse effects will be documented and monitored in accordance with the Project PA and coordinated with the Gold Line Office.

If additional historic properties should be identified, or if effects are reassessed per the terms of the PA, FTA will consult with the MnSHPO and other consulting parties per the terms of the PA to consider measures to avoid, minimize, and/or mitigate any adverse effects. Additionally, if unanticipated damage due to construction occurs, the Project will follow the provisions set forth in Stipulation VII.A.ii of the PA.

Table 2. Summary of Effects Findings

Inventory No.	Property Name	Address	Effect Finding 30%	Effect Finding 60%
RA-MWC-0010	3M Center	2301 McKnight Road	No Adverse Effect with conditions	No Adverse Effect with conditions
RA-SPC-8465	Grace Lutheran Church	1730 Old Hudson Road	No Adverse Effect	No Change
RA-SPC-8497	Johnson Parkway	N/A Johnson Parkway	No Adverse Effect with conditions	No Adverse Effect
RA-SPC-4693	Giesen-Hauser House / Peter & Mary Giesen House	827 Mound Street	No Adverse Effect	No Change
RA-SPC-2284	Texas Company Service Station	847 Hudson Road	No Adverse Effect with conditions	No Adverse Effect with conditions
RA-SPC-2481, RA-SPC-5204	Bell-Weber House	661 East 3rd Street	No Adverse Effect with conditions	Not re-assessed; removed from the APE at 60%
RA-SPC-2491, RA-SPC-5208	Frederick Reinecker House #1	702 East 3rd Street	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-2490, RA-SPC-5207	Frederick Reinecker House #2	700 East 3rd Street	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-2040	Peter Bott House and Garage	326 Maria Avenue	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-2619, RA-SPC-5232	Tandy Row	668–674 East 4th Street	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-4580	LHD	Roughly bounded by Shepard Road and Kellogg Boulevard, and Broadway, 7th, and Sibley Streets	No Adverse Effect with conditions	No Adverse Effect with conditions

Inventory No.	Property Name	Address	Effect Finding 30%	Effect Finding 60%
RA-SPC-5225, RA-SPC-6907	Saint Paul Union Depot	214 East 4th Street (roughly bounded by Shepard Road and Wacouta, 4th and Sibley Streets	No Adverse Effect with conditions	Not re-assessed; removed from the APE at 60%
RA-SPC-5462	Finch Building	366 Wacouta Street	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-4518	Custom House	180 East Kellogg Boulevard	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-8364	URHD	Roughly bounded by Kellogg Boulevard and Wabasha, 6th and Jackson Streets	No Adverse Effect with conditions	No Adverse Effect with conditions
RA-SPC-1979	Merchants National Bank Building	366–368 Jackson Street	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-3167, RA-SPC-3169, RA-SPC-5223, RA-SPC-6903	Pioneer and Endicott Buildings and Endicott Arcade Addition (note, the two buildings are considered one property by the SHPO, and thusly are counted as one property within this addendum)	332 North Robert Street and 142 East 5th Street	No Adverse Effect to Pioneer and Endicott buildings; No Adverse Effect with conditions to Endicott Arcade Addition	No Adverse Effect with conditions
RA-SPC-3170	Manhattan Building	360 North Robert Street	No Adverse Effect with conditions	No Adverse Effect with conditions

Inventory No.	Property Name	Address	Effect Finding 30%	Effect Finding 60%
RA-SPC-3168, RA-SPC-4645,	First Farmers and Merchants Bank / First National Bank of St. Paul (First National Bank) Building	332 Minnesota Street	No Adverse Effect [10]	Not re-assessed; removed from the APE at 60%
RA-SPC-0050	Saint Paul Athletic Club	340 Cedar Street	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-5446, RA-SPC-8096	Osborn Building	370 North Wabasha Street	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-8907	MMLI Building	345 Cedar Street	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-5445	NSP Building	360 North Wabasha Street	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-5444	Germania Bank	6 West 5th Street	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-4580	RPHD	Roughly bounded by West 6th, Saint Peter and Washington Streets, and West Kellogg Boulevard	No Adverse Effect with conditions	No Adverse Effect with conditions
RA-SPC-5245	Saint Paul Public Library / James J. Hill Reference Library	80–90 West 4th Street	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-5266	U.S. Post Office, Court House and Customs House (Landmark Center)	75 West 5th Street	No Adverse Effect with conditions	No Adverse Effect with conditions

[10] In the *Assessment of Effects* report (November 2020), this property was incorrectly noted within Table 10 on page 132 as No Adverse Effect. The error has been corrected in the table above.

Inventory No.	Property Name	Address	Effect Finding 30%	Effect Finding 60%
RA-SPC-3493	Saint Paul Hotel	350 North Market Street	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-3495	Hamm Building	408 Saint Peter Street	No Adverse Effect with conditions	No Adverse Effect with conditions
RA-SPC-5360	New Palace Theatre / Saint Francis Hotel	1–33 West 7th Place, 435–437 North Wabasha Street	No Adverse Effect	Not re-assessed; removed from the APE at 60%
RA-SPC-11103	Saint Paul Auditorium	199 West 5th Street	No Adverse Effect	Not re-assessed; removed from the APE at 60%

References

Bourgerie, Gabrielle. “Hamm Building.” National Register of Historic Places Registration Form. Oertel Architects (1997). https://npgallery.nps.gov/NRHP/AssetDetail?assetID=e57f6eb7-01e2-44c9-a357-2f1bab7ad661.

Federal Transit Authority. “Rush Line Bus Rapid Transit Project: Section 106 Assessment of Effects and Determination of Effect for Historic Properties.” Minnesota Department of Transportation, November 23, 2020.

Ferguson, John R. “Old Federal Courts Building, St. Paul, Minnesota.” National Register of Historic Places Inventory – Nomination Form. Minnesota Historical Society, 1969. https://npgallery.nps.gov/NRHP/AssetDetail?assetID=3ca50321-6ad8-4fa4-8eaf-c5d0a9165df7.

Haider, Josh. Email Re: McKnight Bridge, to Katherine Haun Schuring, November 19, 2020.

Landmark Center. “History.” Accessed April 1, 2020. https://www.landmarkcenter.org/history/ .

Roberts, Norene A. “Manhattan Building.” National Register of Historic Places Registration Form. Historical Research, Inc., 1987. https://npgallery.nps.gov/NRHP/AssetDetail?assetID=e2f4d340-3e80-4b38-804d-61e4e7c1a679.

Zellie, Carole. “Texas Company Service Station (RA-SPC-2284).” Minnesota Architecture – History Individual Property Inventory Form. Landscape Research LLC, July 2018.

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Appendix A: Referenced plan sheets

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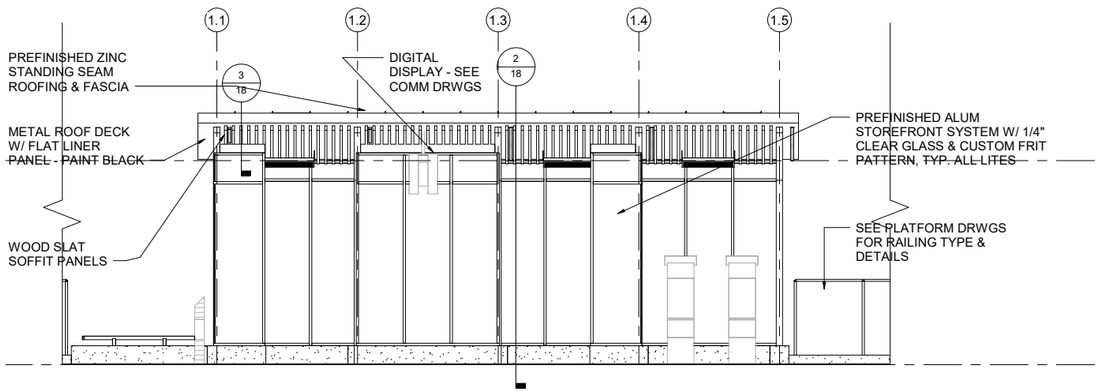

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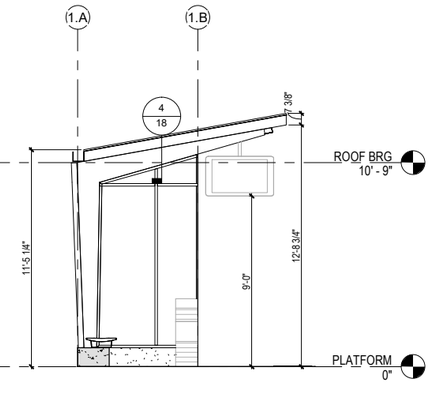

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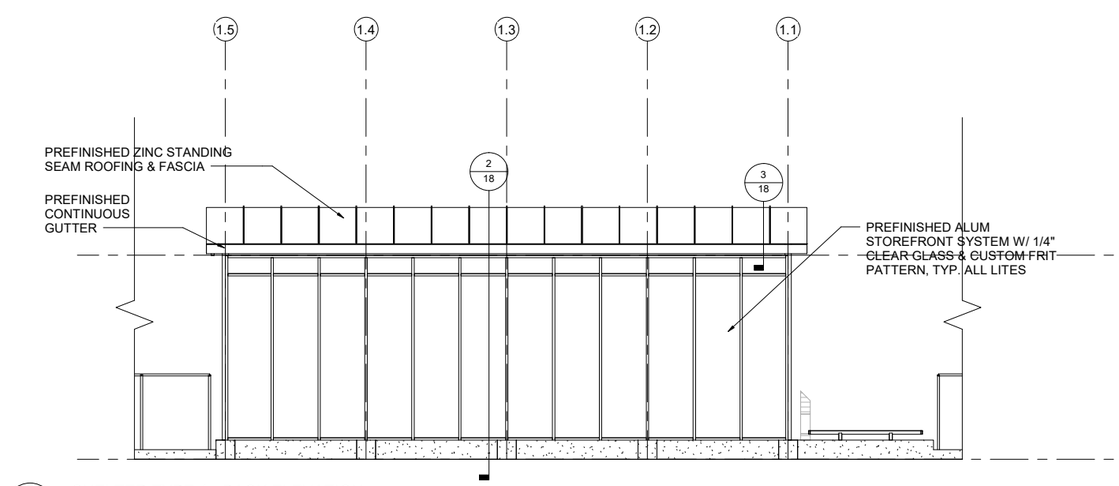

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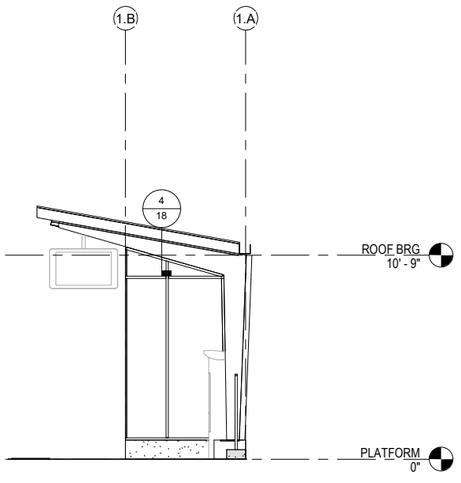


4 SHELTER TYPE 1 - SIDE ELEVATION B

1/4" = 1'-0"

SHELTER TYPE SCHEDULE

SHELTER TYPE 1:

UNION DEPOT & SIBLEY STREET STATION
6TH STREET & JACKSON STREET STATION
6TH SREET & MINNESOTA STREET STATION
SMITH AVENUE & 5TH STREET STATION
5TH STREET & CEDAR STREET STATION
5TH STREET & ROBERT STREET STATION
UNION DEPOT & WACOUTA STREET STEET STATION

DRAFT-WORK IN PROCESS

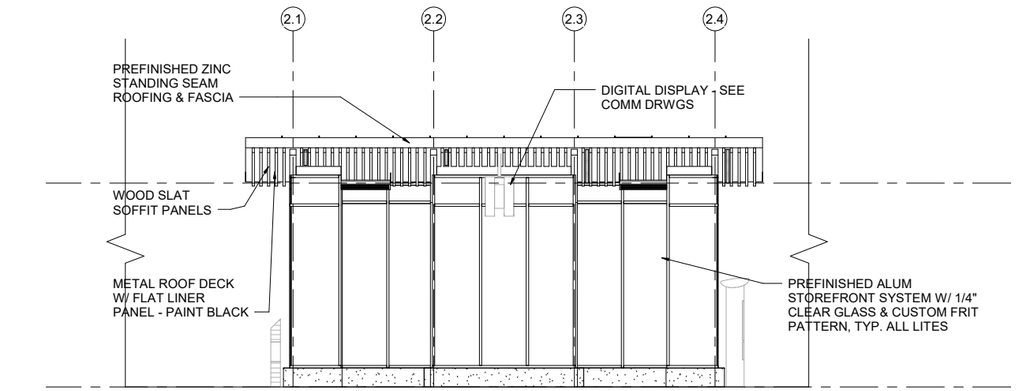
NO.	REVISIONS	BY	APP	DATE

DRAWN: Author
DESIGNED: Designer
CHECKED: Checker

Kimley»Horn
HDR
METROPOLITAN COUNCIL
METRO Gold Line
60% SUBMITTAL

SHELTER ELEVATION – TYPE 1

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)



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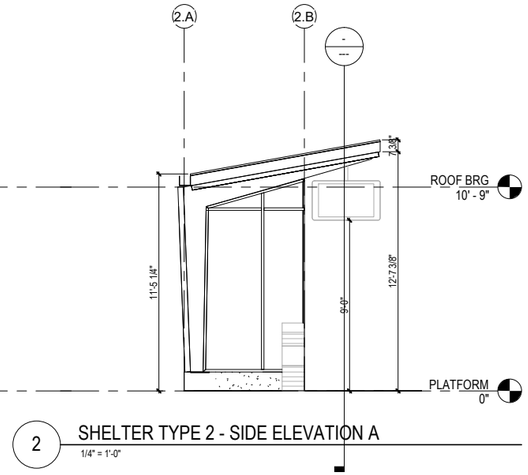

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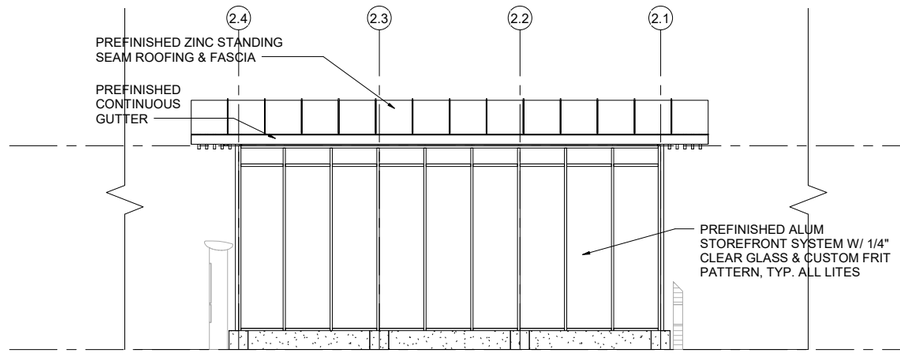

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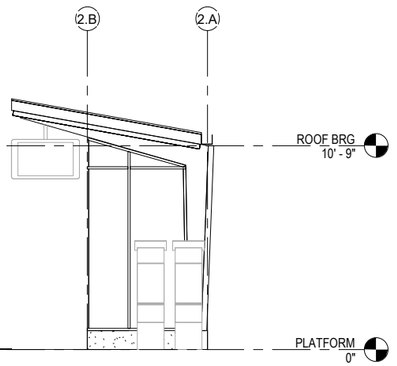

4 SHELTER TYPE 2 - SIDE ELEVATION B
1/4" = 1'-0"

SHELTER TYPE SCHEDULE

SHELTER TYPE 2:
HAMM PLAZA STATION
RICE PARK PARK

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN: Author
DESIGNED: Designer
CHECKED: Checker

Kimley»Horn · HDR · METROPOLITAN COUNCIL · METRO Gold Line

60% SUBMITTAL

SHELTER ELEVATION – TYPE 2

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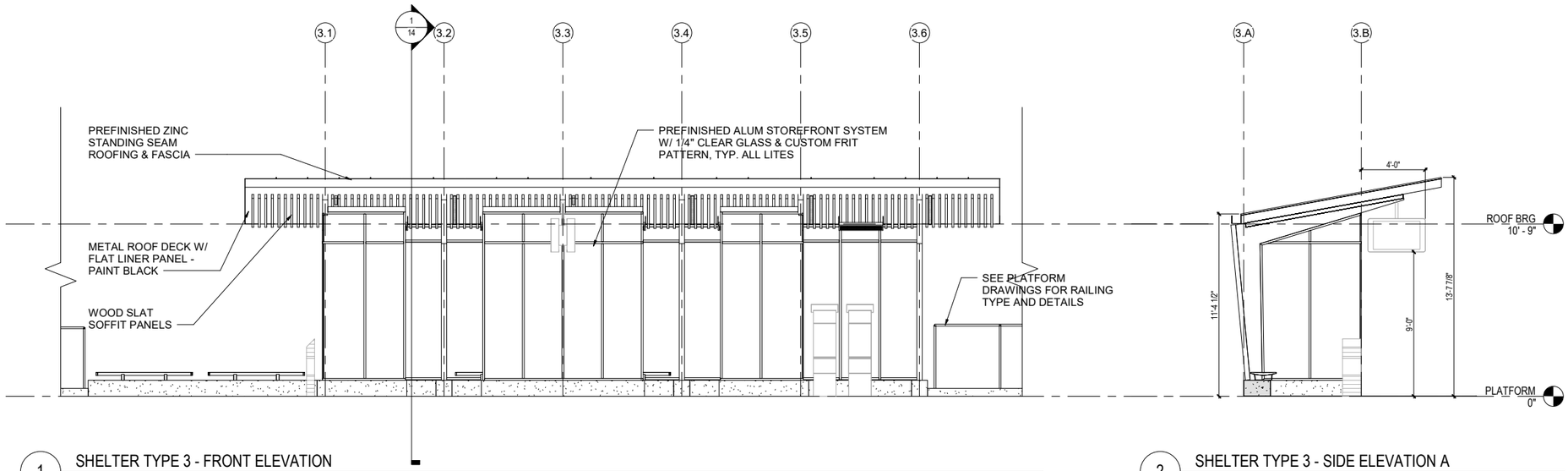

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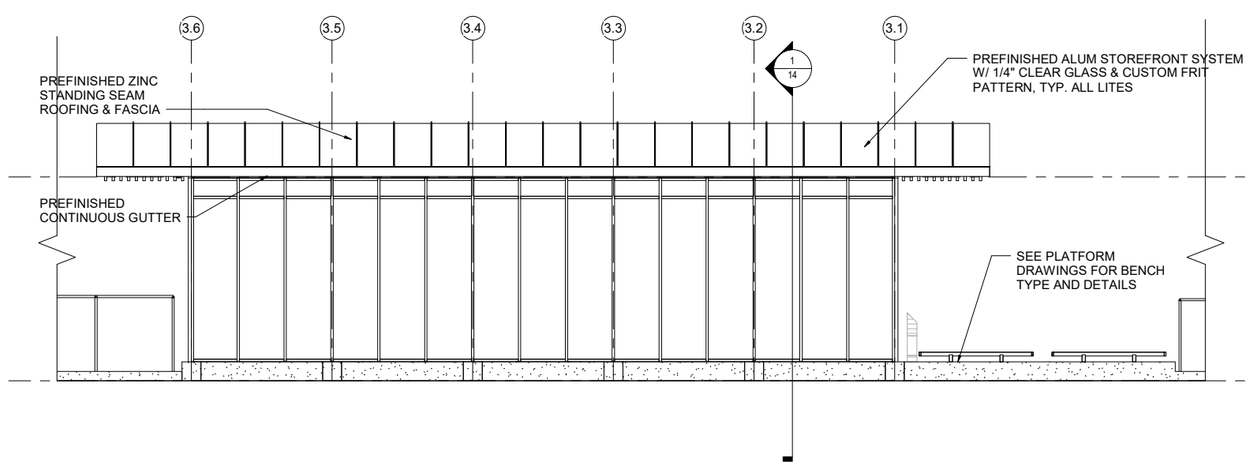

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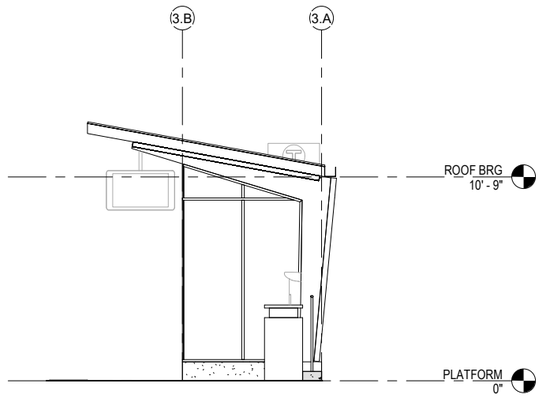


4 SHELTER TYPE 3 - SIDE ELEVATION B
1/4" = 1'-0"

SHELTER TYPE SCHEDULE

SHELTER 3:

MOUNDS BOULEVARD STATION	WB
EARL STREET STATION	EB
ETNA STREET STATION	EB&WB
HAZEL STREET STATION	EB&WB
MAPLEWOOD STATION	EB&WB
GREENWAY AVENUE STATION	EB&WB
HELMO AVENUE STATION	EB&WB
WOODBURY THEATER STATION	EB

DRAFT-WORK IN PROCESS

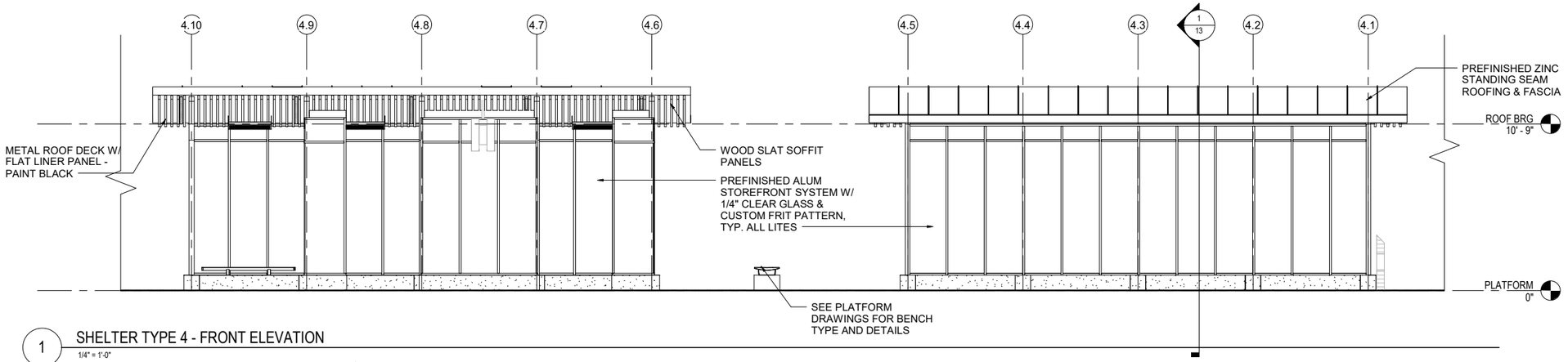
NO.	REVISIONS	BY	APP	DATE

DRAWN: Author
DESIGNED: Designer
CHECKED: Checker

Kimley»Horn
HDR
METROPOLITAN COUNCIL
METRO Gold Line
60% SUBMITTAL

SHELTER ELEVATION – TYPE 3

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)



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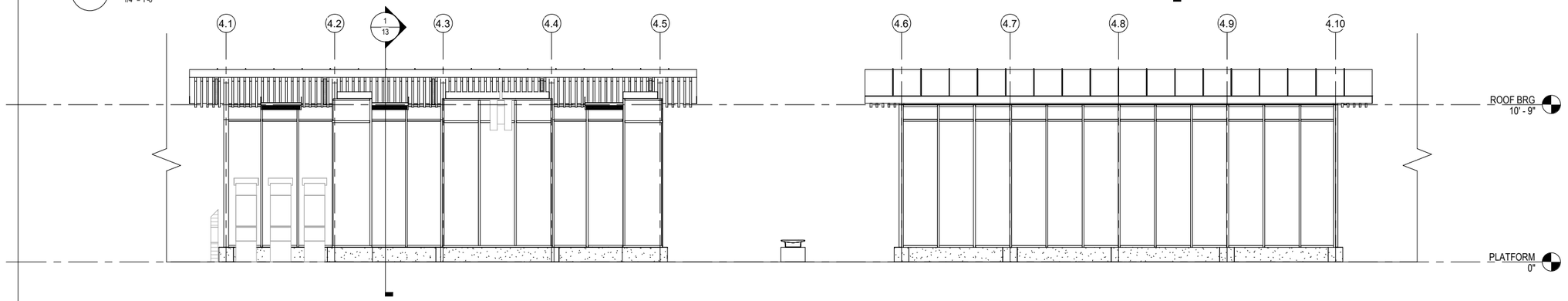

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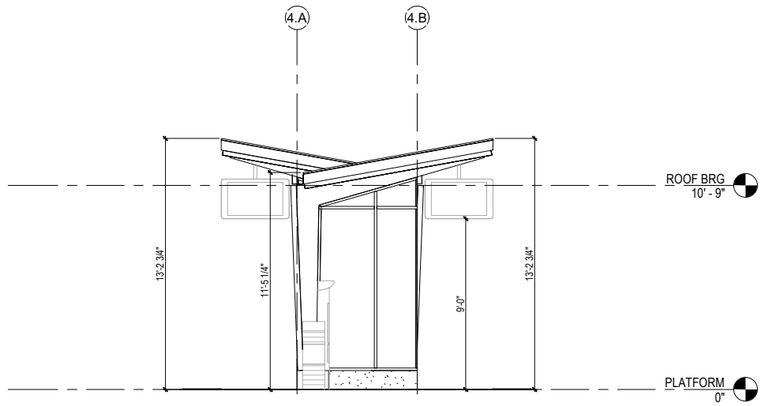

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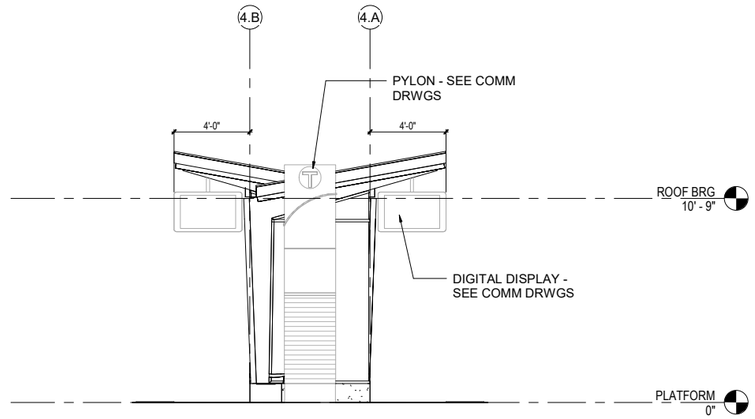


4 SHELTER TYPE 4 - SIDE ELEVATION B
1/4" = 1'-0"

SHELTER TYPE SCHEDULE

SHELTER 4:
SUN RAY STATION

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

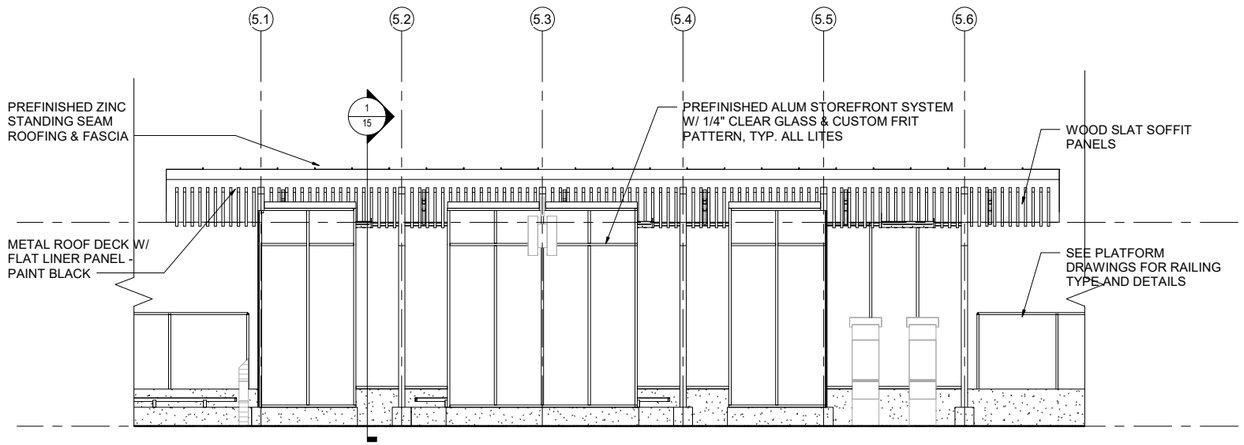
DRAWN: Author
DESIGNED: Designer
CHECKED: Checker

Kimley»Horn · HDR · METROPOLITAN COUNCIL · METRO Gold Line

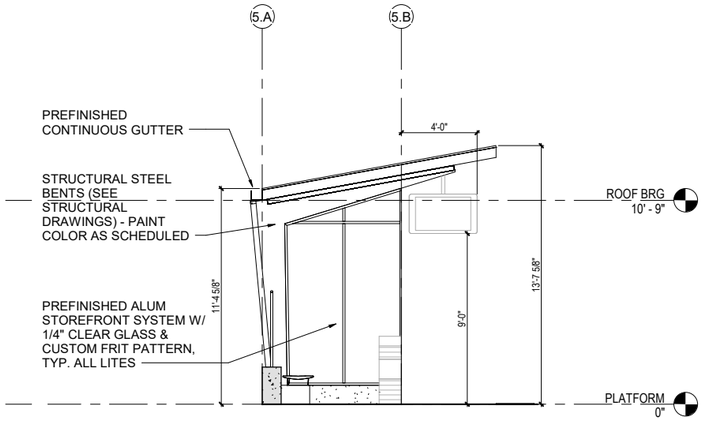
60% SUBMITTAL

SHELTER ELEVATIONS – TYPE 4

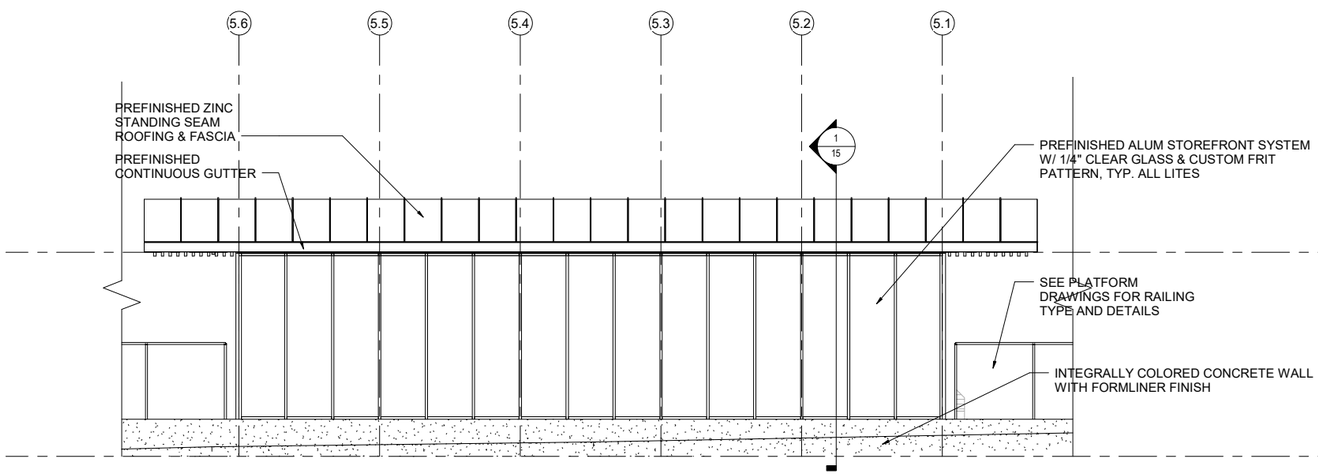
STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)



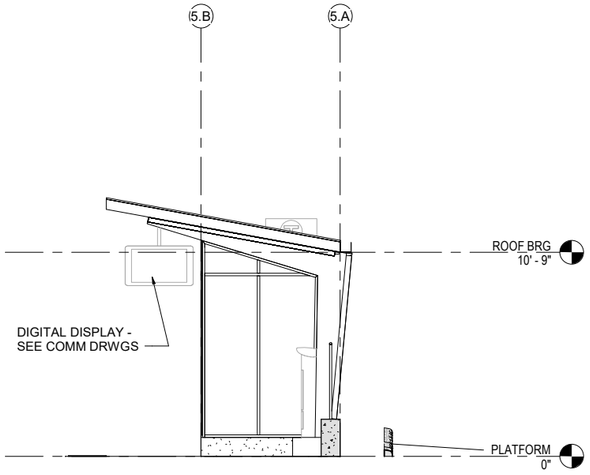
1 SHELTER TYPE 5 - FRONT ELEVATION
1/4" = 1'-0"



2 SHELTER TYPE 5 - SIDE ELEVATION A
1/4" = 1'-0"



3 SHELTER TYPE 5 - BACK ELEVATION
1/4" = 1'-0"



4 SHELTER TYPE 5 - SIDE ELEVATION B
1/4" = 1'-0"

SHELTER TYPE SCHEDULE

SHELTER TYPE 5:

MOUNDS BOULEVARD STATION	EB
EARL STREET STATION	WB
TAMARACK ROAD STATION	EB&WB

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN: Author
DESIGNED: Designer
CHECKED: Checker

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60% SUBMITTAL

SHELTER ELEVATION – TYPE 5

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)

NOTE: PLATFORM LAYOUT MAY VARY FROM THE PERSPECTIVE VIEW SHOWN. REFER TO 60% SUBMITTAL FOR PALTFORM LAYOUT BY STATION.

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NO.	REVISIONS	BY	APP	DATE

DRAWN: Author
DESIGNED: Designer
CHECKED: Checker

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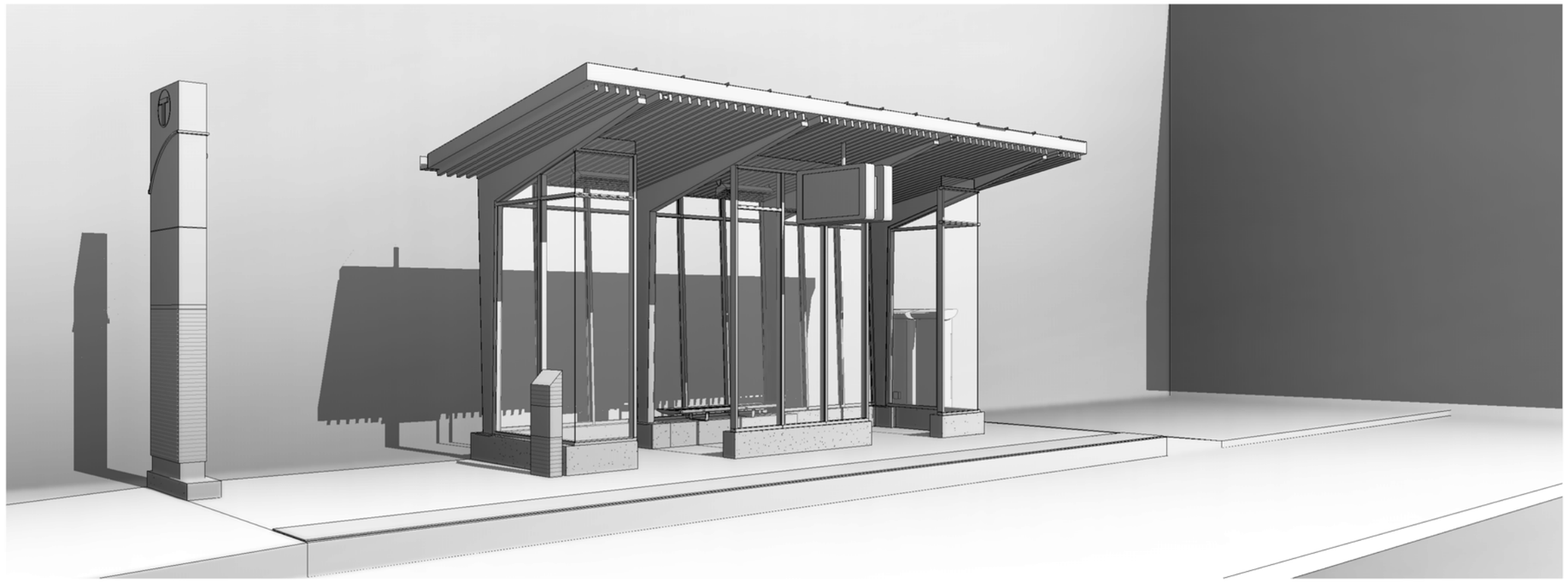
HDR
METROPOLITAN COUNCIL
METRO Gold Line
60% SUBMITTAL

SHELTER PERSPECTIVES – TYPE 1

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)



NOTE: PLATFORM LAYOUT MAY VARY FROM THE PERSPECTIVE VIEW SHOWN. REFER TO 60% SUBMITTAL FOR PALTFORM LAYOUT BY STATION.

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN: Author
DESIGNED: Designer
CHECKED: Checker

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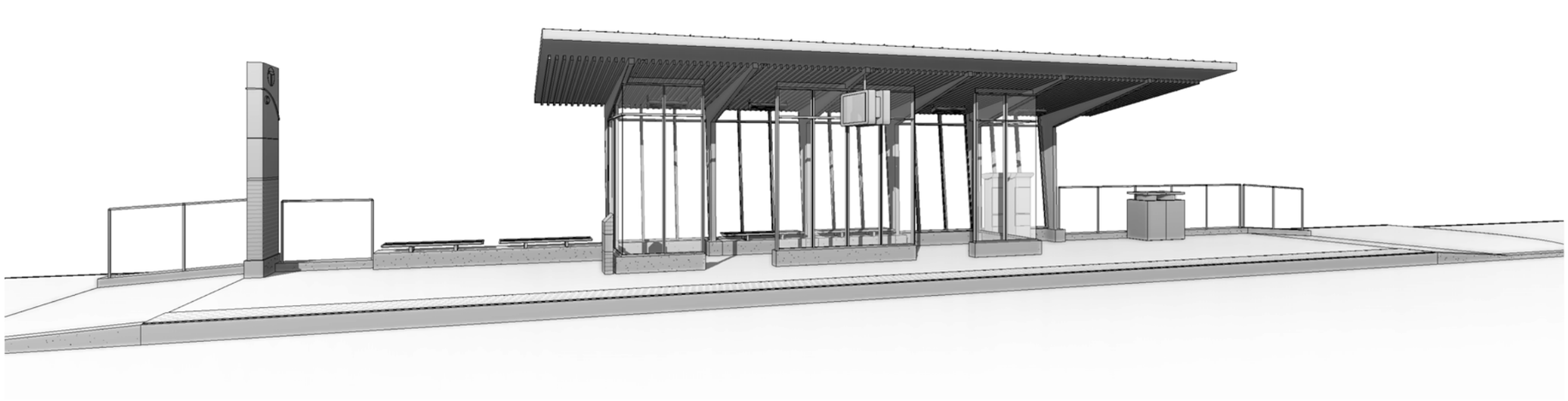
HDR
METROPOLITAN COUNCIL
METRO Gold Line
60% SUBMITTAL

SHELTER PERSPECTIVES – TYPE 2

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)



NOTE: PLATFORM LAYOUT MAY VARY FROM THE PERSPECTIVE VIEW SHOWN. REFER TO 60% SUBMITTAL FOR PALTFORM LAYOUT BY STATION.

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN: Author
DESIGNED: Designer
CHECKED: Checker

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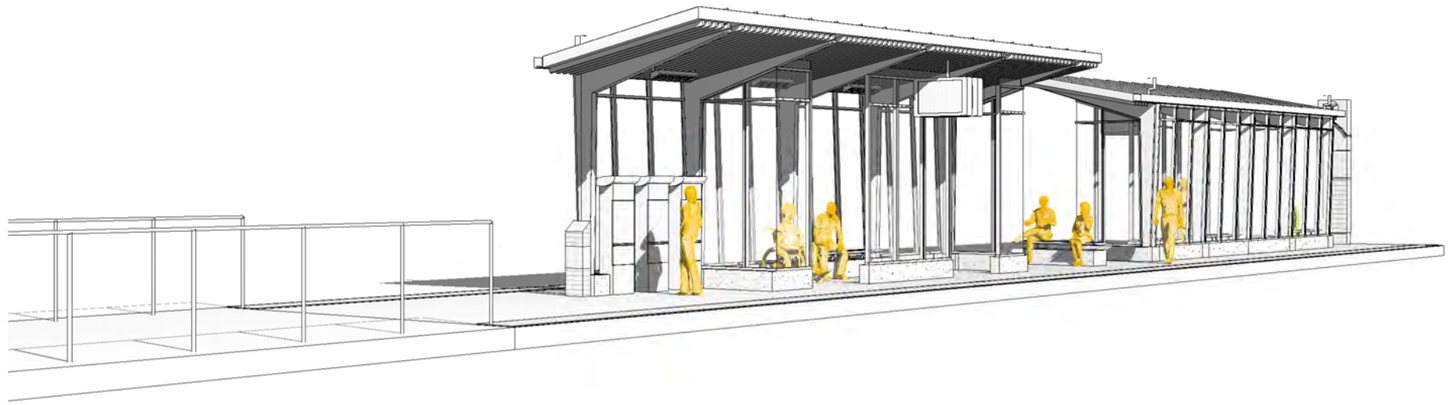
HDR
METROPOLITAN COUNCIL
METRO Gold Line
60% SUBMITTAL

SHELTER PERSPECTIVES – TYPE 3

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)



TYPE 4 - PERSPECTIVE

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN: Author
DESIGNED: Designer
CHECKED: Checker

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METROPOLITAN COUNCIL
METRO Gold Line
60% SUBMITTAL

SHELTER PERSPECTIVES – TYPE 4

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)

NOTE: PLATFORM LAYOUT MAY VARY FROM THE PERSPECTIVE VIEW SHOWN. REFER TO 60% SUBMITTAL FOR PALTFORM LAYOUT BY STATION.

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN: Author
DESIGNED: Designer
CHECKED: Checker

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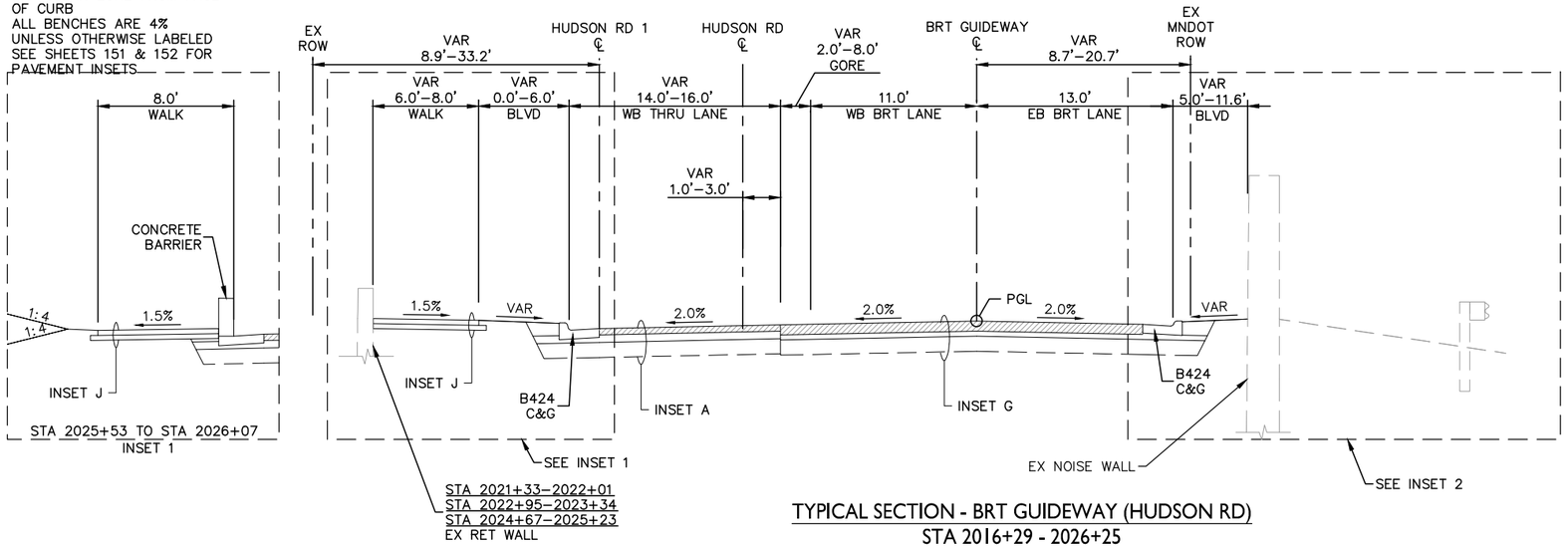
METRO Gold Line
60% SUBMITTAL

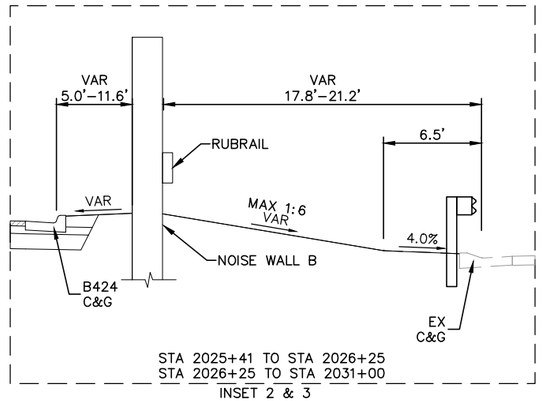
SHELTER PERSPECTIVES – TYPE 5

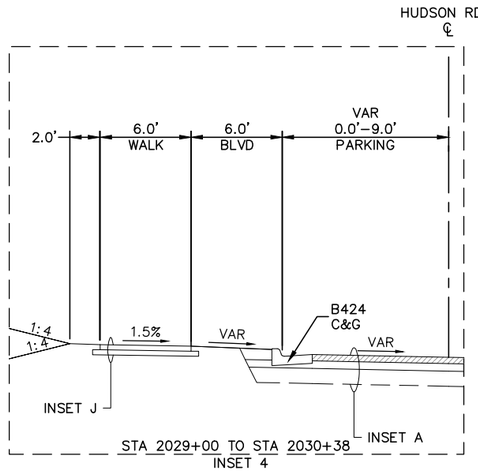
STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)

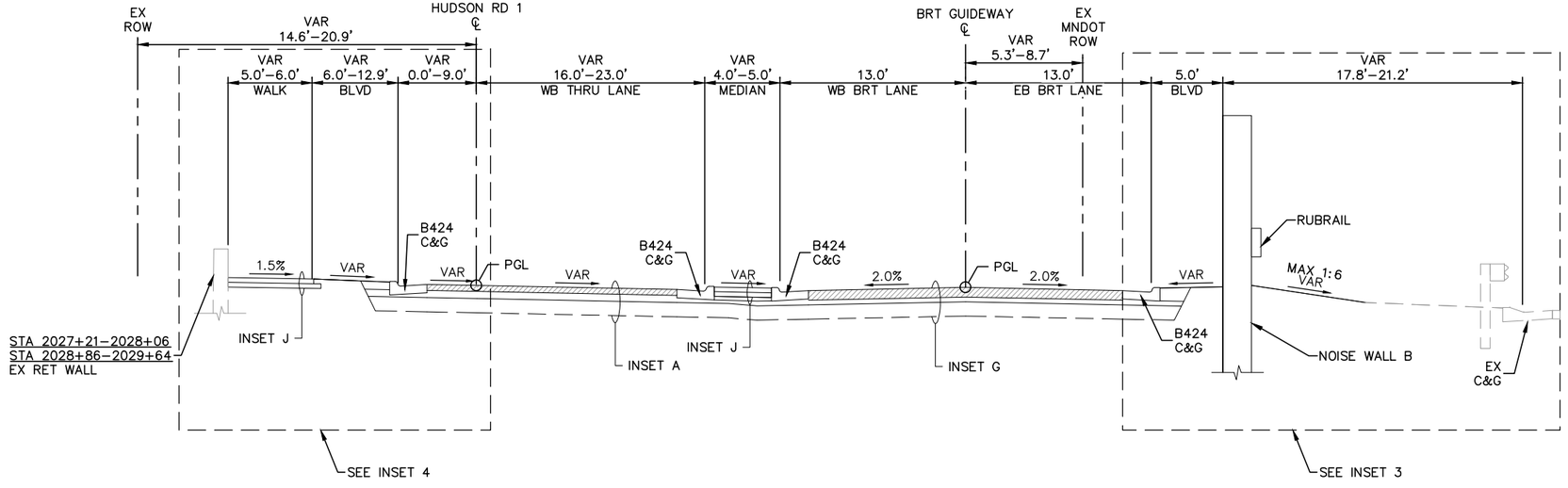
NOTES:
1. SLOPES LISTED ARE IN PERCENT OR V:H FORMAT
2. ALL URBAN ROADWAYS SHALL HAVE A 1.5' OBSTACLE FREE CLEAR ZONE FROM FACE OF CURB
3. ALL TRAILS SHALL HAVE A 2.0' CLEAR ZONE FROM FACE OF CURB
4. ALL BENCHES ARE 4% UNLESS OTHERWISE LABELED
5. SEE SHEETS 151 & 152 FOR PAVEMENT INSETS



TYPICAL SECTION - BRT GUIDEWAY (HUDSON RD)
STA 2016+29 - 2026+25







TYPICAL SECTION - BRT GUIDEWAY (HUDSON RD)
STA 2026+25 - 2030+76

0 2.5 5 10
SCALE IN FEET

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

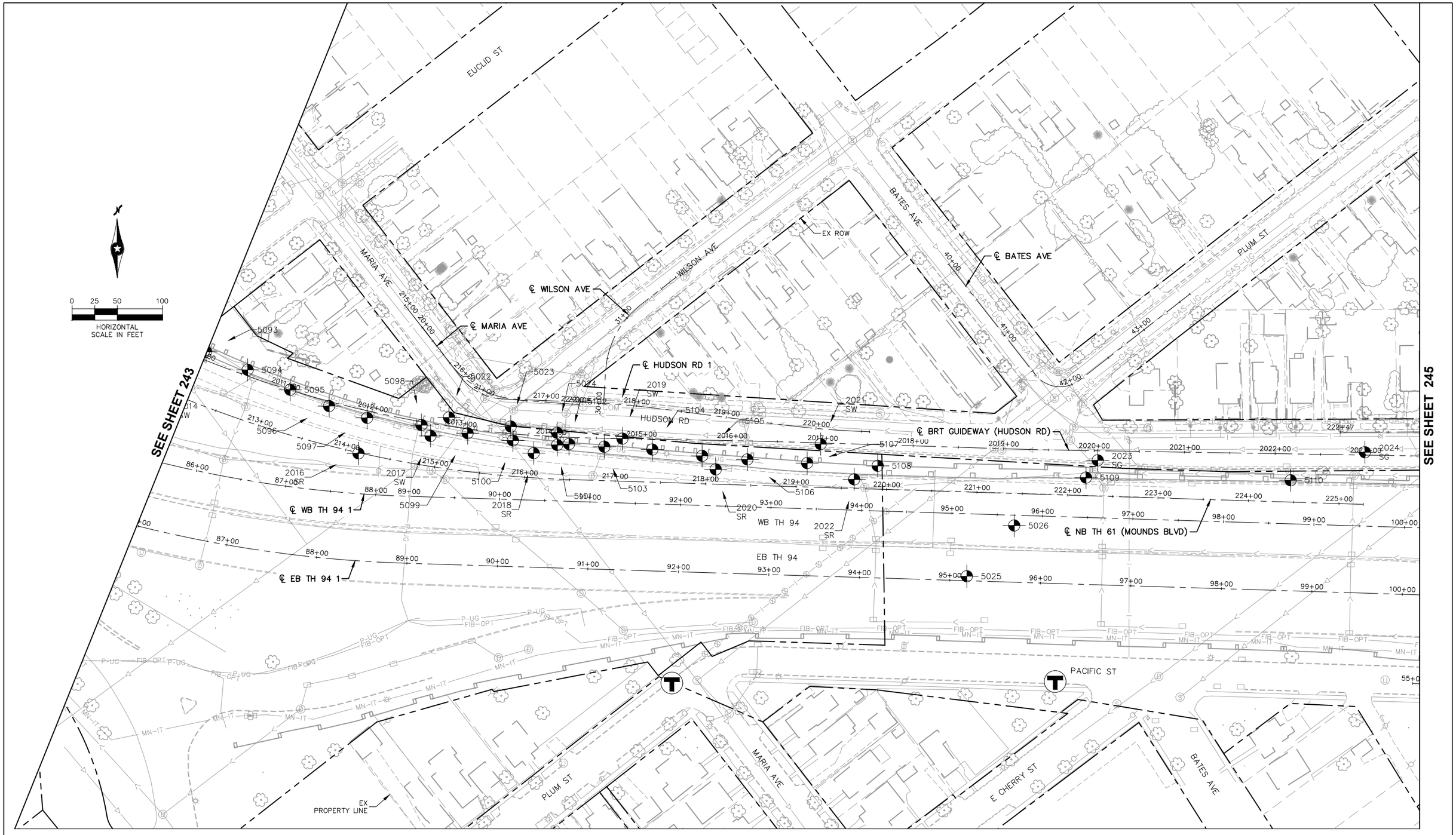
Kimley»Horn · SRF · METROPOLITAN COUNCIL · METRO Gold Line

60% SUBMITTAL

TYPICAL SECTIONS
GUIDEWAY

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)

Jul. 28 2020 05:28 pm C:\caddlib\pw\klangford2\greatlakes\d0218560\SEG2-CIV-TYP.dwg By: KLangford



DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

Kimley»Horn
Sambatek www.sambatek.com
METROPOLITAN COUNCIL
METRO Gold Line
60% SUBMITTAL

EXISTING CONDITIONS

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)

0 25 50 100
HORIZONTAL SCALE IN FEET

SEE SHEET 246

SEE SHEET 248

2141 SD
2142 SD
EX PROPERTY LINE
GRIFFITH ST
JOHNSON PKWY
EX ROW
2060 SR
2063 SR
℄ JOHNSON PKWY
℄ WAKEFIELD CUL-DE-SAC
℄ HUDSON RD 1
HUDSON RD
2053 SW
2054 SR
2055 SW
2056 SR
2057 SG
2058 SR
2059 SG
5034
2061 SB
2062 SB
2064 SW
℄ BRT GUIDEWAY (HUDSON RD)
℄ WB TH 94 1
WB TH 94
℄ EB TH 94 1
EB TH 94
5035
5036
℄ SB TH 61
EXISTING BRIDGE 62862
PACIFIC ST
COM-UG
FIB-OPT
P-UG
GAS-UG
MN-IT
P-OH

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

Kimley»Horn
Sambatek www.sambatek.com
METROPOLITAN COUNCIL
METRO Gold Line
60% SUBMITTAL

EXISTING CONDITIONS

STATE PROJ. NO. 6283-254 (TH 94), 8282-139 (TH 94), 6221-110 (TH 61), 6217-45 (TH 3), 8286-93 (TH 694)

Jul, 28 2020 11:42 am C:\caddlib\pw\hntb_cpeterson2\greatlakes\d0227133\SEG2-SUR-EXCOND.dwg By: cpeterson

SEE SHEET 255

SEE SHEET 257

℄ SB MCKNIGHT RD N

℄ NB MCKNIGHT RD N

MCKNIGHT RD N

INNOVATION BLVD

EX PROPERTY LINE

EX ROW

℄ OLD HUDSON RD

OLD HUDSON RD

℄ MCKNIGHT WEST TRAIL A

℄ MCKNIGHT WEST TRAIL B

℄ MCKNIGHT EAST TRAIL

℄ BRT GUIDEWAY

HUDSON RD

℄ HUDSON RD 3

℄ WB TH 94 1

WB TH 94

EB TH 94

℄ EB TH 94 1

EXISTING BRIDGE NO. 9145

CITY OF MAPLEWOOD

CITY OF ST PAUL

3013 SW

3014 SW

3015 SR

3016 SB

3017 SB

3018 SB

3019 SB

3020 SB

3063 SB

3064 SB

3021 SW

3022 SW

3023 SW

3024 SW

5059

5060

5061

5062

5063

0 25 50 100

HORIZONTAL SCALE IN FEET

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:

DESIGNED:

CHECKED:

Kimley»Horn

RANI engineering

METROPOLITAN COUNCIL

METRO Gold Line

60% SUBMITTAL

EXISTING CONDITIONS

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)

℄ SB TH 120 (CENTURY AVE N)

℄ NB TH 120 (CENTURY AVE N)

℄ HUDSON BLVD

℄ BRT GUIDEWAY RAMP

℄ HUDSON BLVD TRAIL

℄ BRT GUIDEWAY

℄ HUDSON RD 4

℄ WB TH 94 1

℄ WB 94 OFF RAMP (CENTURY AVE N)

℄ EB TH 94 1

TH 120 (CENTURY AVE N)

WB TH 94

EB TH 94

TANNERS LAKE

CITY OF OAKDALE

CITY OF LANDFALL

CITY OF LANDFALL

CITY OF OAKDALE

HUDSON BLVD N

CITY OF OAKDALE

CITY OF WOODBURY

CITY OF MAPLEWOOD

CITY OF WOODBURY

HUDSON RD

SHERRIE LN

EXISTING BRIDGE NO. 9144

EX PROPERTY LINE

EX ROW

3074 SD

3055 ST

3056 SR

3050 SD

3052 SB

3073 SD

3053 SW

5069

3054 SG

3049 SR

3058 SG

3060 SG

3061 ST

5064

5067

5070

5066

5065

5068

0 25 50 100

HORIZONTAL SCALE IN FEET

SEE SHEET 281

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:

DESIGNED:

CHECKED:

Kimley»Horn

RANI engineering

METROPOLITAN COUNCIL

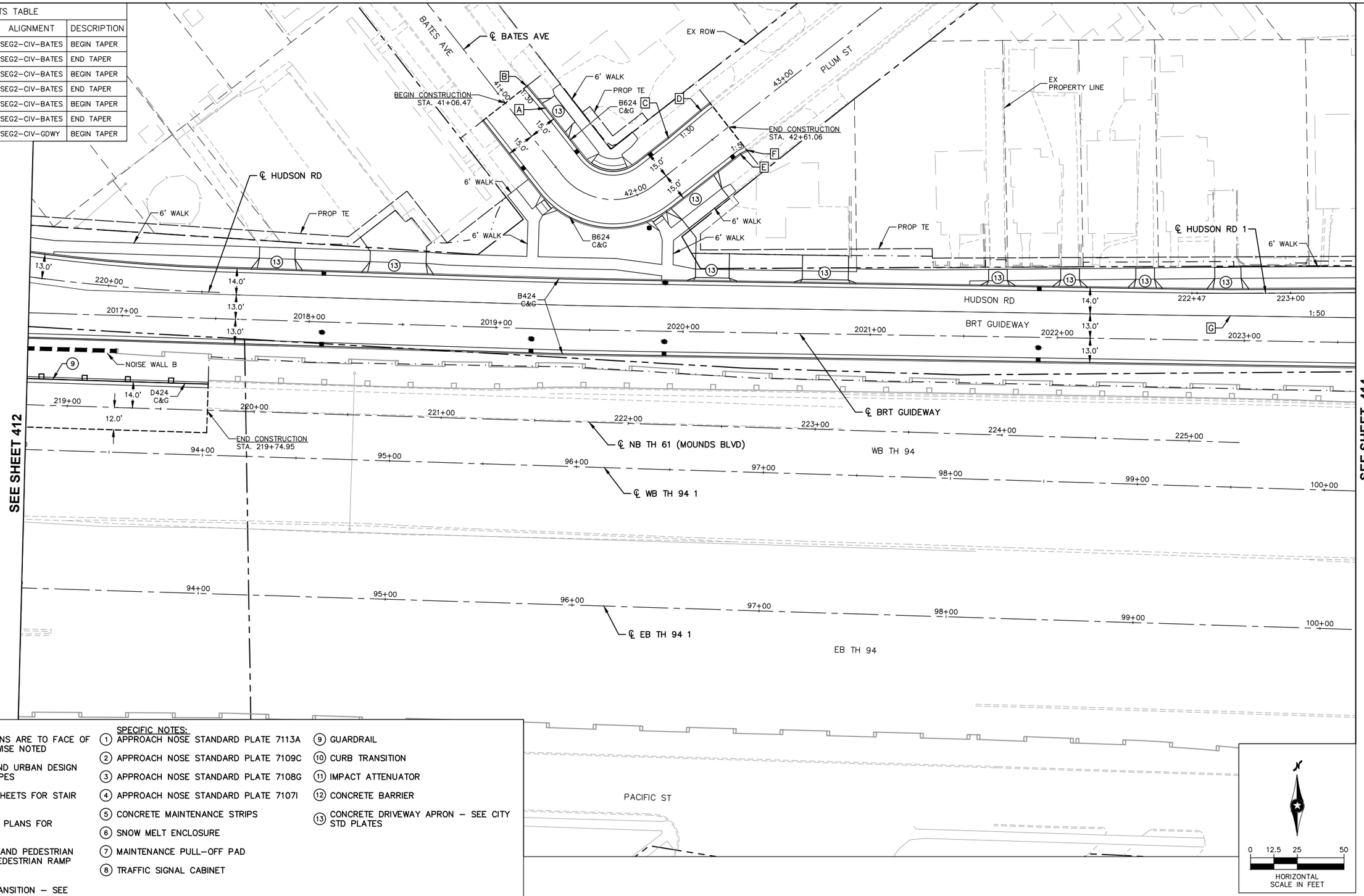
METRO Gold Line

60% SUBMITTAL

EXISTING CONDITIONS

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)

POINTS TABLE				
#	STATION	OFFSET	ALIGNMENT	DESCRIPTION
A	41+21.77	15.00' LT	SEG2-CIV-BATES	BEGIN TAPER
B	41+06.47	14.49' LT	SEG2-CIV-BATES	END TAPER
C	42+31.95	15.00' LT	SEG2-CIV-BATES	BEGIN TAPER
D	42+54.75	15.76' LT	SEG2-CIV-BATES	END TAPER
E	42+56.96	15.00' RT	SEG2-CIV-BATES	BEGIN TAPER
F	42+61.06	15.82' RT	SEG2-CIV-BATES	END TAPER
G	2022+92.35	13.21' LT	SEG2-CIV-GDWY	BEGIN TAPER



NOTES:
1. ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED
2. SEE LANDSCAPE AND URBAN DESIGN PLANS FOR FENCE TYPES
3. SEE CIVIL DETAIL SHEETS FOR STAIR DETAILS
4. SEE ARCHITECTURE PLANS FOR PLATFORM DETAILS
5. SEE INTERSECTION AND PEDESTRIAN RAMP DETAILS FOR PEDESTRIAN RAMP DETAILS
6. 10' CURB TYPE TRANSITION – SEE CIVIL DETAIL SHEETS

SPECIFIC NOTES:
1. APPROACH NOSE STANDARD PLATE 7113A
2. APPROACH NOSE STANDARD PLATE 7109C
3. APPROACH NOSE STANDARD PLATE 7108G
4. APPROACH NOSE STANDARD PLATE 7107I
5. CONCRETE MAINTENANCE STRIPS
6. SNOW MELT ENCLOSURE
7. MAINTENANCE PULL-OFF PAD
8. TRAFFIC SIGNAL CABINET
9. GUARDRAIL
10. CURB TRANSITION
11. IMPACT ATTENUATOR
12. CONCRETE BARRIER
13. CONCRETE DRIVEWAY APRON – SEE CITY STD PLATES

0 12.5 25 50
HORIZONTAL SCALE IN FEET

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

Kimley»Horn | SRF | METROPOLITAN COUNCIL | METRO Gold Line

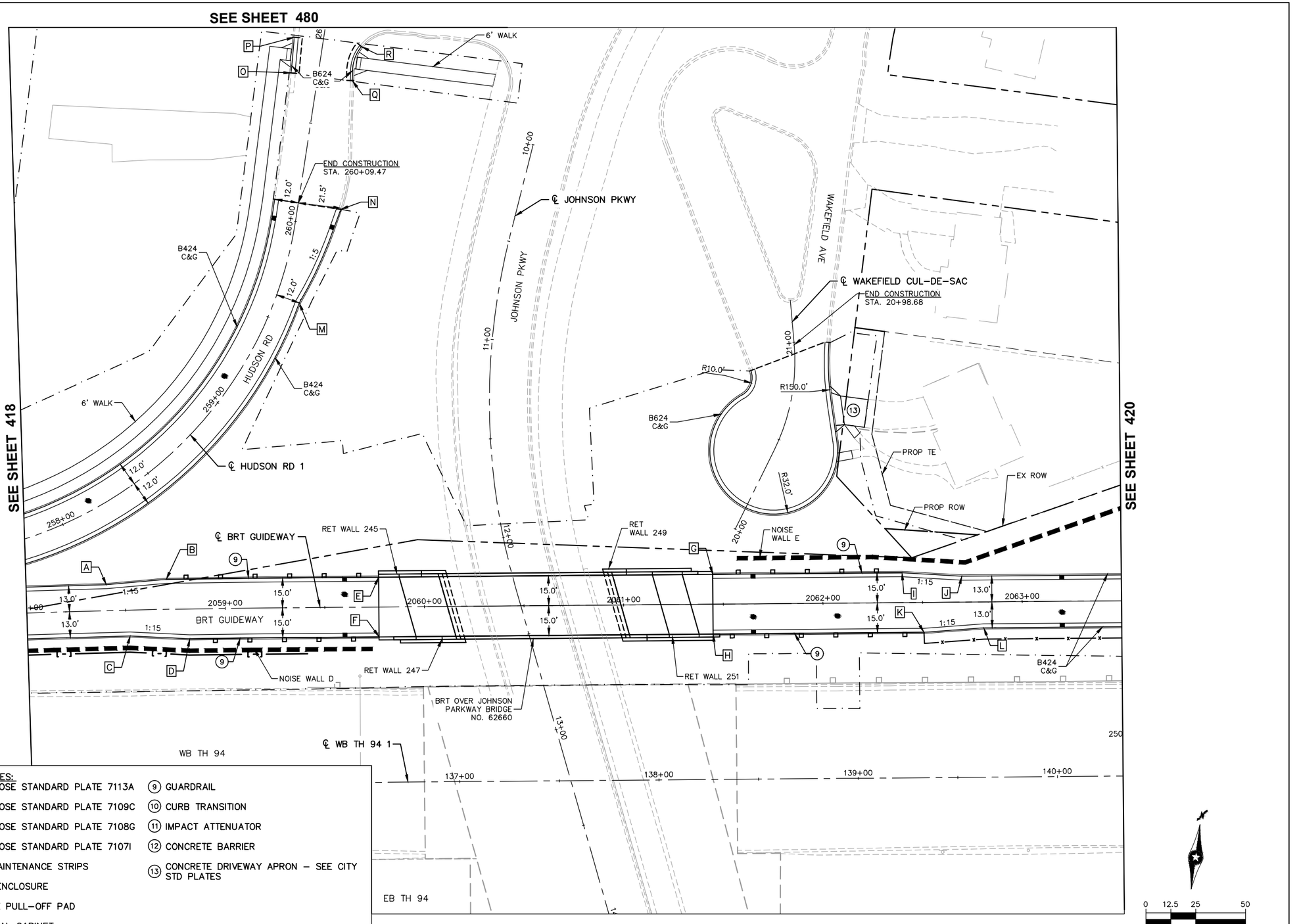
60% SUBMITTAL

CONSTRUCTION PLAN

STATE PROJ. NO. 6283-254 (TH 94), 8282-139 (TH 94), 6221-110 (TH 61), 6217-45 (TH 3), 8286-93 (TH 694)

Jul, 28 2020 04:21 pm C:\caddlib\pw\hntb_mark.redinger2\greatlakes\d0218560\SEG2-CIV-PLN.dwg By: mredinger

POINTS TABLE				
#	STATION	OFFSET	ALIGNMENT	DESCRIPTION
A	2058+40.63	13.00' LT	SEG2-CIV-GDWY	BEGIN TAPER
B	2058+70.63	15.00' LT	SEG2-CIV-GDWY	END TAPER
C	2058+51.96	13.00' RT	SEG2-CIV-GDWY	BEGIN TAPER
D	2058+81.96	15.00' RT	SEG2-CIV-GDWY	END TAPER
E	2059+77.06	15.00' LT	SEG2-CIV-GDWY	END GUARDRAIL
F	2059+77.06	15.00' RT	SEG2-CIV-GDWY	END GUARDRAIL
G	2061+44.75	15.00' LT	SEG2-CIV-GDWY	BEGIN GUARDRAIL
H	2061+44.75	15.00' RT	SEG2-CIV-GDWY	BEGIN GUARDRAIL
I	2062+39.85	15.00' LT	SEG2-CIV-GDWY	BEGIN TAPER
J	2062+69.85	13.00' LT	SEG2-CIV-GDWY	END TAPER
K	2062+50.58	15.00' RT	SEG2-CIV-GDWY	BEGIN TAPER
L	2062+80.58	13.00' RT	SEG2-CIV-GDWY	END TAPER
M	259+61.92	12.00' RT	SEG2-CIV-HUDS-1	BEGIN TAPER
N	260+09.43	21.50' RT	SEG2-CIV-HUDS-1	END TAPER
O	260+73.36	13.46' LT	SEG2-CIV-HUDS-1	BEGIN C&G
P	260+91.34	14.65' LT	SEG2-CIV-HUDS-1	END C&G
Q	260+74.20	17.49' RT	SEG2-CIV-HUDS-1	BEGIN C&G
R	260+91.76	19.50' RT	SEG2-CIV-HUDS-1	END C&G



NOTES:
1. ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED
2. SEE LANDSCAPE AND URBAN DESIGN PLANS FOR FENCE TYPES
3. SEE CIVIL DETAIL SHEETS FOR STAIR DETAILS
4. SEE ARCHITECTURE PLANS FOR PLATFORM DETAILS
5. SEE INTERSECTION AND PEDESTRIAN RAMP DETAILS FOR PEDESTRIAN RAMP DETAILS
6. 10' CURB TYPE TRANSITION – SEE CIVIL DETAIL SHEETS

SPECIFIC NOTES:
1. APPROACH NOSE STANDARD PLATE 7113A
2. APPROACH NOSE STANDARD PLATE 7109C
3. APPROACH NOSE STANDARD PLATE 7108G
4. APPROACH NOSE STANDARD PLATE 7107I
5. CONCRETE MAINTENANCE STRIPS
6. SNOW MELT ENCLOSURE
7. MAINTENANCE PULL-OFF PAD
8. TRAFFIC SIGNAL CABINET
9. GUARDRAIL
10. CURB TRANSITION
11. IMPACT ATTENUATOR
12. CONCRETE BARRIER
13. CONCRETE DRIVEWAY APRON – SEE CITY STD PLATES

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

Kimley»Horn · SRF · METROPOLITAN COUNCIL · METRO Gold Line

60% SUBMITTAL

CONSTRUCTION PLAN

STATE PROJ. NO. 6283-254 (TH 94), 8282-139 (TH 94), 6221-110 (TH 61), 6217-45 (TH 3), 8286-93 (TH 694)

POINTS TABLE				
#	STATION	OFFSET	ALIGNMENT	DESCRIPTION
A	75+37.00	24.29' RT	CL–EX NBMCK	BEGIN CURB
B	2185+08.50	15.00' LT	SEG3–CIV–GDWY	BEGIN TAPER
C	2185+38.50	13.00' LT	SEG3–CIV–GDWY	END TAPER
D	2187+56.38	13.00' RT	SEG3–CIV–GDWY	BEGIN CURB
E	454+52.73	15.02' LT	SEG3–CIV–HUDS–3	END CURB

NOTES:
1. ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED
2. SEE LANDSCAPE AND URBAN DESIGN PLANS FOR FENCE TYPES
3. SEE CIVIL DETAIL SHEETS FOR STAIR DETAILS
4. SEE ARCHITECTURE PLANS FOR PLATFORM DETAILS
5. SEE INTERSECTION AND PEDESTRIAN RAMP DETAILS FOR PEDESTRIAN RAMP DETAILS
6. 10' CURB TYPE TRANSITION – SEE CIVIL DETAIL SHEETS

SPECIFIC NOTES:
1. APPROACH NOSE STANDARD PLATE 7113A
2. APPROACH NOSE STANDARD PLATE 7109C
3. APPROACH NOSE STANDARD PLATE 7108G
4. APPROACH NOSE STANDARD PLATE 7107I
5. CONCRETE MAINTENANCE STRIPS
6. SNOW MELT ENCLOSURE
7. MAINTENANCE PULL–OFF PAD
8. TRAFFIC SIGNAL CABINET
9. GUARDRAIL
10. CURB TRANSITION
11. IMPACT ATTENUATOR
12. CONCRETE BARRIER
13. CONCRETE DRIVEWAY APRON – SEE CITY STD PLATES

0 12.5 25 50
HORIZONTAL SCALE IN FEET

SEE SHEET 436

SEE SHEET 438

INNOVATION BLVD
℄ NB MCKNIGHT RD N
PROP TE
INPLACE RETAINING WALL
PROP PE
℄ SUN RAY STATION TRAIL C
PROP ROW
10' TRAIL
RET WALL 340
℄ MCKNIGHT WEST TRAIL A
B624 C&G
RET. WALL 330
CONCRETE BARRIER
EX ROW
UNDERGROUND STORMWATER BMP
℄ BRT GUIDEWAY
R295.0'
10' WALK
R5.0'
B424 C&G
BRT GUIDEWAY
RET. WALL 335
BRIDGE 62663
R15.0'
HUDSON RD
MCKNIGHT RD N
℄ HUDSON RD 2
UNDERGROUND STORMWATER BMP
CITY OF MAPLEWOOD
CITY OF ST PAUL
EXISTING BRIDGE NO. 9145
℄ SB MCKNIGHT RD N

DRAFT-WORK IN PROCESS

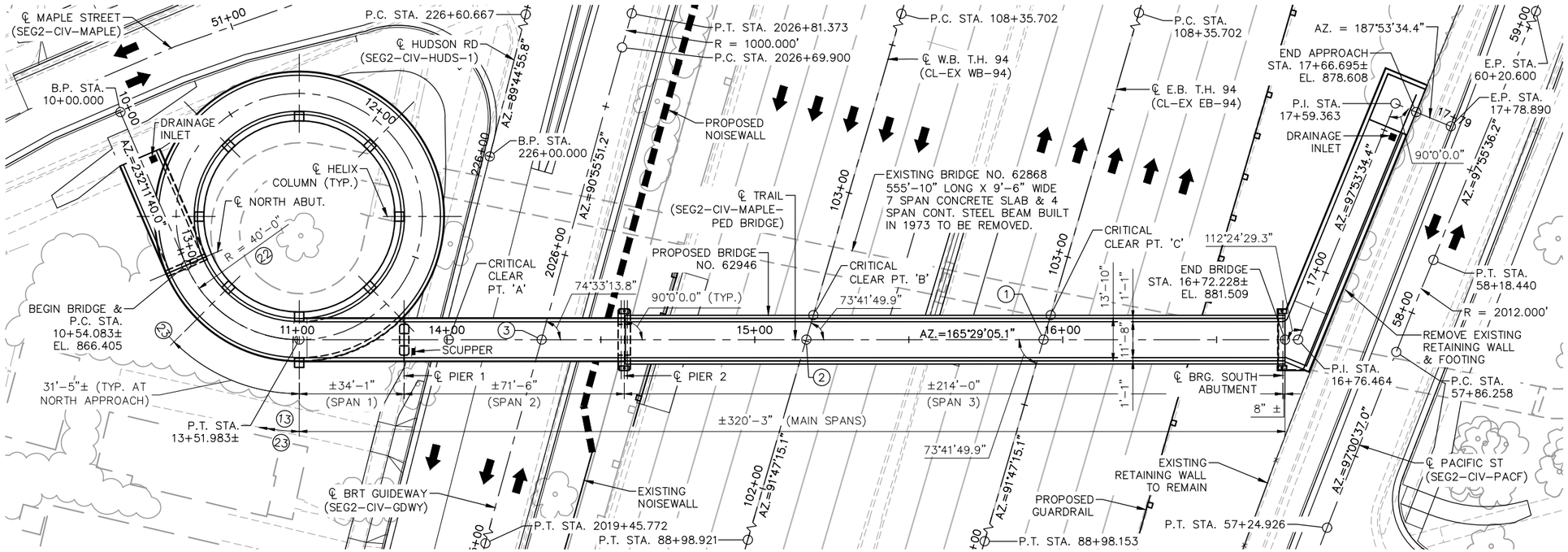
NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

Kimley»Horn
ISTHMUS ENGINEERING
METROPOLITAN COUNCIL
METRO Gold Line
60% SUBMITTAL

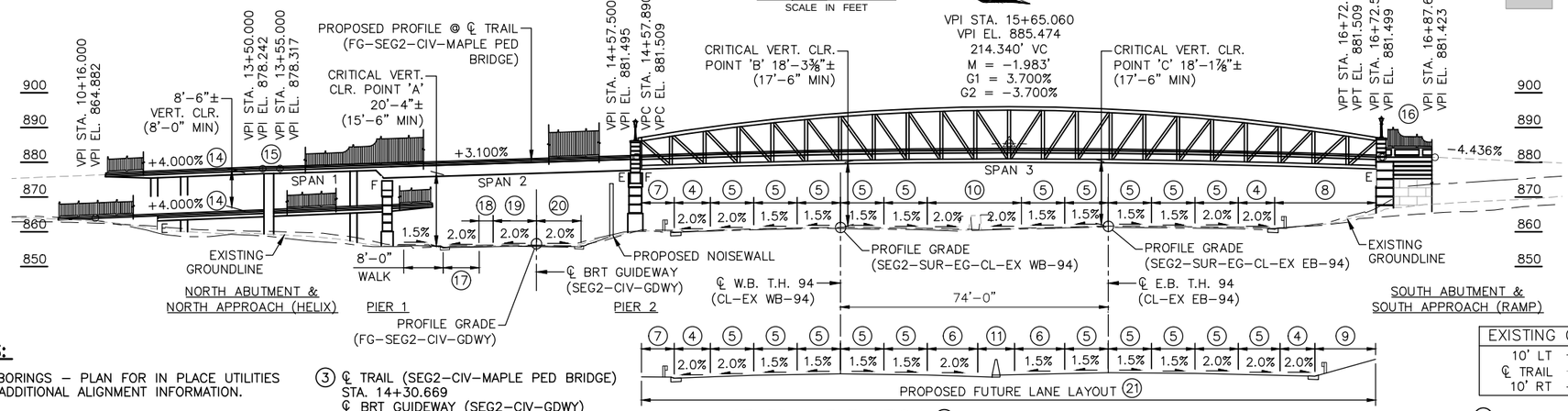
CONSTRUCTION PLAN

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)



GENERAL PLAN

0 10' 20' 40'
SCALE IN FEET



GENERAL ELEVATION (12)

0 10' 20' 40'
SCALE IN FEET

LEGEND:

DENOTES RETAINING WALL & FOOTING REMOVAL

EXISTING GROUND PROFILE
10' LT
℄ TRAIL
10' RT

NOTES:

SEE BORINGS – PLAN FOR IN PLACE UTILITIES AND ADDITIONAL ALIGNMENT INFORMATION.

B.P. DENOTES BEGIN POINT OF ALIGNMENT.
E.P. DENOTES END POINT OF ALIGNMENT.

(1) CONTROL POINT:
℄ TRAIL (SEG2–CIV–MAPLE PED BRIDGE)
STA. 15+93.770
℄ E.B. T.H. 94 (CL–EX EB–94)
102+72.011
X=583032.250, Y=158741.521

(2) ℄ TRAIL (SEG2–CIV–MAPLE PED BRIDGE)
STA. 15+16.670
℄ W.B. T.H. 94 (CL–EX WB–94)
STA. 102+50.367
X=583012.926, Y=158816.160

(3) ℄ TRAIL (SEG2–CIV–MAPLE PED BRIDGE)
STA. 14+30.669
℄ BRT GUIDEWAY (SEG2–CIV–GDWY)
STA. 2025+71.500
X=582991.371, Y=158899.415

(4) 10'–0" SHOULDER.

(5) 12'–0" THRU LANE.

(6) 13'–11" MANAGED LANE.

(7) VARIES (6'–1⅛" MIN, 12'–1⅛" MAX).

(8) VARIES (24'–1⅛" MIN, 29'–8½" MAX).

(9) VARIES (12'–1⅛" MIN, 17'–8½" MAX).

(10) 26'–0" (EXISTING SHOULDERS & CONCRETE BARRIER).

(11) 10'–2" = 4'–0" SHLD + 2'–2" BARRIER + 4'–0" SHLD.

(12) LANE WIDTHS, SHOULDERS, BARRIER, & CLEAR DIMENSIONS ARE MEASURED PERPENDICULAR TO ℄ T.H. 94 E.B. & W.B.

(13) 297'–10¾" NORTH APPROACH (HELIX).

(14) SLOPE ALONG ALIGNMENT. 4.90% SLOPE ALONG INNER RADIUS OF HELIX.

(15) 1.500%.

(16) –0.500%.

(17) VARIES (14'–0" TO 16'–0") WB THRU LANE.

(18) VARIES (2'–0" TO 8'–0") GORE.

(19) 11'–0" WB BRT LANE.

(20) 13'–0" EB BRT LANE.

(21) PROPOSED FUTURE LANE LAYOUT BASED ON PRELIMINARY BRT WITH MANAGED LANES EXHIBIT (8/25/2015).

(22) CENTER AT X=583010.373, Y=158985.616.

(23) MEASURED ALONG ℄ TRAIL.

2040 PROJECTED TRAFFIC VOLUMES

ROADWAY UNDER (HUDSON RD)	ROADWAY UNDER (BRT GUIDEWAY)	ROADWAY UNDER (T.H. 94)
ADT 2,300	ADT 300	ADT 130,000
DHV 300	DHV 20	DHV 11,700
HCAADT 60	HCAADT 240	HCAADT 4,250

DESIGN DATA

DESIGNED IN ACCORDANCE WITH 2009 (INCLUDING 2015 INTERIMS) AASHTO LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES

LOAD AND RESISTANCE FACTOR DESIGN METHOD

PEDESTRIAN LIVE LOAD = 0.090 KSF
H–10 TRUCK VEHICULAR LIVE LOAD

MATERIAL DESIGN PROPERTIES:
REINFORCED CONCRETE:
f'c = 4 KSI CONCRETE
fy = 60 KSI PLAIN AND EPOXY COATED BARS
n = 8 FOR REINFORCEMENT

DESIGN SPEED:
UNDER = 55 MPH (T.H. 94)
UNDER = 45 MPH (BRT GUIDEWAY)
UNDER = 30 MPH (HUDSON RD)

APPROXIMATE DECK AREA = 10,390 SQ. FT.

LIST OF SHEETS

PROPOSED TYPE OF STRUCTURE

SUPERSTRUCTURE:
CIP CONC. BEAM (NORTH APPROACH)
CIP CONC. SLAB (SPAN 1)
CIP CONC. T–BEAM (SPAN 2)
STEEL TRUSS (SPAN 3)

ALL BARS ARE EPOXY COATED

SUBSTRUCTURE:
HELIX COLUMNS ON SPREAD FOOTINGS.
PARAPET ABUTMENT & PIERS SUPPORTED ON 12" CIP PILE FOOTINGS

DEPTH OF STRUCTURE:
1'–6"± PROFILE GRADE TO LOW BRIDGE (HELIX)
1'–6"± PROFILE GRADE TO LOW BRIDGE (SPAN 1)
3'–9"± PROFILE GRADE TO LOW BRIDGE (SPAN 2)
3'–6"± PROFILE GRADE TO LOW BRIDGE (SPAN 3)

AESTHETICS: LEVEL B

PRELIMINARY PLAN BRIDGE NO. 62946

PEDESTRIAN BRIDGE REPLACEMENT OVER T.H. 94, BRT GUIDEWAY, AND HUDSON RD. 1.0 MI. WEST OF JCT. OF T.H. 61 & T.H. 94 IN ST. PAUL

BRIDGE I.D. NO. 201 (NORTH APPROACH)
BRIDGE I.D. NO. 209 (SPAN 1)
BRIDGE I.D. NO. 206 (SPAN 2)
BRIDGE I.D. NO. 302 (SPAN 3)

GENERAL PLAN AND ELEVATION

SEC 33 T 29 N R 22 W
CITY OF ST. PAUL RAMSEY COUNTY

APPROVED: _____
STATE BRIDGE ENGINEER DATE

DRAFT-WORK IN PROCESS

JOB NO.: T9AC406 | STATE PROJ. NO.: 6283–62946 | MNDOT REVIEW: DAN PRATHER UNIT

NO.	REVISIONS	BY	APP	DATE

DRAWN: HMF
CHECKED: MJC
DESIGNED: ZSH
CHECKED: MJC

Kimley»Horn | SRF | METROPOLITAN COUNCIL | METRO Gold Line | PRELIM SUBMITTAL

MAPLE STREET TRAIL OVER TH 94 – BRIDGE NO. 62946
GENERAL PLAN & ELEVATION

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–XXX (TH 694)

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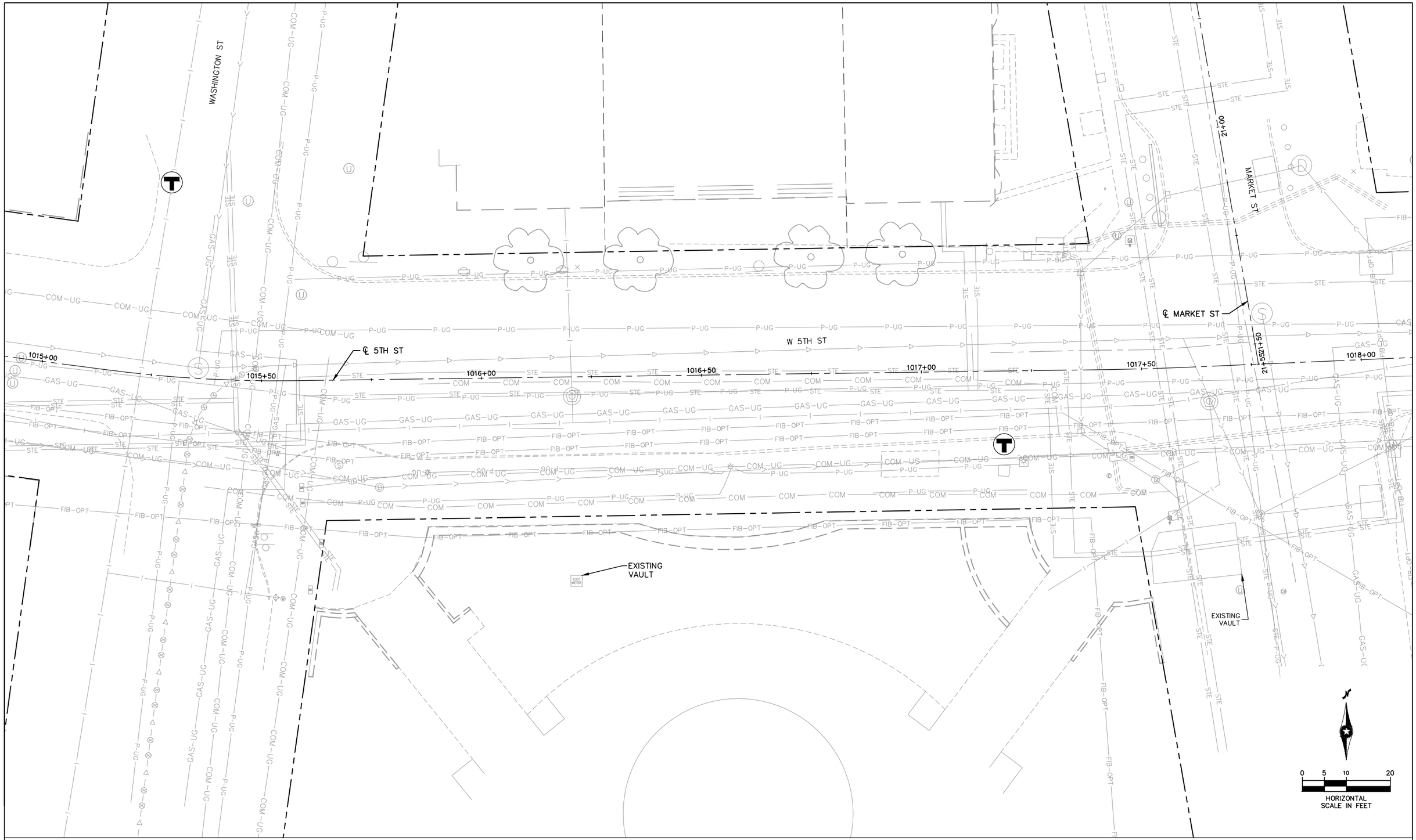

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

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SRF
METROPOLITAN council
METRO Gold Line
60% SUBMITTAL

EXISTING CONDITIONS
RICE PARK STATION

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)

POINTS TABLE				
#	STATION	OFFSET	ALIGNMENT	DESCRIPTION
A	1015+48.87	37.26' RT	SEG1-CIV-5TH	END C&G
B	1017+57.68	33.53' RT	SEG1-CIV-5TH	END C&G

NOTES:
1. ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED
2. SEE LANDSCAPE AND URBAN DESIGN PLANS FOR FENCE TYPES
3. SEE ARCHITECTURE PLANS FOR PLATFORM DETAILS
4. SEE INTERSECTION AND PEDESTRIAN RAMP DETAILS FOR PEDESTRIAN RAMP DETAILS
5. 10' CURB TYPE TRANSITION – SEE CIVIL DETAIL SHEETS

SPECIFIC NOTES:
1. SNOW MELT ENCLOSURE
2. TRAFFIC CONTROL CABINET
3. CURB TRANSITION
4. CONCRETE DRIVEWAY APRON – SEE CITY STD PLATES
5. EXISTING BUS STOP TO REMAIN

EX PROPERTY LINE
EX ROW
W 5TH ST
℄ MARKET ST
BEGIN CONSTRUCTION STA. 1015+26.63
℄ 5TH ST
1015+00
1015+50
1016+00
1016+50
1017+00
1017+50
1017+52.50
1018+00
END CONSTRUCTION STA. 1017+76.63
10.0'
12.0'
12.5'
9.0'
10" PLATFORM CURB
B6 CURB
R20.0'
R15.0'
RICE PARK STATION
1
A
B
WASHINGTON ST
MARKET ST
0 5 10 20
HORIZONTAL SCALE IN FEET

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

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SRF
METROPOLITAN COUNCIL
METRO Gold Line
60% SUBMITTAL

CONSTRUCTION PLAN
RICE PARK STATION

STATE PROJ. NO. 6283-254 (TH 94), 8282-139 (TH 94), 6221-110 (TH 61), 6217-45 (TH 3), 8286-93 (TH 694)

DT59 OF DT205

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POINTS TABLE				
#	STATION	OFFSET	ALIGNMENT	DESCRIPTION
B	1029+04.96	12.00' RT	SEG1-CIV-5TH	C&G TRANSITION
C	1030+04.96	12.00' RT	SEG1-CIV-5TH	C&G TRANSITION

NOTES:
1. ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED
2. SEE LANDSCAPE AND URBAN DESIGN PLANS FOR FENCE TYPES
3. SEE ARCHITECTURE PLANS FOR PLATFORM DETAILS
4. SEE INTERSECTION AND PEDESTRIAN RAMP DETAILS FOR PEDESTRIAN RAMP DETAILS
5. 10' CURB TYPE TRANSITION – SEE CIVIL DETAIL SHEETS

SPECIFIC NOTES:
1. SNOW MELT ENCLOSURE
2. TRAFFIC CONTROL CABINET
3. CURB TRANSITION
4. CONCRETE DRIVEWAY APRON – SEE CITY STD PLATES
5. EXISTING BUS STOP TO REMAIN

EX PROPERTY LINE

EX ROW

5TH ST E

BEGIN CONSTRUCTION STA. 1028+96.96

END CONSTRUCTION STA. 1030+19.16

1029+00 1029+50 1030+00 1030+50 1031+00 1031+50 1032+00

℄ 5TH ST

2.0'

10" PLATFORM CURB

10.5'

12.5'

18.8'

5TH STREET & CEDAR STREET STATION

B C

3 1

METRO GREEN LINE

MINNESOTA ST

0 5 10 20
HORIZONTAL SCALE IN FEET

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

Kimley»Horn SRF METROPOLITAN COUNCIL METRO Gold Line

60% SUBMITTAL

CONSTRUCTION PLAN
5TH STREET & CEDAR STREET STATION

STATE PROJ. NO. 6283-254 (TH 94), 8282-139 (TH 94), 6221-110 (TH 61), 6217-45 (TH 3), 8286-93 (TH 694)

DT77 OF DT205

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SEE SHEET DT91

SEE SHEET DT93

ROBERT ST N

EXISTING VAULT

23+00

23+50

24+00

24+50

1035+50

1036+00

1036+50

1037+00

1037+50

1038+00

5TH ST E

℄ 5TH ST

0 5 10 20

HORIZONTAL SCALE IN FEET

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:

DESIGNED:

CHECKED:

Kimley»Horn

SRF

METROPOLITAN COUNCIL

METRO Gold Line

60% SUBMITTAL

EXISTING CONDITIONS

5TH STREET & ROBERT STREET STATION

STATE PROJ. NO. 6283-254 (TH 94), 8282-139 (TH 94), 6221-110 (TH 61), 6217-45 (TH 3), 8286-93 (TH 694)

SEE SHEET DT94

SEE SHEET DT96

ROBERT ST N

23+00

24+00

ROBERT ST

℄ 5TH ST

EX ROW

5TH ST E

1035+50 1036+00 1036+50 1037+00 1037+50 1038+00

EX PROPERTY LINE

6

SPECIFIC NOTES:

1. REMOVE EXISTING BUS SHELTER
2. REMOVE GARBAGE CAN
3. REMOVE GRANITE WALL
4. PROTECT PUMP WALL
5. REMOVE BENCH
6. PROTECT BUILDING
7. PROTECT SEAT WALL

LEGEND

- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- REMOVE PAVEMENT
- REMOVE DRIVEWAY
- REMOVE CONCRETE SIDEWALK
- REMOVE BRICK
- SAWCUT (FULL DEPTH)
- TREE REMOVAL
- TREE PROTECTION
- REMOVE FENCE
- REMOVE CURB & GUTTER
- REMOVE CURB

0 5 10 20

HORIZONTAL SCALE IN FEET

PROTECT ENVIRONMENTALLY SENSITIVE AREAS

GENERAL REMOVAL NOTES:

1. FOR PARTIAL REMOVAL OF EXISTING WALKS OR CURB AND GUTTER, REMOVE TO NEAREST FULL PANEL.
2. ALL TREES NOT INDICATED FOR REMOVAL ARE TO REMAIN AND SHALL BE PROTECTED DURING CONSTRUCTION ACTIVITIES. SEE PLAN AND DETAILS FOR SPECIFIC TREE PROTECTION REQUIREMENTS.
3. PRIVATE UTILITIES TO BE REMOVED/RELOCATED BY OTHERS.
4. FOR SIGNING AND STRIPING REMOVALS, SEE SIGNING AND STRIPING PLANS.
5. FOR TRAFFIC SIGNAL EQUIPMENT REMOVAL, SEE TRAFFIC SIGNAL PLANS.
6. FOR LIGHTING REMOVALS, SEE LIGHTING PLANS.

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

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60% SUBMITTAL

REMOVAL PLAN

5TH STREET & ROBERT STREET STATION

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)

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NOTES:
1. ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED
2. SEE LANDSCAPE AND URBAN DESIGN PLANS FOR FENCE TYPES
3. SEE ARCHITECTURE PLANS FOR PLATFORM DETAILS
4. SEE INTERSECTION AND PEDESTRIAN RAMP DETAILS FOR PEDESTRIAN RAMP DETAILS
5. 10' CURB TYPE TRANSITION – SEE CIVIL DETAIL SHEETS

SPECIFIC NOTES:
1. SNOW MELT ENCLOSURE
2. TRAFFIC CONTROL CABINET
3. CURB TRANSITION
4. CONCRETE DRIVEWAY APRON – SEE CITY STD PLATES
5. EXISTING BUS STOP TO REMAIN

SEE SHEET DT97

ROBERT ST N

END CONSTRUCTION
STA. 22+99.91

23+00

33.0'

18.0'

G

EX ROW

8.0'

15.5'

2

B6
CURB

1:3

B

℄ ROBERT ST N

R10.0'

A

22.0'

5TH ST E

2.0'

℄ 5TH ST

1035+50

1036+00

1036+50

1037+00

1037+50

1038+00

12.0'

10" PLATFORM
CURB

C

3

D

E

F

I

R15.0'

B6
CURB

5TH STREET &
ROBERT STREET
STATION

12.5'

1

10.5'

8.0'

2.6'

V6
CURB

10.0'

4

33.0'

9.0'

24+00

H

BEGIN CONSTRUCTION
STA. 24+00.26

EX
PROPERTY LINE

SEE SHEET DT99

POINTS TABLE				
#	STATION	OFFSET	ALIGNMENT	DESCRIPTION
A	1035+77.53	22.00' LT	SEG1-CIV-5TH	BEGIN TAPER
B	1035+99.93	29.47' LT	SEG1-CIV-5TH	END TAPER
C	1035+78.53	12.00' RT	SEG1-CIV-5TH	C&G TRANSITION
D	1035+89.01	12.00' RT	SEG1-CIV-5TH	C&G TRANSITION
E	1037+19.01	12.00' RT	SEG1-CIV-5TH	BEGIN TAPER
F	1037+29.01	12.00' RT	SEG1-CIV-5TH	C&G TRANSITION
G	23+05.46	33.00' LT	SEG1-CIV-ROBERT	BEGIN CURB
H	23+98.78	33.00' LT	SEG1-CIV-ROBERT	BEGIN CURB
I	1037+34.01	12.00' RT	SEG1-CIV-5TH	BEGIN TAPER

0 5 10 20
HORIZONTAL
SCALE IN FEET

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DRAWN:
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SRF
METROPOLITAN COUNCIL
METRO Gold Line
60% SUBMITTAL

CONSTRUCTION PLAN
5TH STREET & ROBERT STREET STATION

STATE PROJ. NO. 6283-254 (TH 94), 8282-139 (TH 94), 6221-110 (TH 61), 6217-45 (TH 3), 8286-93 (TH 694)

0 5 10 20

HORIZONTAL
SCALE IN FEET

N SIBLEY ST

℄ SIBLEY ST

45+00 45+50 46+00 46+50 46+85

61+00

4TH ST E

5134

5133

EXISTING
VAULT

333 ON THE PARK

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
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SRF
METROPOLITAN COUNCIL
METRO Gold Line
60% SUBMITTAL

EXISTING CONDITIONS
UNION DEPOT & SIBLEY STREET STATION

STATE PROJ. NO. 6283-254 (TH 94), 8282-139 (TH 94), 6221-110 (TH 61), 6217-45 (TH 3), 8286-93 (TH 694)

DT124 OF DT205

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GENERAL REMOVAL NOTES:

1. FOR PARTIAL REMOVAL OF EXISTING WALKS OR CURB AND GUTTER, REMOVE TO NEAREST FULL PANEL.
2. ALL TREES NOT INDICATED FOR REMOVAL ARE TO REMAIN AND SHALL BE PROTECTED DURING CONSTRUCTION ACTIVITIES. SEE PLAN AND DETAILS FOR SPECIFIC TREE PROTECTION REQUIREMENTS.
3. PRIVATE UTILITIES TO BE REMOVED/RELOCATED BY OTHERS.
4. FOR SIGNING AND STRIPING REMOVALS, SEE SIGNING AND STRIPING PLANS.
5. FOR TRAFFIC SIGNAL EQUIPMENT REMOVAL, SEE TRAFFIC SIGNAL PLANS.
6. FOR LIGHTING REMOVALS, SEE LIGHTING PLANS.

0 5 10 20
HORIZONTAL SCALE IN FEET

PROTECT ENVIRONMENTALLY SENSITIVE AREAS

EX PROPERTY LINE

6

℄ 4TH ST E

61+

45+00

℄ SIBLEY ST

BEGIN CONSTRUCTION STA. 45+37.58

45+50

46+00

46+50

46+85

60+00

END CONSTRUCTION STA. 46+79.85

N SIBLEY ST

EX ROW

4TH ST E

METRO GREEN LINE

LEGEND

- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- REMOVE PAVEMENT
- REMOVE DRIVEWAY
- REMOVE CONCRETE SIDEWALK
- REMOVE BRICK
- SAWCUT (FULL DEPTH)
- TREE REMOVAL
- TREE PROTECTION
- REMOVE FENCE
- REMOVE CURB & GUTTER
- REMOVE CURB

SPECIFIC NOTES:

1. REMOVE EXISTING BUS SHELTER
2. REMOVE GARBAGE CAN
3. REMOVE GRANITE WALL
4. PROTECT PUMP WALL
5. REMOVE BENCH
6. PROTECT BUILDING
7. PROTECT SEAT WALL

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

Kimley»Horn | SRF | METROPOLITAN COUNCIL | METRO Gold Line

60% SUBMITTAL

REMOVAL PLAN

UNION DEPOT & SIBLEY STREET STATION

STATE PROJ. NO. 6283-254 (TH 94), 8282-139 (TH 94), 6221-110 (TH 61), 6217-45 (TH 3), 8286-93 (TH 694)

POINTS TABLE				
#	STATION	OFFSET	ALIGNMENT	DESCRIPTION
A	45+66.10	13.02' LT	SEG1-CIV-SIBLEY	C&G TRANSITION
B	45+76.88	13.00' LT	SEG1-CIV-SIBLEY	C&G TRANSITION
C	46+36.88	13.00' LT	SEG1-CIV-SIBLEY	C&G TRANSITION
D	46+62.93	13.00' LT	SEG1-CIV-SIBLEY	C&G TRANSITION
E	60+43.19	7.04' LT	SEG1-CIV-4TH-ST	END CURB

NOTES:
1. ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED
2. SEE LANDSCAPE AND URBAN DESIGN PLANS FOR FENCE TYPES
3. SEE ARCHITECTURE PLANS FOR PLATFORM DETAILS
4. SEE INTERSECTION AND PEDESTRIAN RAMP DETAILS FOR PEDESTRIAN RAMP DETAILS
5. 10' CURB TYPE TRANSITION – SEE CIVIL DETAIL SHEETS

SPECIFIC NOTES:
1. SNOW MELT ENCLOSURE
2. TRAFFIC CONTROL CABINET
3. CURB TRANSITION
4. CONCRETE DRIVEWAY APRON – SEE CITY STD PLATES
5. EXISTING BUS STOP TO REMAIN

EX PROPERTY LINE
UNION DEPOT & SIBLEY STREET STATION
6.2'
12.5'
13.0'
2.0'
4.9'
R5.0'
R15.0'
B6 CURB
10" PLATFORM CURB
45+00
45+50
46+00
46+50
60+50
46+85
℄ SIBLEY ST
BEGIN CONSTRUCTION STA. 45+37.60
N SIBLEY ST
END CONSTRUCTION STA. 46+79.85
℄ 4TH ST E
3.6'
EX ROW
4TH ST E
METRO GREEN LINE
0 5 10 20
HORIZONTAL SCALE IN FEET

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

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60% SUBMITTAL

CONSTRUCTION PLAN
UNION DEPOT & SIBLEY STREET STATION

STATE PROJ. NO. 6283-254 (TH 94), 8282-139 (TH 94), 6221-110 (TH 61), 6217-45 (TH 3), 8286-93 (TH 694)

DT126 OF DT205

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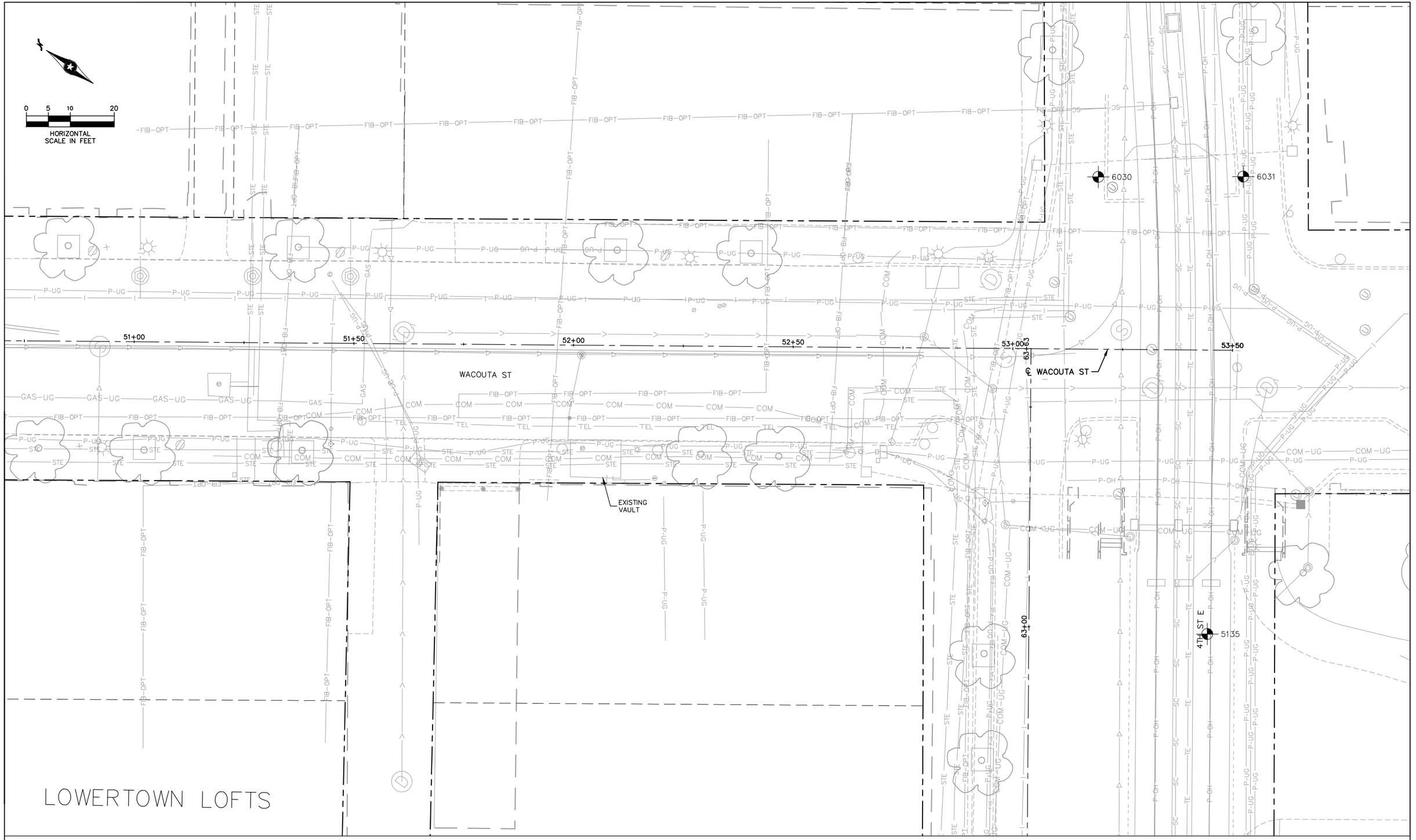


DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

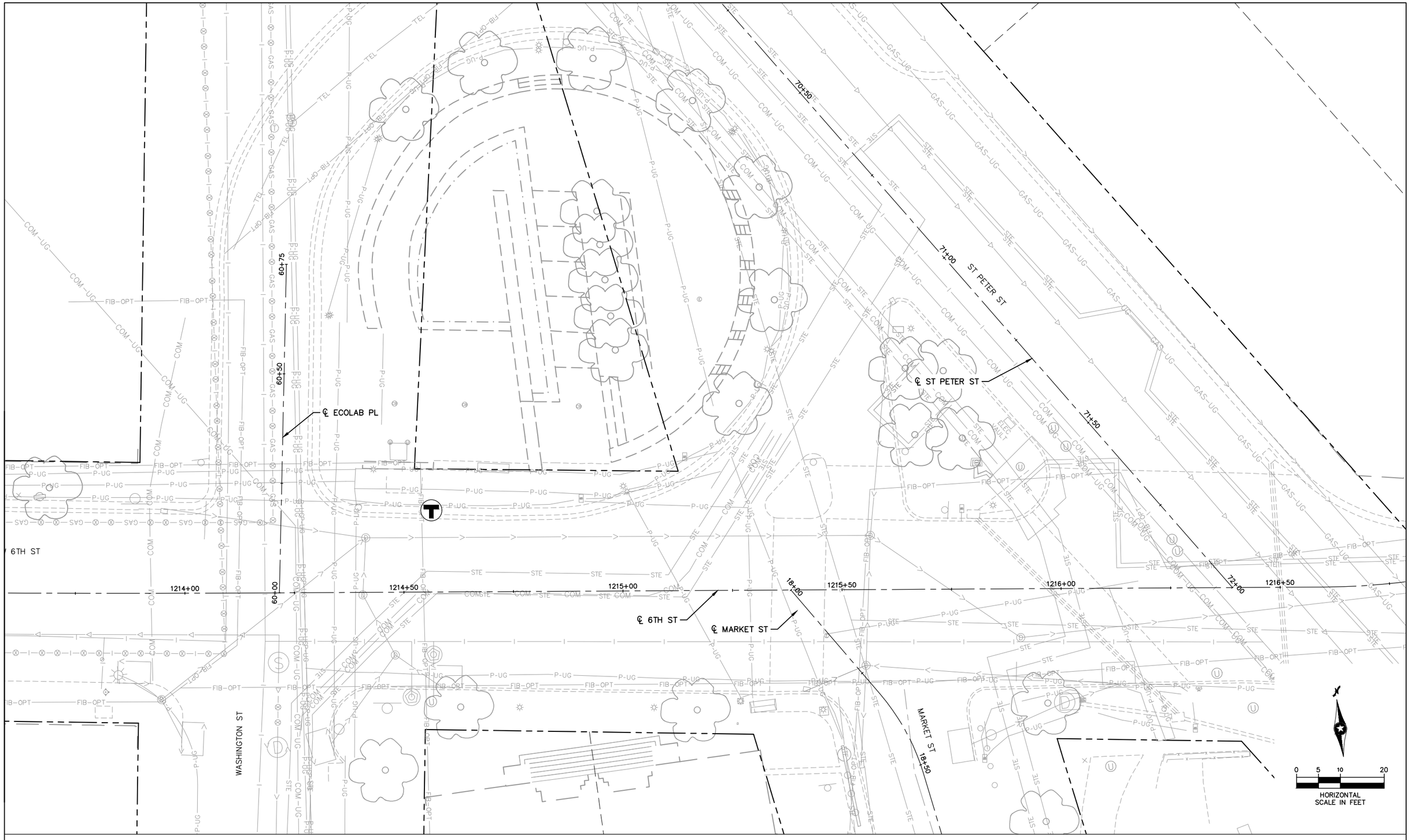
Kimley»Horn | SRF | METROPOLITAN COUNCIL | METRO Gold Line

60% SUBMITTAL

EXISTING CONDITIONS

UNION DEPOT & WACOUTA STREET STATION

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)



DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

Kimley»Horn · SRF · METROPOLITAN COUNCIL · METRO Gold Line

60% SUBMITTAL

EXISTING CONDITIONS

HAMM PLAZA STATION

STATE PROJ. NO. 6283–254 (TH 94), 8282–139 (TH 94), 6221–110 (TH 61), 6217–45 (TH 3), 8286–93 (TH 694)

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POINTS TABLE				
#	STATION	OFFSET	ALIGNMENT	DESCRIPTION
A	70+46.58	14.00' RT	SEG1-CIV-STPETER	BEGIN CURB
B	60+28.49	14.95' LT	SEG1-CIV-ECOLAB	C&G TRANSITION
C	60+34.70	3.00' RT	SEG1-CIV-ECOLAB	C&G TRANSITION
D	1214+40.30	12.00' LT	SEG1-CIV-6TH	C&G TRANSITION
E	1214+47.01	11.98' LT	SEG1-CIV-6TH	C&G TRANSITION
F	71+29.15	14.00' RT	SEG1-CIV-STPETER	C&G TRANSITION
G	1213+85.96	13.00' LT	SEG1-CIV-6TH	END TAPER
H	60+45.71	6.68' RT	SEG1-CIV-ECOLAB	END TAPER
I	1215+72.01	12.00' LT	SEG1-CIV-6TH	C&G TRANSITION
J	1215+77.45	12.00' LT	SEG1-CIV-6TH	C&G TRANSITION
K	1215+29.37	23.07' RT	SEG1-CIV-6TH	BEGIN CURB
L	1215+40.73	23.13' RT	SEG1-CIV-6TH	END CURB
M	60+36.48	15.00' LT	SEG1-CIV-ECOLAB	END CURB

NOTES:
1. ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED
2. SEE LANDSCAPE AND URBAN DESIGN PLANS FOR FENCE TYPES
3. SEE ARCHITECTURE PLANS FOR PLATFORM DETAILS
4. SEE INTERSECTION AND PEDESTRIAN RAMP DETAILS FOR PEDESTRIAN RAMP DETAILS
5. 10' CURB TYPE TRANSITION – SEE CIVIL DETAIL SHEETS

SPECIFIC NOTES:
1. SNOW MELT ENCLOSURE
2. TRAFFIC CONTROL CABINET
3. CURB TRANSITION
4. CONCRETE DRIVEWAY APRON – SEE CITY STD PLATES
5. EXISTING BUS STOP TO REMAIN

LEGEND
SALVAGE AND REINSTALL BRICK PAVERS

BEGIN CONSTRUCTION STA. 70+46.58
END CONSTRUCTION STA. 60+45.71
BEGIN CONSTRUCTION STA. 1213+66.31
END CONSTRUCTION STA. 1215+99.45
EX ROW
℄ ECOLAB PL
℄ 6TH ST
℄ ST PETER ST
℄ MARKET ST
W 6TH ST
WASHINGTON ST
ST PETER ST
MARKET ST
EX PROPERTY LINE
HAMM PLAZA STATION
10" PLATFORM CURB
B612-MOD C&G
B612 C&G
R45.0'
R3.0'
R15.0'
R5.0'
1:3
3.0'
14.0'
11.7'
6.0'
10.0'
12.5'
12.0'
2.0'
18.0'
15.0'
13.0'
10.5'
70+50
71+00
71+50
72+00
60+75
60+50
66+00
1214+00
1214+50
1215+00
1215+50
1216+00
1216+50
18+00
18+50
0 5 10 20
HORIZONTAL SCALE IN FEET

DRAFT-WORK IN PROCESS

NO.	REVISIONS	BY	APP	DATE

DRAWN:
DESIGNED:
CHECKED:

Kimley»Horn | SRF | METROPOLITAN COUNCIL | METRO Gold Line

60% SUBMITTAL

CONSTRUCTION PLAN
HAMM PLAZA STATION

STATE PROJ. NO. 6283-254 (TH 94), 8282-139 (TH 94), 6221-110 (TH 61), 6217-45 (TH 3), 8286-93 (TH 694)

DT190 OF DT205

Jul, 28 2020 05:31 pm C:\Users\LOEE82~1\Temp\13\AcPublish_72920\SEG1-CIV-PLN.dwg By: wgoo

Appendix B: McKnight Road Bridge and Johnson Parkway Bridge Renderings

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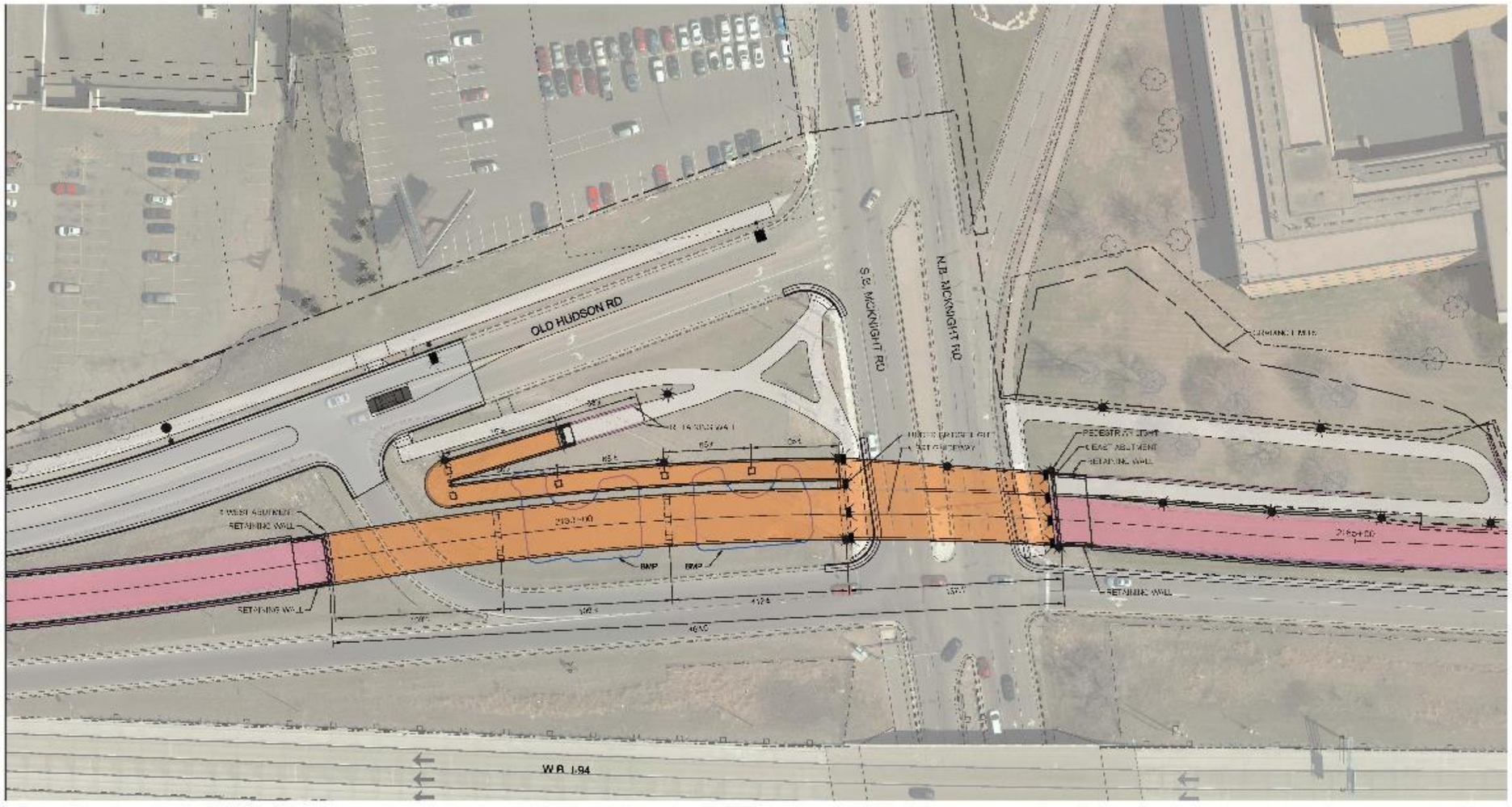
McKnight Road Bridge (60% renderings, dated January 2021):



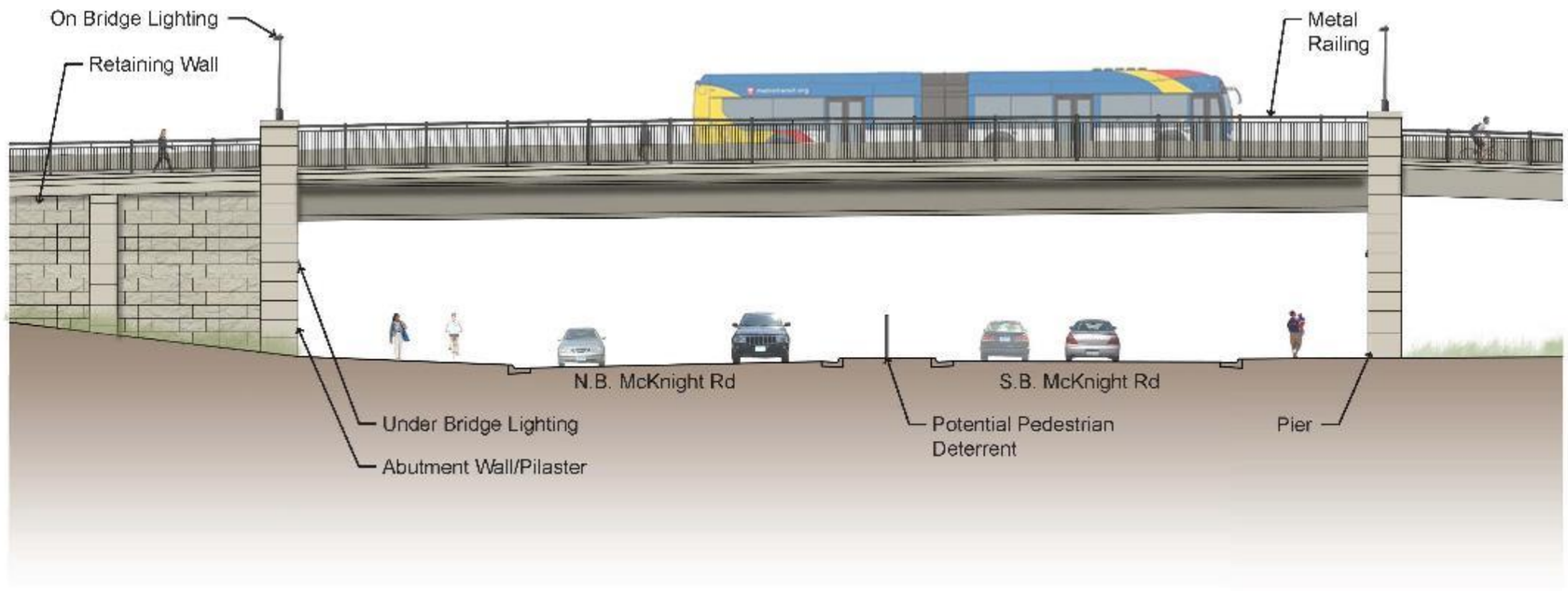
DRAFT - WORK IN PROCESS

METRO Gold Line

Visual Quality: McKnight Rd Bridge
Plan View

January 12, 2021

Kimley»Horn SRF



Bridge Elevation Looking South

DRAFT - WORK IN PROCESS

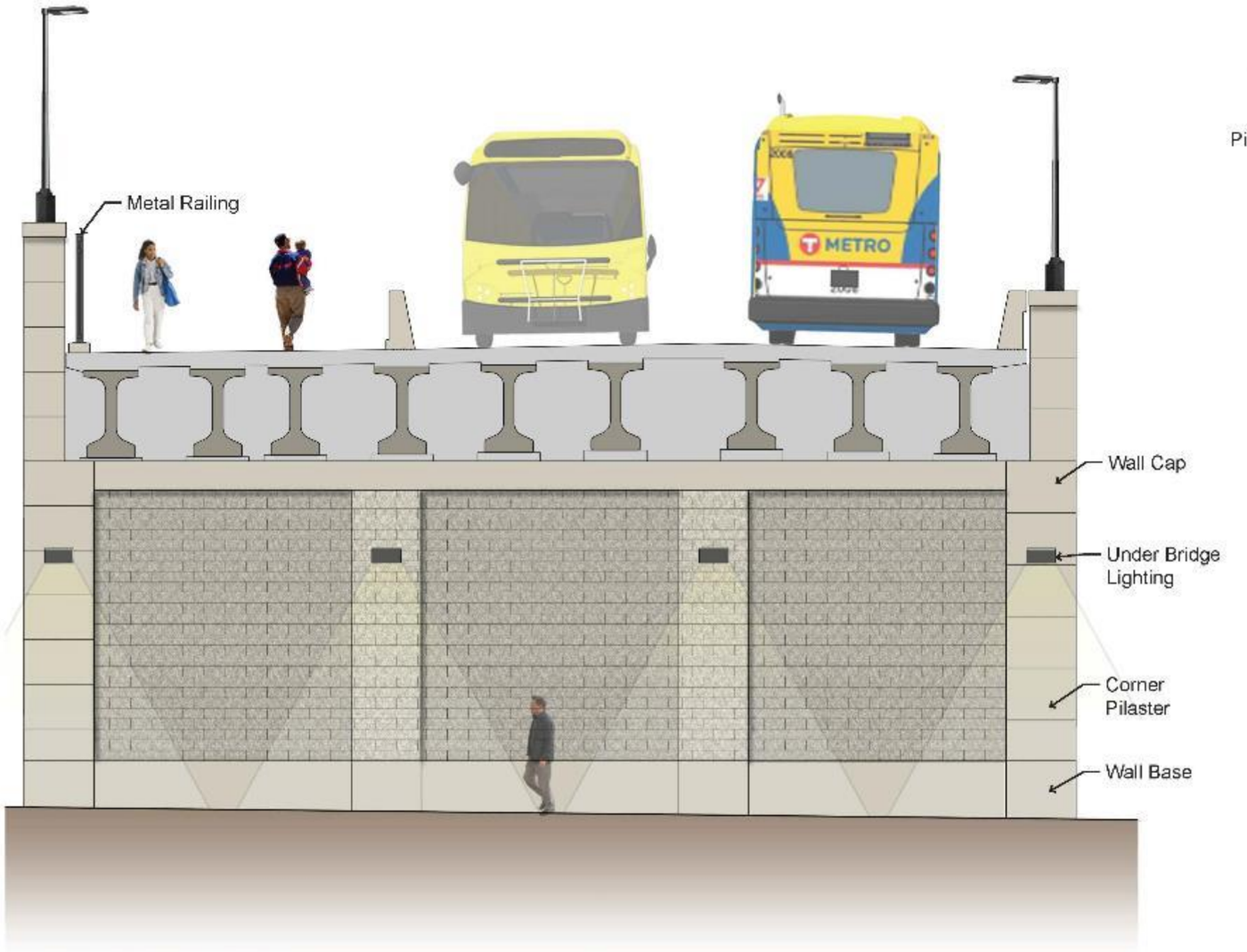
METRO Gold Line

Visual Quality: McKnight Rd Bridge

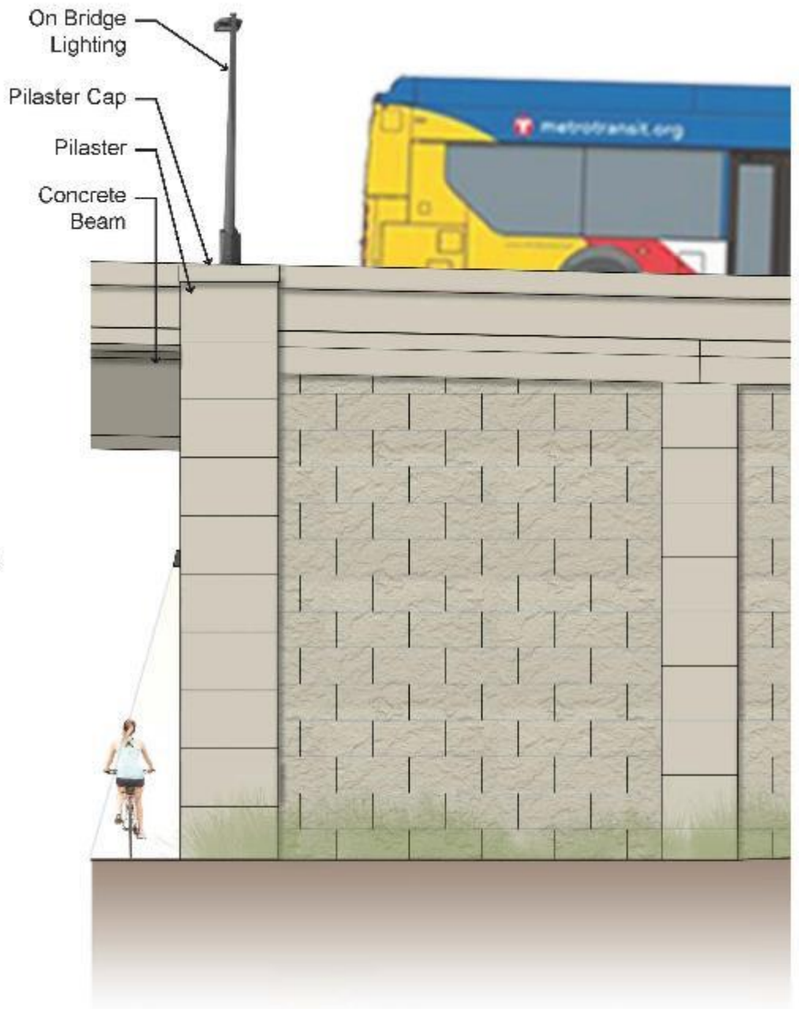
Elevation of North Side of Bridge

January 12, 2021

Kimley»Horn SRF



East Abutment Elevation



East Abutment and Retaining Wall Looking North

DRAFT - WORK IN PROCESS

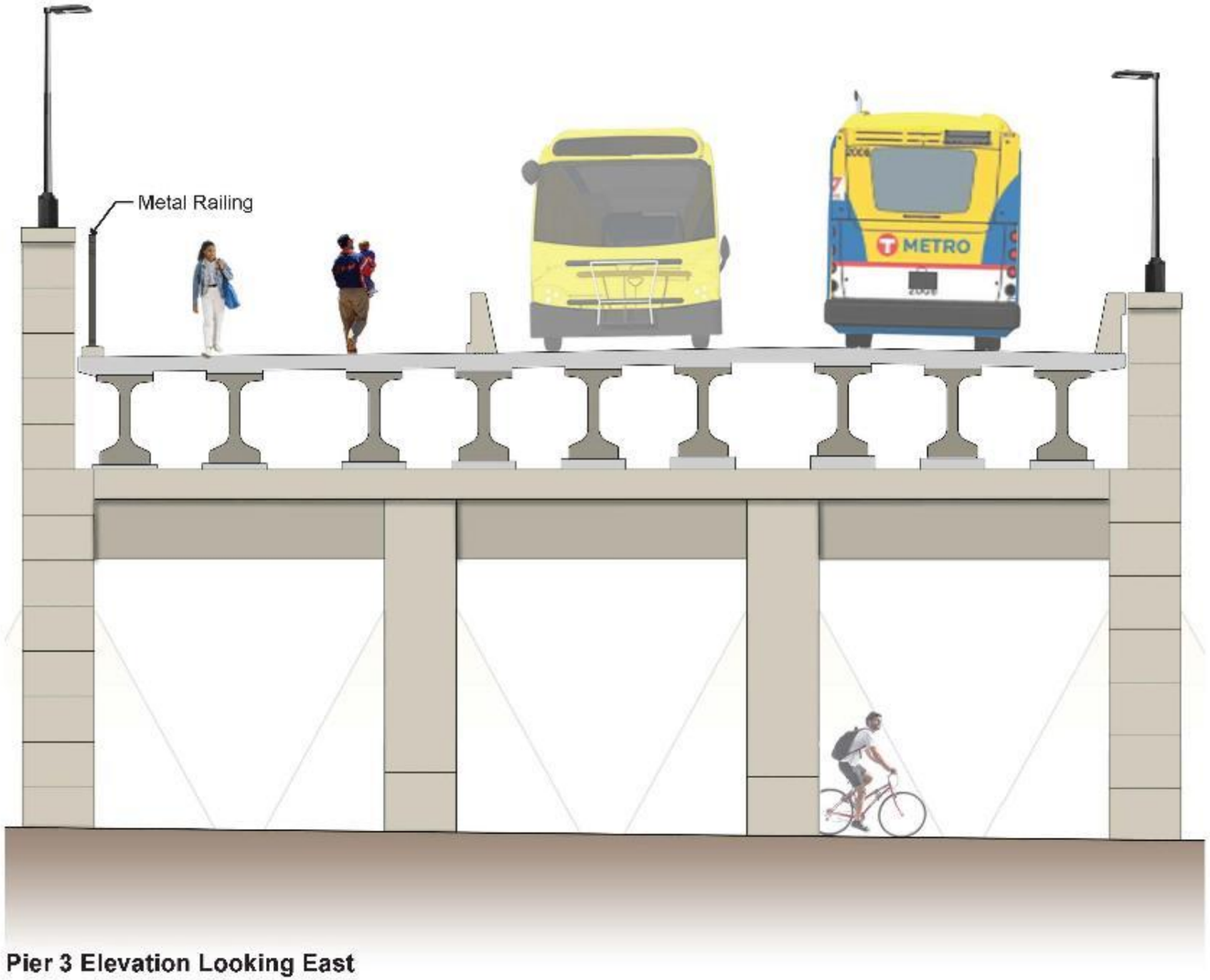
METRO Gold Line

Visual Quality: McKnight Rd Bridge

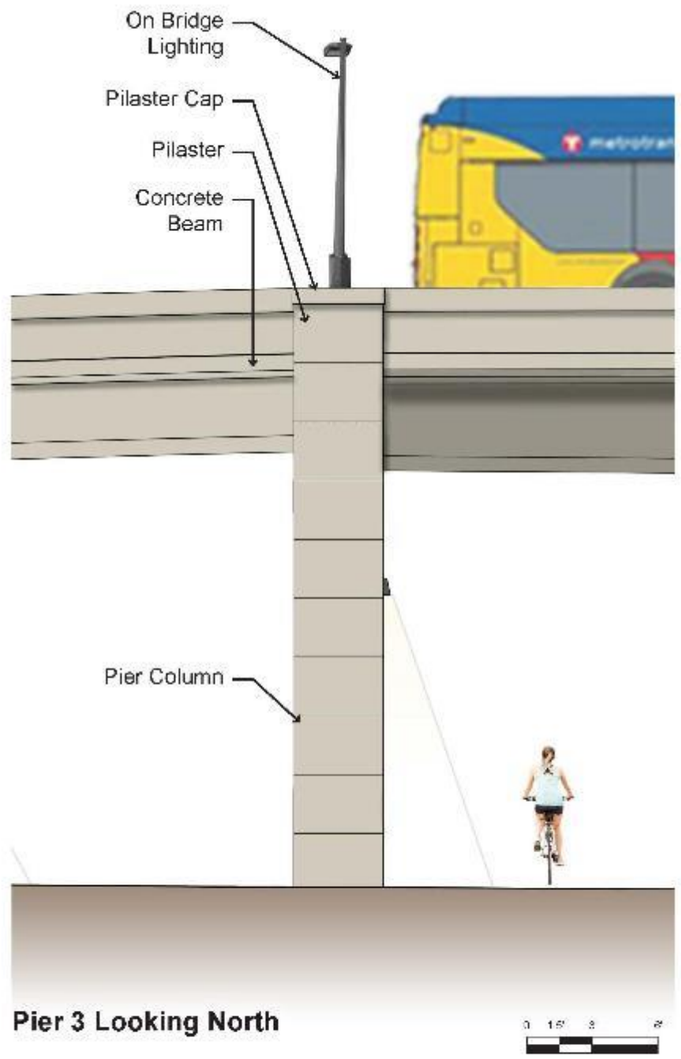
Primary Abutment Elevation

January 12, 2021

Kimley»Horn SRF



Pier 3 Elevation Looking East



Pier 3 Looking North

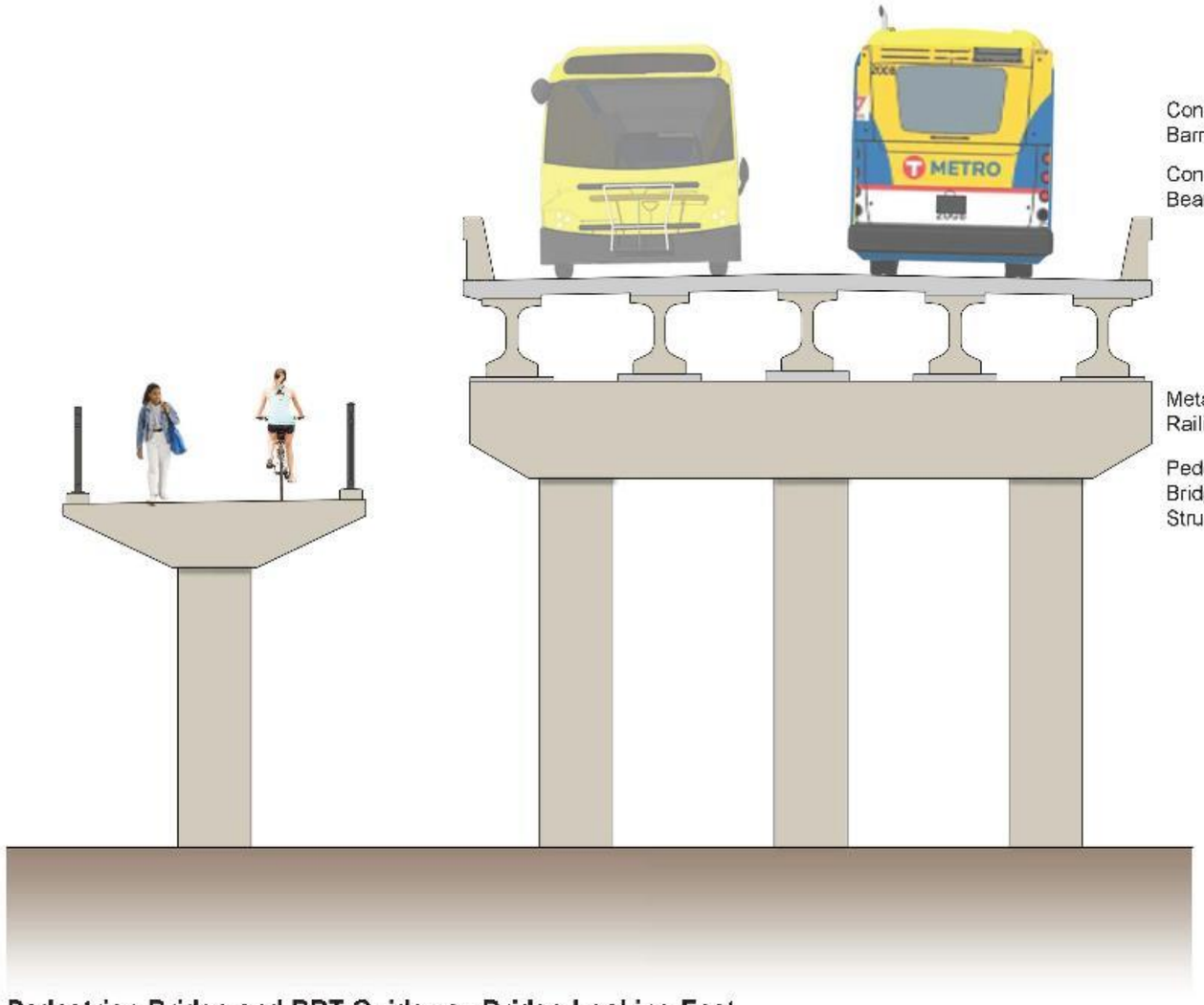
DRAFT - WORK IN PROCESS

METRO Gold Line

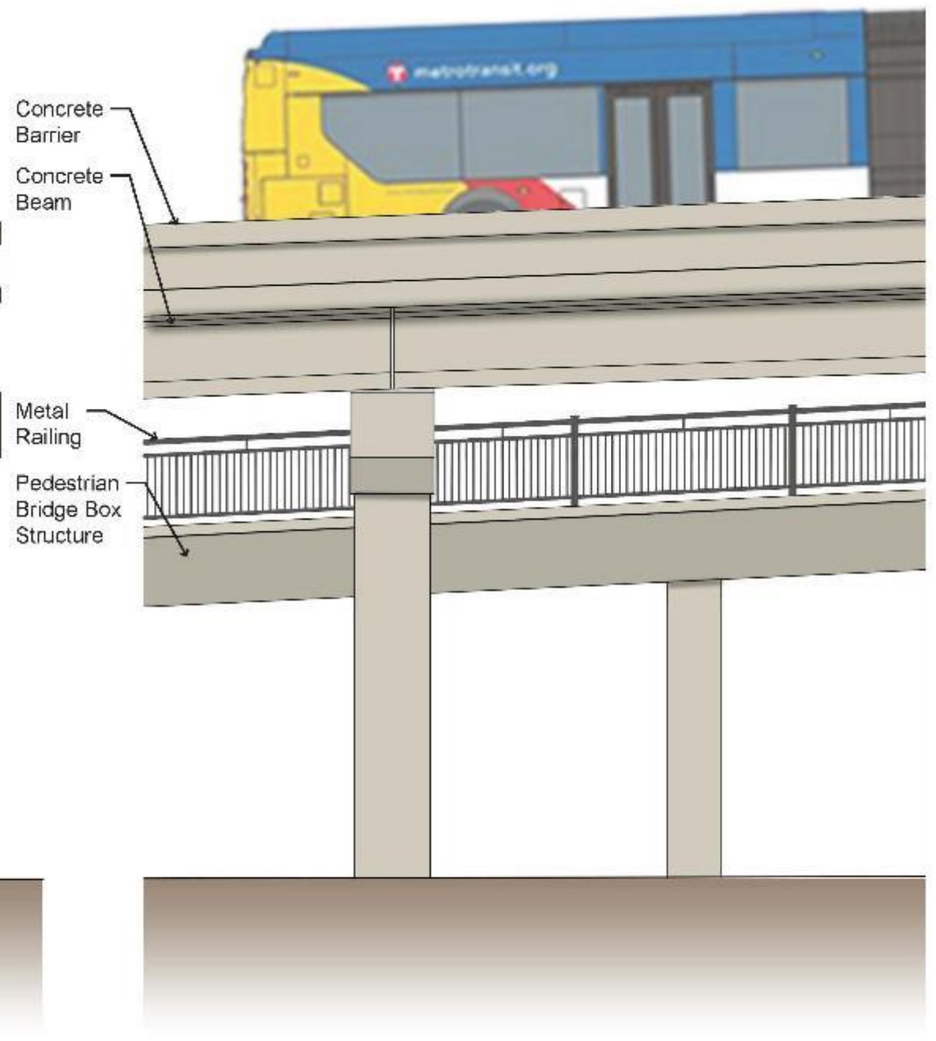
Visual Quality: McKnight Rd Bridge
Pier 3 Elevation

January 12, 2021

Kimley»Horn SRF



Pedestrian Bridge and BRT Guideway Bridge Looking East



Elevation Looking North

DRAFT - WORK IN PROCESS

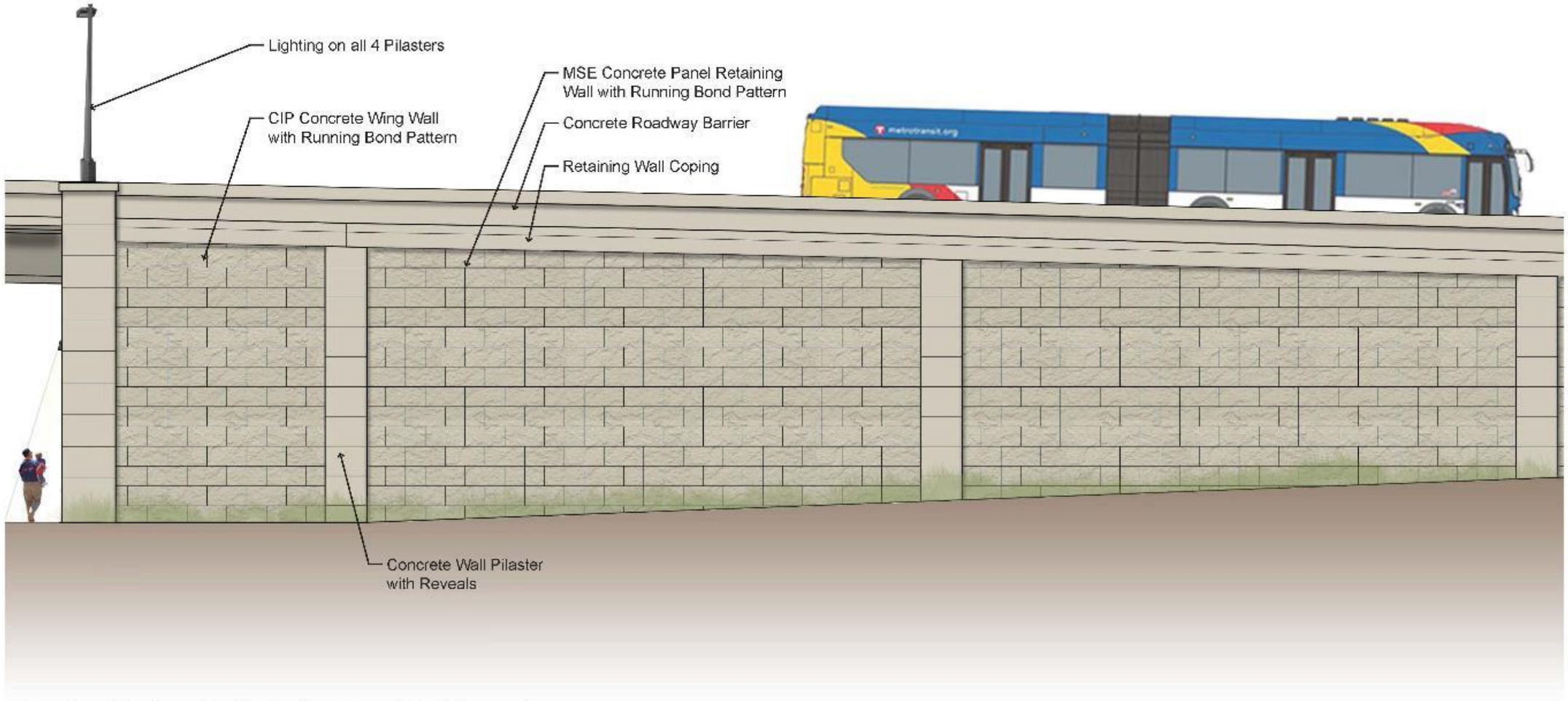
METRO Gold Line

Visual Quality: McKnight Rd Bridge

Tertiary Treatment Pier Elevation

January 12, 2021

Kimley»Horn SRF



Elevation View Looking North (Southeast Wall Shown)

DRAFT - WORK IN PROCESS

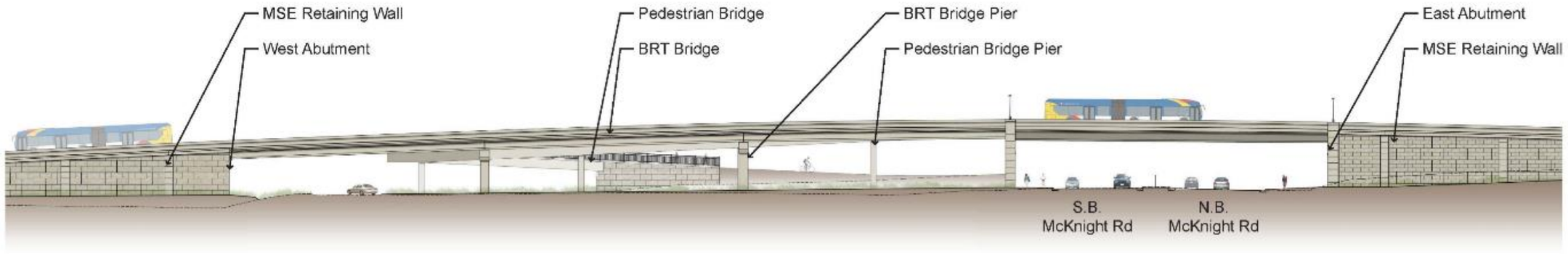
METRO Gold Line

Visual Quality: McKnight Rd Bridge

SE Retaining Wall Elevation

January 12, 2021

Kimley»Horn SRF



Bridge Elevation Looking North

0 10' 20' 40'

DRAFT - WORK IN PROCESS

METRO Gold Line

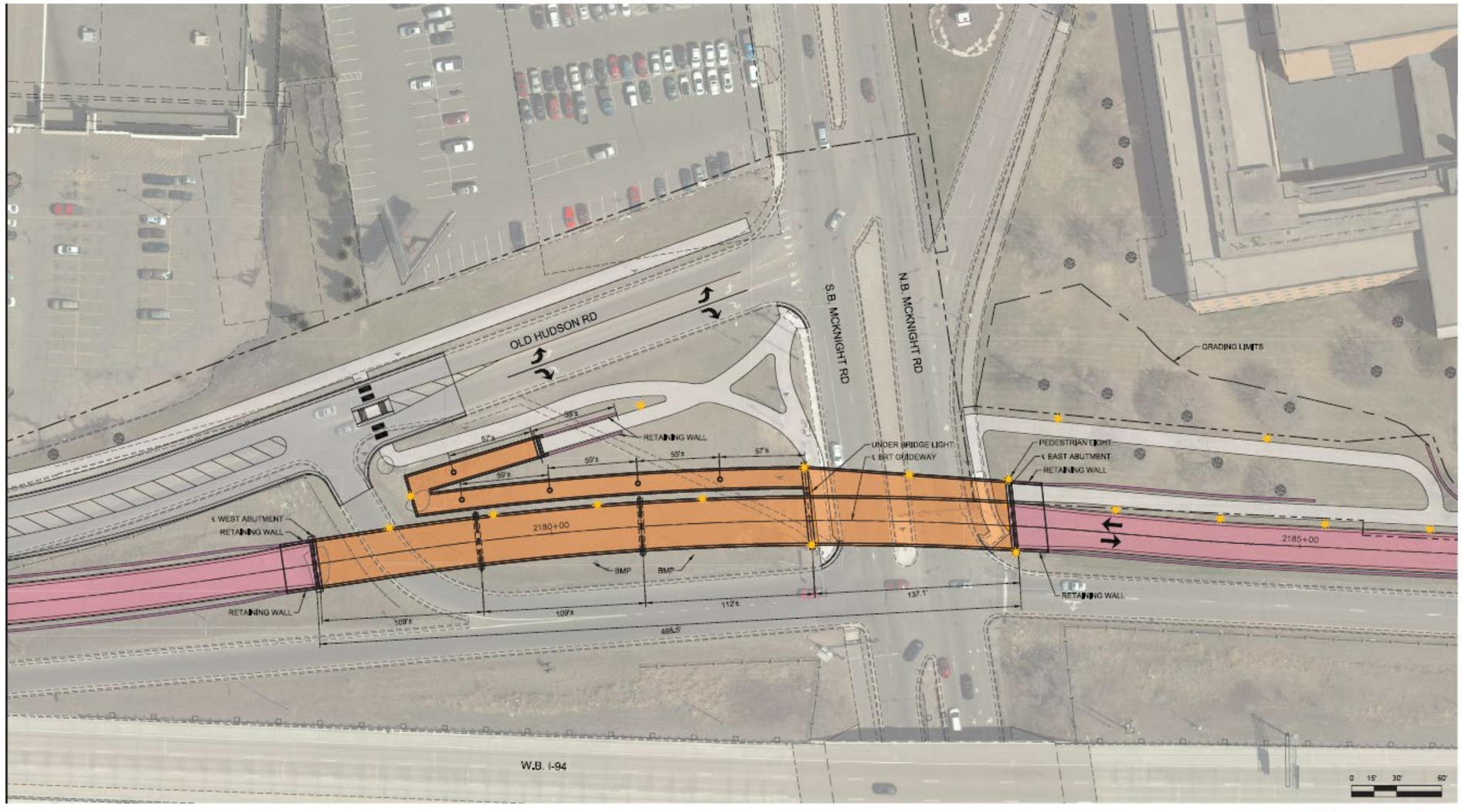
Visual Quality: McKnight Rd Bridge

Elevation of South Side of Bridge

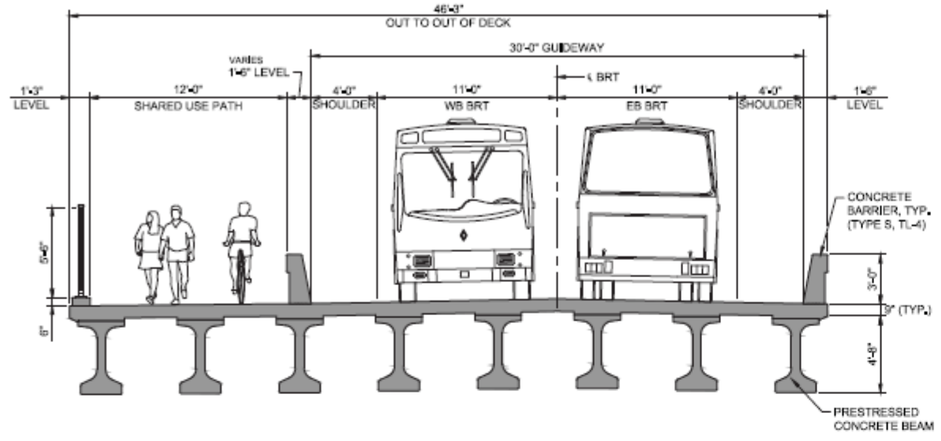
January 12, 2021

Kimley»Horn SRF

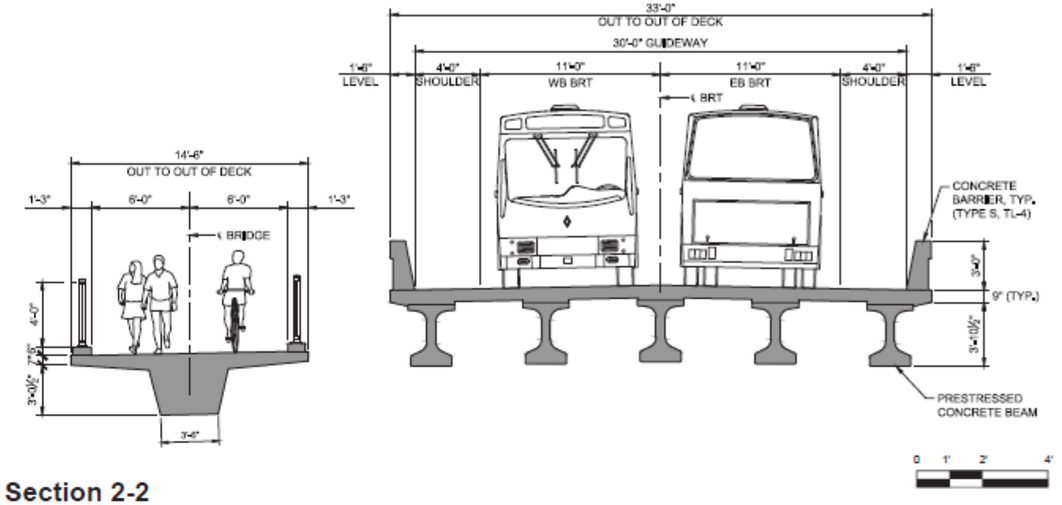
McKnight Road Bridge (30% renderings, dated August 2019):



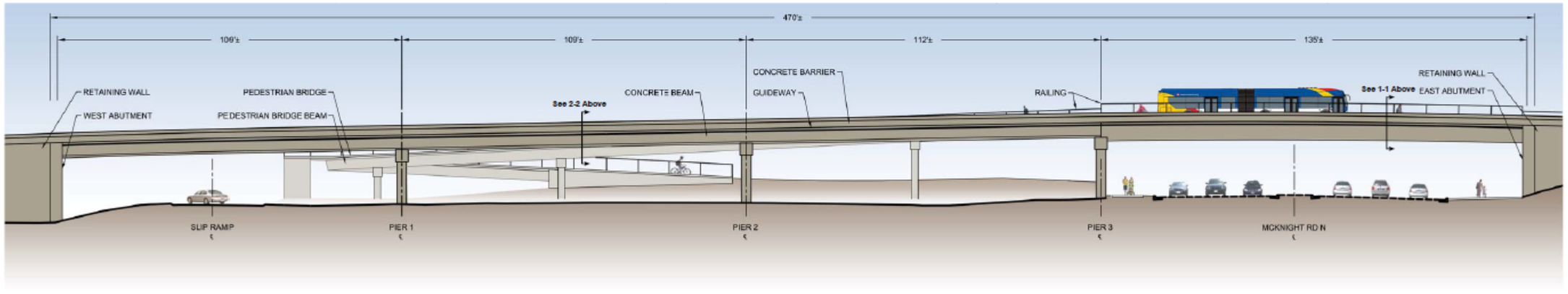
DRAFT - WORK IN PROCESS



Section 1-1



Section 2-2



Elevation of South Side of McKnight Rd Bridge

0 7.5' 15' 30'

DRAFT - WORK IN PROCESS

METRO Gold Line

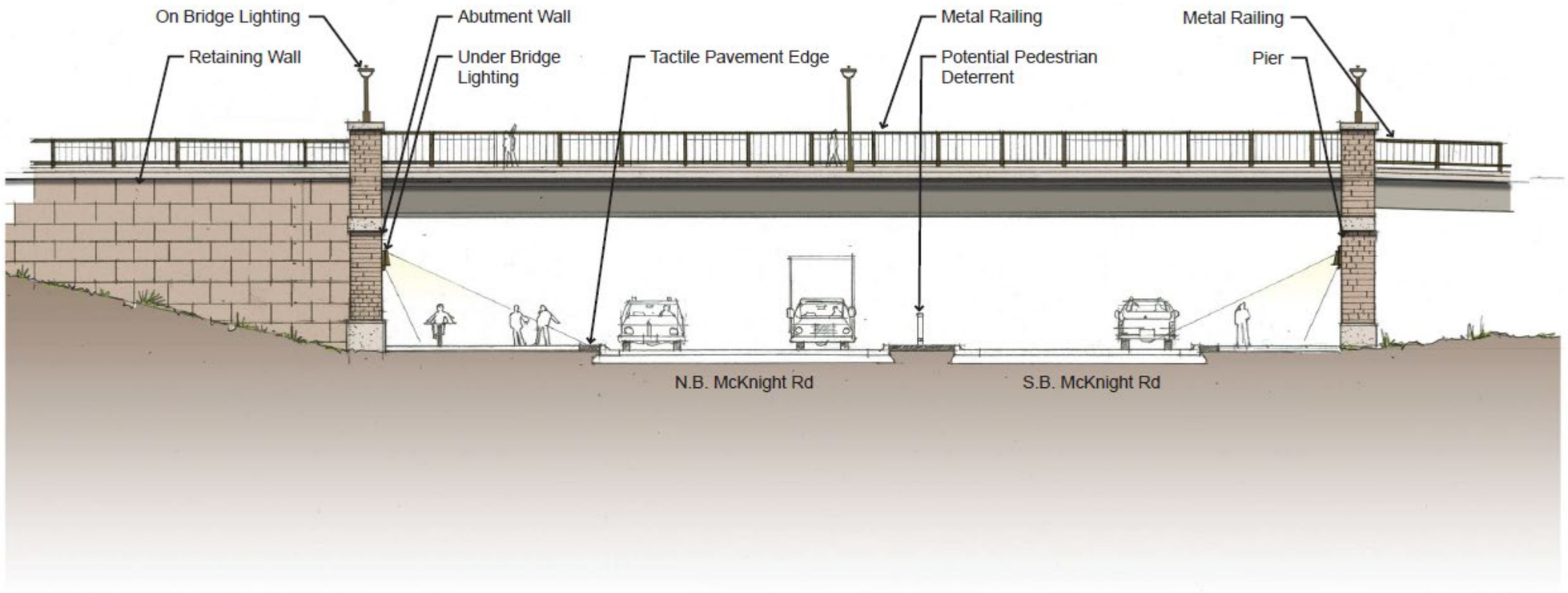
Visual Quality: Bridges over McKnight Rd & Century Ave

McKnight Rd Bridge Typical Section and Elevation

August 15, 2019

Kimley»Horn

SRF Consulting Group, Inc.



Bridge Elevation Looking South

0 3.75' 7.5' 15'

DRAFT - WORK IN PROCESS

METRO Gold Line

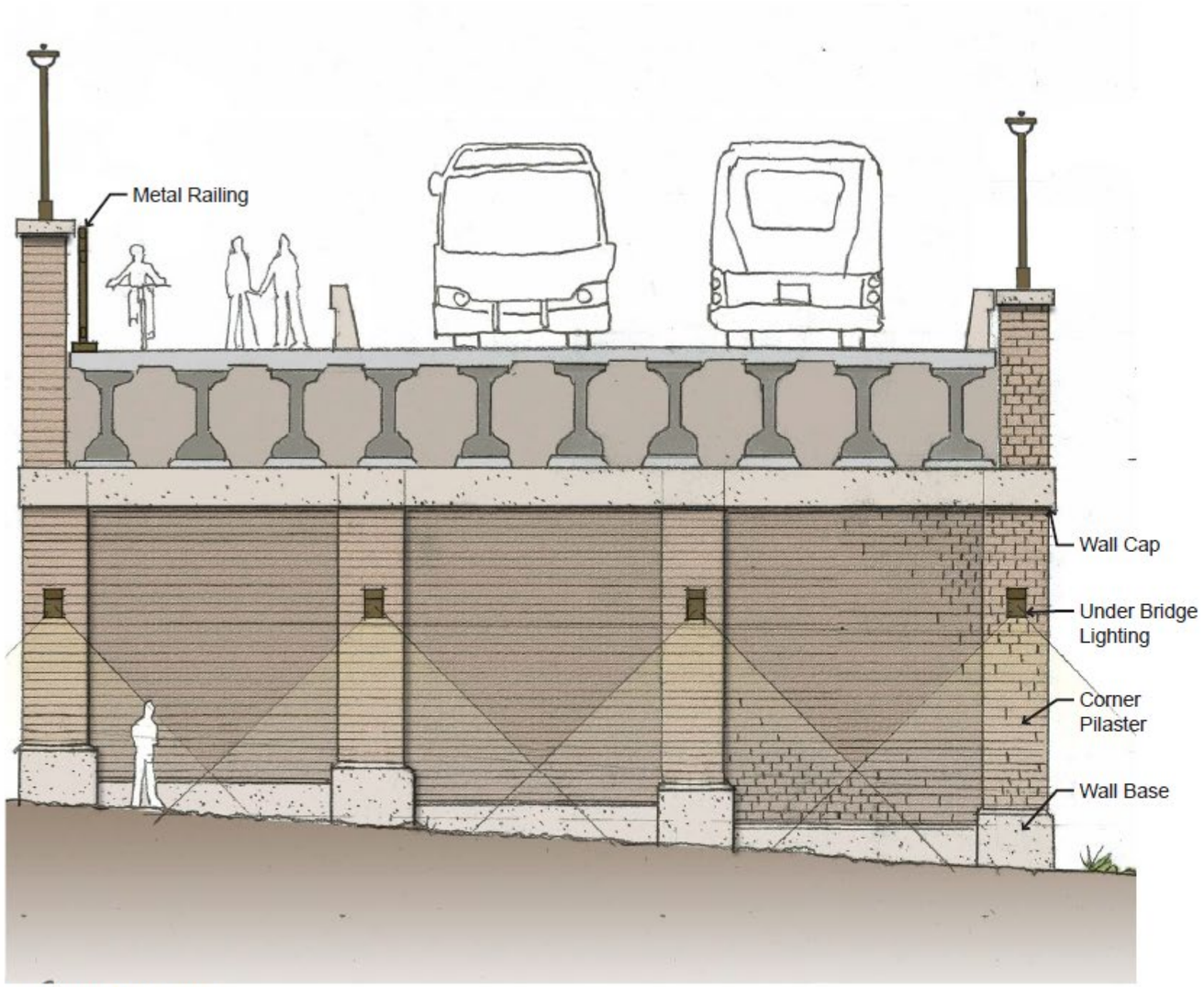
Visual Quality: McKnight Rd Bridge

Elevation of North Side of Bridge

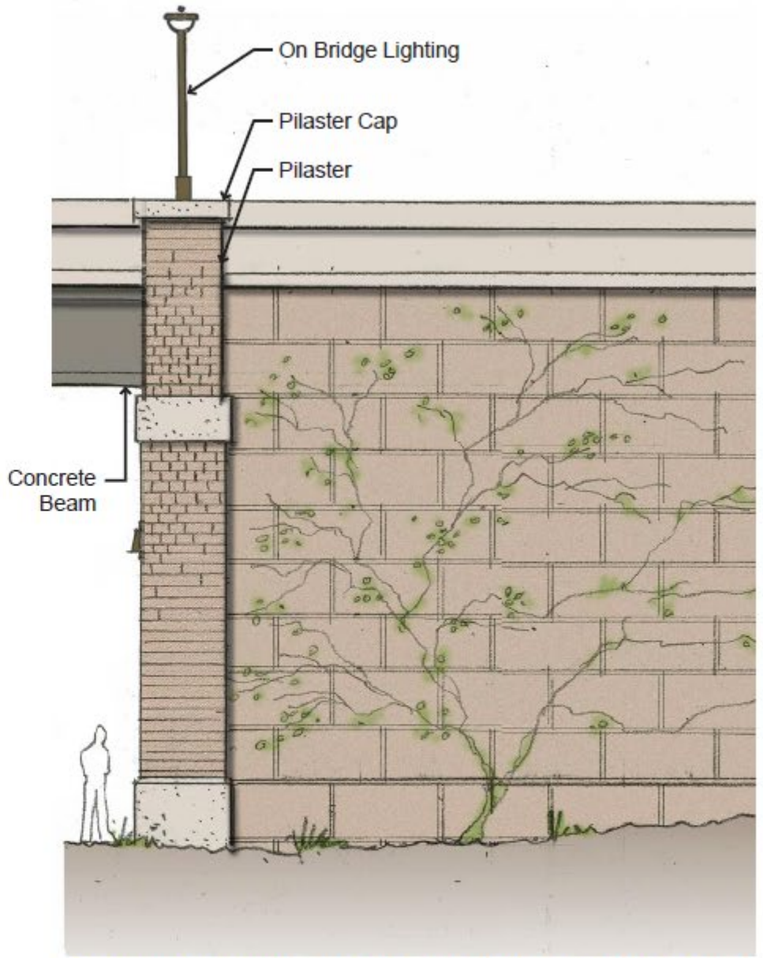
August 15, 2019

Kimley»Horn

SRF Consulting Group, Inc.



Primary Abutment
(McKnight Rd bridge east abutment shown)



Primary Abutment and Retaining Wall Looking North
(McKnight Rd bridge east abutment shown)

DRAFT - WORK IN PROCESS

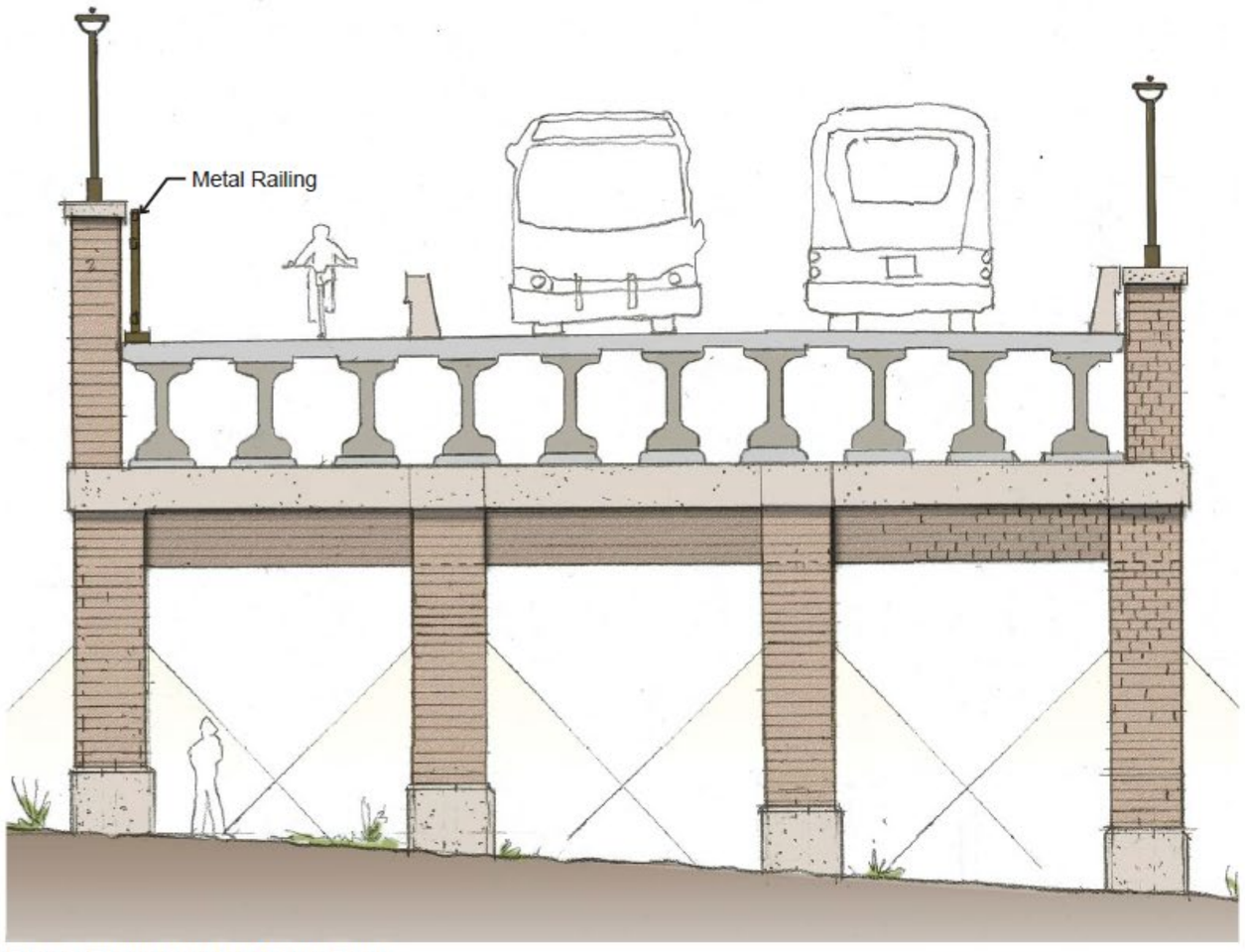
METRO Gold Line

Visual Quality: McKnight Rd & Century Ave Bridge
Primary Abutment Elevation

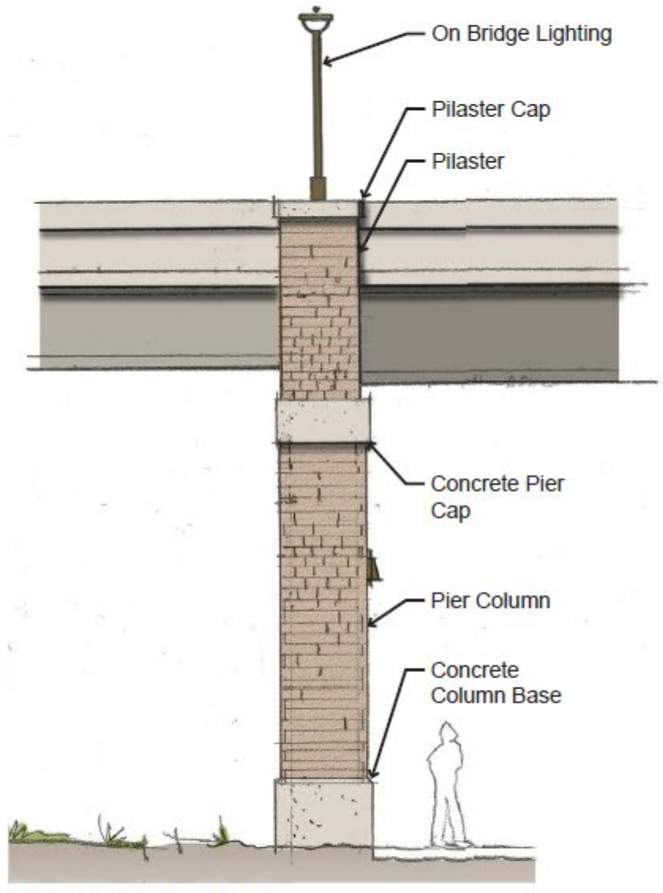
August 15, 2019

Kimley»Horn

SRF Consulting Group, Inc.



Pier 3 Elevation Looking East



Pier 3 Looking North

0 1.5' 3' 6'

DRAFT - WORK IN PROCESS

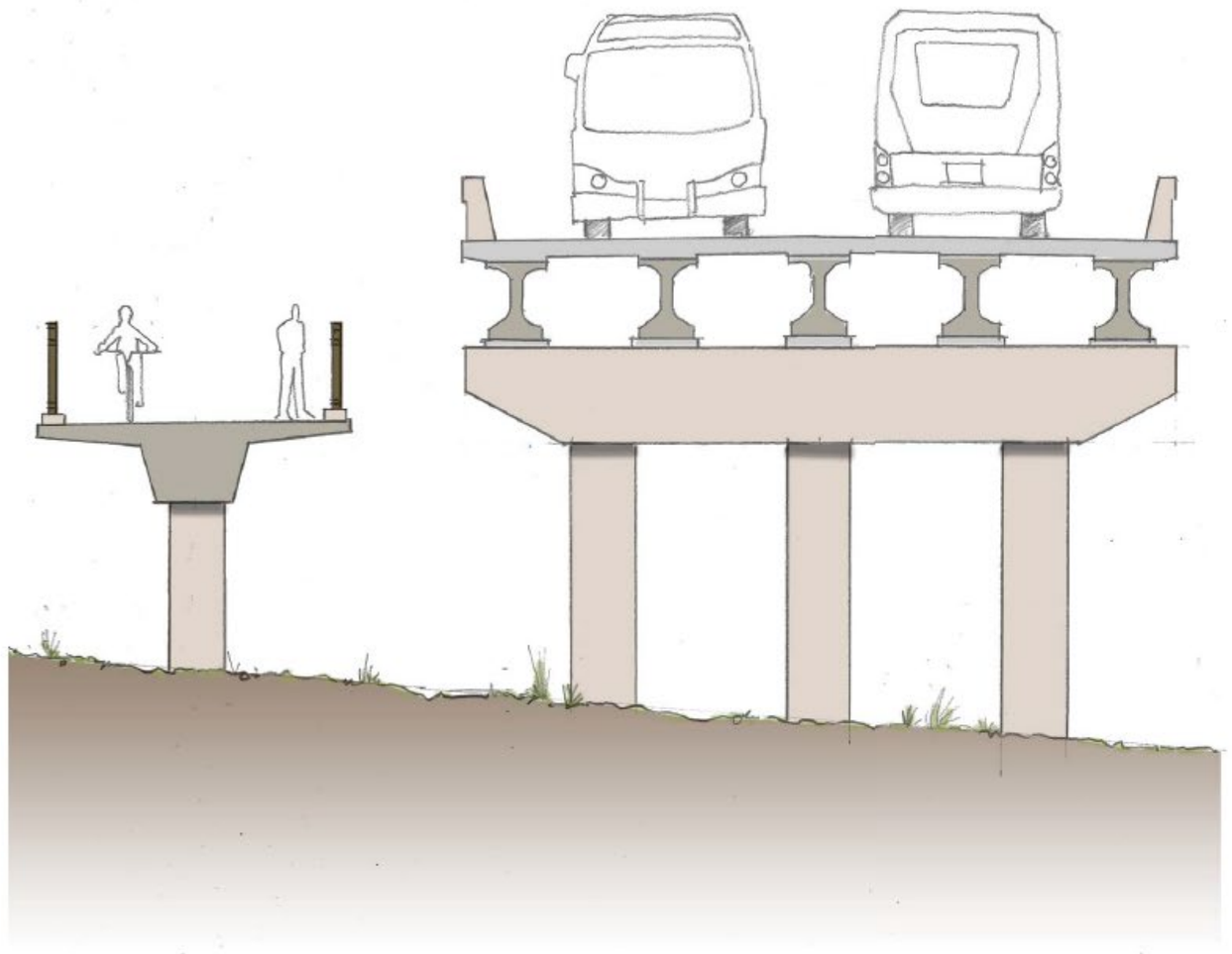
METRO Gold Line

Visual Quality: McKnight Rd Bridge
Pier 3 Elevation

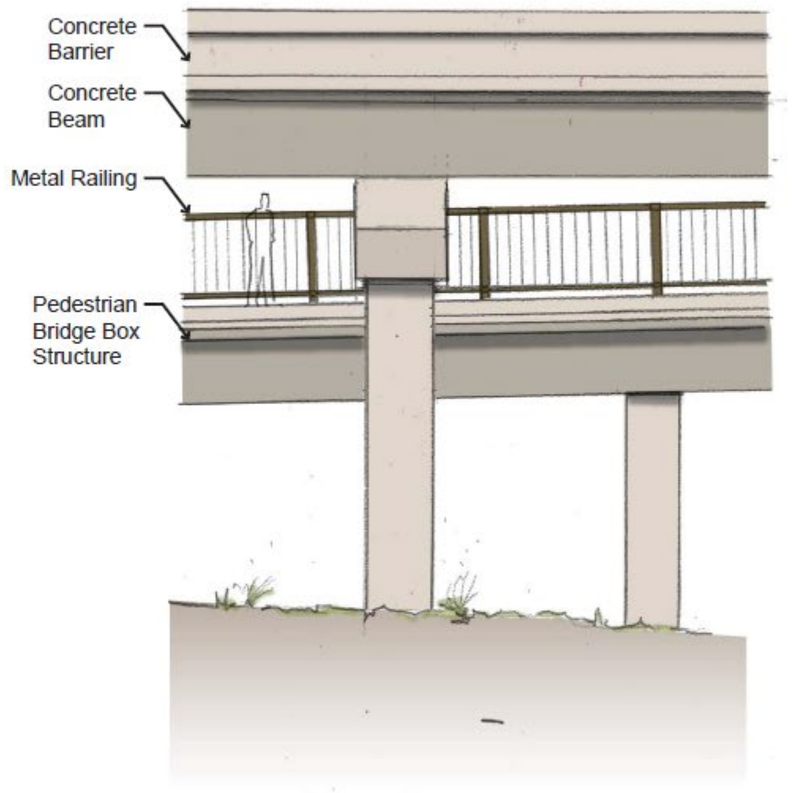
August 15, 2019

Kimley»Horn

SRF Consulting Group, Inc.



Pedestrian Bridge and BRT Guideway Bridge Looking East



Elevation Looking North

0 1.5' 3' 6'

DRAFT - WORK IN PROCESS

METRO Gold Line

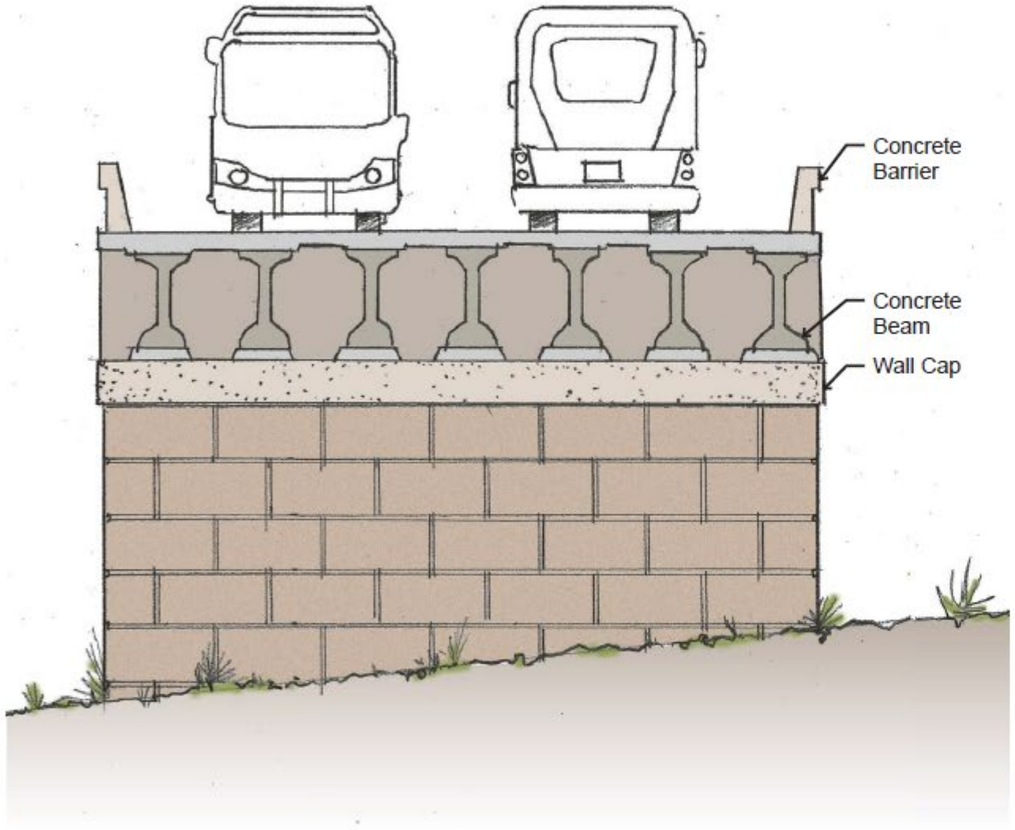
Visual Quality: McKnight Rd Bridge

Tertiary Treatment Pier Elevation

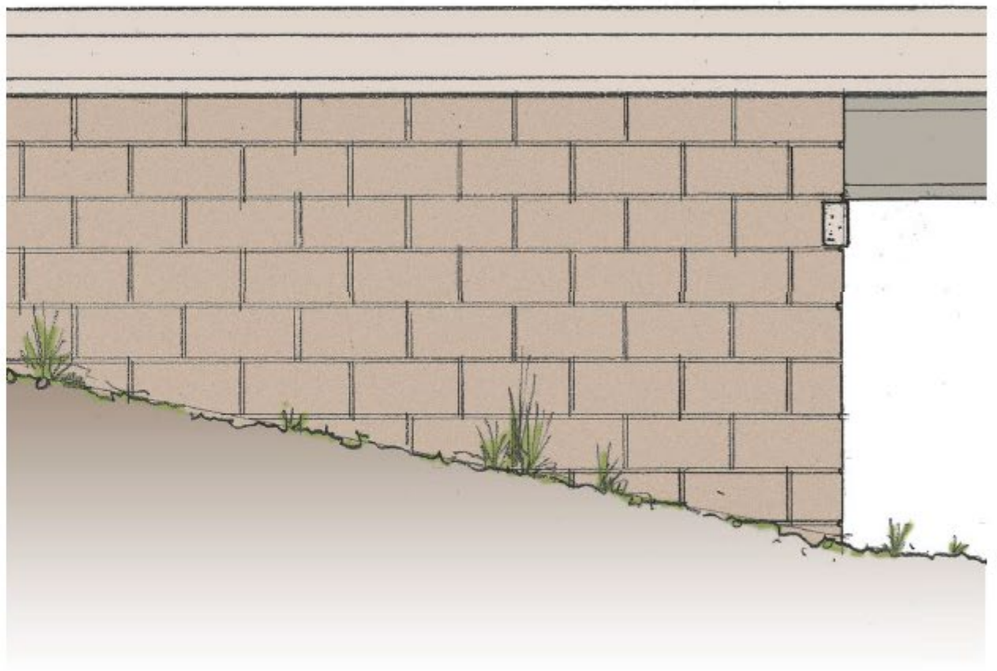
August 15, 2019

Kimley»Horn

SRF Consulting Group, Inc.



Secondary Abutment Looking West



Abutment and Retaining Wall Elevation Looking North

0 1.5' 3' 6'

DRAFT - WORK IN PROCESS

METRO Gold Line

Visual Quality: McKnight Rd Bridge

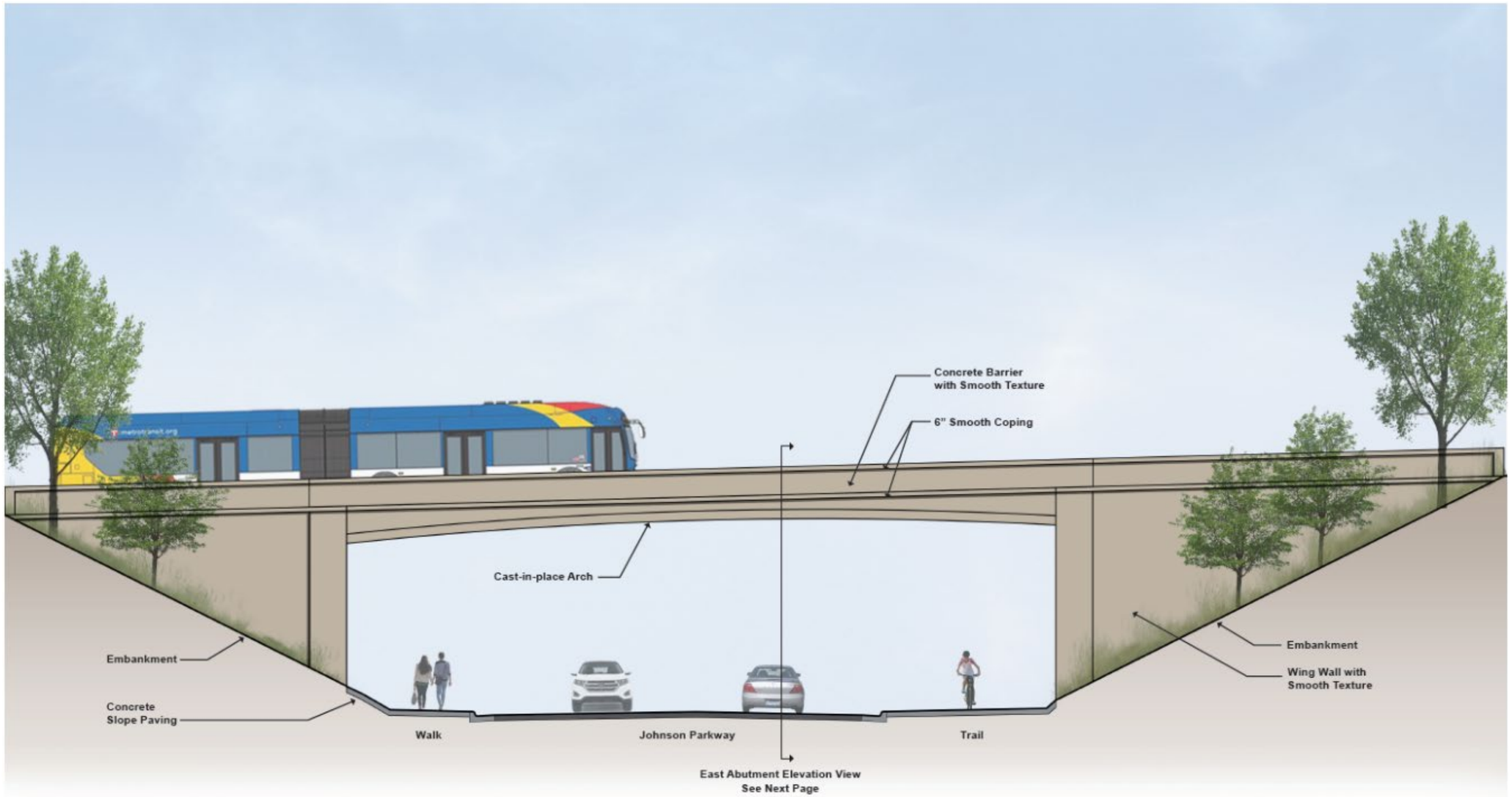
Secondary (West Side) Abutment Elevations

August 15, 2019

Kimley»Horn

SRF Consulting Group, Inc.

Johnson Parkway Bridge:



South Elevation View (looking north)

METRO Gold Line

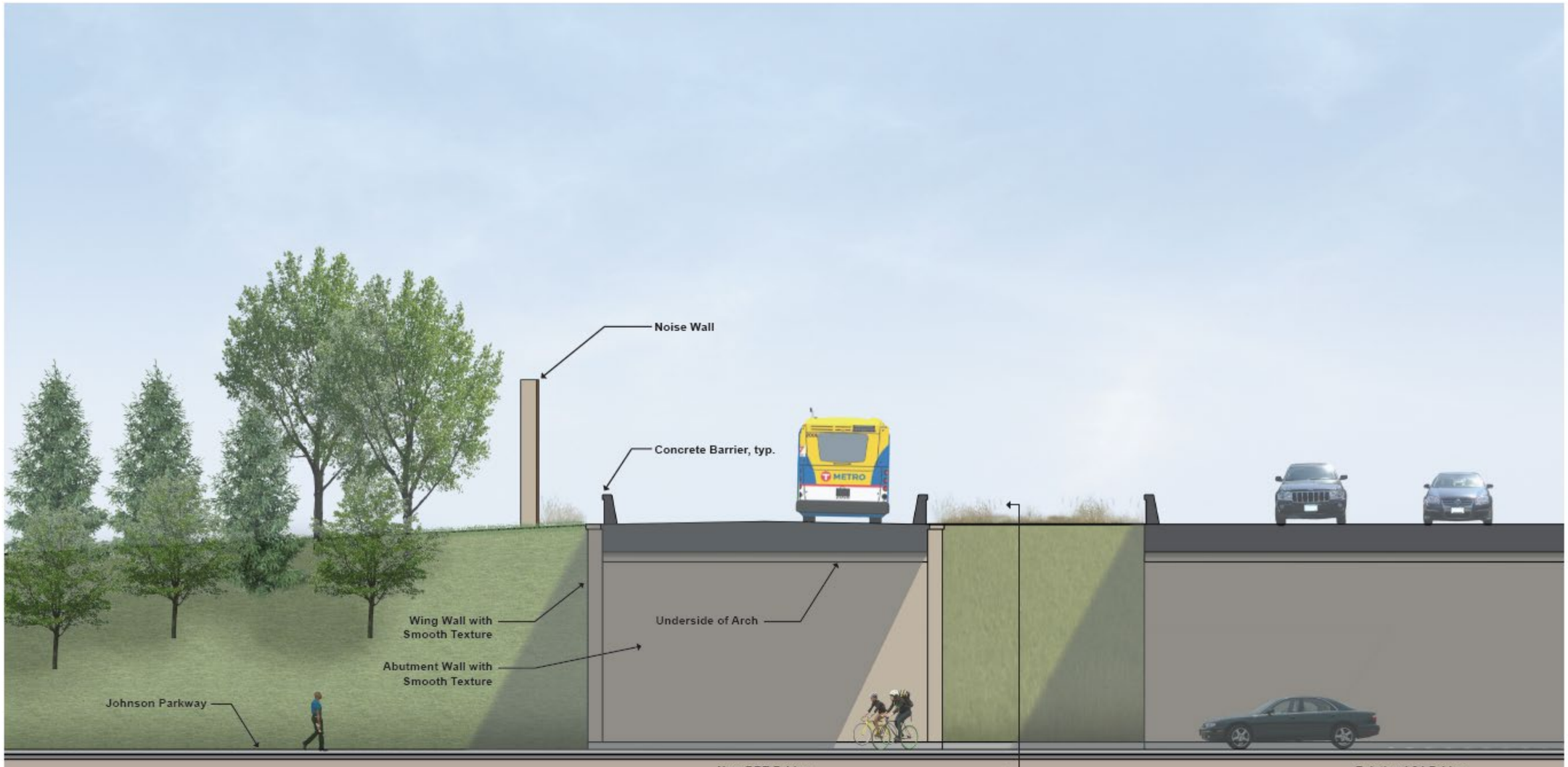
BRT Guideway Bridge over Johnson Parkway
Aesthetic Concepts

St. Paul Bridge Aesthetics
May 18, 2020

Kimley»Horn

SRF Consulting Group, Inc.

DRAFT - WORK IN PROCESS



East Abutment Elevation View and Deck Cross Section (looking east)

METRO Gold Line

BRT Guideway Bridge over Johnson Parkway
Aesthetic Concepts

St. Paul Bridge Aesthetics
May 18, 2020

Kimley»Horn

SRF Consulting Group, Inc.

DRAFT - WORK IN PROCESS