



Northern Lights Express – Cultural Resources

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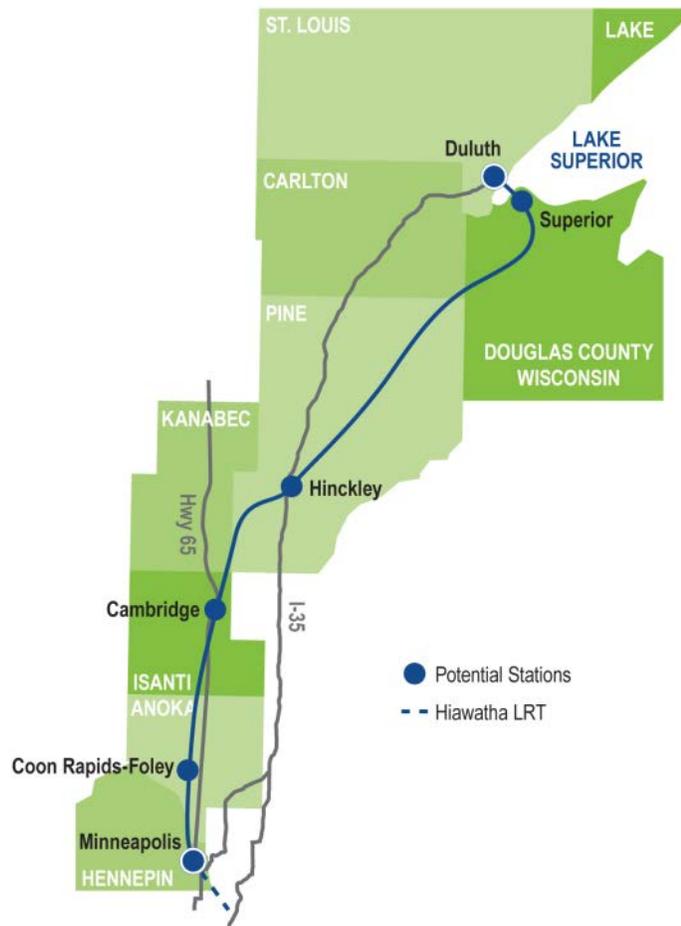
MnDOT Cultural Resources Unit

April 25, 2017

- Introductions
- NLX Project Brief Summary
- Section 106 of the National Historic Preservation Act
- National Register of Historic Places

Listed and eligible properties in the NLX Study Area

Northern Lights Express



- Intercity passenger rail service between Minneapolis and Duluth
- 152-mile alignment on existing BNSF track
- 4 round trips daily
- Speeds up to 90 mph
- About 2 ½ hours travel time between Twin Cities and Twin Ports

Stations

- Adding track and platforms at:
 - Target Field Station in Minneapolis
 - Duluth Station at Union Depot
- New Stations at:
 - Coon Rapids
 - Cambridge
 - Hinckley
 - Superior



Infrastructure Improvements

Grade crossings

- Safety improvements at all grade crossings - both public and private
- Minimum of flashing lights, gates and medians
- Signal Improvements



Track

- Upgrade for higher speed
- Extend existing sidings
- Double track near Superior
- Third main – Coon Creek/Northtown

Maintenance facility

Layover facilities

Equipment

- Locomotives and coaches

Northern Lights Express Environmental Assessment

- Tier 1 Service Level Environmental Assessment completed in 2013
- Tier 2 Project Level Environmental Assessment released on April 24
- Available at libraries and <http://www.mndot.gov/nlx>
- 30 - day public comment period ends on May 24
- Final environmental document anticipated to be a FONSI

(Finding of No Significant Impact) August-September 2017

NLX Public Meetings

- **MAY 16** Sandstone Senior Center
206 Main Street
- **MAY 17** Duluth Depot
506 W. Michigan Street
- **MAY 18** Coon Rapids Civic Center
11155 Robinson Drive NW

All meetings are **5:30-7:30 PM** and open house style

Section 106 of the National Historic Preservation Act of 1966

- Used to identify historic buildings and archaeological properties that may be eligible for the National Register of Historic Places (NRHP)
- Requires Federal agencies to take into account the effects of their “undertakings” on historic properties.
- Conducted in coordination with the National Environmental Policy Act (NEPA)
- Eligible properties are also protected under Section 4(f)

Section 106 of the National Historic Preservation Act

- A process law, not a substantive law
- Applies only when Federal funding is involved in a project
- Does not mandate preservation of a historic property
- Does not stop a project



Programmatic Agreement

- NLX Project developed a Programmatic Agreement to manage cultural resources in 2013.
- Signatories:
 - Federal Railroad Administration
 - Surface Transportation Board
 - Wisconsin Department of Transportation
 - Minnesota State Historic Preservation Office
 - Wisconsin State Historic Preservation Office
 - MnDOT



Section 106 Process

Initiate the 106 Process – Completed 2012

Identify Historic Properties – Ongoing in 2017

Assess Adverse Effects – Ongoing in 2017

Resolve Adverse Effects (if any) – Ongoing in 2017

Section 106 Surveys

- Phase I and II Architectural History Survey for NLX (2013)

<http://www.dot.state.mn.us/nlx/documents.html> (under “other documents”)

- Phase IA Archaeology Survey for NLX (2013)
- Phase I Archaeological Survey for NLX (2017)

Any prehistoric or historic district, site, building, structure or object listed in or eligible for listing in the National Register of Historic Places.

Criterion A Association with events, activities, or broad patterns of history significant to our past

Isanti Farmers Creamery Cooperative

Significant for Agriculture and Commerce



Criterion B Association with person significant in the past

Askov American Building

Significant under communication, politics and government for association with Hjalmer Petersen (former governor, 1936-37)



Criterion C Characteristic of a type, period, or method of construction; represents the work of a master; or has high artistic value

Duluth Union Depot

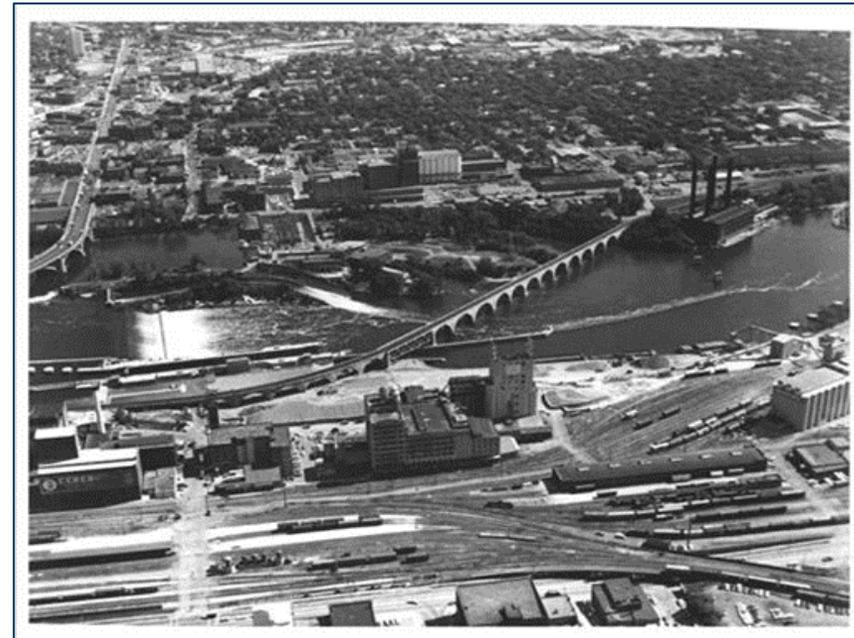
Significant for Architecture and Transportation



Criterion D Potential to yield important information about the past

St. Anthony Falls Historic District

*Significant for archaeology
(potential to yield important
information about pre-history or
history of area)*



Seven Aspects of Integrity

Location: The place where the historic property was constructed or the place where the historic event occurred

Design: The combination of elements that create the form, plan, space, structure, and style of a property

Setting: The physical environment of a historic property

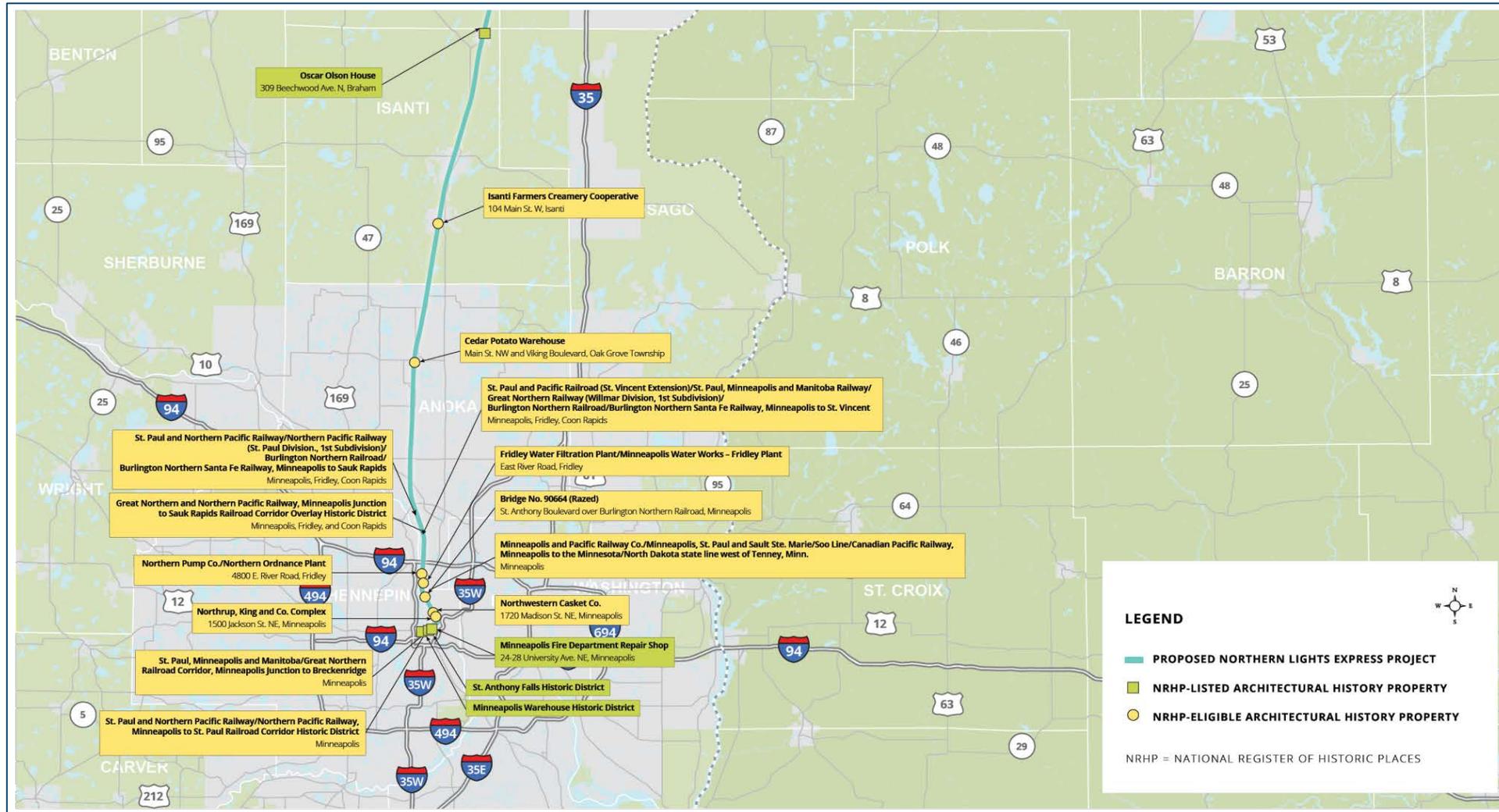
Materials: The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property

Workmanship: The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory

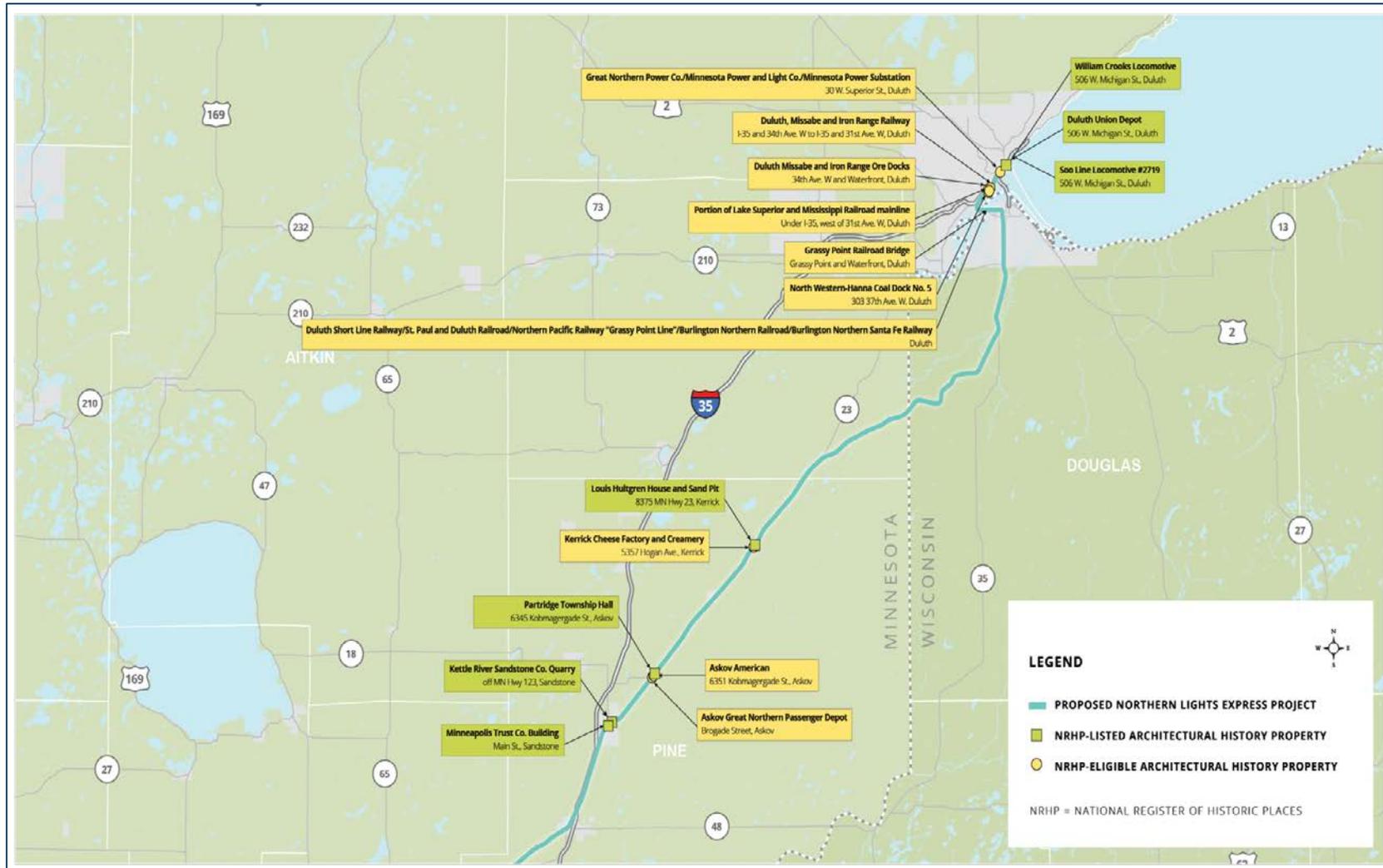
Feeling: A property's expression of the aesthetic or historic sense of a particular period of time

Association: The direct link between an important historic event or person and a historic property

Historic Properties in Corridor (Southern Half)



Historic Properties in Corridor (Northern Half)



Minneapolis Warehouse Historic District (Listed)

Vicinity of 1st Ave N, N 1st Street, 10th Ave N, N 6th Street

Minneapolis, MN

- Criterion A- Commerce
- Criterion C- Architecture
- Period of Significance: 1865-1930

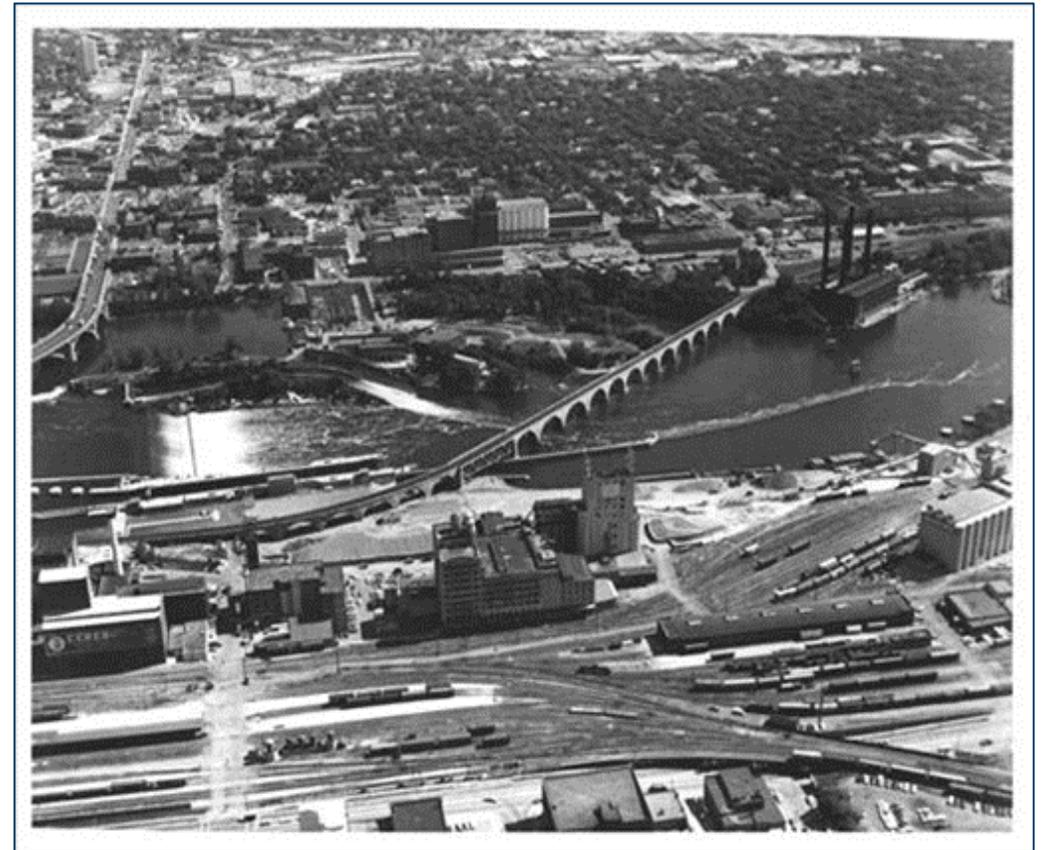


St. Anthony Falls Historic District (Listed)

Vicinity of Mississippi River Between
Plymouth Ave N and 10th Ave. S

Minneapolis, MN

- Criterion A-
Commerce/Industry/Transportation
- Criterion C- Architecture
- Criterion D- Archaeology
- Period of Significance: 1825-1949



Minneapolis Fire Dept. Repair Shop (Listed)

24-28 University Ave NE

Minneapolis, MN

- Criterion A- Politics/Government
- Period of Significance: 1909-1933



Northrup, King and Company Complex (Eligible)



Northwestern Casket Company (Eligible)



St. Paul, Minneapolis & Manitoba/ Great Northern Railroad Corridor (Eligible)



Minneapolis and Pacific/Mpls St. Paul & Sault Saint Marie/ Soo Line/Canadian Pacific Railway (Eligible)



St. Paul and Northern Pacific Railway/Northern Pacific Railway, Minneapolis to St. Paul Railroad Corridor Historic District (Eligible)



St. Paul and Pacific (St. Vincent Extension)/St. Paul, Minneapolis & Manitoba/Great Northern (Willmar Div, 1st Sub)/BNSF Railway(Eligible)



St. Paul & Northern Pacific /Northern Pacific (St. Paul Div, 1st Sub)/Burlington Northern RR/BNSF, Minneapolis to Sauk Rapids (Eligible)



Great Northern and Northern Pacific Railway, Mpls Junction to Sauk Rapids Railroad Corridor Overlay Historic District (Eligible)



Fridley Water Filtration Plant/Minneapolis Water Works – Fridley Plant (Eligible)



Northern Pump Co/Northern Ordnance Plant (Eligible)



Cedar Potato Warehouse (Eligible)



Isanti Farmers Creamery Cooperative (Eligible)



Oscar Olson House (Listed)



Minneapolis Trust Company Building (Listed)



Kettle River Sandstone Company Quarry (Listed)



Askov Great Northern Passenger Depot (Eligible)



Partridge Township Hall (Listed)



Askov American Building (Eligible)



Louis Hultgren House and Sand Pit (Listed)



Kerrick Cheese Factory and Creamery (Eligible)



Grassy Point Railroad Bridge (Eligible)



Duluth Short Line Railway/St. Paul & Duluth RR/Northern Pacific “Grassy Point Line”/ BNSF (Eligible)



North Western-Hanna Coal Dock #5 (Eligible)



Duluth, Missabe & Iron Range Ore Docks Eligible)



Duluth, Missabe & Iron Range Railway (Eligible)



Portion of the Lake Superior and Mississippi Railroad Mainline (Eligible)



Great Northern Power Co/MN Power and Light Co (Eligible)



Duluth Union Depot (Listed)



William Crooks Locomotive (Listed)



Soo Line Locomotive #2719 (Listed)



Next Steps



Thank you again!

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NLX EA

<http://www.mndot.gov/nlx>