



EI-18021

**State Historic Preservation Office**

December 16, 2009

Ms. Victoria Rutson  
Section of Environmental Analysis  
Surface Transportation Board  
395 E Street, SW  
Washington, D.C. 20423-0001

Re: Proposed Union Pacific Railroad Abandonment from milepost 38.6 near Merriam to  
Milepost 33.0 near Chaska  
Carver and Scott Counties  
SHPO Number: 2007-1869

Dear Ms. Rutson:

We have received and reviewed the "Historic Resources Evaluation for the Chaska Industrial Lead Abandonment, Scott and Carver Counties, Minnesota" prepared and submitted by Summit Envirosolutions. We have the following comments:

The report notes that the former Minneapolis and St. Louis Railroad was an important early line, it also notes that the corridor in the project area retains integrity. The entire line has not been evaluated for National Register eligibility. Until an analysis of the integrity of the entire line is completed, we will treat that portion of the line that is in the project area as an eligible segment.

That being said, the Carver Historic District is listed in the National Register of Historic Places. The railroad water tower is located in a portion of the district that is immediately adjacent to the railroad line. What is the effect of the railroad abandonment on the district and on the water tower? The railroad bridges are contributing structures located on the eligible section of the Minneapolis and St. Louis Railroad line. What is the effect of the abandonment on the bridges?

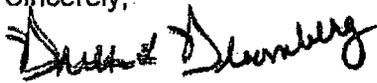
We concur that a railroad station historic district is not present in the cities of Carver or Chaska. However, the Minneapolis and St. Louis Railroad Depot in Chaska has not been evaluated for individual National Register eligibility. If found eligible, what would be the effect of the railroad abandonment on the depot?

We look forward to working with you, the Union Pacific Railroad, and other interested parties in completing this review.

We note that the City of Carver requested consulting party status under Section 106 in their 11 January 2008 letter to the Surface Transportation Board. We do not have a record of a response from the Surface Transportation Board to that request. The City of Chaska may also be interested in participating in this review.

Please contact our Compliance Section at 651-259-3455 with questions or concerns regarding our review of this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Britta L. Bloomberg". The signature is written in a cursive style with a large, prominent "B" at the beginning.

Britta L. Bloomberg  
Deputy State Historic Preservation Officer

cc: Gabe Meyer, Union Pacific Railroad  
Andrew Schmidt, Summit Envirosolutions  
Carver Heritage Preservation Commission  
Chaska Heritage Preservation Commission