

Southwest LRT Project Scope

Technical Issue #1 – Eden Prairie Alignment

Comp Plan Town Center Station with a 160 stall surface park and ride (on property to be leased) ending at Mitchell Road Station via Technology Drive with a 440 stall parking structure at Southwest Station and a 900 stall parking structure at Mitchell Road Station. Southwest Transit express and local bus operations remain.

Technical Issue #2 – 9 Mile Creek Crossing

Alignment includes an LRT bridge over Flying Cloud Drive, avoiding impacts to charter school and minimizing property impacts.

Technical Issue #3 – Golden Triangle Station

Golden Triangle Station platform located north of 70th Street and includes a 271 stall park and ride surface lots east and south of the station platform (on property to be leased).

Technical Issue #4 – Shady Oak Road and TH 212 Crossings

LRT crosses Shady Oak Road and TH212 on a single bridge from the Golden Triangle Station to the west side of TH 212, accommodating City of Eden Prairie’s interchange improvements at Shady Oak Road/TH 212.

Technical Issue #5 –City West Station and TH 62 Crossing

City West Station platform located at grade adjacent to United Health Group development and TH 62 and includes a 165 stall surface park and ride. Includes a cut and cover tunnel under TH 62 from City West into the Opus development.

Technical Issue #6 – Opus Station

Opus Station platform located south of Bren Road West on the east side of Bren Road East with a 98 stall surface park and ride (on property to be leased). Includes trail connections to the platform from both adjacent roadways.

Technical Issue #7 – Opus Hill/Minnetonka-Hopkins Bridge

Alignment runs along “Opus Hill” (between Bren Road West and Smetana Road) minimizing wetland impacts and realigns the intersection of Smetana and Feltl Roads. Includes 3,200’ long, 120’- span pre-stressed beam bridge over the wetlands south of the Canadian Pacific Bass Lake Spur Rail alignment and over the CP line towards K-Tel Road.

Technical Issue #8 – Shady Oak Station

Shady Oak Station platform located north of the Minnesota River Bluffs LRT Regional Trail with a 500 stall surface park and ride and minimizing property impacts. Extends 17th Avenue from Excelsior Boulevard south into the park and ride and to the station.

Technical Issue #9 – PEC-West & PEC East Interface

Interface point between West and East segments located 100' east of 11th Avenue in Hopkins.

Technical Issue #10 – Downtown Hopkins Station

Downtown Hopkins Station platform located east of 8th Avenue. Bus stop and layover on Excelsior Boulevard. No park and ride at station.

Technical Issue #11 – Excelsior Boulevard Crossing

LRT bridge over Excelsior Boulevard and extended to allow for LRT alignment to be placed on the southerly portion of the corridor with CP Bass Lake Spur freight tracks located north of the LRT tracks and the Cedar Lake LRT Regional Trail located north of the CP tracks.

Technical Issue #12 – Blake Station

Blake Station platform located west of Blake Road on the southern portion of the corridor. Includes a 477 stall structured park and ride south of the station with potential joint development. Includes access to the park and ride structure from Excelsior Boulevard via Pierce Avenue.

Technical Issue #13 – Louisiana Station

Louisiana Station platform located east of Louisiana Avenue and north of Oxford Street. LRT crossing of Louisiana Avenue is grade separated on a new LRT bridge structure. Includes a 268 stall surface park and ride utilizing the properties acquired for the station platform and tracks.

Technical Issue #14 – Wooddale Station

Wooddale Station platform located just east of Wooddale Avenue on the southern portion of the corridor. No park and ride at station.

Technical Issue #15 – TH 100 Crossing

Freight bridge relocated from the southern portion of the corridor to the north of the LRT tracks. New double track LRT bridge constructed on the southern portion of the corridor utilizing existing freight bridge abutments. Trail bridge remains on the northern portion of the corridor.

Technical Issue #16 – Beltline Station

Beltline Station platform located east of Beltline Boulevard on the southern portion of the corridor. Includes a 541 stall surface park and ride east of Beltline Boulevard north of the platform. Bus stop and layover located within surface park and ride area. Includes grade separated trail over freight and LRT east of the station.

Technical Issue #17 – West Lake Station

West Lake Station platform located south of the West Lake Street Bridge. Bus stop located on the West Lake Street bridge and additional bus stop and layover located on Abbott Avenue/Chowen Avenue east of station platform. No park and ride at station. Vertical circulation is included from both sides of the bridge to the station platform level.

Technical Issue #18 – Kenilworth Corridor

LRT alignment within two shallow LRT tunnels from West Lake Street bridge to a point south of the Kenilworth Channel and from a point north of the Channel to a point approximately 1,000 north of 21st Street. The gap between the south and north tunnels includes an LRT bridge structure over the Kenilworth Channel. Cedar Lake Parkway and 21st Street have freight tracks and trail at-grade as exists today.

21st Street Station is eliminated.

Technical Issue #19 – Bassett Creek Valley Corridor

Penn Station platform located south of I-394 with vertical circulation and a pedestrian walkway from Penn Avenue. Includes a grade separated trail connection to the North Cedar Lake Regional Trail. No park and ride at station.

Van White Station located under newly constructed Van White Boulevard Bridge with vertical circulation to connect to the east side of the bridge. Bus stop and layover provided south of platform with access to Linden Avenue and Van White Boulevard at I-394. No park and ride at station.

Technical Issue #20 – Royalston Station

Royalston Station platform located south of 5th Avenue North on the east side of Royalston Avenue. LRT alignment includes at-grade crossings at both Glenwood Avenue and Holden Street intersection with a bridge over 7th Street North to connect with the Interchange Project. No park and ride at station.

Technical Issue #21 – Freight Rail Co-location

Freight rail is on the CP Bass Lake Spur with a horizontal alignment shift that places the freight rail track north of the LRT tracks from a point east of the crossing at Excelsior Boulevard to West Lake Station. Removal of the north half of the Skunk Hollow switching wye and a new freight rail southerly connection from eastbound CP Bass Lake Spur to the southbound CP MN&S Spur are included. The freight rail

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alignment matches existing conditions through the Kenilworth Corridor except for a horizontal alignment shift between Cedar Lake Parkway and the Burnham Road bridge. Freight track is on a new bridge structure over the Channel and is shifted approximately 40 feet to the west of the existing freight track. LRT alignment is within two shallow LRT tunnels in the Kenilworth Corridor and on a bridge structure over the Kenilworth Channel.

Technical Issue #23 – Operation & Maintenance Facility

Facility located in Hopkins south of 5th Street and east of the LRT alignment. The facility is also bounded by the CP Bass Lake Spur to the south and 15th Avenue to the east. The site design limits property impacts and offers redevelopment opportunities.