

SWLRT KENILWORTH CORRIDOR VIRTUAL PUBLIC MEETING
CIDNA BOARD MEMBERS QUESTIONS
September 14, 2021

Public Safety Concerns

1. What are current SWLRT safety stats? They previously were worse than the national average for the type of project they are working on.
 - The primary safety metric that is monitored by the Council is the Contractor's Total Case Incident Rate (TCIR). TCIR is a calculation based on the number of recordable injuries and illnesses per 100 full-time workers during a one-year period. The Council calculates the Civil construction contractor's TCIR through the end of July 2021 to be 4.4.

2. What accidents have occurred that have been "reportable" in the last year?
 - So far in 2021, one injury was reportable from the civil contractor; a finger that was caught in construction material, fractured, and eventually amputated.
 - There is a difference between "reportable" and "recordable" injuries.
 - Recordable injuries or illnesses are a broad classification that are defined by OSHA to be treated with medical treatment beyond first aid or involve other specific criteria. An example of a recordable injury is a muscle strain that resulted in the affected worker to go on restricted work conditions.
 - Reportable injuries are more severe in nature – such as an amputation or one that requires a hospitalization - and reported to OSHA.

3. What was the response and corrective action in each case? Has the corrective action been successful?
 - SWLRT safety staff follow a protocol when an incident occurs. Proper documentation is conducted throughout the process of evaluating an incident.
 - Investigate the incident. This includes discussions with those involved to understand circumstances of incident.
 - Review existing risk assessments and job safety analyses that pertain to the incident.
 - Identify corrective actions, which may include additional training, engineering controls, PPE, or updates to risk assessment/job safety analyses. This includes discussions with those involved about how the similar incidents can be avoided in the future.
 - Share knowledge with affected parties, such as results of investigations and corrective actions to be taken.
 - These steps were followed for the incident identified in our response to question 2.

Funding

4. When will the full cost of the project be known?
 - The Council is working with project construction contractors undergoing a “re-baselining” effort to re-establish construction completion dates and evaluate associated costs related to construction delay for the Civil and Systems construction work. As part of our commitment to completing the Southwest LRT in a timely fashion, we are working hard to identify a revised timeline that ensures the project’s long-term benefits for our community. Once that due diligence is complete with our civil contractor, we will be able to work with our systems contractor to finalize the revised schedule, which will inform the project cost.

5. Met Council is using federal Covid money (\$30 million?) to pay for SWLRT construction. What Covid-related activities will that money pay for? What Covid-related activities/projects does Met Council have (for transportation and agency-wide) and is their full build-out paid for?
 - The American Rescue Plan (ARP) Act federal funding was used, as intended by the Act, on Project expenses to offset local funding committed to capital transit projects. In SWLRT’s case we received \$30.5 million, which in turn decreased Hennepin County’s financial commitment to the project by \$30.5 million.

Project Updates

6. When will the project be completed?
 - The Council is working with the Civil and Systems contractors as well as funding partners to evaluate the delay to the project and develop a revised schedule. As part of our commitment to completing the Southwest LRT in a timely fashion, we are working hard to identify a revised timeline that ensures the project’s long-term benefits for our community. Once that due diligence is complete with our civil contractor, we will be able to work with our systems contractor to finalize the revised schedule.

7. What are the major milestones and timing anticipated through December?
 - In the Kenilworth Corridor, anticipated major milestones for the winter of 2021-2022 include:
 - Construction of the secant wall near the Cedar-Isles Condos is anticipated to begin as early as November 2021. Secant wall construction is expected to take 8-10 months.

- Excavation is expected to continue on tunnel cells. Three or four additional cells are anticipated to be excavated and tremie seals poured by the end of 2021.
 - The LRT bridge over the Cedar Lake Channel is expected to be complete by spring 2022.
 - Freight track upgrades are expected to be largely complete between France Avenue and the BNSF junction by the end of 2021. The segment of freight track between Lake Street and Cedar Lake Parkway will be constructed once the Kenilworth LRT Tunnel is complete in this section.
8. Are the “fixes” (i.e., welding of metal walls, cell pours, secant walls) for the tunnel working?
- There are three primary issues that require additional or alternative construction activities to be undertaken:
 - **Welding of metal walls:** This is in reference to work to address gaps between the supportive metal sheets on either side of the LRT tunnel excavation area. A combination of welding from within the tunnel excavation area and jet-grouting along the outside of the sheets are showing promising results in plugging gaps between sheets.
 - **Cell pours:** This is in reference to water seepage into the tunnel excavation near the edges of concrete slabs or tremie seals at the base of the tunnel excavation. Additional drilling near the edges of the concrete slabs and placement of additional concrete has been successful in reducing the amount of water that infiltrates the tunnel construction area.
 - **Secant walls:** This is in reference to the construction of an alternative support-of-excavation system adjacent to the Cedar Isles Condos high rise and parking structure. Construction of the secant wall is planned for later this fall.
9. What measures is Met Council taking to address on-going concerns about expanded work hours and construction traffic in the neighborhood?
- For after-hours work, the Council has limited after-hours requests to only critical work, emergency work or work that demonstrates a value to the community. In the Kenilworth Corridor in 2021, weekend work was authorized for freight rail construction work as this activity required extended freight rail outages which is not possible during normal working hours. Extended work hours were authorized primarily for the major tremie seal concrete pours, which have occurred on three days so far.
 - We recognize that construction traffic both within and outside of the construction site is impactful to the community. The presence of construction traffic is certainly taken into consideration when planning extended work hours. SWLRT evaluates roadway conditions and adjusts signage as necessary to preserve safe environments for roadway users.

10. How will the upcoming Minneapolis sewer project affect SWLRT construction if at all?
- We coordinate regularly with Minneapolis City staff, who inform us of upcoming work that intersects with SWLRT construction activities. In the case of the work being performed on Burnham Road, the City project will conclude their work before Cedar Lake Parkway is closed on September 27.
11. This transit project is creating more greenhouse gases than the “no build” scenario per the FEIS. Will they commit to carbon offsets by creating a tree fund for Minneapolis and other communities?
- As noted in the SWLRT Project’s Record of Decision (Attachment D, Responses to Comments Received on the Final EIS), the Council and the Federal Transit Administration acknowledge SWLRT does not contribute to State greenhouse gas emissions reduction goals. Through a public participatory design process, the Met Council developed a landscaping and revegetation plan specifically for the Kenilworth Corridor area that incorporates native landscaping where applicable and appropriate. For more information, reference the Kenilworth Landscape Design process on the Public Involvement page of the SWLRT website (under “2015”). Details can be found here: <https://bit.ly/swlrtpi>

Advance Public Notice for Vibration & Loud Noise Days

12. With so many residents now working remotely from home through the end of the year due to the COVID-19 pandemic, is it possible to get more specific and targeted dates that vibration or loud noise will occur so that residents have a day’s warning to make alternative arrangements to work elsewhere?
- The Council makes every effort to provide advance notice for work that has the potential to be disruptive to nearby community members and businesses. We strive to provide at least one week’s notice to the community for upcoming work that involves high levels of noise or sustained noticeable vibration. Often this notice is included in the SWLRT weekly construction update. Sometimes, the Contractor can schedule work with little notice. When this unfortunately occurs, the public involvement team makes every effort to inform the community as quickly as possible through neighborhood emails, door-knocking and social media.

Sunset Blvd/Cement Truck Hauling

13. What will the impact be on Sunset Blvd? When will it begin? Are homes on Sunset Blvd to have a baseline inspection in case of collateral damage?

- There will be no construction activities taking place on France Avenue or Sunset Boulevard. Use of the France Avenue/Sunset Boulevard/Cedar Lake Parkway segment will only be used to transport materials and equipment and this activity has already begun. Regular hauling has not yet started on Depot Street, but there are plans to do so in the near future. Vibration from vehicles hauling will be similar to garbage trucks that currently use this route at least weekly. The Council does not plan to conduct baseline condition reports for structures along the haul route. The main impact to the community will be noise from an increased number of trucks. The Council has committed to preserving a safe environment for the public along this route. We will regularly evaluate conditions along the route and make changes as necessary to make sure that the safety of cyclists and pedestrians is prioritized.
- It is anticipated that there will be increased activity at the east end of Depot Street. Impacts may include parking restrictions, queued trucks awaiting access to the construction site, and increased noise from equipment used to pump concrete.

Cedar Lake Parkway Closure

14. The Cedar Lake Parkway closure has shifted so many times and now is moved again to 9/28. What happened and why, and what are cost and schedule implications?

- The long-term closure of Cedar Lake Parkway has yet to formally be scheduled. A short-term closure of the Parkway is scheduled for Monday, September 27 for up to two weeks. The long-term closure is anticipated to occur in spring 2022. The closure has shifted from previously reported timeframes due to the delays associated with tunnel construction. Those delays will have an impact on cost and schedule, as noted in our response to question 4.