



Minneapolis Rail Safety Meeting

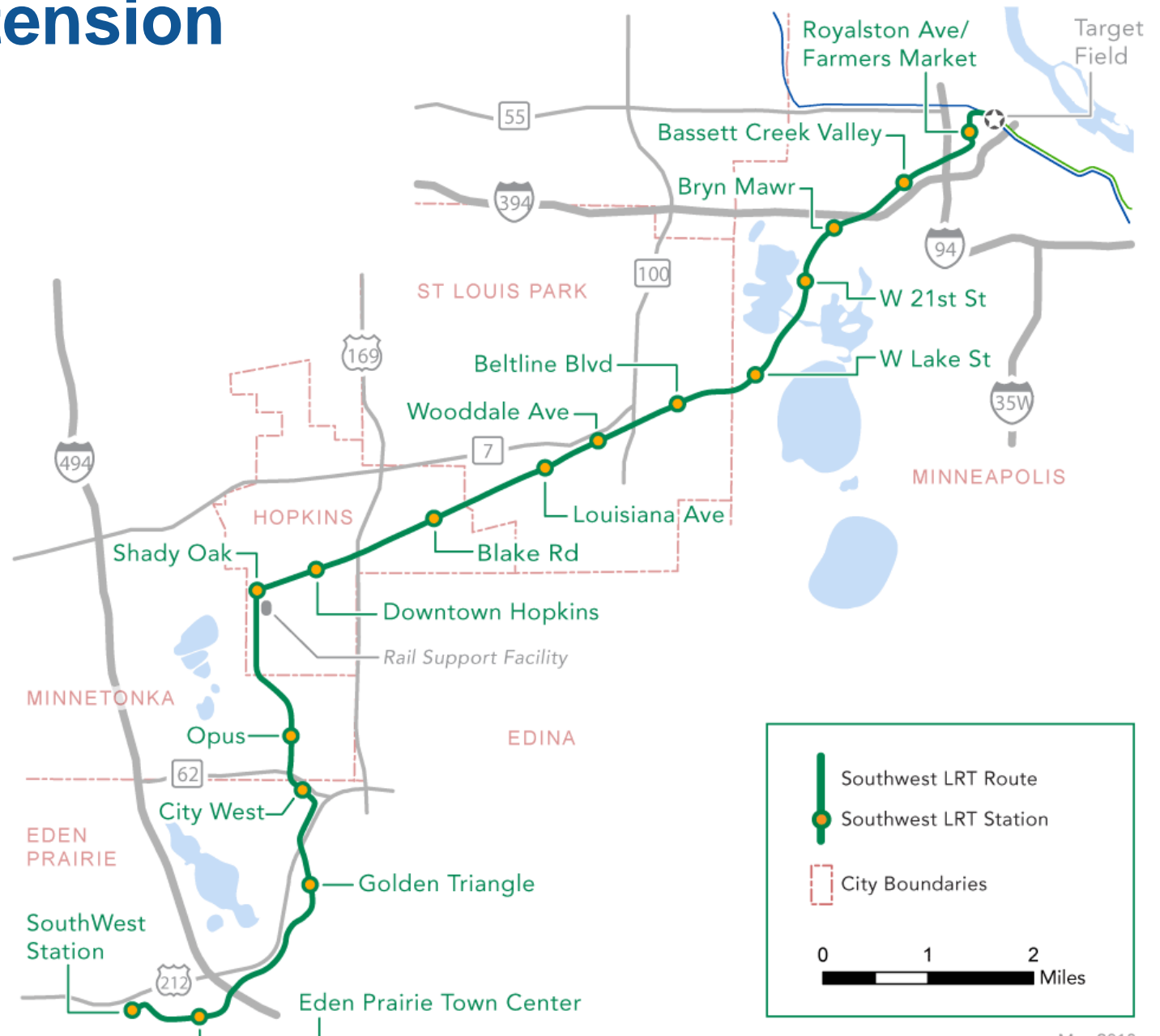
December 1, 2022



EDEN PRAIRIE | MINNETONKA | EDINA | HOPKINS | ST. LOUIS PARK | MINNEAPOLIS

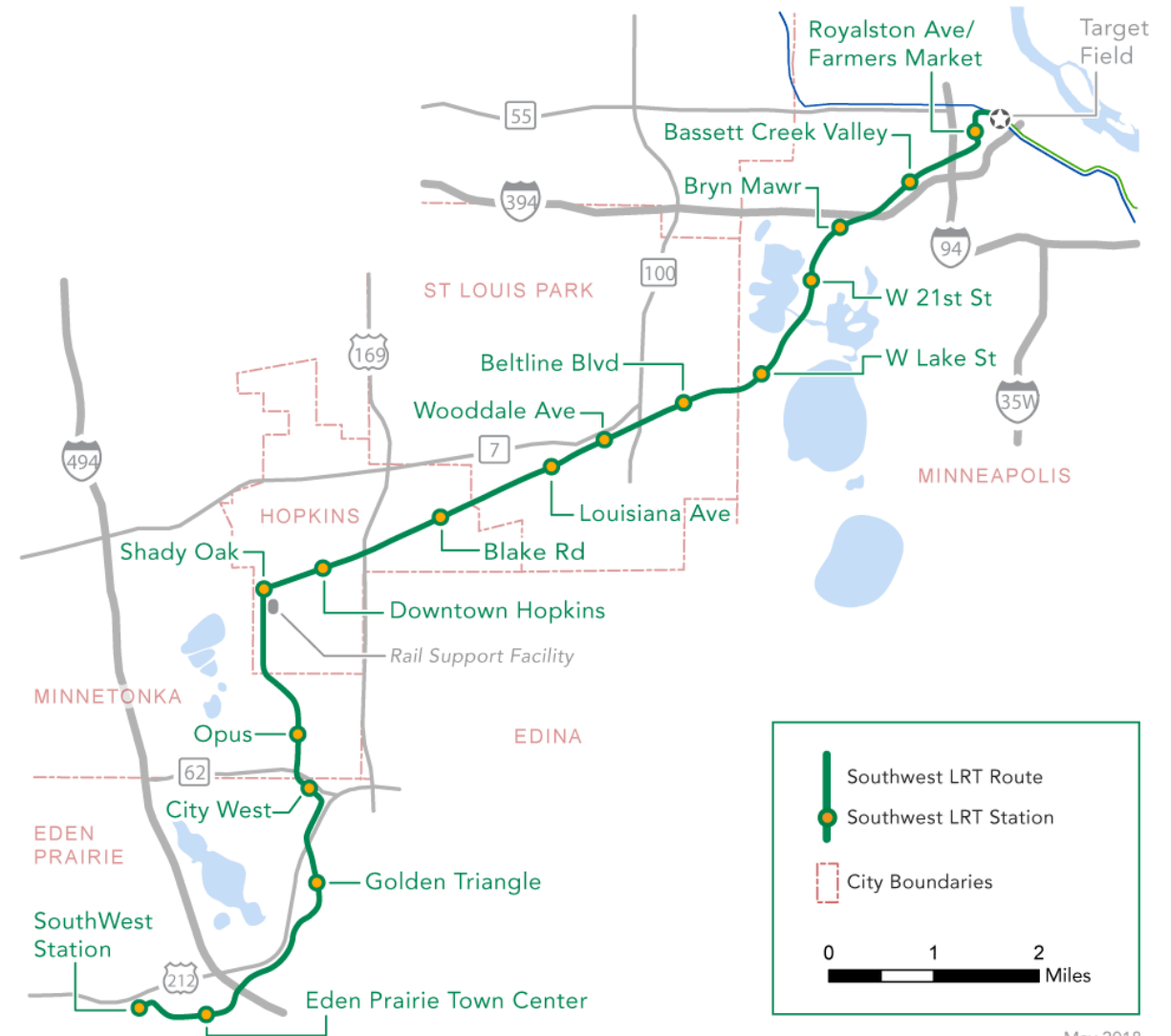
METRO Green Line Extension

- Extends the Green Line with 14.5 miles of new LRT
- 16 new stations
- One seat ride from Eden Prairie to Downtown St. Paul
- Direct service to Downtown Minneapolis, U of M, stadiums
- Connections to rail and bus routes
- Downtown Minneapolis to Eden Prairie: ~35 minutes



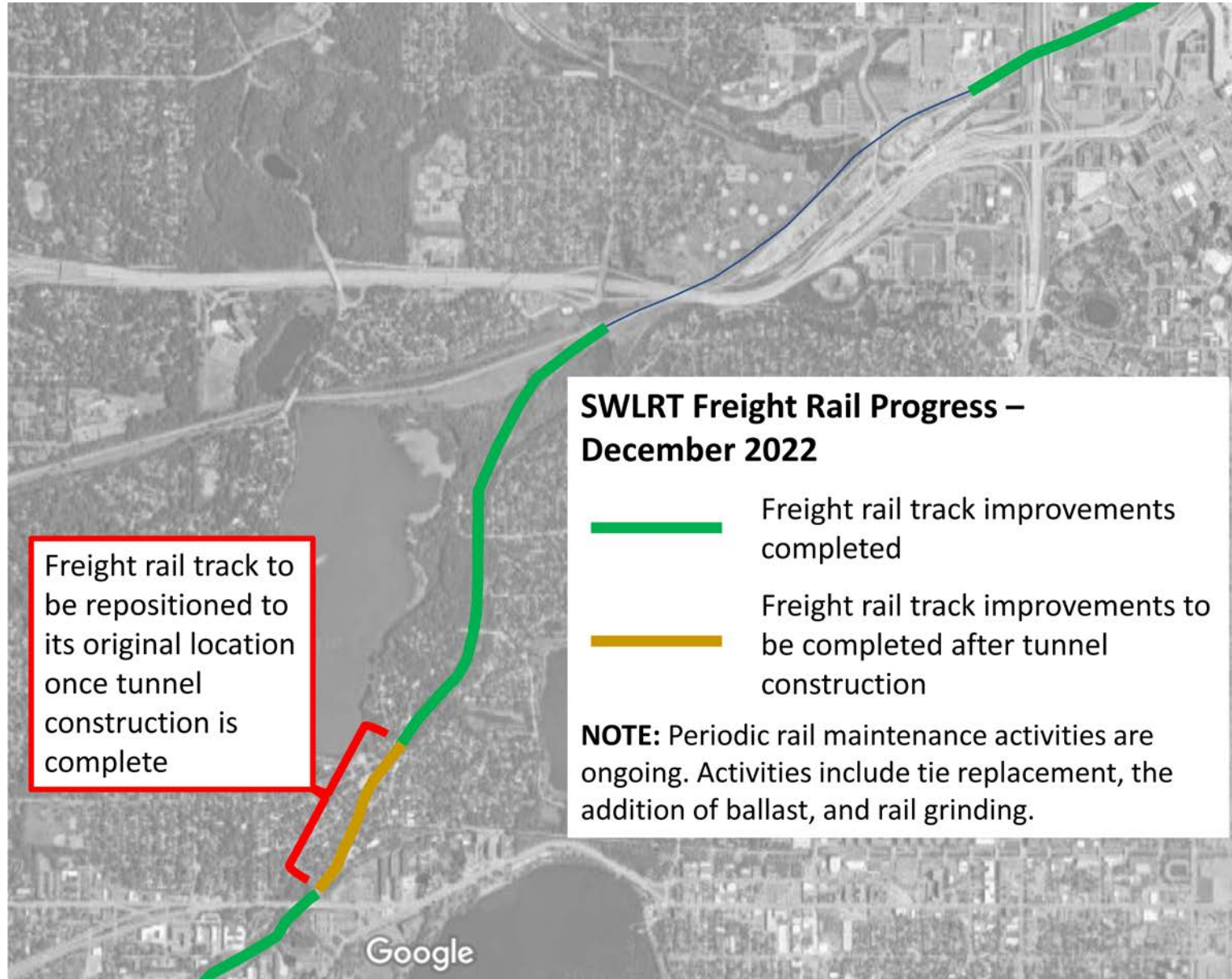
METRO Green Line Extension Scope

- 16 new stations
- 44 structures
 - 29 new bridges: LRT, pedestrian, roadway, freight
 - 7 existing bridges with modifications
 - 6 pedestrian tunnels
 - 2 cut and cover tunnels:
 - TH 62 582 ft., Kenilworth 2,236 ft.
- 15 at-grade LRT crossings
 - Includes 5 shared crossings w/freight rail
- 127 retaining walls
- Track: ~182,000 TF
- 7.8 mi shared LRT and freight rail corridor



May 2018

Minneapolis Freight Rail Construction Activities

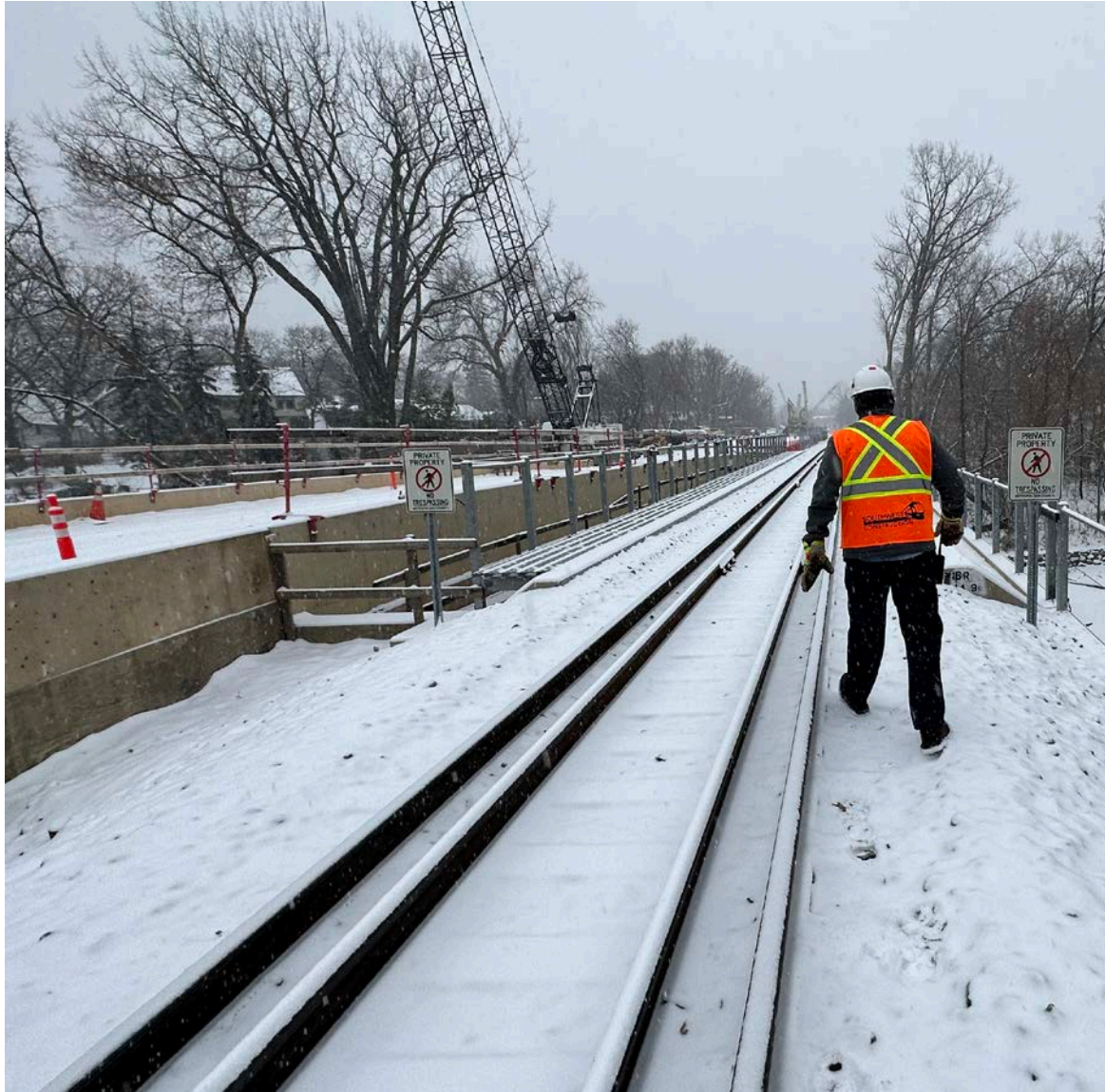


Freight Rail Monitoring and Maintenance

- Freight rail track conditions are monitored multiple times per workday
- Monitoring conforms to contract specifications, which are more conservative than FRA's track safety standards
- If a track is inspected and found to be out of compliance, work is halted; TC&W flagger is contacted immediately to stop train movement through the area until track is brought into compliance
- Rail maintenance activities are ongoing to maintain serviceability



Freight Rail Monitoring and Maintenance



Freight Rail Monitoring and Maintenance



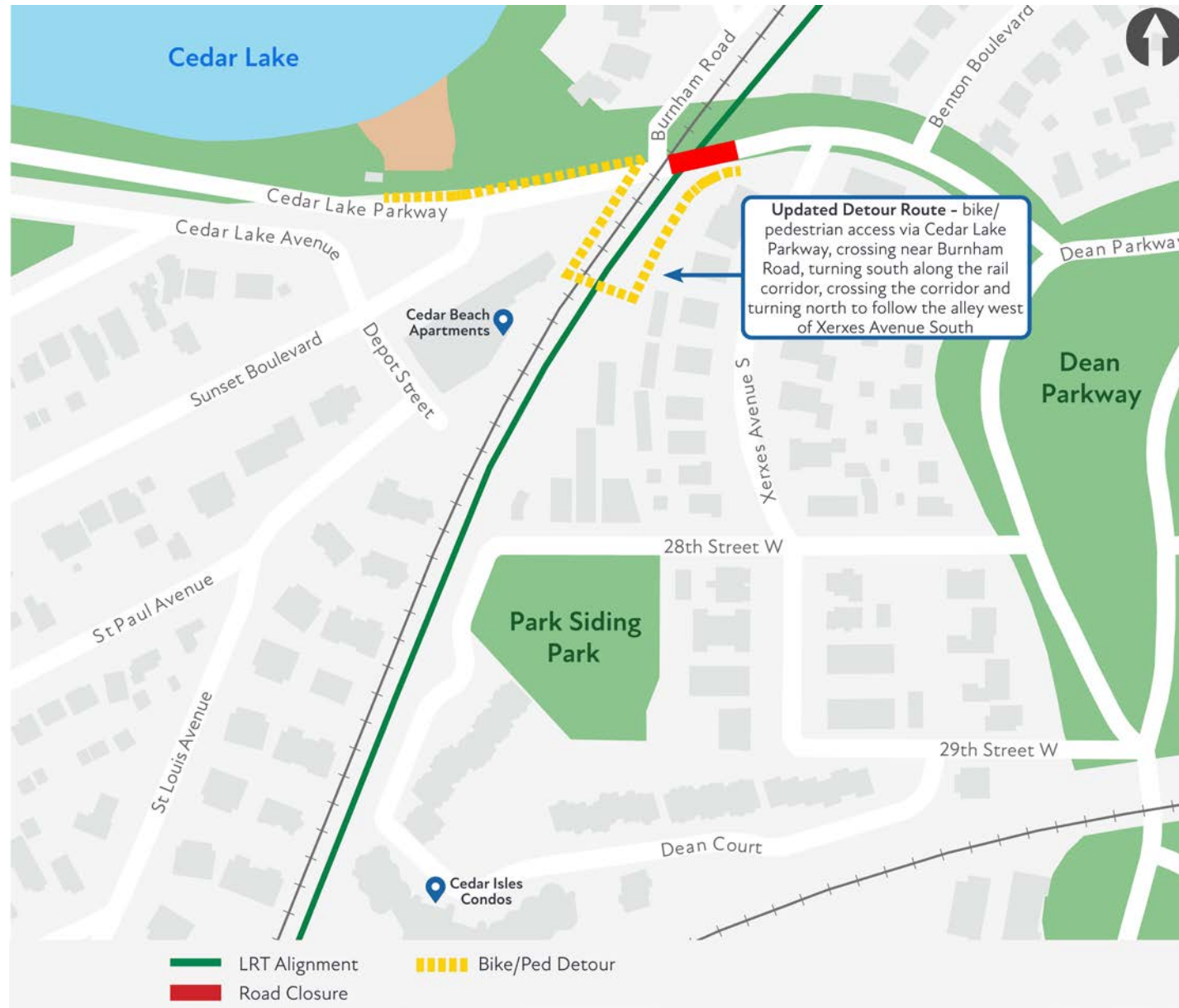
Temporary Freight Rail Crossing – Kenilworth Corridor

- Relocated crossing during Cedar Lake Parkway closure
- Preserves vital access across construction and rail corridor
- Developed in coordination with TC&W Railroad
- Signage for trail users warning of freight crossing
- To be relocated closer to Cedar Lake Parkway in December 2022

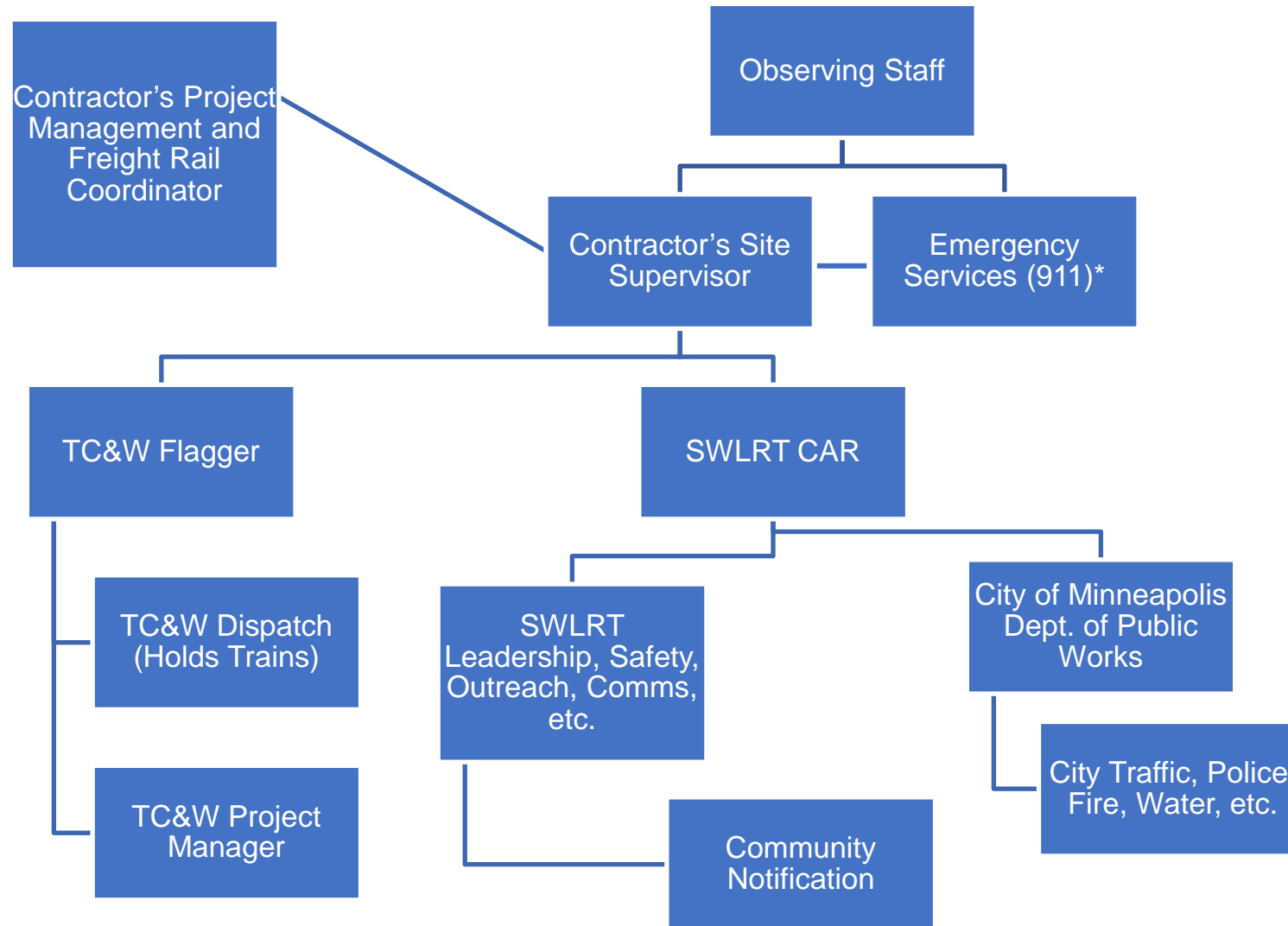


Temporary Freight Rail Crossing – Kenilworth Corridor

Pedestrian/bike detour over tunnel construction to shift toward Cedar Lake Parkway



Freight Rail Non-Emergency Incident Response



*911 is called depending on the severity of injuries or risk of harm to people or property

Construction Safety

- Safety training is required for all construction staff
- Construction safety is under the jurisdiction of OSHA/MNOSHA and FRA
 - Federal and Minnesota Occupational Safety and Health Administration
 - Federal Railroad Administration
 - Both agencies can conduct unannounced and announced inspections during construction
 - Both agencies have jurisdiction to issue fines for safety/rule infractions
- All construction personnel undergo jobsite safety training to identify and report safety issues
- Safety training includes recognizing when to escalate response and directly call 911

Environmental Concerns

- Construction impacts are accounted for in Chapter 3 of the Southwest LRT Project Final Environmental Impact Statement (EIS)
- Short-term impacts include increases in dust and equipment-related emissions, for which the Final EIS includes a list of measures to reduce air quality impacts
 - Watering haul roads
 - Applying water to concrete sawing operations
- Concrete: limited to project limits
 - Standing water after concrete tremie seal pours is discharged into MCES sanitary sewer to be treated

MORE INFORMATION

Website: GreenLineExt.org

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Twitter: [@GreenLineExtMN](https://twitter.com/GreenLineExtMN)

Instagram: [@GreenLineExtMN](https://www.instagram.com/GreenLineExtMN)