Minneapolis Rail Safety Meeting

December 1, 2022
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
Minneapolis Freight Rail Construction Activities

Freight rail track to be repositioned to its original location once tunnel construction is complete.

SWLRT Freight Rail Progress – December 2022

- Freight rail track improvements completed
- Freight rail track improvements to be completed after tunnel construction

NOTE: Periodic rail maintenance activities are ongoing. Activities include tie replacement, the addition of ballast, and rail grinding.
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
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Freight Rail Non-Emergency Incident Response

Contractor's Project Management and Freight Rail Coordinator

- Observing Staff
  - Contractor's Site Supervisor
  - Emergency Services (911)*

- TC&W Flagger
  - TC&W Dispatch (Holds Trains)
  - TC&W Project Manager

- SWLRT CAR
  - SWLRT Leadership, Safety, Outreach, Comms, etc.
  - Community Notification

- City of Minneapolis Dept. of Public Works
  - City Traffic, Police, Fire, Water, etc.

*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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