

SOUTHWEST

Green Line LRT Extension



Minneapolis 2021 Southwest LRT Update

January 14, 2021



Today's Topics

- Welcome and Meeting Logistics
- Opening Remarks
- Project Overview
- 2020 Construction Recap
- 2021 Construction Overview
 - Key activities by segment
- Q&A/Discussion



Meeting Logistics

- Mute your mic when not speaking
- Turn off video if you are having audio/visual issues
- Closing other applications, such as Teams or Zoom, improves video and sound quality
- The meeting is being recorded by Met Council and will be posted at swlrt.org within 48 hours of meeting

Meeting Logistics (continued)

- Presentation will include periodic Q&A
 - Please enter your questions in the meeting chat
 - Staff will select 2-3 questions to answer periodically
- Additional time reserved at end of presentation for questions and discussion, including to take questions from phone participants
 - To request a turn to speak, raise hand or place a comment in chat

Opening Remarks

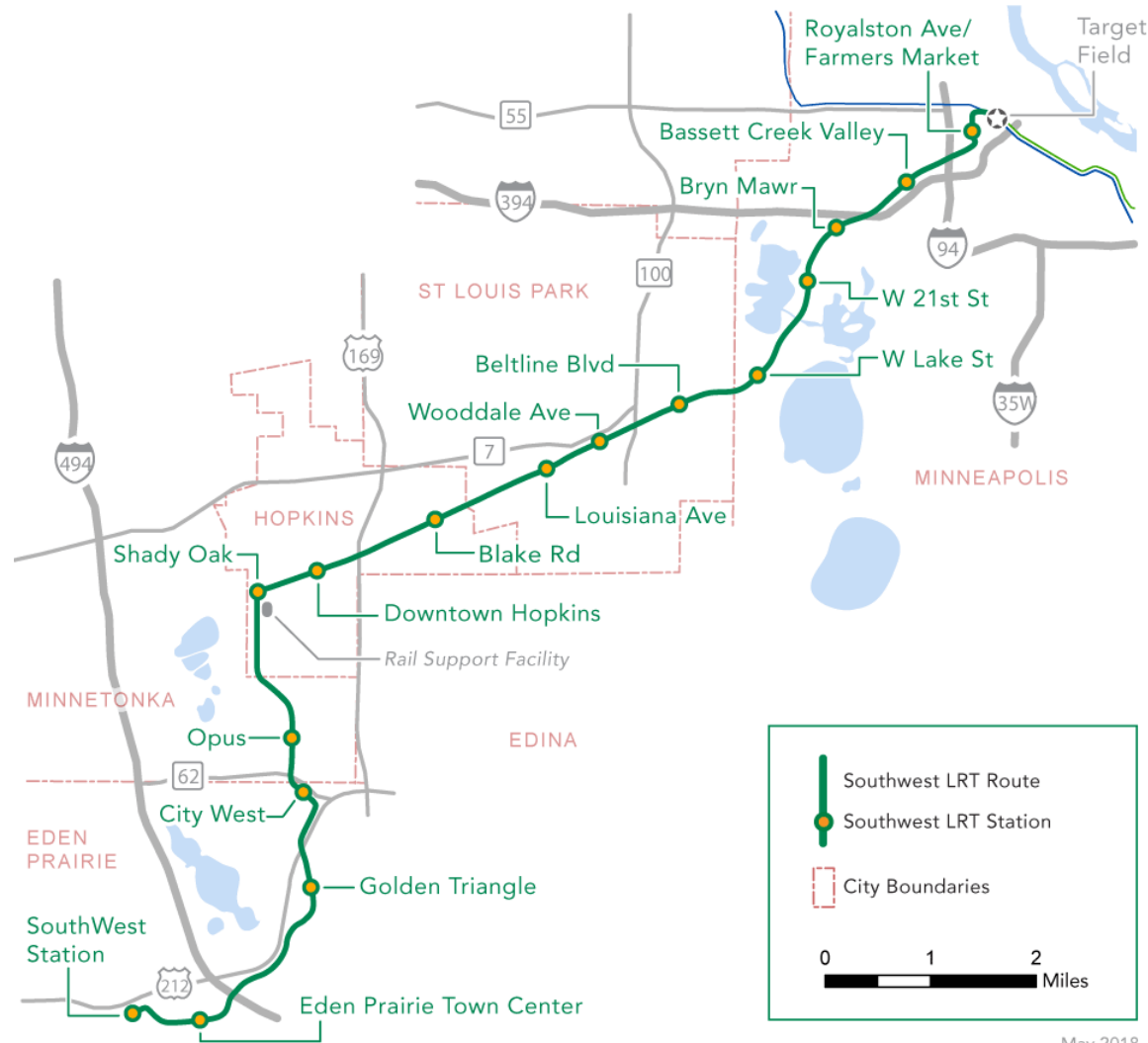
Met Council Chair Charlie Zelle

Project Overview

Jim Alexander, Project Director

METRO Green Line Extension

- 14.5 miles
- 16 stations
- Will provide single seat trips to downtown Minneapolis, U of M and St. Paul
- Connections to the Airport and Mall of America via the Blue Line



LRT Construction Sequencing



Utilities

- Excavation
- Relocation / installation



Site Prep

- Clear buildings
- Establish work zones, detours



Structures, Track, Stations

- Track beds
- Track
- Buildings
- Roadwork
- Trails



Systems

- Overhead catenary
- Safety & security
- Ticket vending



Testing

- Safety
- Communications
- Operator training

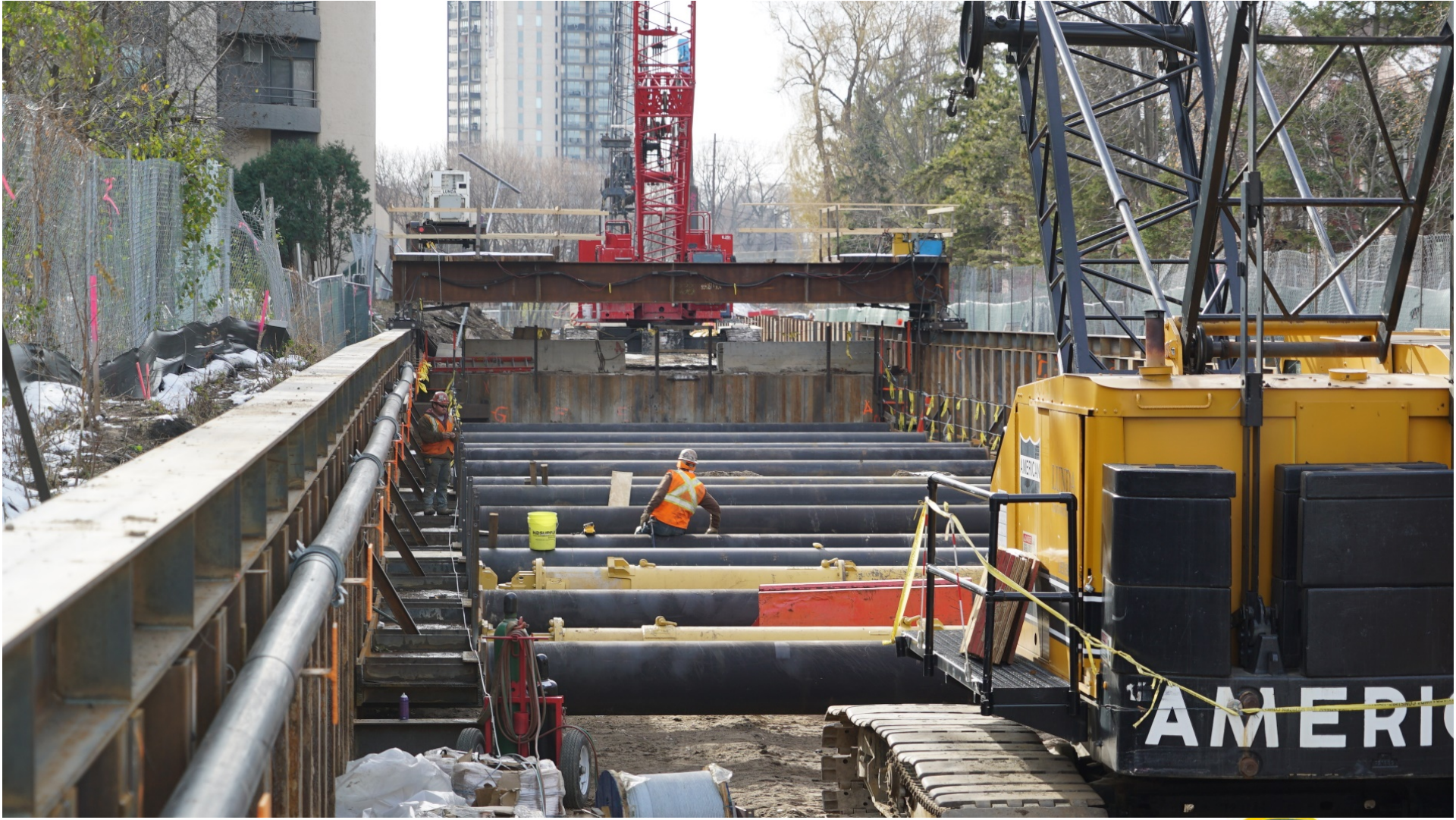
Outreach & Communications

2020 Construction Recap

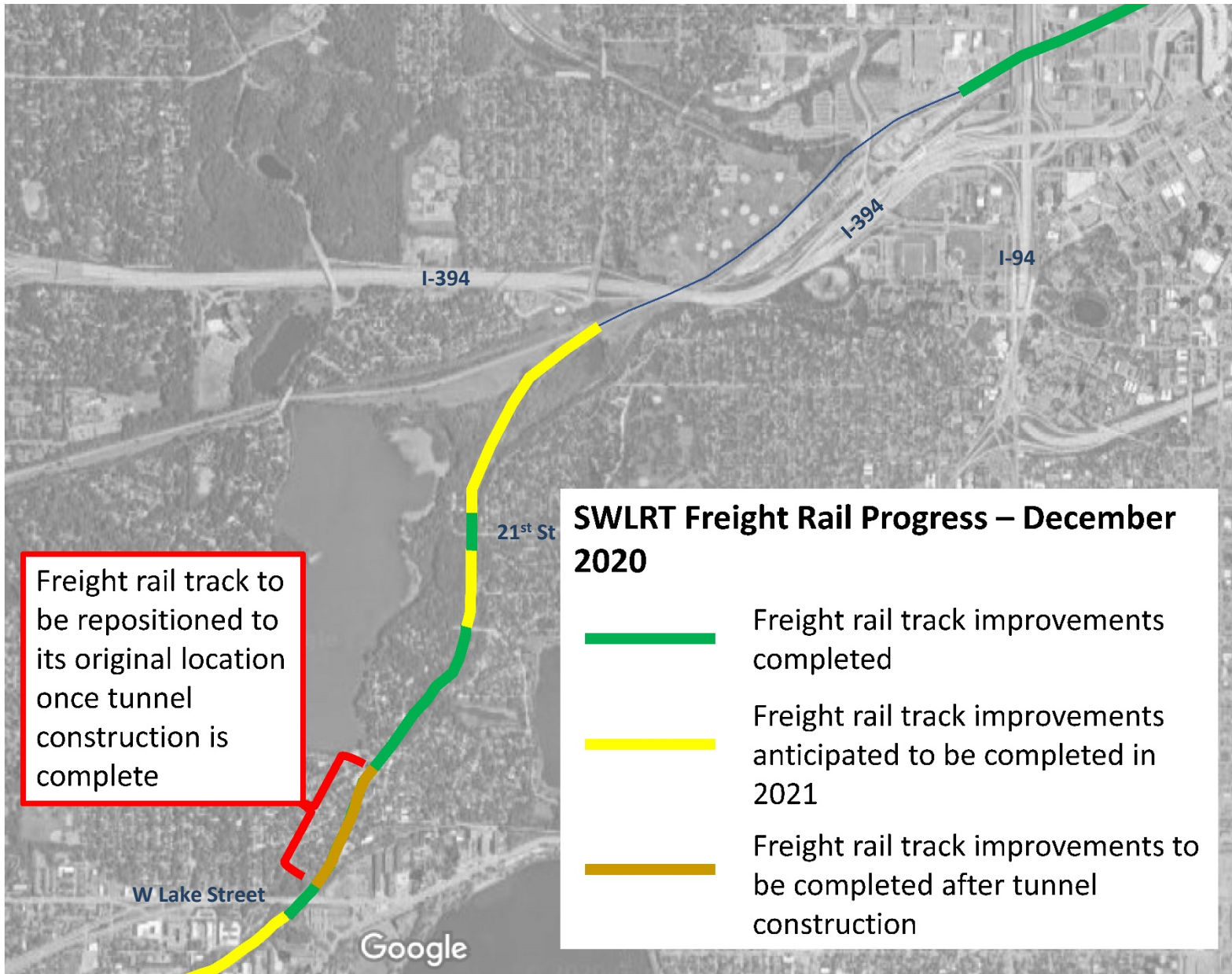
2020 SWLRT Project Milestones

- Received FFGA on September 14
- Project reached 35% completion
- Private utility work reached 94% completion
- 8 out of 16 stations under construction
- 23 out of 29 bridge structures under construction or complete
 - Kenilworth Channel freight rail bridge completed

Excavation at Kenilworth Tunnel



SWLRT Freight Rail Improvement Activities



SWLRT Freight Rail Improvements

Old Freight Rail Track



New Freight Rail Track



New Freight Bridge over Cedar Lake Channel



LRT Bridge Pier and Retaining Wall Construction and Freight Rail shift at Glenwood Avenue



Retaining Wall Construction at Royalston Avenue



LRT Bridge Pier Construction at Royalston Avenue/North 7th Street



2020 Construction Communications

- Construction updates: 16,600+ subscribers; 46% open rate
- 24-hour construction hotline
 - Number of Minneapolis calls in 2020: 140 (about 30% of all calls placed to SWLRT hotline in 2020)
- Hundreds more non-hotline calls and emails from Minneapolis community members to outreach staff

2021 Construction Overview

2021 Construction Activities: Minneapolis

- North 5th Avenue/North 7th Street LRT bridge
- Glenwood/Royalston bridges and walls
- Corridor protection wall
 - Extends from just east of Bryn Mawr Station to just east of I-94
- Cedar Lake Channel LRT bridge
- Kenilworth LRT tunnel concrete work
- Freight rail improvement work
- Stations

2021 Royalston to Bryn Mawr: Major Impacts



- LRT Station
- LRT Alignment
- Truck Hauling
- Pile Driving/Sheeting/Vibration Activity
- Laydown and Staging Areas

2021 Glenwood & North Loop: Major Impacts

- Pile driving continues
 - Noise and vibration impacts near bridge construction areas, including Glenwood Avenue, Royalston Avenue, and North 7th Street near Target Field
- Constant activity near the Royalston Avenue Station area where equipment and materials are stored

2021 Bryn Mawr Station Area to Glenwood: Major Impacts

- Pile driving for walls and station elements at Bryn Mawr Station area
 - Disruptive noise and potential vibration impacts to nearby businesses and residences
- Weekend work in rail corridor may cause periodic noise near Bryn Mawr Meadows area and adjacent areas

Bryn Mawr Station



2021 Corridor Protection Wall Work

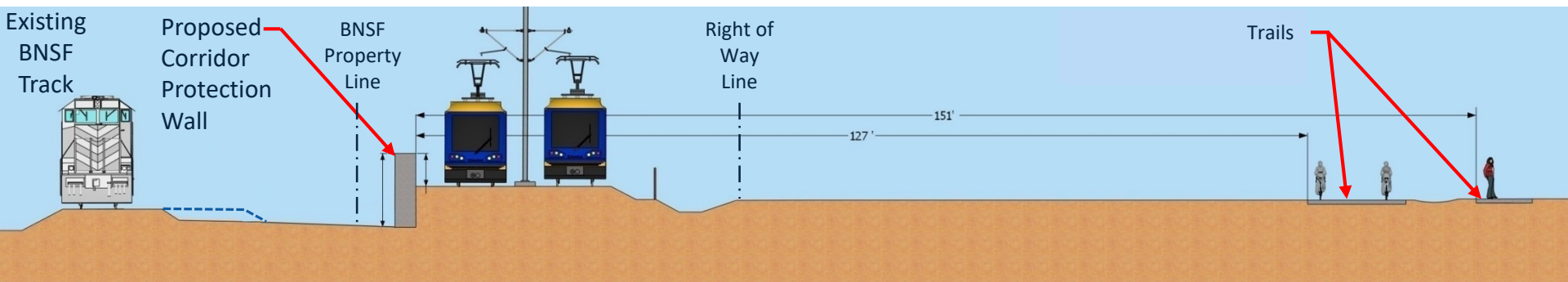


- LRT Station
- LRT Alignment
- Freight Rail Track Replacement
- Corridor Protection Wall and Glenwood Bridges
- 5th and 7th/Royalston Maintenance Facility

Corridor Protection Wall



Example of section near Bryn Mawr Meadows



Taking a Few Questions: Royalston to Bryn Mawr



- LRT Station
- LRT Alignment
- Truck Hauling
- Pile Driving/Sheeting/Vibration Activity
- Laydown and Staging Areas

2021 West 21st St. to West Lake St: Major Impacts



5.5-month closure of Cedar Lake Parkway anticipated to begin late summer/fall 2021

Secant wall to be constructed on the east side of the tunnel to provide support during construction of the tunnel

- LRT Station
- LRT Alignment
- Road Closure
- Truck Hauling
- ◆ Pile Driving/Sheeting/Vibration Activity
- ◆ Laydown and Staging Areas
- Tunnel
- Secant Wall

2021 Burnham Road & West 21st Street: Major Impacts

- Staging and laydown area around Burnham Road creates ongoing noise from equipment and material placement
 - Whenever there is extended hours work, activity may occur at this site to access materials and equipment
- Constant construction traffic coming from Linden Yards site

West 21st Street Station



2021 Cedar Lake Channel Area: Major Impacts

- Pile-driving in the spring to construct foundations for the LRT bridge
- Constant construction traffic

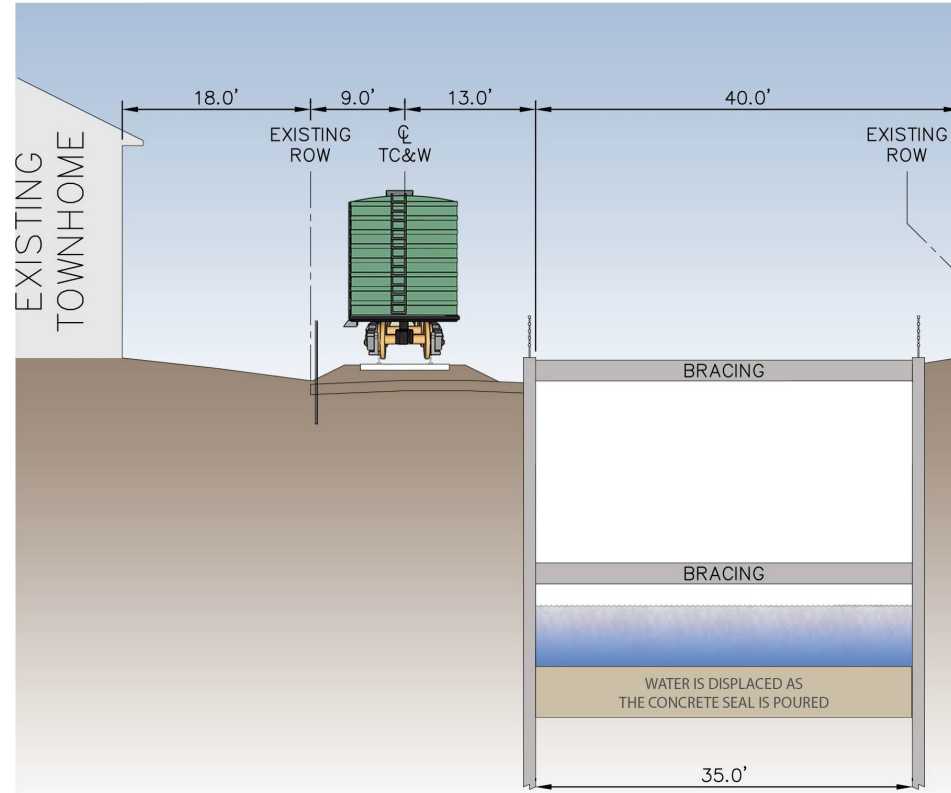
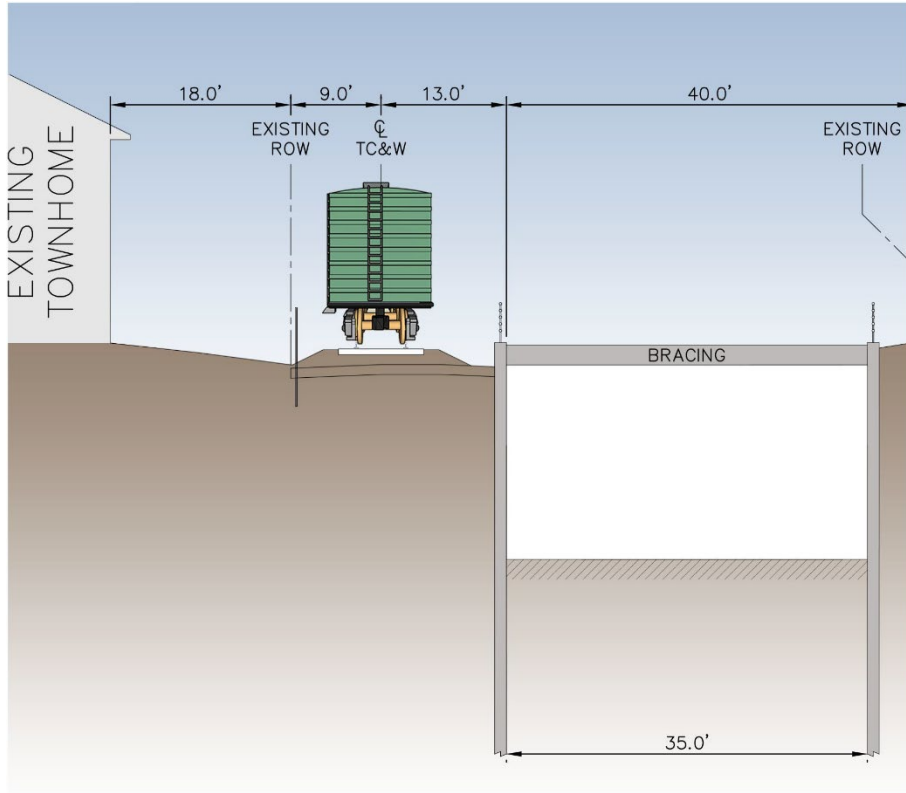
2021 Kenilworth Tunnel Area: Major Impacts

- The tunnel will be constructed in a series of cells
- Work requires extended-hours to fill the bottom of each of the cells with concrete
 - The concrete will seal the bottom of tunnel, minimizing impacts to the groundwater in the surrounding area
 - There are a total of 31 cells needed to build the tunnel – one concrete seal will be poured every 3-6 weeks until complete
 - Additional concrete work for the tunnel structure will also occur
 - The concrete seal for the initial cell is anticipated to occur in February

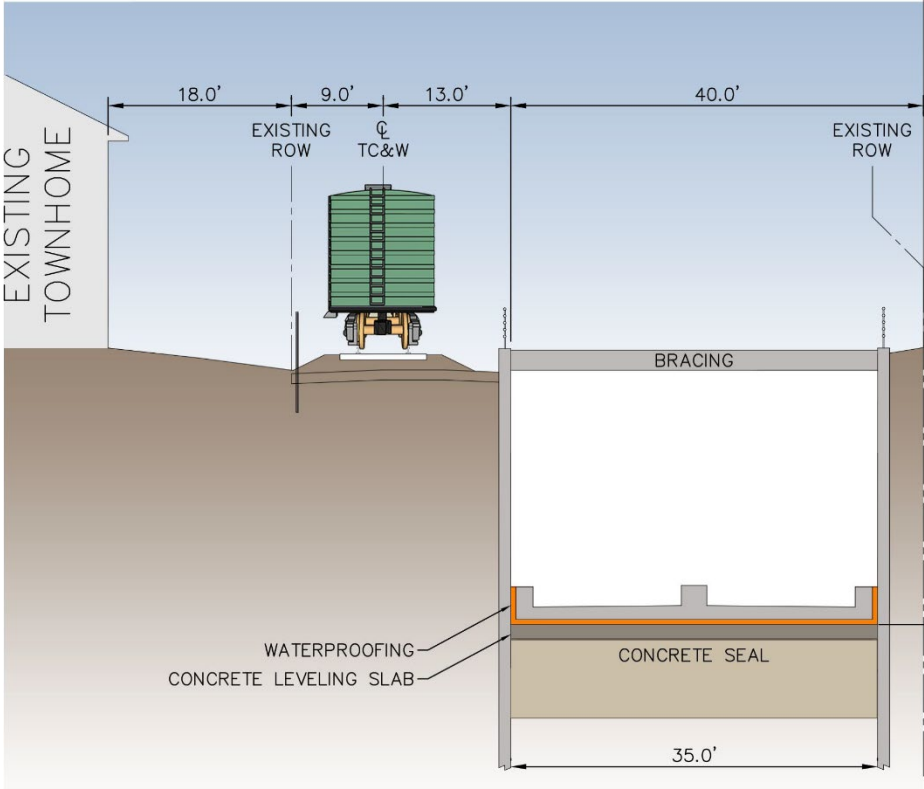
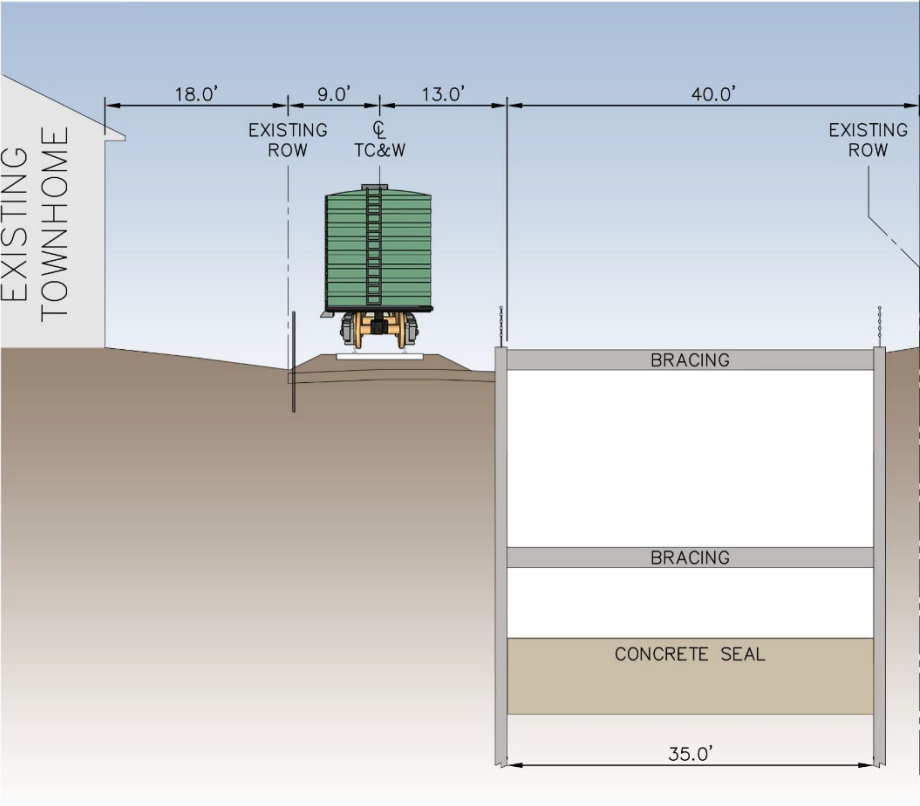
2021 Kenilworth Tunnel Area: Major Impacts

- Constant construction traffic to and from excavation and concrete pouring sites, including back-up alarms from the trucks
- 5 1/2-month closure of Cedar Lake Parkway anticipated to begin late summer/fall 2021

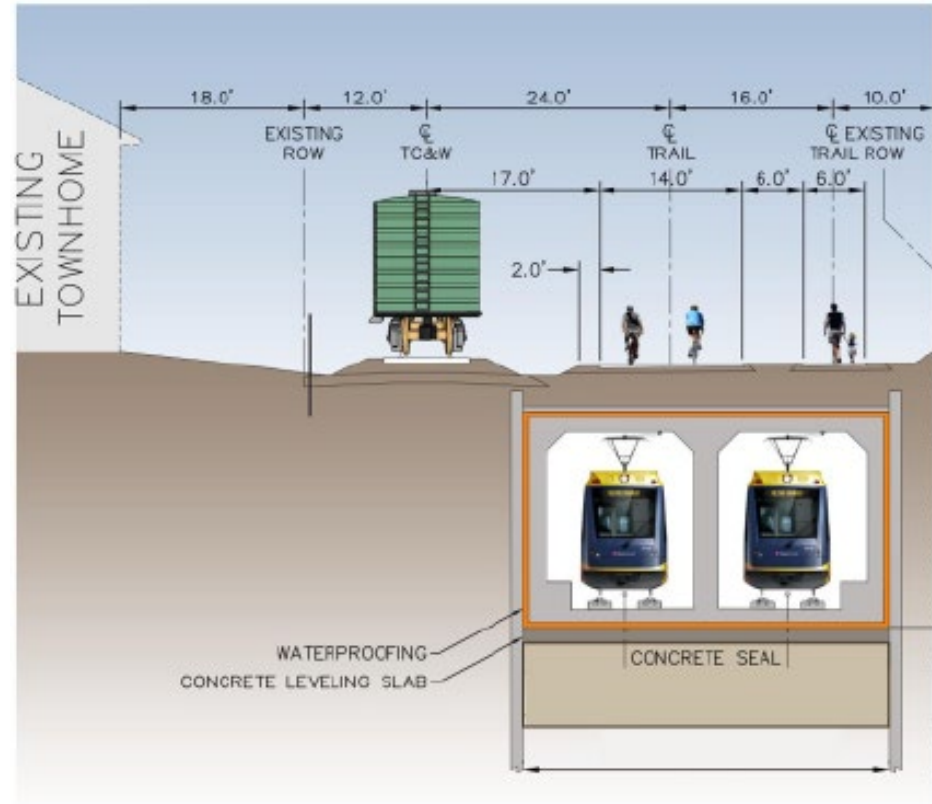
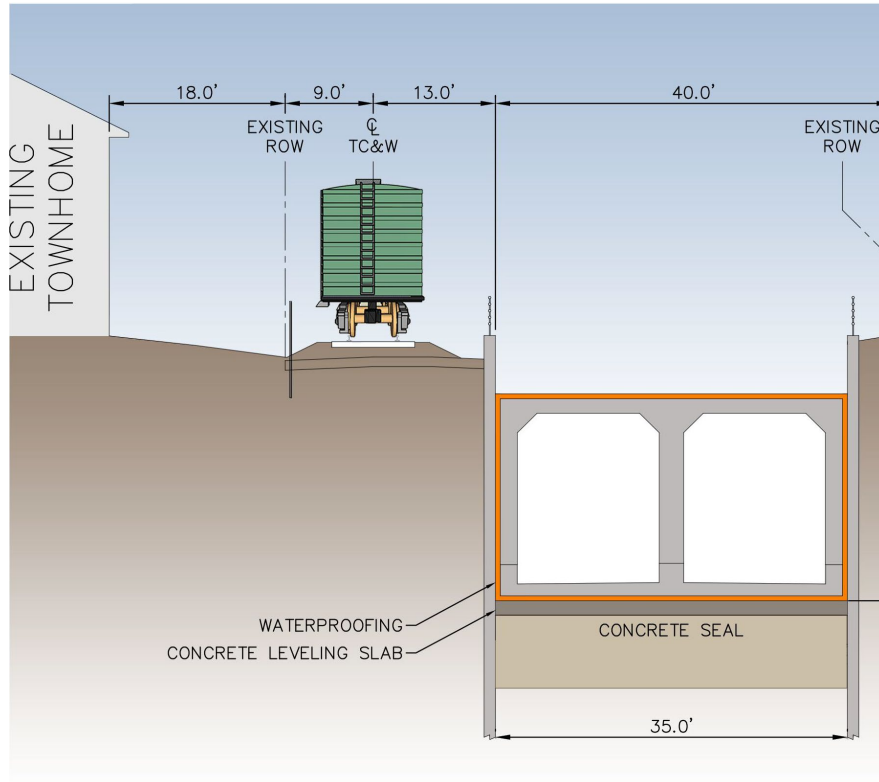
Tunnel Construction Sequence



Tunnel Construction Sequence



Tunnel Construction Sequence



Example of a Secant Wall



LRT Tunnel Concrete Seal: Haul Route

Example of first concrete seal. Subsequent work will have different details due to access.



2021 West Lake Street Area: Major Impacts

- Closure at the north end of Abbott and Chowen avenues beginning in the spring
 - Work is being conducted by West Lake Quarter in coordination with the Council
 - Council will coordinate construction activities with other projects that come online
- Constant construction traffic from Excelsior Blvd via Abbott Avenue
- Staging and laydown area provides constant construction presence – noise and equipment

West Lake Street Station



2021 Freight Rail Improvements, Weekend Work



Taking a Few Questions: W 21st to W Lake St



- LRT Station
- LRT Alignment
- Road Closure
- Truck Hauling
- Pile Driving/Sheeting/Vibration Activity
- Laydown and Staging Areas
- Tunnel
- Secant Wall

Stay Updated!

- SWLRT.org: Sign up for construction updates via email and text
- Send email to David Davies with name and address to be included on location-specific periodic construction alerts
 - david.davies@metrotransit.org
- Follow your neighborhood organization for periodic updates



Discussion/Q&A

Q&A Logistics

- REMINDER: Please mute your device when you are not speaking
 - Meeting moderator may mute you if you forget to mute yourself
- Please raise your hand to be called on to ask a question
- Questions can also be asked in chat. Questions that are not answered will be compiled and answered in a follow-up document that will be shared with the community
- We will take questions from raised hands as time allows, followed by questions from chat, followed by check-in of phone participants
- Please identify yourself when asking a question