Today’s Topics

• Welcome and Meeting Logistics
• Project Overview
• 2020 Construction Recap
• 2021 Construction Overview
• 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 last about 20-30 minutes
  ▪ Participants can enter questions in the meeting chat

• 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
Project Overview
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
Bryn Mawr Station
Bassett Creek Valley Station
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
2021 Construction Overview
Construction Challenges

• Secant Wall in Minneapolis (Kenilworth Tunnel)
  ▪ Soil settlement during the initial construction of the tunnel made it apparent that an alternative construction method is needed
  ▪ The secant wall will stabilize the soils while constructing the LRT tunnel
  ▪ This approach responds to our commitments to use an abundance of caution and be proactive stewards to protect the foundations of adjacent buildings
Key Issues: Secant Wall

- Location of Secant Wall
- An alternative construction method to mitigate soil movement adjacent to existing buildings
  - This method is due to unforeseen soil conditions (settling during construction activities)
- Construction factors include:
  - Work adjacent to an active freight railroad
  - Confined work area with limited access points
  - Impacts project schedule
Construction Challenges

- Corridor Protection Wall in Minneapolis
  - Approximately 1-mile corridor protection wall for an additional layer of protection between the BNSF freight & LRT trains
  - Added as a requirement of BNSF after final design and civil construction contracting
  - This element is not a surprise, as we’ve completed analysis and design for the wall, we have a fuller understanding of the challenges of constructing this project element in an active rail corridor
Key Issues: Corridor Protection Wall

- Location of Corridor Protection Wall
- Construction factors include:
  - Work adjacent an active freight railroad
  - Confined work area with limited access
  - Impacts project schedule
2021 Construction Activities: Bryn Mawr

• Corridor protection wall
  ▪ Extends from just east of Bryn Mawr Station to just east of I-94

• Bryn Mawr Station
  ▪ Pile-driving for walls and other station elements

• Freight rail improvement work

• Potential for sidewalk and road work
  ▪ Wayzata Blvd
  ▪ Penn Avenue
2021 Royalston to Bryn Mawr: Major Impacts

- Glenwood Avenue Bridge and North Cedar Lake Trail closure - extended beyond planned mid 2021
- Ongoing heavy volume of truck traffic
- Ongoing noise in laydown and storage areas
2021 Bryn Mawr Station Area: 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

• Haul route traffic between Kenilworth LRT Tunnel site and Linden Yards
Corridor Protection Wall
Corridor Protection Wall: Saturday Work

- Primary benefit: time savings of over six months for construction activities in this area
- Major activities: earthwork, drilling, concrete placement
- High-vibration activities not permitted on Saturdays
  - May occur during normal working hours of 7:00 a.m. – 6:00 p.m., Monday-Friday
- Construction site nestled between active freight rail and I-394
Corridor Protection Wall: Design History

- Bassett Creek Valley Working Group Established in 2017
  - **Purpose:** “to serve as a voice for the community and provide focused input to the Metropolitan Council and its consultants on design treatments for the wall.”
  - **Membership:**
    - Andrew Leicester, At Large
    - Keith Prussing, MPRB
    - Neil Trembley, Cedar Lake Park Association
    - Sarah Nettleton, At Large
    - Barry Schade, Bryn Mawr
    - Vida Ditter, BCV-ROC
    - Dave Colling, Harrison
    - Ben Ptacek, Harrison
    - Tim Bildsoe, North Loop
    - Richard Anderson, MPLS BAC
    - Fiona Lockhart, Bryn Mawr
    - Margaret Anderson Kelliher, Bryn Mawr
    - Chris Hoffer, MPLS PAC
    - Phillip Ailiff, MPLS PAC (North Loop)
    - Damon Farber, Cedar Isles Dean
Corridor Protection Wall: Design History

- Working group carried over ideas from Kenilworth Landscape Design process
- Efforts included walking-tours and public meetings
- Working group reviewed textures, graphics, colors and plantings before offering a consensus on these features
- Working group’s final recommendations were incorporated into the design (e.g., wall color, reveal pattern, Bassett Creek Valley station name inset, vegetation where possible, added trees east of Bryn Mawr station)
  - These features are being implemented
Corridor Protection Wall: Design

Example of section near Bryn Mawr Meadows

Existing BNSF Track

Proposed Corridor Protection Wall

BNSF Property Line

Right of Way Line

127'

151'

Trails

SOUTHWEST
Green Line LRT Extension
Bryn Mawr Station Area

Plan

Access To North Cedar Lake Trail
Bryn Mawr Station Pedestrian Bridge
Existing Trails
Proposed Trails
Seating Area

Section

View B Location (image next page)

Existing BNSF Wayzata Sub
Pedestrian Access to I-394

Dimensions are approximate

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

SOUTHWEST
Green Line LRT Extension
Bryn Mawr Station Area

Existing

Proposed Corridor Protection Wall

Proposed
I-394 Underpass Area

Current project design includes pier protection on both sides of the LRT under I-394.
Bryn Mawr Meadows Area

Existing

Proposed

Proposed Corridor Protection Wall Behind Existing Vegetation (top of wall dashed)

Proposed Corridor Protection Wall

I-394 Pier Protection
Bryn Mawr Meadows Area

Plan

View A Location
(image next page)

Proposed Corridor Protection Wall

Existing BNSF Wayzata Sub

Future Bassett Creek Valley Development Area

Section

Proposed Corridor Protection Wall
approximately 45 feet from proposed trail here

Existing and Proposed Trails in Same Location in This Section

Dimensions are approximate

Existing BNSF Track

Proposed Corridor Protection Wall

BNSF Property Line

121’

154.4’

Existing and Proposed Trails in Same Location in This Section
Bassett Creek Valley Station Area

Plan

Section

Existing BNSF Property Line

Proposed Corridor Protection Wall

Existing and Proposed Trails in Same Location in This Section

271'

Proposed Corridor Protection Wall

Existing BNSF Wayzata Sub

Van White Bridge Above

Stairs and Elevator

Luce Line Bridge Above

Future Bassett Creek Valley Development Area
2021 Freight Rail Improvements, Weekend Work

- Periodic weekend work needed to complete freight rail improvements.
- Freight rail track to be repositioned to its original location once tunnel construction is complete.
- Occasional weekends needed to maintain schedule on critical path elements.

Legend:
- LRT Station
- LRT Alignment
- Freight rail track improvements completed
- Freight rail track improvements to be completed after tunnel construction
- Freight rail track improvements anticipated to be completed in 2021
SWLRT Freight Rail Improvements

Old Freight Rail Track

New Freight Rail Track
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
• 24/7 SWLRT Construction Hotline:
  ▪ 612-373-3933
Discussion/Q&A