

SOUTHWEST

Green Line LRT Extension



Bryn Mawr 2021 Southwest LRT Update

March 4, 2021



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

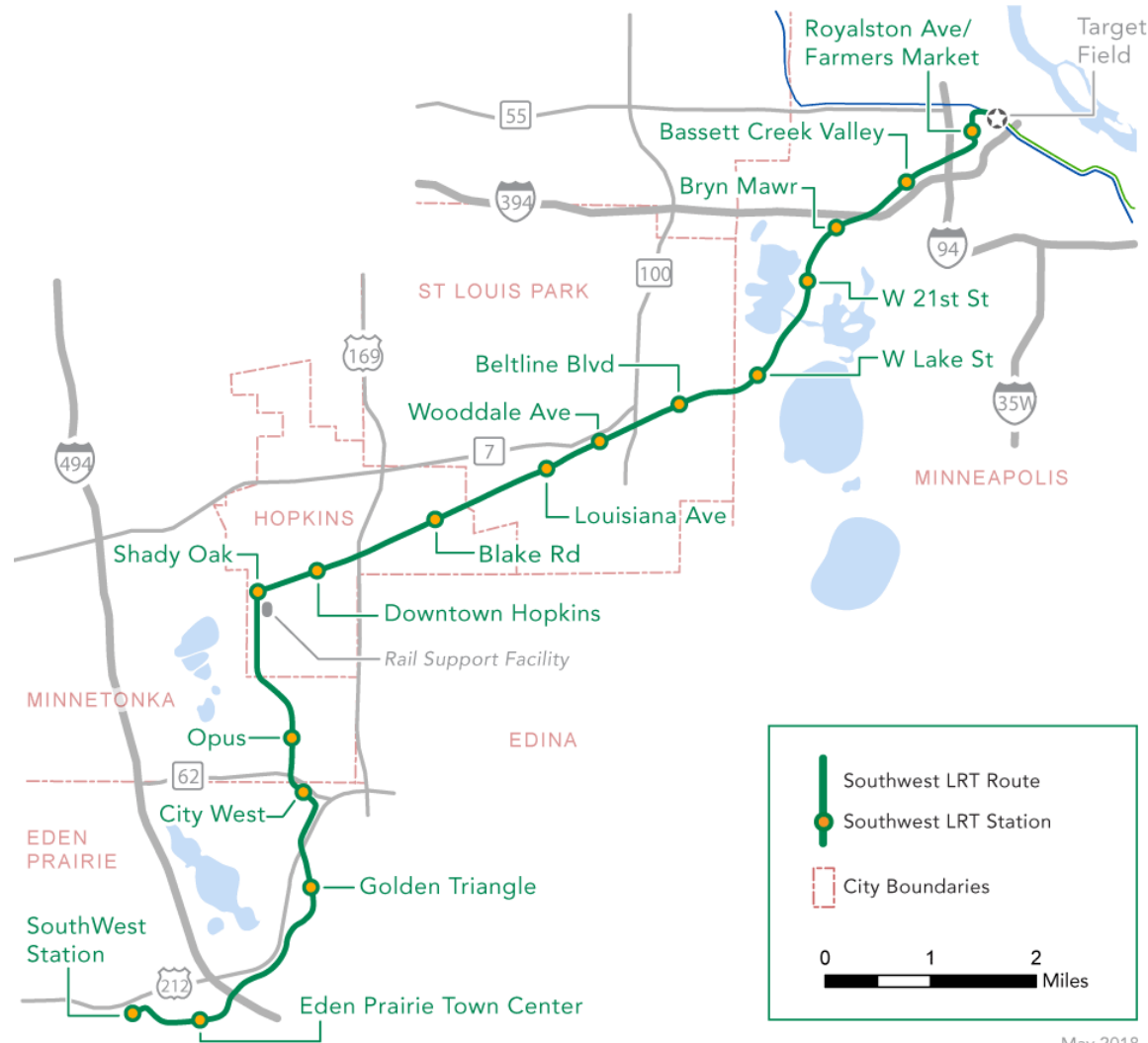
Meeting Logistics (continued)

- 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 Area



Bryn Mawr Station



Bryn Mawr Station



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

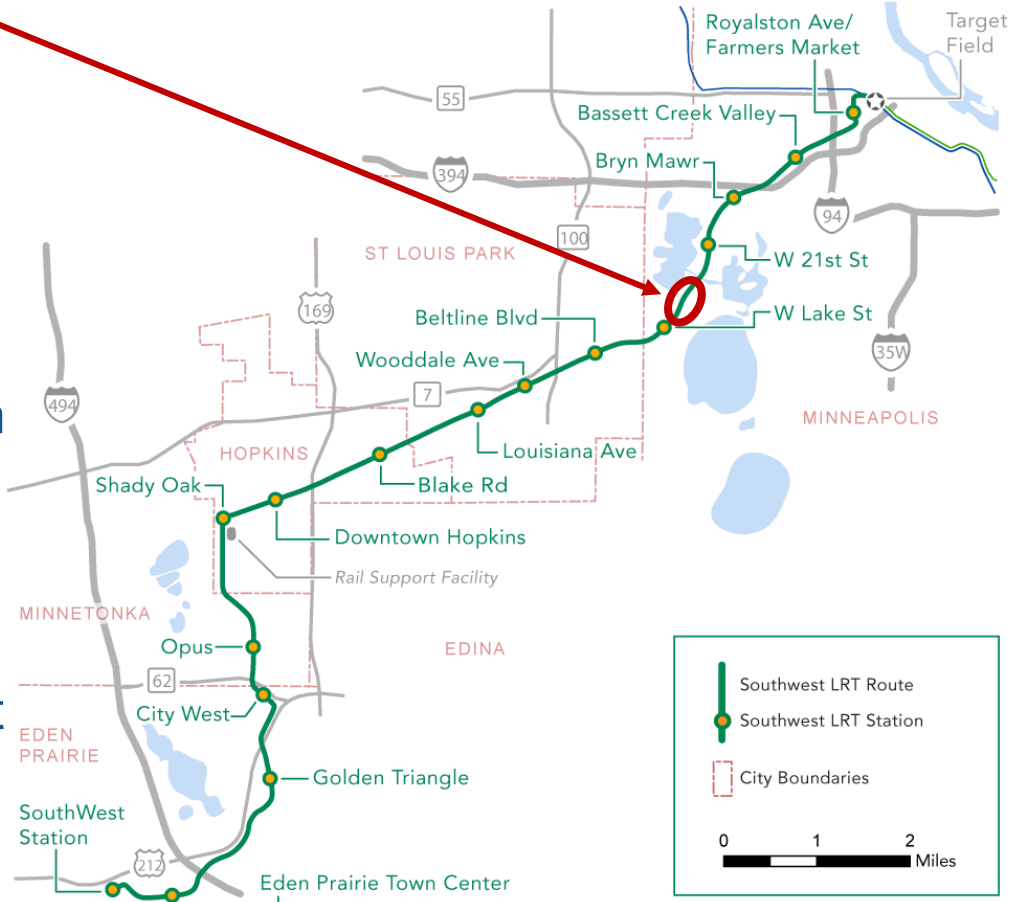
2021 Construction Overview

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

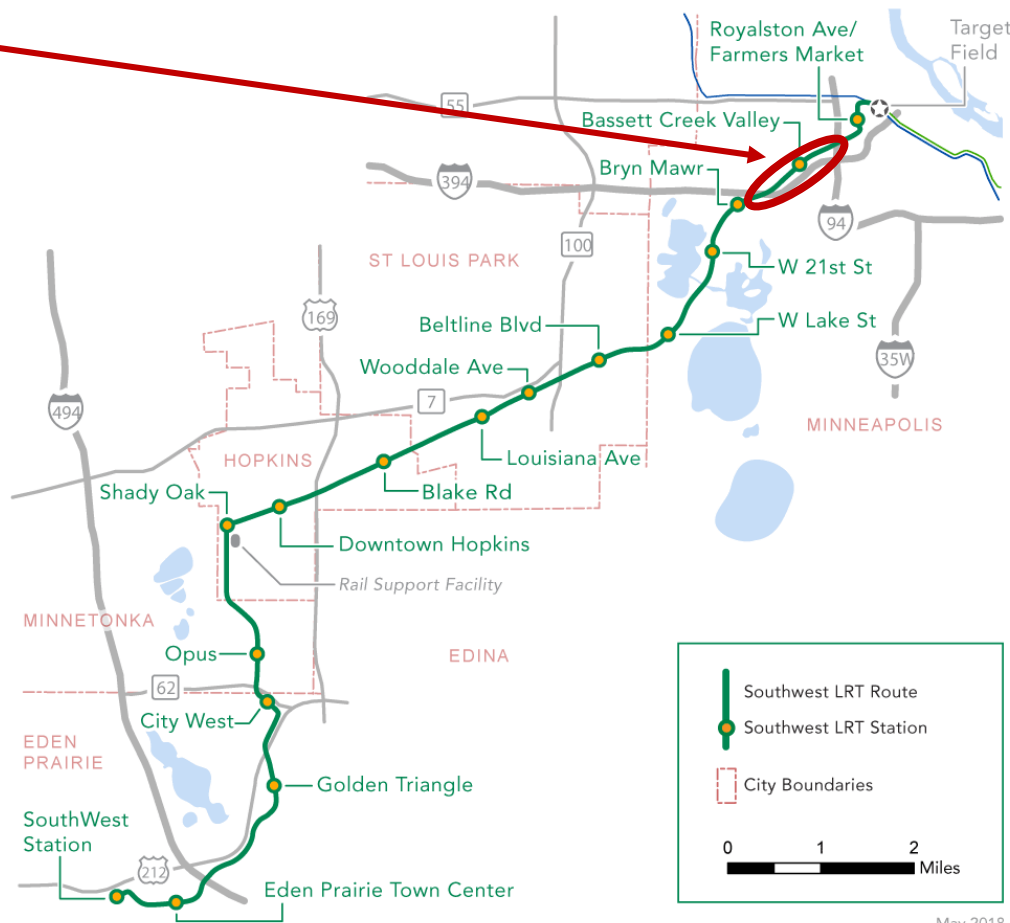


Construction Challenges

- 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



May 2018

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

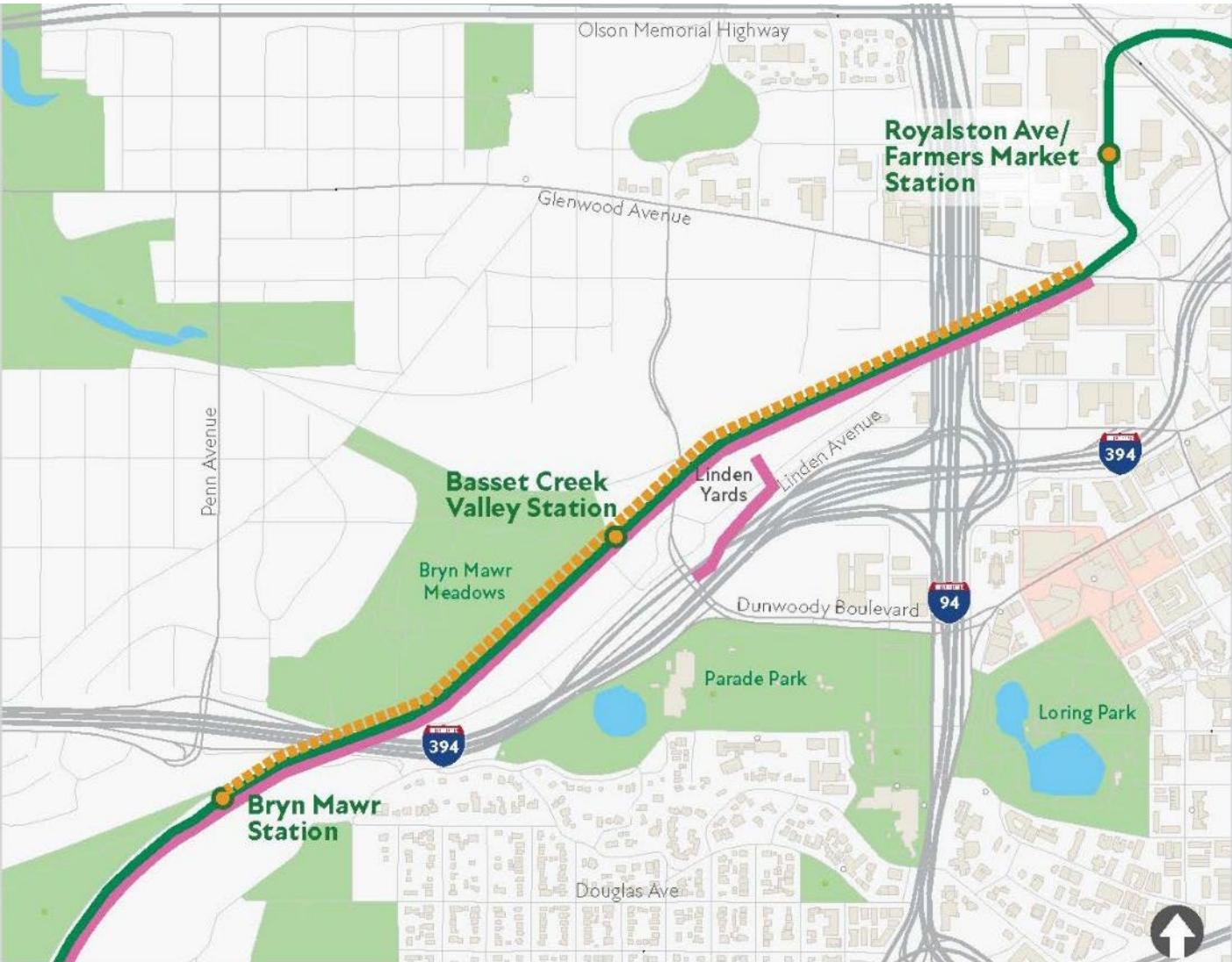


- LRT Station
- LRT Alignment
- Truck Hauling
- Pile Driving/Sheeting/Vibration Activity
- Laydown and Staging Areas

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



- LRT Station
- LRT Alignment
- Truck Hauling
- Corridor Protection Wall and Glenwood Bridges

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

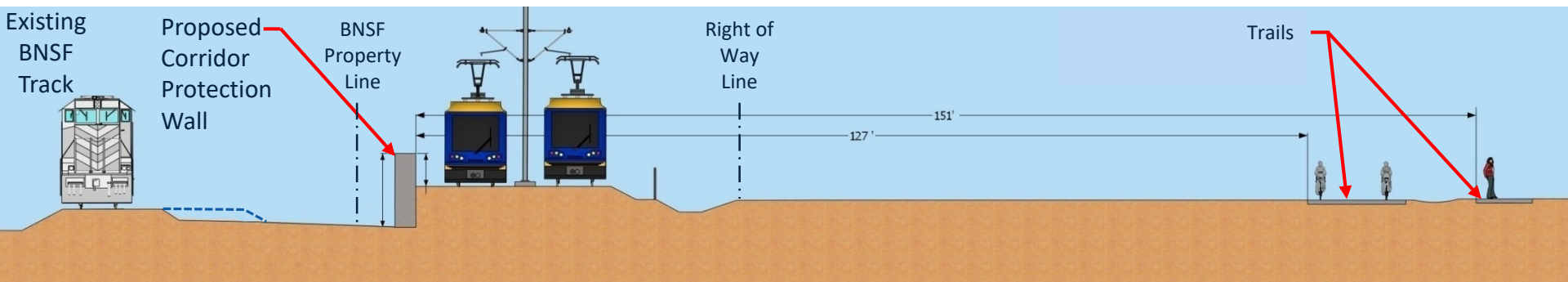
Corridor Protection Wall: Design History

- 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

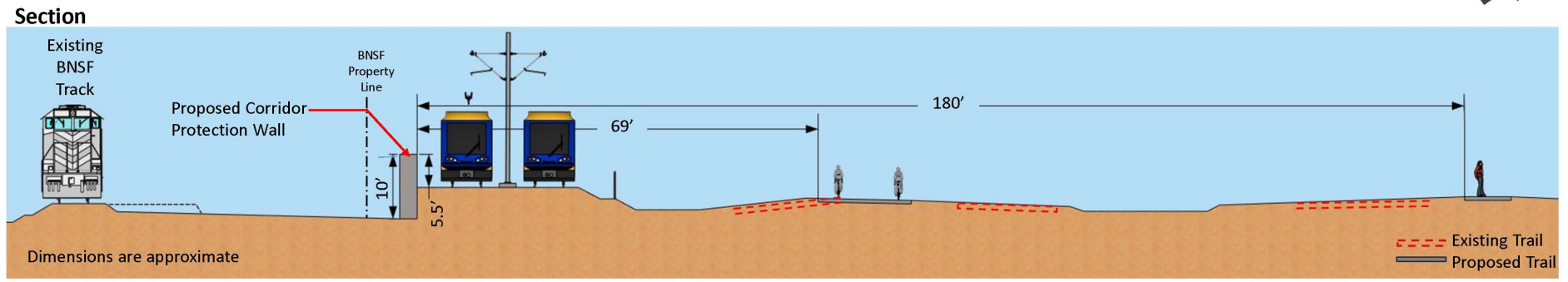
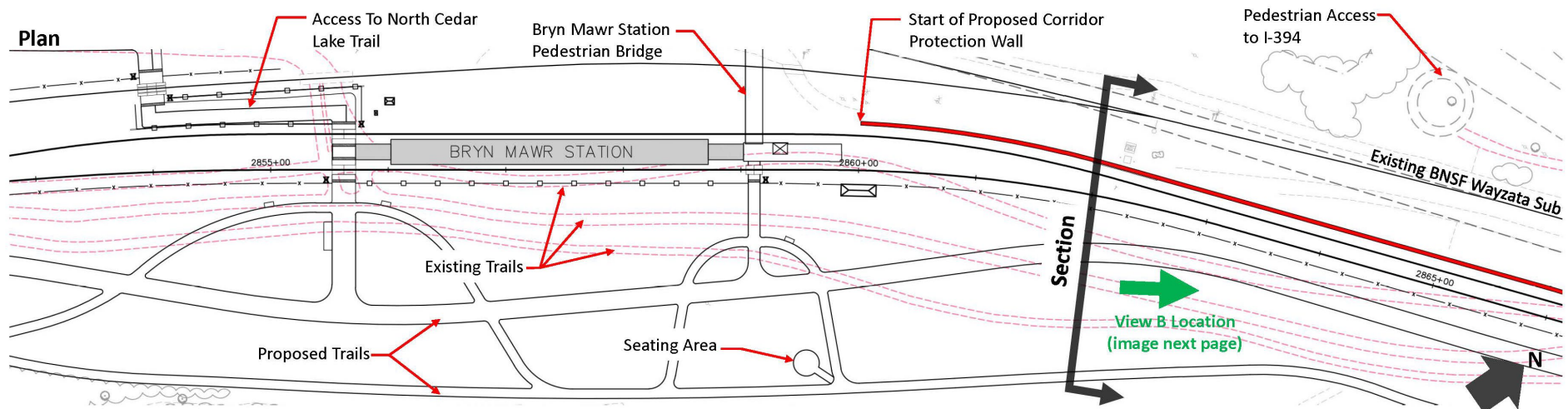
Corridor Protection Wall: Design



Example of section near Bryn Mawr Meadows



Bryn Mawr Station Area



Bryn Mawr Station Area

09/27/17

DRAFT: Work in process



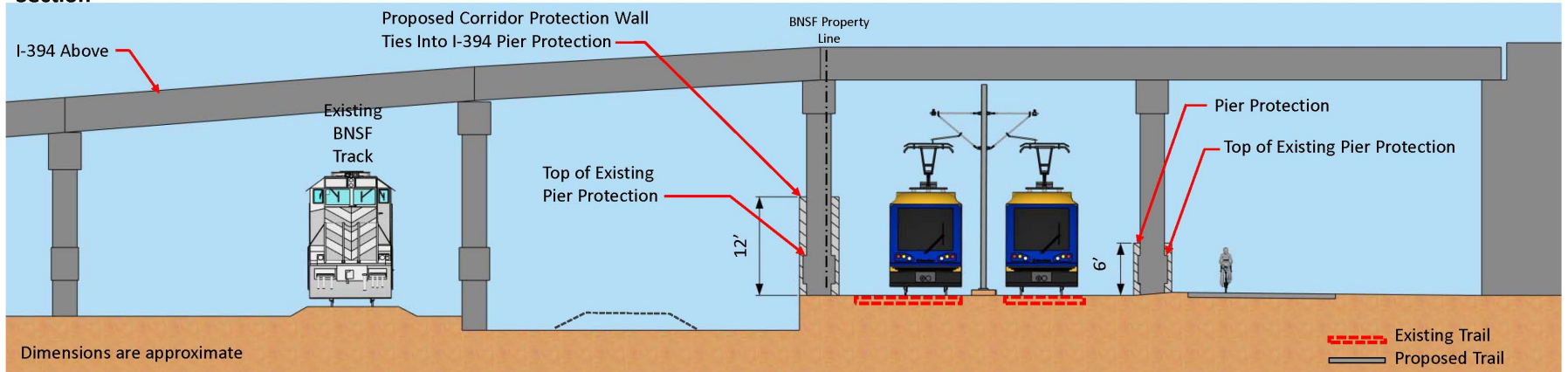
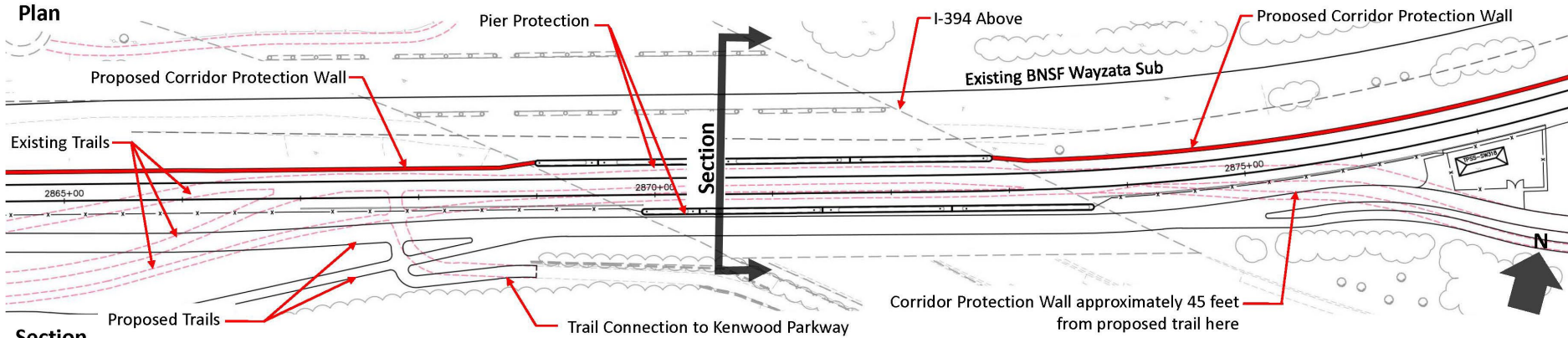
Existing



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

09/27/17

DRAFT: Work in process



Existing



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

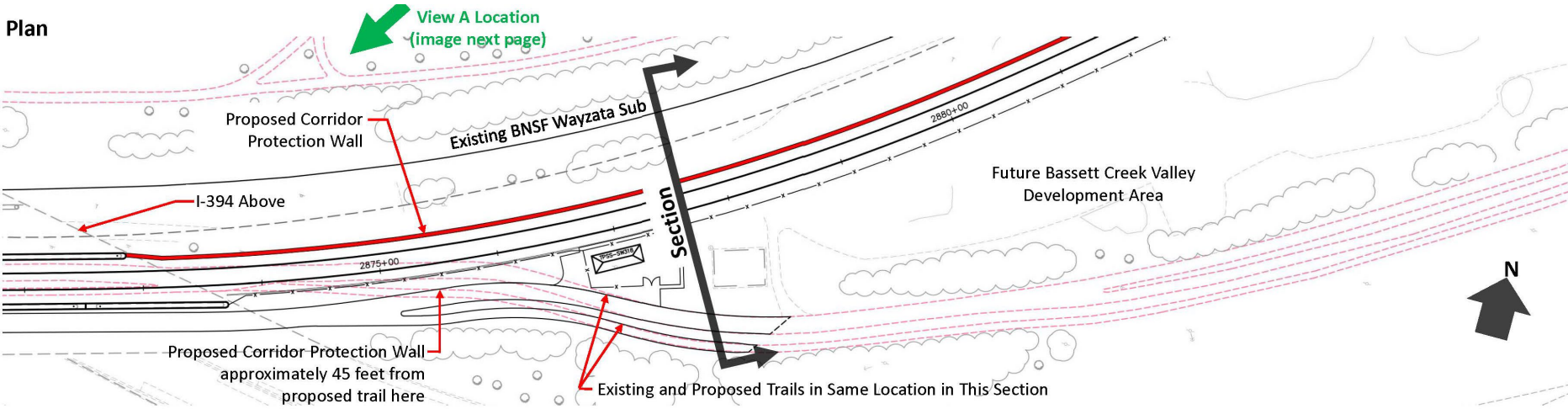
Proposed Corridor Protection Wall

I-394 Pier Protection

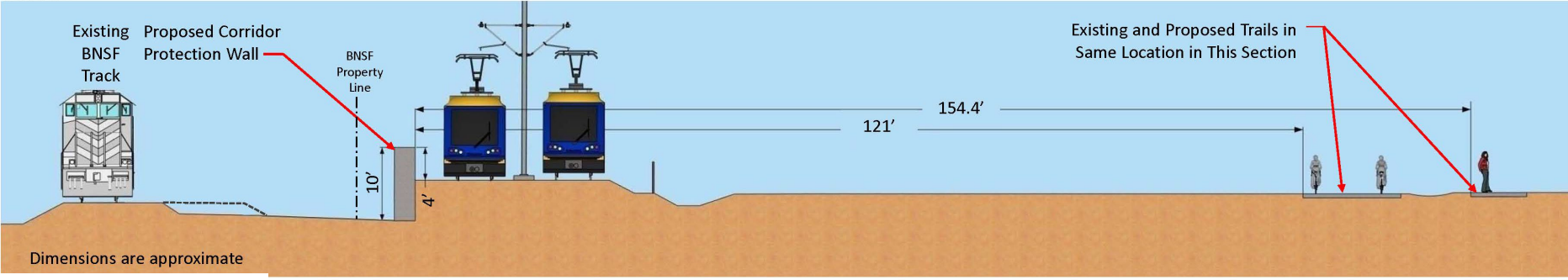
Proposed

Bryn Mawr Meadows Area

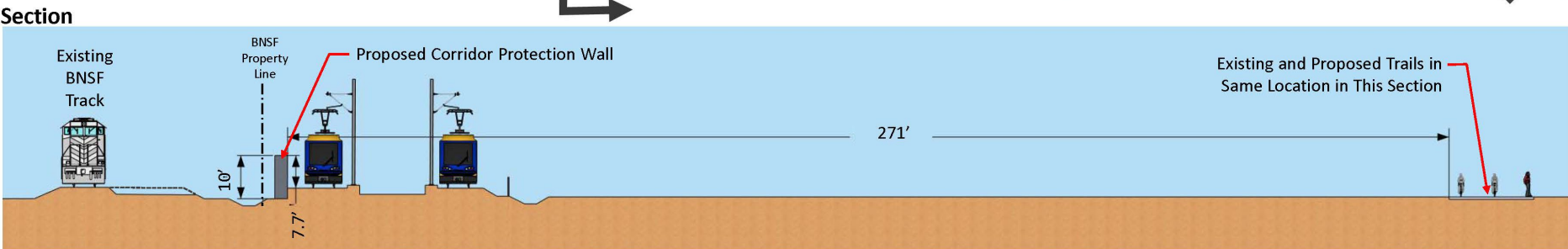
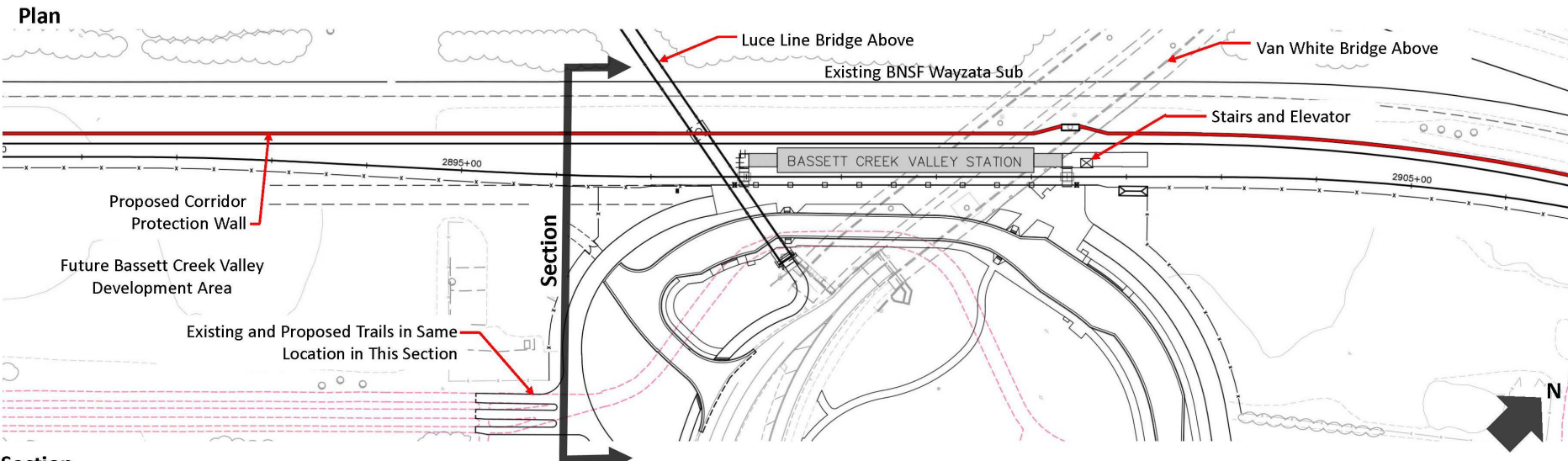
Plan



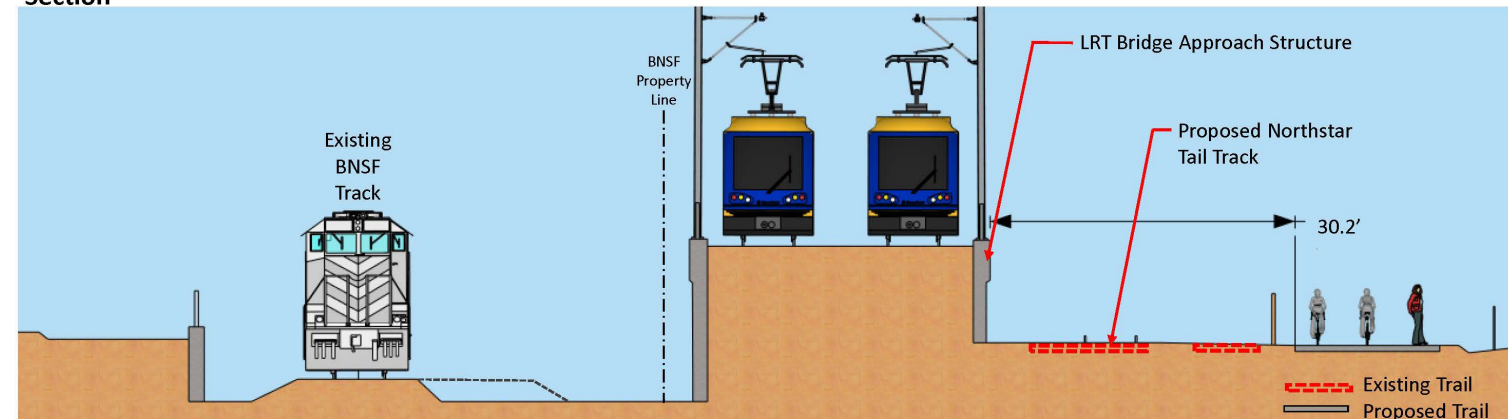
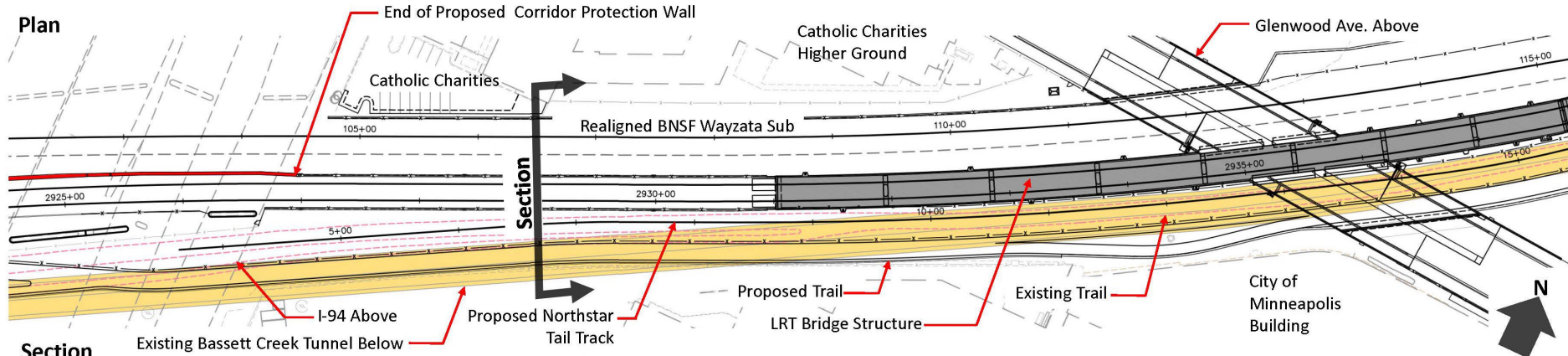
Section



Bassett Creek Valley Station Area

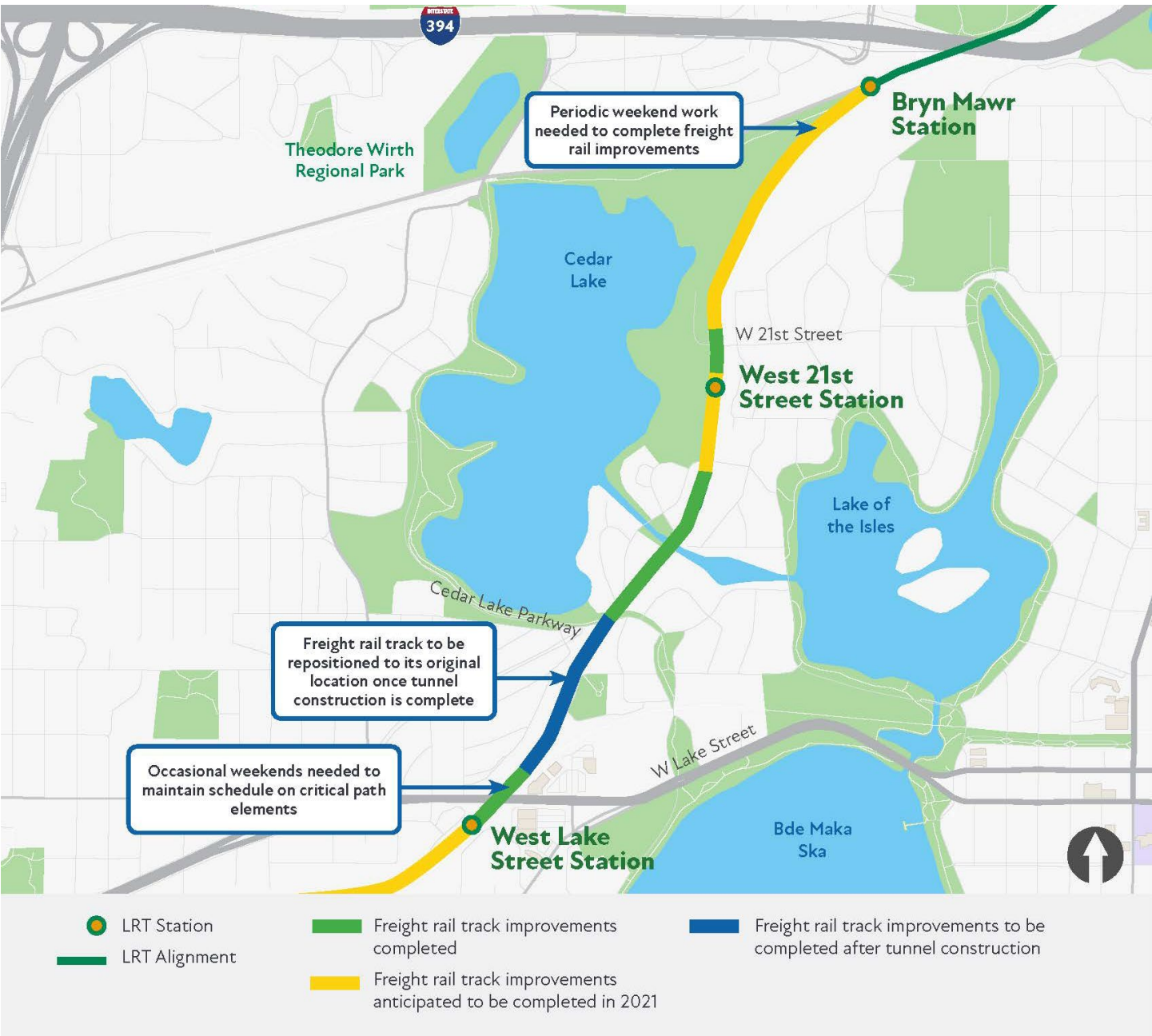


I-94 to Glenwood Avenue



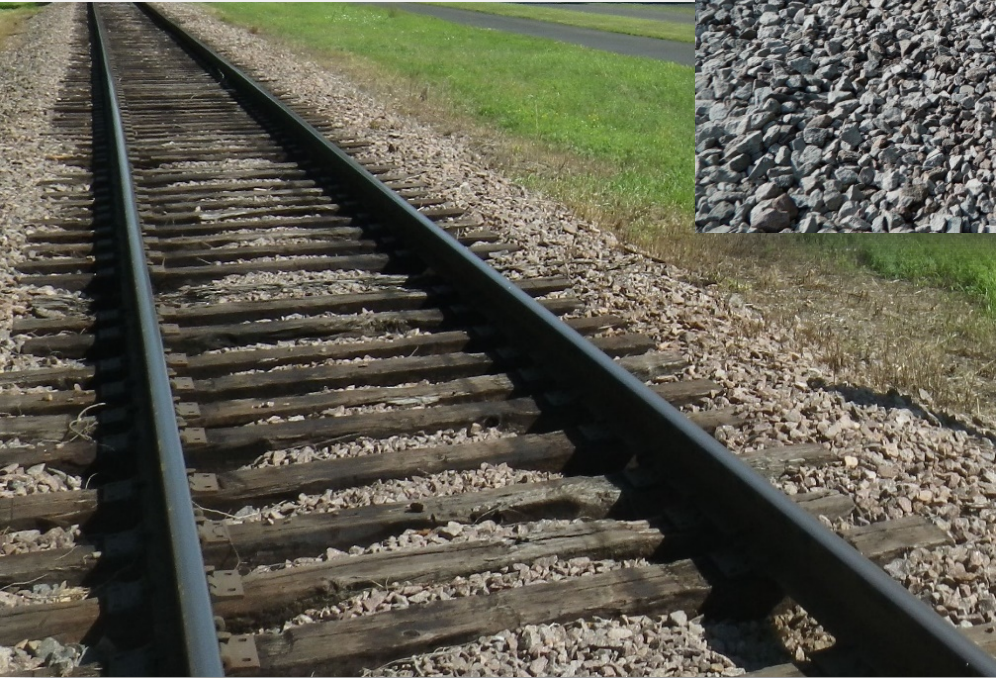
DRAFT: Work in process

2021 Freight Rail Improvements, Weekend Work



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