

SOUTHWEST

Green Line LRT Extension



SWLRT Business Advisory Committee

October 18, 2017



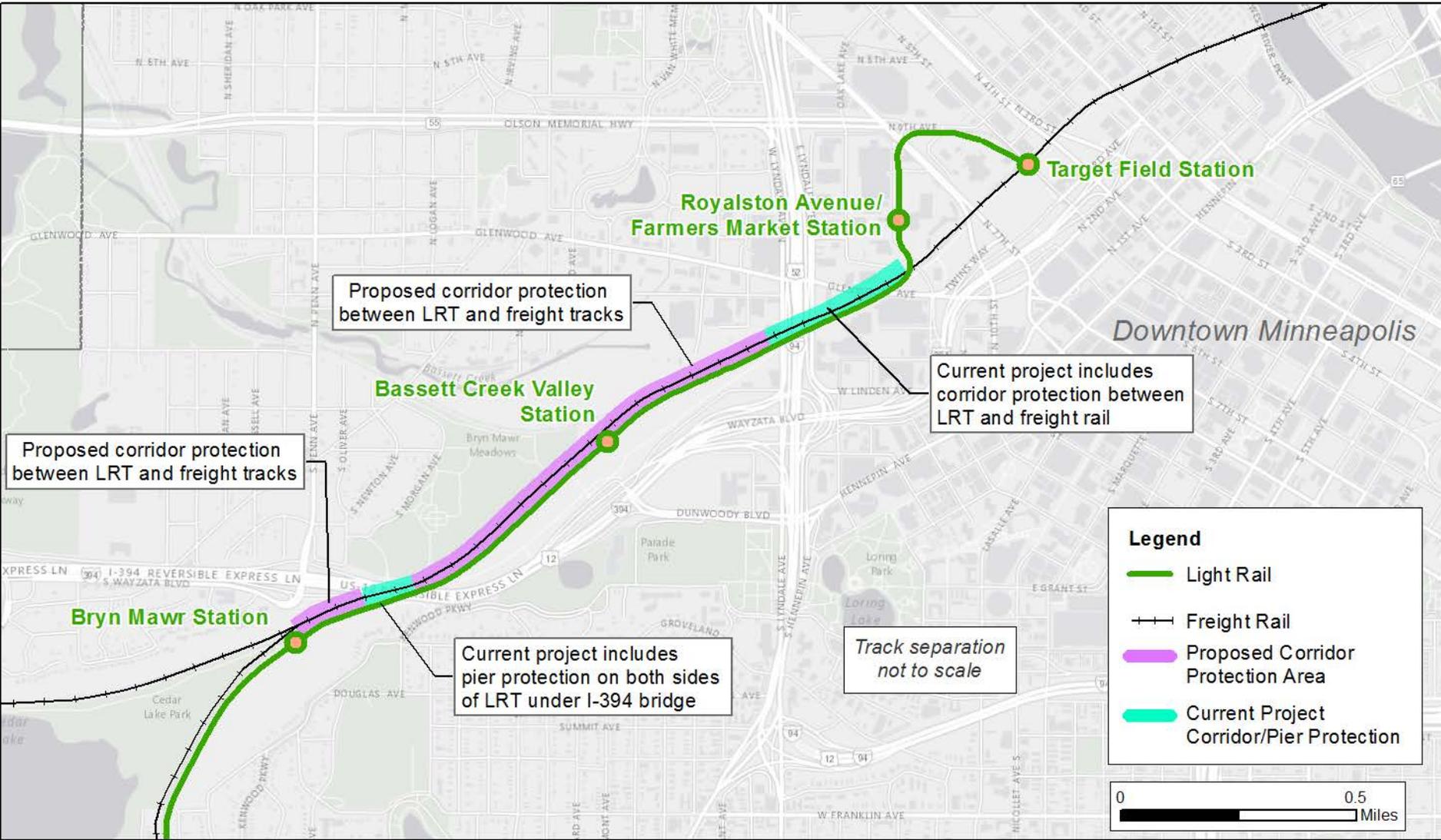
Today's Topics

- Welcome/Introductions
 - Chair Tchourumoff Remarks
- Proposed Corridor Protection Wall
 - Aesthetic Design Overview
 - Public Outreach
 - Environmental Review
- Civil Construction Update
 - Framework
 - Potential Modifications
 - Next Steps



Proposed Corridor Protection Wall

Proposed Corridor Protection Wall



Proposed corridor protection between LRT and freight tracks

Proposed corridor protection between LRT and freight tracks

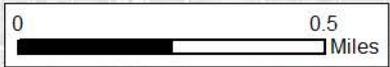
Current project includes corridor protection between LRT and freight rail

Current project includes pier protection on both sides of LRT under I-394 bridge

Track separation not to scale

Legend

- Light Rail
- Freight Rail
- Proposed Corridor Protection Area
- Current Project Corridor/Pier Protection



Proposed Corridor Protection Wall



Linden Yards – looking northwest toward the Van White Memorial Blvd bridge

Proposed Corridor Protection Wall



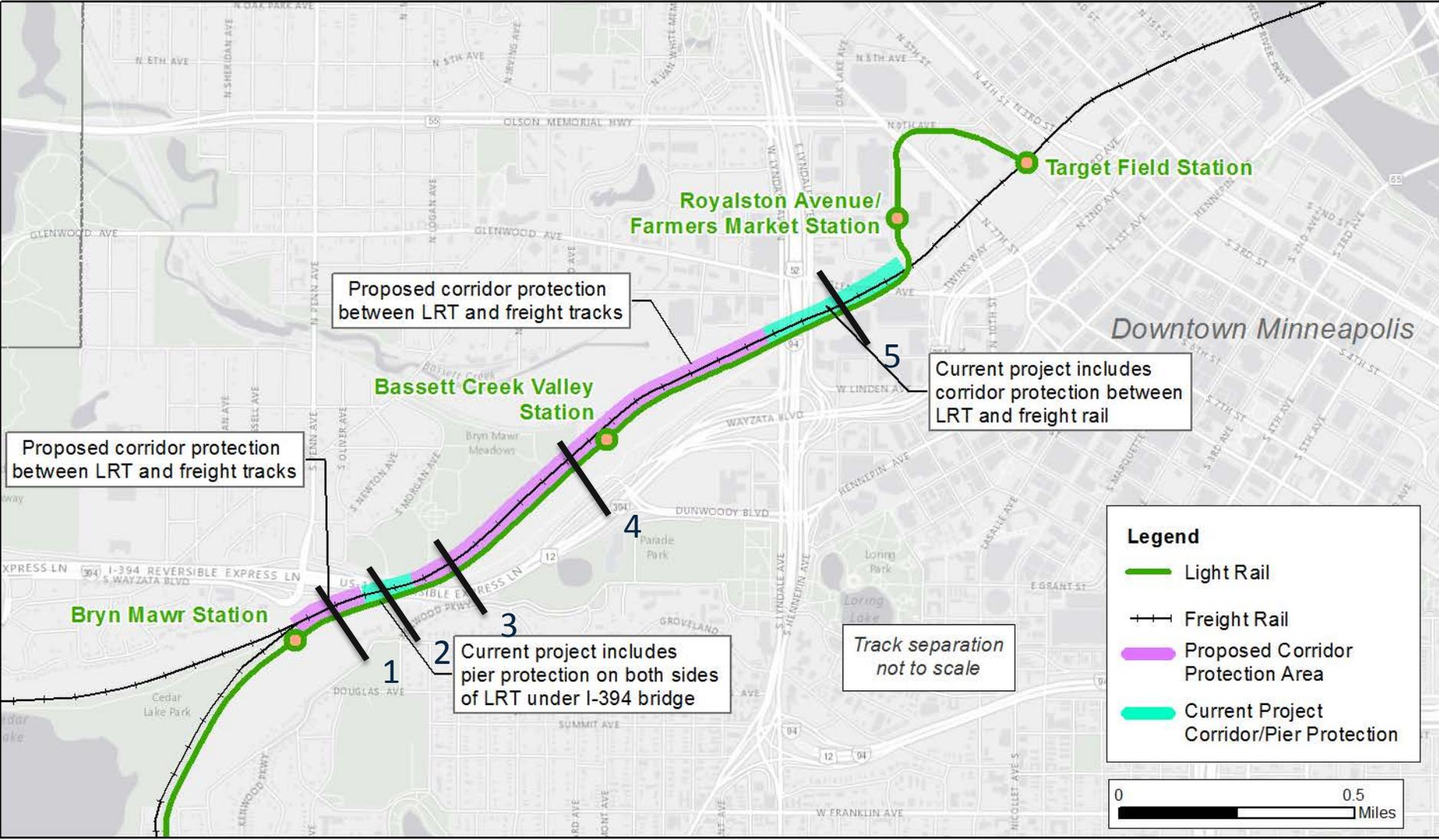
BNSF Corridor – looking southwest from the west side I-94

Proposed Corridor Protection Wall

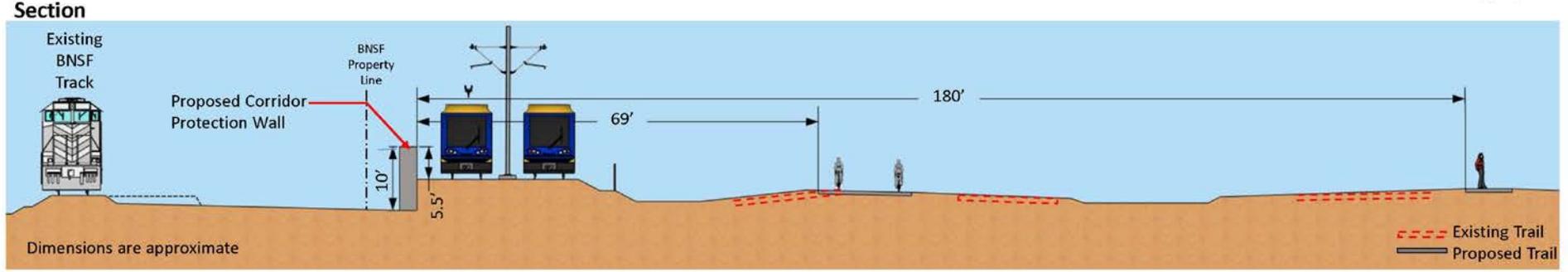
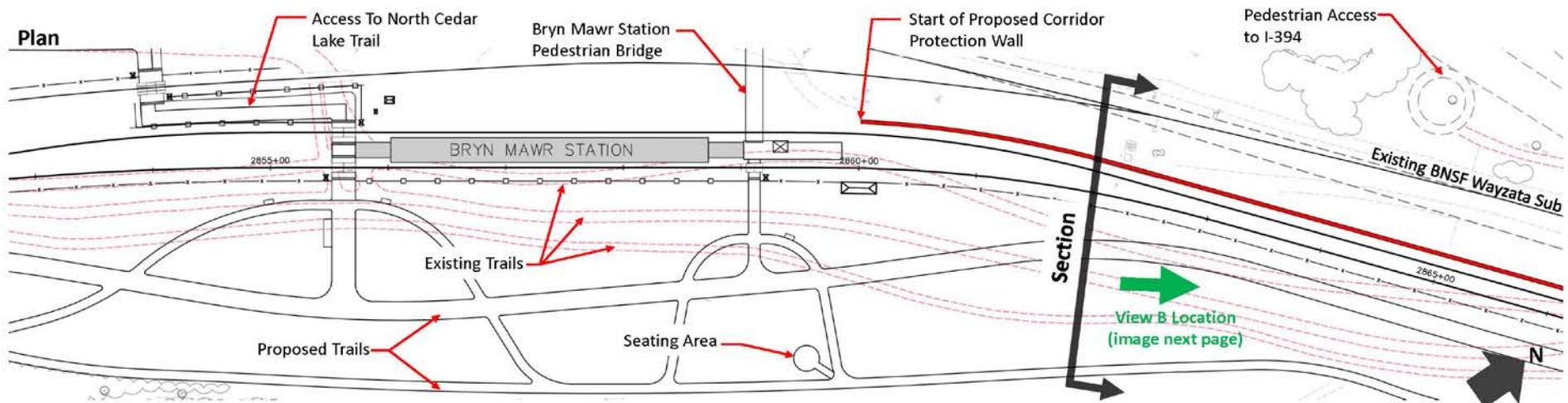


Cedar Lake Trail – looking north toward the Glenwood Ave bridge

Proposed Corridor Protection Wall



Bryn Mawr Station Area



DRAFT: Work in process

Bryn Mawr Station Area

09/27/17
DRAFT: Work in process

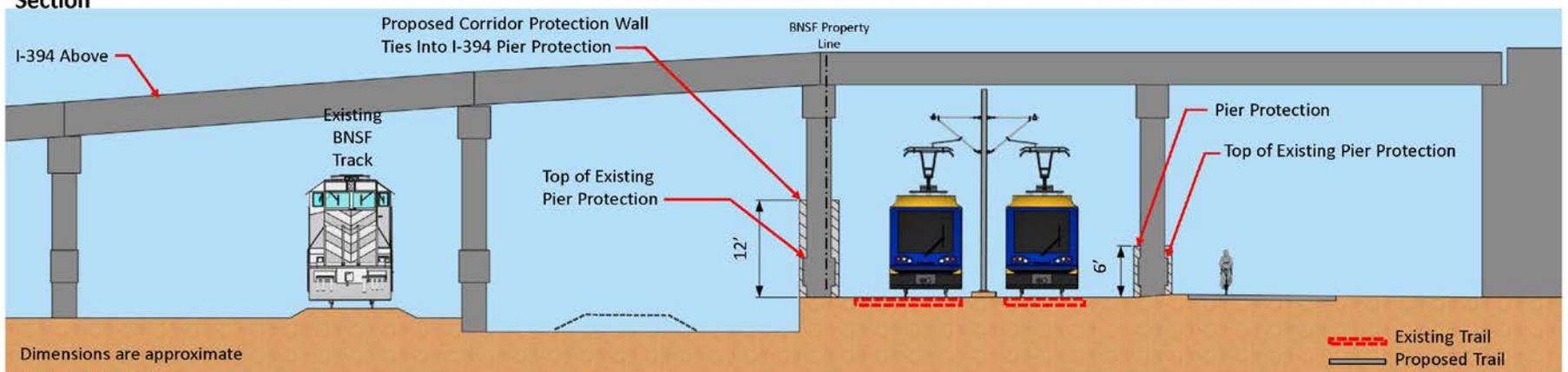
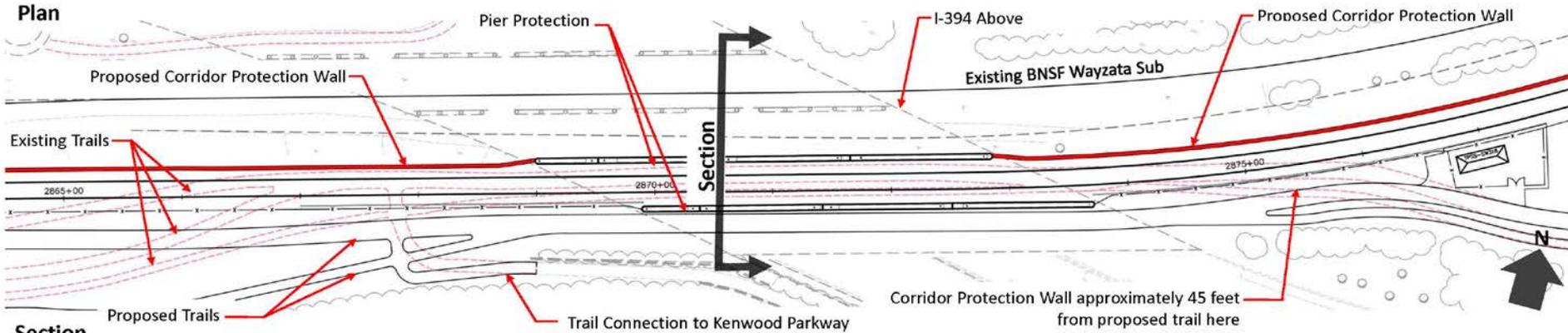


Existing



Proposed

I-394 Underpass Area



DRAFT: Work in process

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



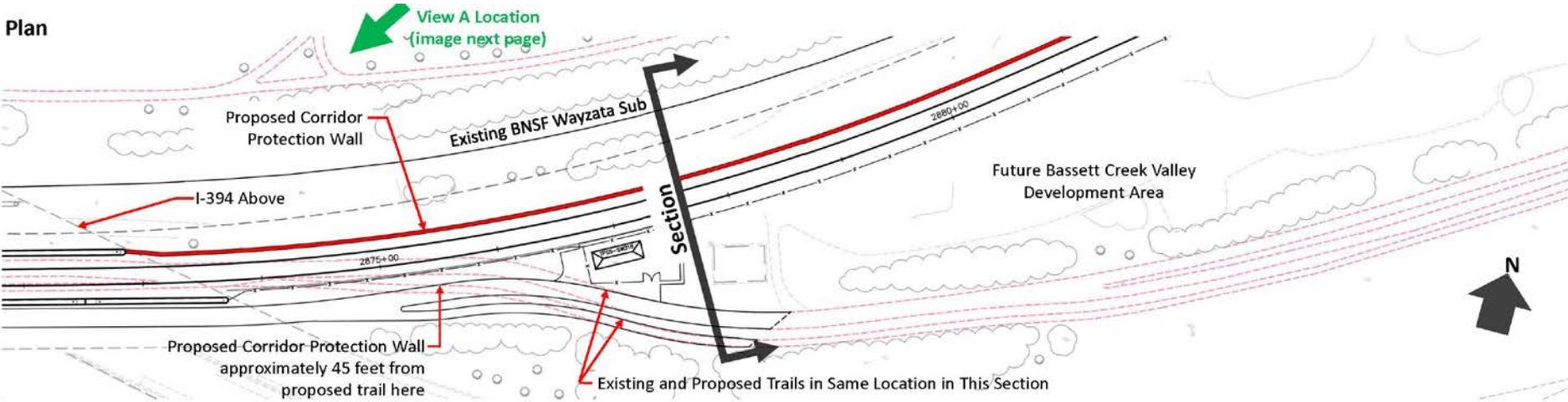
Existing



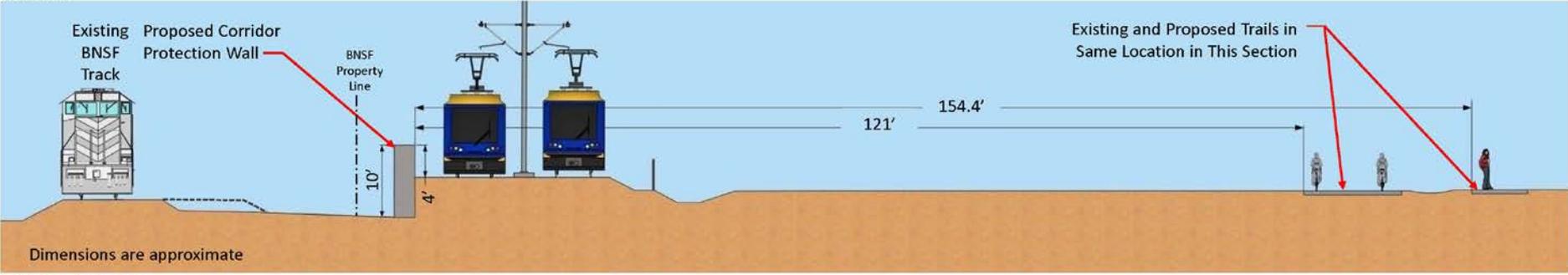
Proposed

Bryn Mawr Meadows Area

Plan

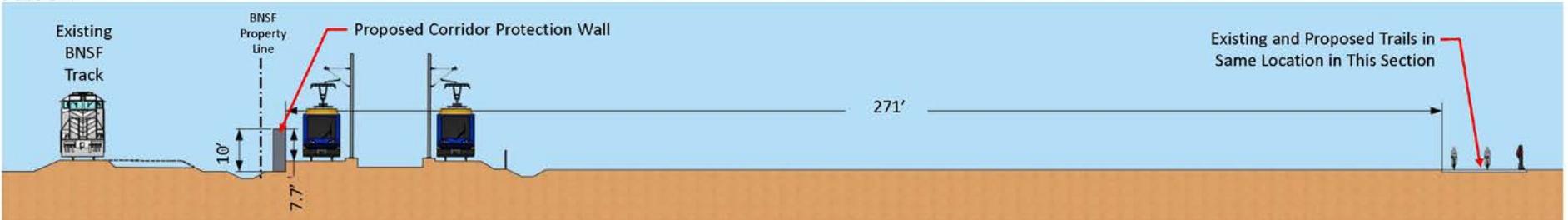
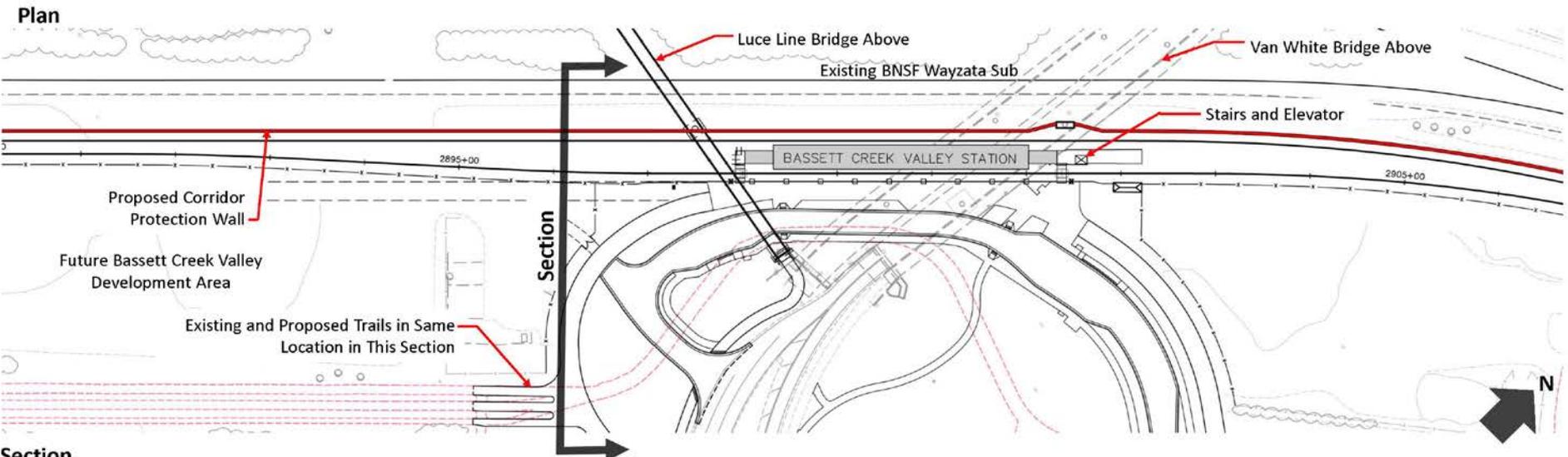


Section



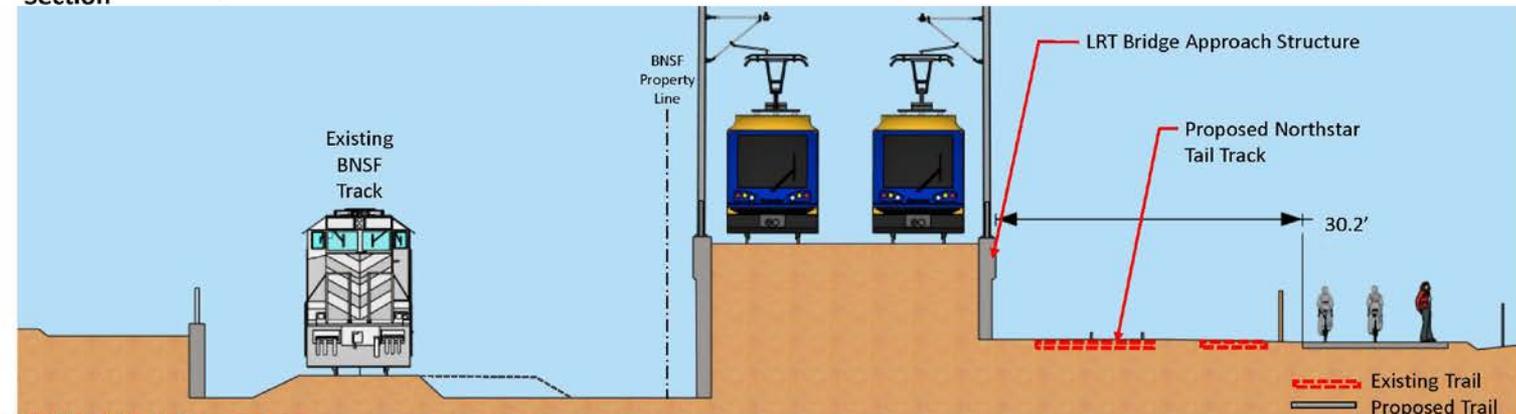
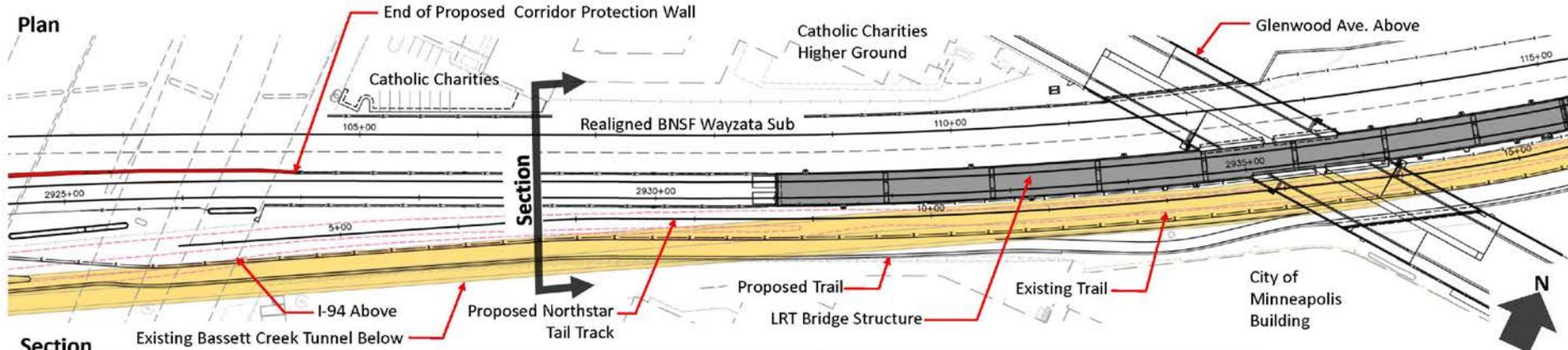
DRAFT: Work in process

Bassett Creek Valley Station Area



DRAFT: Work in process

I-94 to Glenwood Ave.



DRAFT: Work in process

Aesthetic Design Process Overview

- Work plan developed in coordination with City of Minneapolis (finalized on Aug 31); addresses:
 - Wall and trail design
 - Public engagement
 - Section 106 process
- Aesthetic design process will kick-off in October with Bassett Creek Valley community workgroup and Section 106 Consultation meetings
- Aesthetic design is informed by input from workgroup, community, Section 106 process, City and park board staff

Aesthetic Design Process Overview

- Workgroup and community input will be aligned with Section 106 process
- Aesthetic design must meet the Secretary of the Interior's Standards for the Treatment of Historic Properties
- Potential options for aesthetic design include:
 - Color
 - Texture
 - Reveals
 - Inlays
 - Vegetation

Public Outreach

- Met with property owners / neighborhoods / stakeholders
 - 9/13: Bryn Mawr Board
 - 9/14: Harrison Neighborhood
 - 9/19: Bassett Creek Redevelopment Oversight Committee
 - 10/11: Bryn Mawr Board
- Create community workgroup focused on providing design input
 - Oct 4: Kick-off meeting
 - Oct 12: Corridor tour
- Provide public tours: Oct 23, Oct 26, Nov 8
- Host community open house/pop-up events along trail
 - Week of November 13
- Share information: Project newsletter and website, advisory committees

Environmental Review: Proposed Corridor Protection Wall

Section 106 of National Historic Preservation Act of 1966

- Requires Federal agencies to take into account effects of “undertakings” on historic properties
- MnDOT’s Cultural Resource’s Unit (CRU), on behalf of the FTA, leads the Section 106 review process as outlined in the Project’s Memorandum of Agreement
- Council is local project sponsor and federal grantee, responsible for certain parts of Section 106 process including implementation of mitigation measures

Section 106 Review Background

- The BNSF Wayzata Subdivision is part of the St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District
- MnDOT determined this district eligible to be listed on the National Register of Historic Places
 - District extends from Minneapolis to North Dakota border
 - Due to the National Historic Register eligibility, Section 106 review is required for the district
 - Section 106 review considers proposed changes to physical features, context, setting

Section 106 Review Process

- CRU:
 - Determines if there is an adverse effect on the historic district for FTA review and concurrence
 - Informs and engages all consulting parties with jurisdiction over area of potential new adverse impact
 - Shares FTA finding, supporting materials and provides 30-day review and comment period
 - Consults with consulting parties to minimize and mitigate adverse effect
 - Prepares mitigation plan for consulting party review

Post-ROD Environmental Review

- In addition to the Section 106 Process, FTA and the Council are conducting environmental review processes:
 - Address Minnesota Environmental Policy Act and NEPA requirements
 - Evaluate proposed changes to Project design since the Final EIS published
 - Consider changes to impacts and mitigation
 - Determine if additional environmental review is required

Post-ROD Environmental Review

- Schedule
 - October/November:
 - Complete analysis of proposed corridor protection wall and tail track modifications
 - Incorporate results of Section 106 review and public outreach
 - Include information on Project commitments to resolve adverse effect, where applicable
 - FTA reviews analysis
 - December: FTA issues decision on environmental review

Civil Construction Update

Re-Solicit Civil Construction Bid Framework

- Maintain New Starts project status
- Maintain major scope elements
- Retain 2018 construction season
- Minimize construction delay
- Identify cost saving opportunities
- Maintain bidder interest
- Increase flexibility for critical activities to reduce schedule risk

Potential Modifications

- Revise Specifications
 - Refine freight rail coordination and maintenance elements
 - Adjust completion dates to allow additional time to complete work
 - Coordinate with project partners to seek efficiencies
 - Modify materials where possible to reduce costs
 - Modify Maintenance of Traffic (MOT) requirements/constraints

Potential Modifications

- Increase bidding interest for the contracting community
 - Provide stipends to encourage bidders to submit bids
 - Restructure mobilization approach to reduce Contractor's upfront financial risk
- Incorporate contractor feedback
 - Survey contracting community through an anonymous questionnaire to plan holders
 - Review bidder questions from first Civil Contract solicitation to identify opportunities for improvement and greater clarity

Next Steps

Re-Solicit Civil Construction Bid Schedule

- Oct 2-5: Meet with project partner staff to discuss potential modifications
- Late Oct: Update CMC
- Oct 30: Reissue Invitation for Bid
- Mid-Nov: Host Pre-bid Conference
- Jan 2018: Bids due
- April 2018: Award contract
- May 2018: Issue Limited Notice to Proceed

More Information

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