

SOUTHWEST

Green Line LRT Extension



Corridor Management Committee

September 29, 2017



Today's Topics

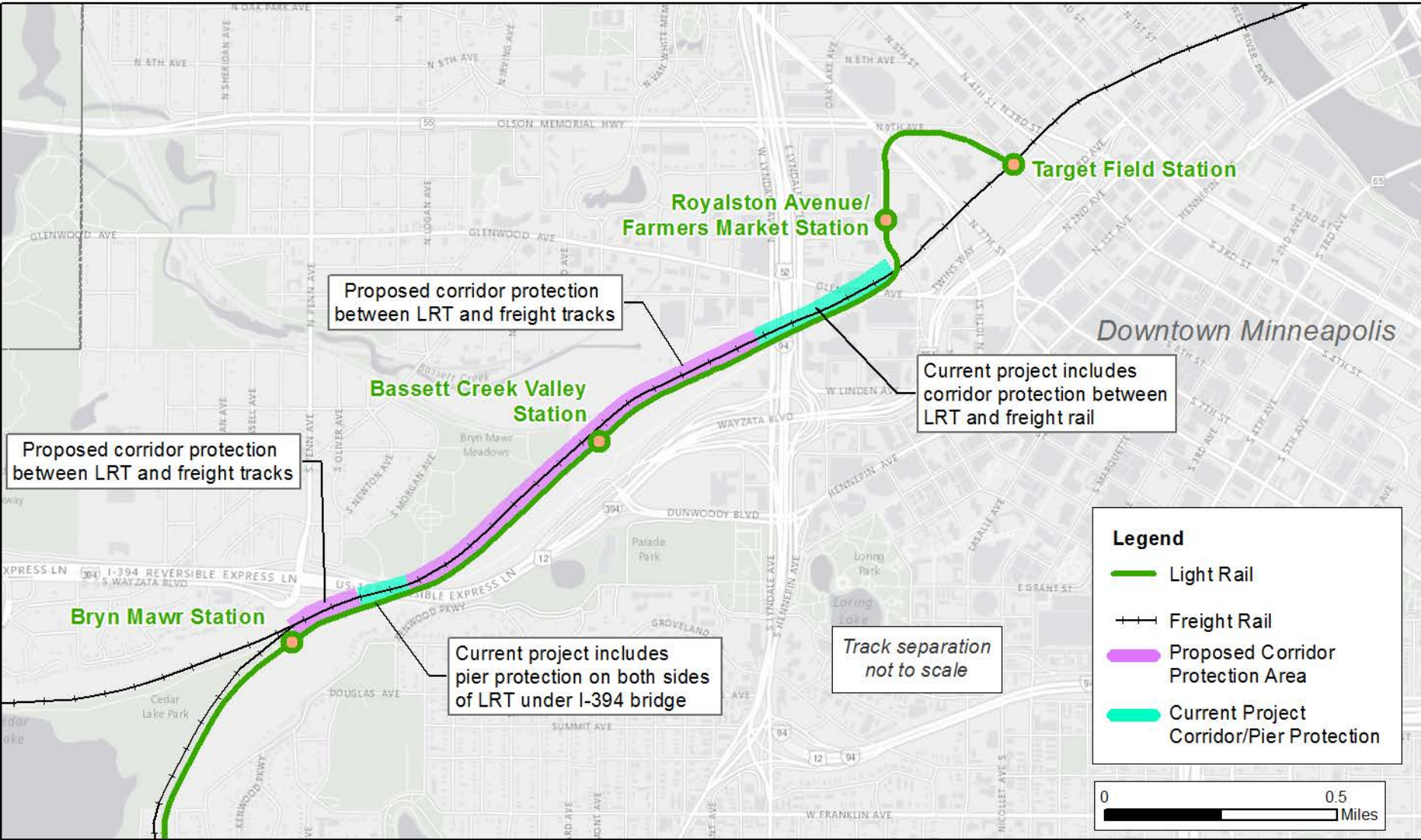
- Chair's Update
- Proposed Corridor Protection Wall
 - Aesthetic Design Overview
 - Public Outreach
 - Environmental Review
- Civil Construction Update
 - Framework
 - Potential Modifications
 - Next Steps



Chair's Update

Proposed Corridor Protection Wall

Proposed Corridor Protection Wall



Proposed Corridor Protection Wall



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

Proposed Corridor Protection Wall



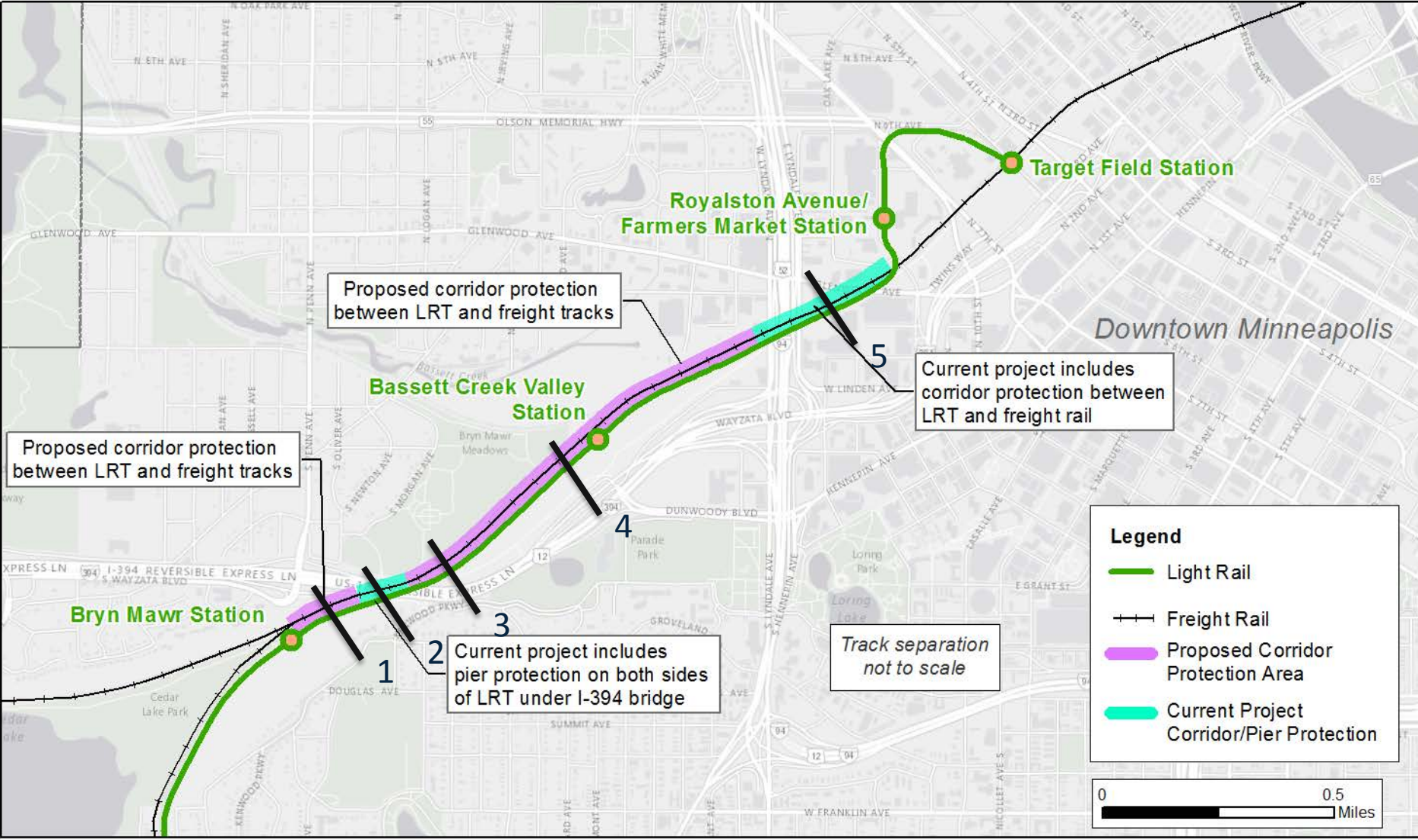
BNSF Corridor – looking southwest from the west side I-94

Proposed Corridor Protection Wall

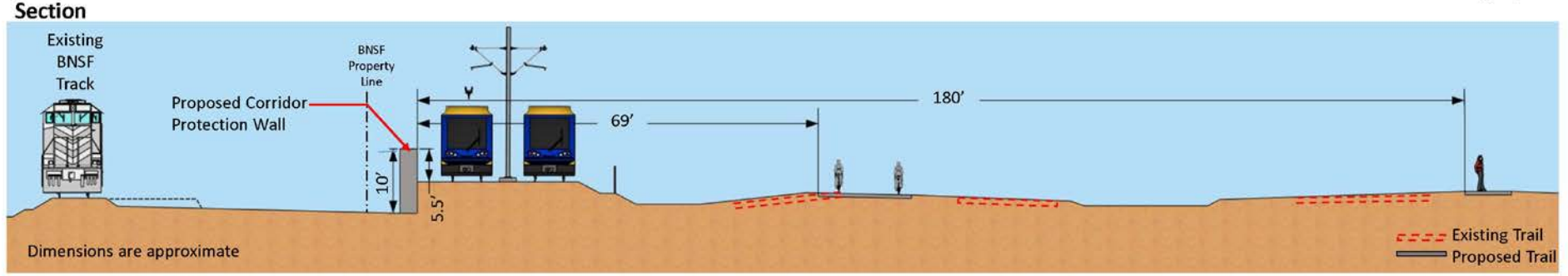
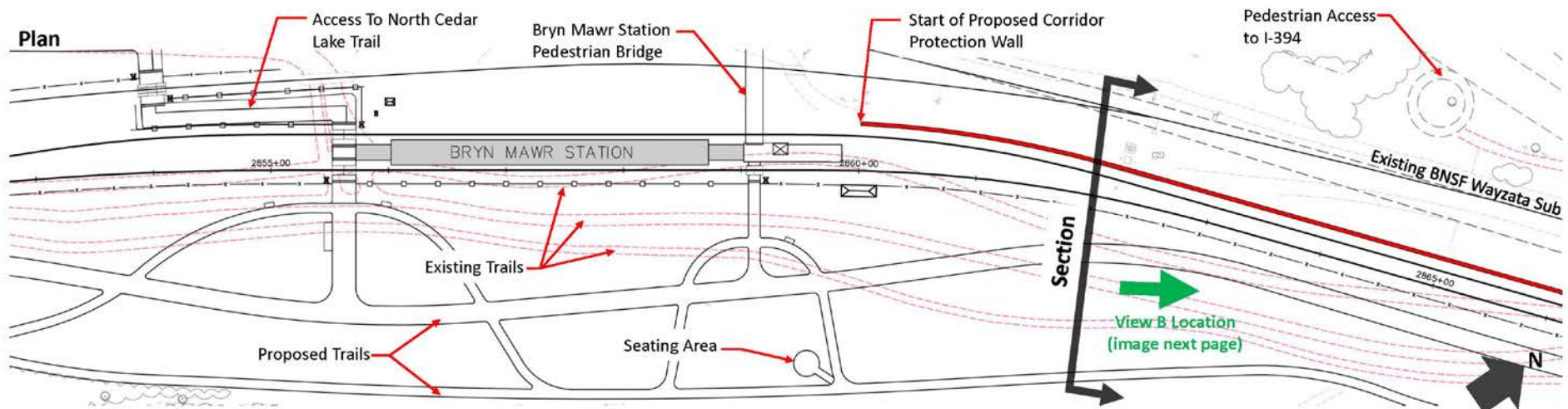


Cedar Lake Trail – looking north toward the Glenwood Ave bridge

Proposed Corridor Protection Wall



Bryn Mawr Station Area



DRAFT: Work in process

Bryn Mawr Station Area

09/27/17
DRAFT: Work in process



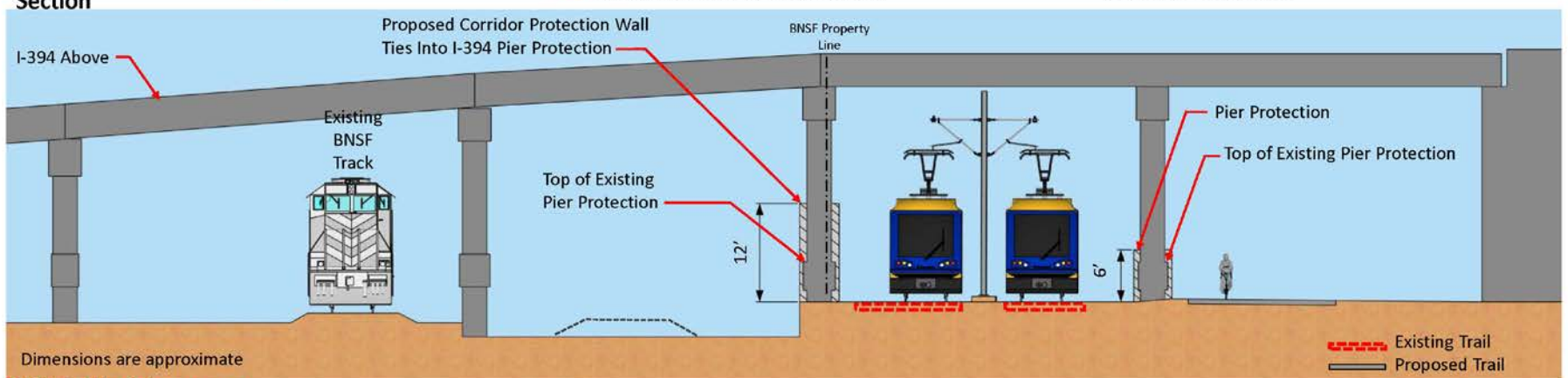
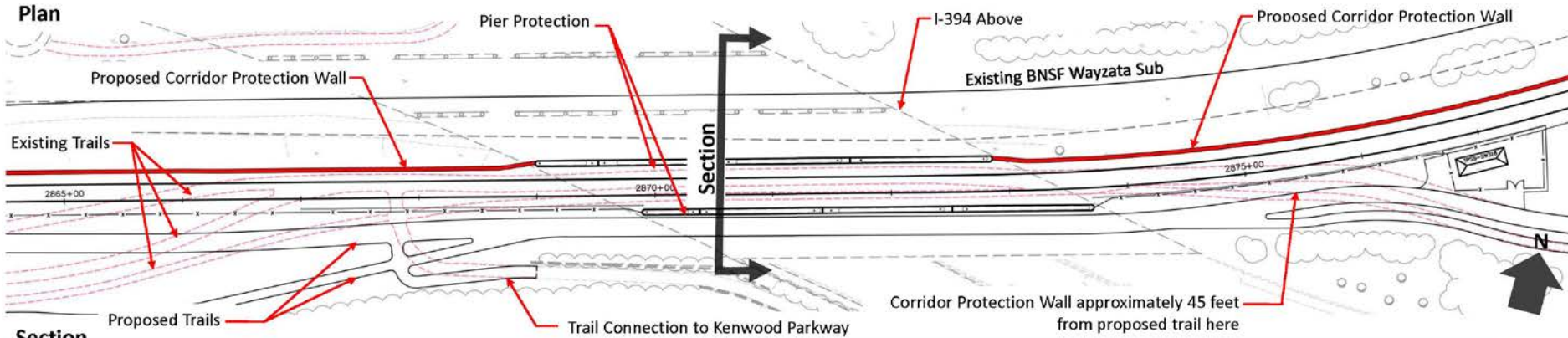
Existing



Proposed 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



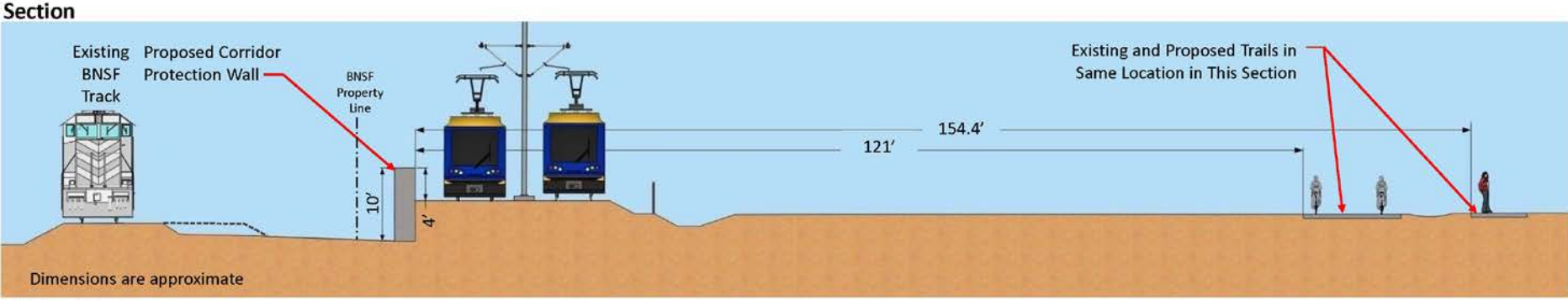
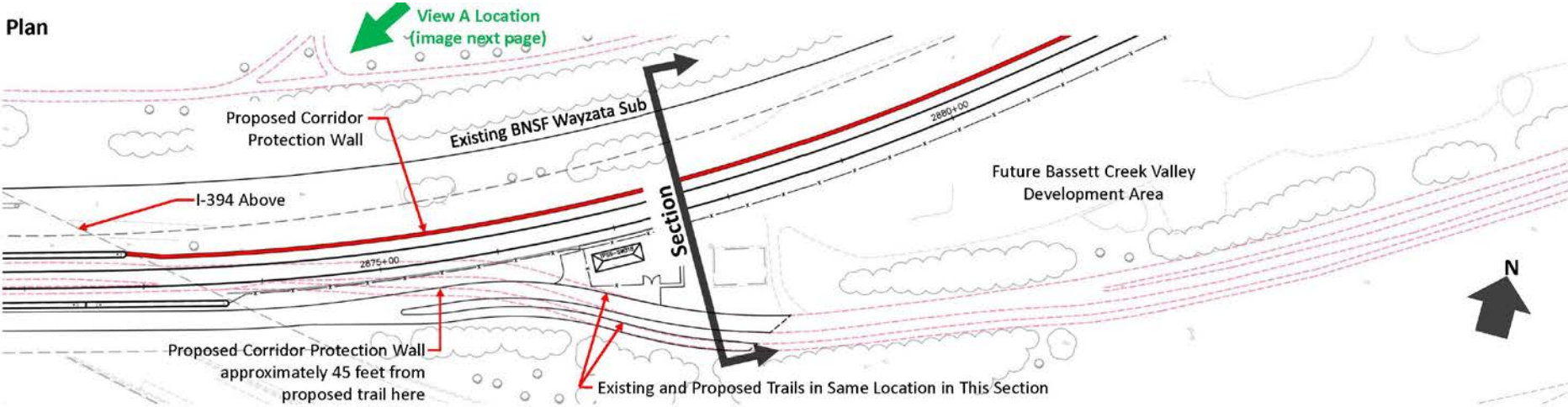
Proposed Corridor Protection Wall Behind Existing Vegetation (top of wall dashed)

Proposed Corridor Protection Wall

I-394 Pier Protection

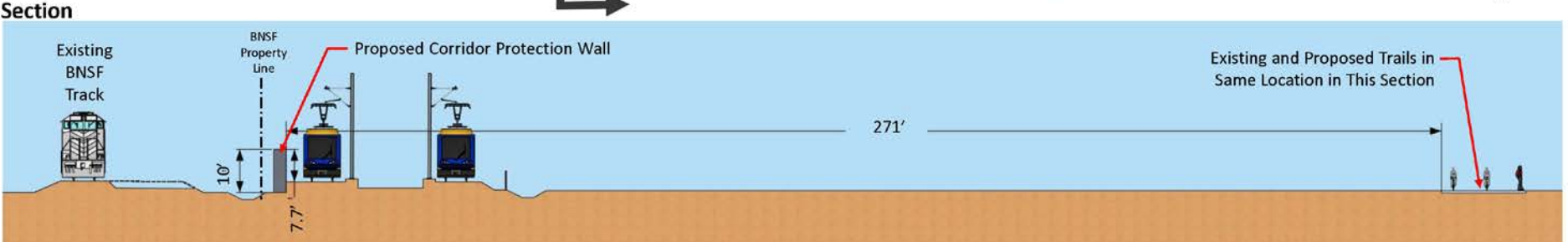
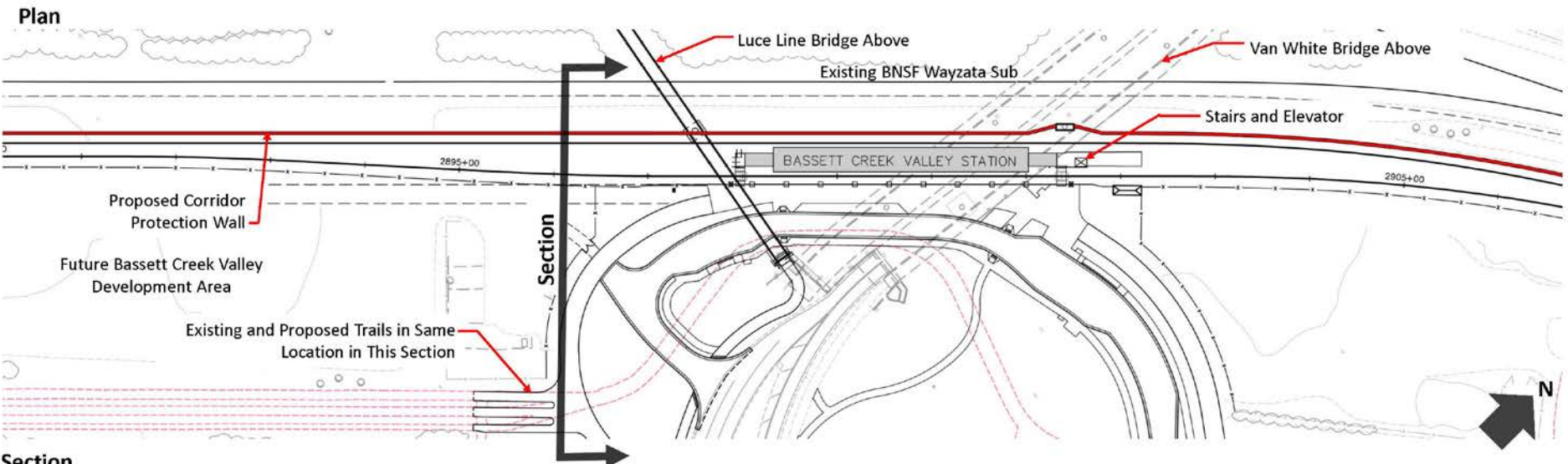
Proposed

Bryn Mawr Meadows Area



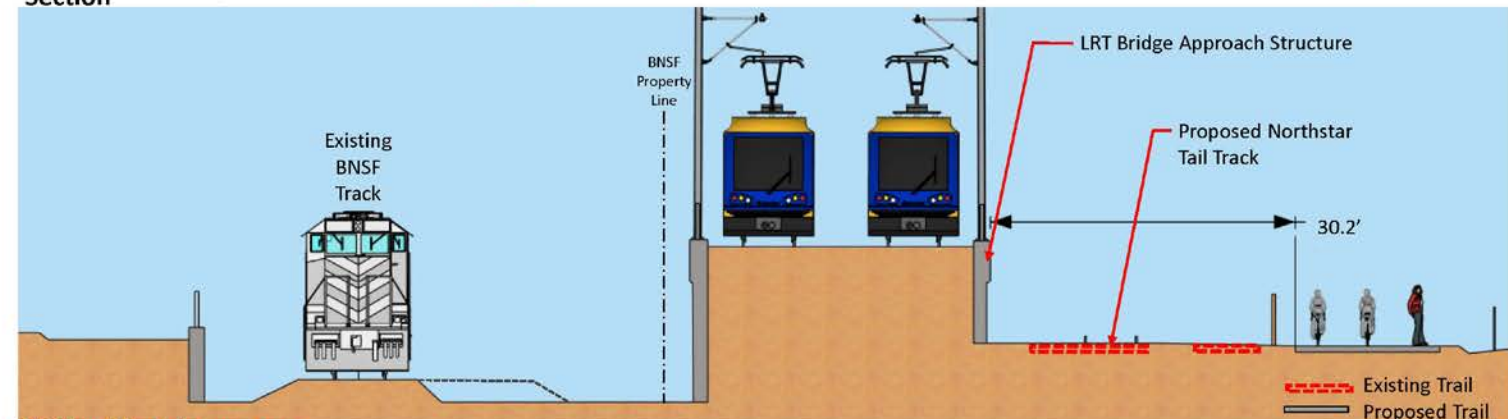
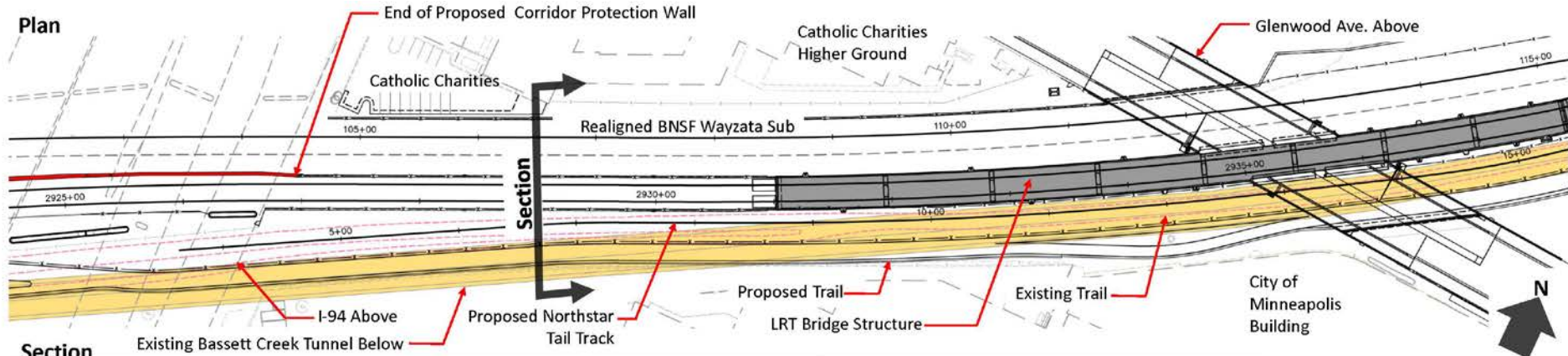
DRAFT: Work in process

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 / neighborhood / stakeholder groups
 - 9/13: Bryn Mawr Board
 - 9/14: Harrison Neighborhood
 - 9/19: Bassett Creek Redevelopment Oversight Committee
- Create community workgroup focused on providing design input
 - Kick-off meeting scheduled for October 4
- Host community open house
 - Week of November 13
- Host pop-up events along trail
- 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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