

## **SWLRT CONSTRUCTION IMPACTS SUMMARY**

### **WEST PROJECT**

Construction activities specific to the West Project that may impact the environment include but are not limited to the following:

- General Demolition and Removals
- Clear and Grubbing
- Grading and Fill operations
- Public Utility
  - Relocations
  - New Installations
  - Encasing
  - Abandonment
- Private Utility
  - Relocations
  - Encasing
  - Removals
- Bridges
- Cut and Cover Tunnels
  - Sheet Piling and associated vibration activities during construction
  - Restricted construction zone
- Retaining Walls
- Pavement – Bituminous and concrete
- Maintenance of Traffic
  - Detours
  - Closures
  - Temporary Roads
  - Temporary Trails
  - Intersection Phasing
- Delivery of Equipment and Materials
- Tracking of soil excavated for disposal and borrow material for embankment
- Temporary dewatering of storm water retention ponds and groundwater
- Erosion Control implementation
- Stations
- Track
  - Ballasted
  - Direct Fixation

- Embedded
- Pile Driving at Stations, Bridges, selected Tracks and Retaining Wall locations
- Operations and Maintenance Facility
- OCS/Substations and Systems

The following measures will be implemented during construction to help mitigate the environmental impacts:

### **Erosion Control**

Adequate erosion control measures will be installed in accordance with the MPCA's NPDES Construction Storm Water General Permit, MnDOT's Standard Specifications for Road and Bridges and the requirements of the Army Corp of Engineers (COE) and MnDNR, to help minimize erosion and sedimentation around the construction sites, near wetlands and waterways.

### **Noise**

Necessary noise restrictions will be activated during construction. This will include limiting the operation of construction activities that may produce high levels of noise to certain times of the day.

### **Construction Period Air Quality**

During the construction process, it is expected that construction related activities will contribute to emissions of air pollutants. The largest sources of such pollutants would be generated by ground disturbing activities such as excavation and grading. Best management practices will be put in place to help mitigate and reduce such emissions.

### **Traffic Impact**

During construction, it is anticipated that traffic will be impacted to cause delays and affect the ability to temporarily access certain properties. A construction staging plan will be developed to maintain or detour traffic within the corridor. It is anticipated that the following Interstate, trunk highways, county roads or arterial streets may be impacted by short-term lane closures or restrictions:

TH 62, TH 212/TH 5 and I-494 bridge crossings, Flying Cloud Drive at Valley View Road, Technology Drive and Prairie Center Drive at TH212.

TH 62 tunnel construction will require temporary shifting of traffic lanes to accommodate tunnel construction. It is anticipated that a Traffic/Transportation Management Plan will need to be prepared for this impact.

Long term construction closures and bypasses or detours (more than 2 weeks) will occur at Bren Road East, Smetana Road, and Feltl Road.

Safety and security measures such as fencing and signage will be installed to protect the public from all construction activities.

### **Construction Staging**

A construction staging plan will be developed during the final design stage of the project. It will identify permanent and temporary lay down areas along the corridor for delivery and storage of materials and equipment and for general lay down activities. It will also identify ways to minimize disruption of and maintain traffic flow during construction. Some possible sites for use as construction lay down areas within the corridor are in the Shady Oak Station and Southwest Station locations. Travel routes to the sites for loading and unloading will be identified in the plan.