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 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

Downtown Minneapolis

Proposed Corridor Protection Wall

Bassett Creek Valley Station

Royalston Avenue/ Farmers Market Station

Target Field Station

Bryn Mawr Station

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

0 0.5 Miles

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

SOUTHWEST
Green Line LRT Extension

5
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

Proposed corridor protection between LRT and freight tracks

Bassett Creek Valley Station

Bryn Mawr Station

Royalston Avenue/Farmers Market Station

Target Field Station

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

Track separation not to scale

Current project includes corridor protection between LRT and freight rail

Current project includes pier protection on both sides of LRT under I-394 bridge
Bryn Mawr Station Area

Plan

Access To North Cedar Lake Trail
Bryn Mawr Station Pedestrian Bridge
Start of Proposed Corridor Protection Wall
Pedestrian Access to I-394
Existing BNSF Wayzata Sub

Section

View B Location (image next page)

Section

Existing BNSF Track
Proposed Corridor Protection Wall
BNSF Property Line

Dimensions are approximate

DRAFT: Work in process
Bryn Mawr Station Area

Existing

Proposed

Proposed Corridor Protection Wall
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

DRAFT: Work in process
Bassett Creek Valley Station Area

Plan

Future Bassett Creek Valley Development Area

Proposed Corridor Protection Wall

Existing and Proposed Trails in Same Location in This Section

Section

Existing BNSF Track

BNSF Property Line

Proposed Corridor Protection Wall

271'

Existing and Proposed Trails in Same Location in This Section

DRAFT: Work in process
I-94 to Glenwood Ave.
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:
    o Complete analysis of proposed corridor protection wall and tail track modifications
    o Incorporate results of Section 106 review and public outreach
    o Include information on Project commitments to resolve adverse effect, where applicable
    o 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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