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
- 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

EDEN PRAIRIE | MINNETONKA | EDINA | HOPKINS | ST. LOUIS PARK | MINNEAPOLIS
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
- Current project includes corridor protection between LRT and freight rail
- Track separation not to scale

Legend:
- Green: Light Rail
- Dashed: Freight Rail
- Purple: Proposed Corridor Protection Area
- Cyan: Current Project Corridor/Pier Protection

Map showing proposed corridor protection between Bryn Mawr Station and Target Field Station, including Bassett Creek Valley Station and Royalston Avenue/Farmers Market Station.
Bryn Mawr Station Area
Bryn Mawr Station Area

Existing

Proposed Corridor Protection Wall

Proposed
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
Bassett Creek Valley Station Area
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 / 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:
    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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