National Highway-Rail Grade Crossing Safety Training Conference

November 4, 2013
Today’s Topics

• Project Overview
  ▪ Technical Issues and Alignment
  ▪ Freight Rail
  ▪ Crossings and Station Areas
• Public Involvement
• Project Schedule
Project Overview
SWLRT Project Development Technical Issues

Revision 04: 28 May 2013

Technical Issues:

1. Eden Prairie Alignment
2. Nine Mile Creek Crossing
3. Golden Triangle Station
4. Shady Oak Road & TH 212 Crossing
5. City West Station & TH 62 Crossing
6. Opus Station
7. Opus Hill/Minnnetonka-Hopkins Bridge
8. Shady Oak Station
9. PEC West/PEC East Interface Point

PEC West

PEC East

Joint PEC West/PEC East

System-wide Technical Issues (not shown):

22. Traction Power Substation and Signal Bungalow Locations
23. Operation & Maintenance Facility (OMF) Location
24. Park & Ride, Kiss & Ride and Bus Layover Locations
25. Trails and LRT Interface Coordination

10. Downtown Hopkins Station
11. Excelsior Blvd. Crossing
12. Blake Station
13. Louisiana Station
14. Wooddale Station
15. TH 100
16. Beltline Station
17. West Lake Station
18. Kenilworth Corridor
19. Bassett Creek Valley Corridor
20. Royalston Station/Interchange Project Coordination
21. Freight Rail Co-location/Relocation Alternatives
SWLRT PD Technical Issues
Freight Rail
Freight Rail Operating Speeds

Wayzata Subdivision
Owner: BNSF
Operator: BNSF
Existing Design Speed: 45 mph
Current Operating Speed: 45 mph

Technical Issue #21

Kenilworth Corridor
Owner: HCRRA
Operator: TC&W
Existing Design Speed: 25 mph
Current Operating Speed: 10 mph

Bass Lake Spur
Owner: CP
Operator: TC&W / CP
Existing Design Speed: 25 mph
Current Operating Speed: 10-25 mph

MN&S Spur
Owner: CP
Operator: CP / TC&W
Existing Design Speed: 10 mph
Current Operating Speed: 10 mph

Legend:
- Yellow: Bass Lake Spur & Kenilworth Corridor
- Pink: MN&S Spur
- Blue: Wayzata Subdivision

Scale:
- 0 - 1 - 2 - 4 Miles

Map: Southwest Green Line LRT Extension

Locations:
- Golden Valley
- Minneapolis
- Edina
- St Louis Park
- Minneapolis

Southwest 4
## Existing Train Volumes

<table>
<thead>
<tr>
<th>Railroad and Route</th>
<th>Avg. Weekly Trains</th>
<th>Avg. Number of Cars Per Train</th>
<th>Typical Commodities</th>
</tr>
</thead>
<tbody>
<tr>
<td>TC&amp;W/ Bass Lake and Kenilworth</td>
<td>14</td>
<td>65 – 75</td>
<td>Agri-goods</td>
</tr>
<tr>
<td></td>
<td>5 – 6</td>
<td>80 – 125</td>
<td>Ethanol, Grain, Coal</td>
</tr>
<tr>
<td>CP/ MN&amp;S</td>
<td>10</td>
<td>10 – 25</td>
<td>Local Services</td>
</tr>
<tr>
<td>BNSF/ Wayzata Subdivision</td>
<td>91</td>
<td>80 – 125</td>
<td>Wide Variety</td>
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</tbody>
</table>
# Freight Rail Operating Speeds

<table>
<thead>
<tr>
<th>Railroad and Route</th>
<th>Existing Design Speed (MPH)</th>
<th>Current Operating Speed (MPH)</th>
<th>SWLRT Project Design Speed (MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TC&amp;W/CP Bass Lake Spur</td>
<td>25</td>
<td>10 - 25</td>
<td>25</td>
</tr>
<tr>
<td>TC&amp;W Kenilworth</td>
<td>25</td>
<td>10</td>
<td>25</td>
</tr>
<tr>
<td>CP/MN&amp;S</td>
<td>10</td>
<td>10</td>
<td>25</td>
</tr>
<tr>
<td>BNSF/ Wayzata Subdivision</td>
<td>45</td>
<td>45</td>
<td>45</td>
</tr>
</tbody>
</table>
Trespassing and Cowpaths
TI #21: Freight Rail: Shallow LRT Tunnel
Kenilworth Shallow LRT Tunnel
Kenilworth Shallow LRT Tunnel: Gap Between South and North Tunnels – Existing Condition
Kenilworth Shallow LRT Tunnel:
Gap Between South and North Tunnels - Rendering
Kenilworth Shallow LRT Tunnel:
Gap Between South and North Tunnels – Existing Condition
Kenilworth Shallow LRT Tunnel:
Gap Between South and North Tunnels - Rendering
Technical Issue #21: Shallow LRT Tunnel

- No acquisition of homes and businesses
- Option most similar to existing condition
- 200+ LRT trips per day mostly below grade through Kenilworth Corridor
- Kenilworth Trail stays within corridor and preserved for the long-term
- Design protects water resources
- Less expensive than freight rail relocation
Crossings and Station Areas
Station Areas – LRT and Trail
TI #8: Shady Oak Station
TI #10: Downtown Hopkins Station
Station Areas – Freight Rail, LRT and Trail
Blake Road Crossing

- Single track crossing
- Four lane roadway
- 12-foot median
- Trail north of the crossing
TI #12: Blake Station

SITE DATA
SITE AREA: 2.91 ACRES
Wooddale Avenue Crossing

- Two track crossing
- Two lane roadway (reduced from four lanes with striping)
- 6-foot median
- Trail north of the crossing
TI #14: Wooddale Station
Beltline Boulevard Crossing

- Three track crossing
- Four lane roadway
- 6-foot median
- Trail north of the crossing; shifts to south east of crossing
Public Involvement
Public Involvement

• Input and coordination:
  ▪ DEIS comments: received 900+ public comments
  ▪ City/Agency input: held 100+ Issue Resolution Team meetings
  ▪ Project advisory input: BAC, CAC, SWCMC
  ▪ Public input received from 16 public open houses (2100+ attendees and 1300+ public comments) and 160+ community/stakeholder meetings
  ▪ Hennepin County’s Community Works coordination

• Establishes scope for Municipal Consent Plans
• Provides context for continued discussions with stakeholders as project moves forward
Project Schedule
## Southwest LRT Development Timeline

<table>
<thead>
<tr>
<th>Year</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>Project Development</td>
</tr>
<tr>
<td>2014</td>
<td>Environmental Documentation Complete</td>
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<tr>
<td>2014–15</td>
<td>Engineering</td>
</tr>
<tr>
<td>2015</td>
<td>Full Funding Grant Agreement</td>
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<tr>
<td>2015–17</td>
<td>Heavy Construction</td>
</tr>
<tr>
<td>2018</td>
<td>Passenger Operations</td>
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More Information

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