

Making Tracks

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8 Pages



Future transit-pedestrian mall



Work to begin soon on streets around the U of M includes:

- Removing, milling, overlaying the roadway
- Replacing sidewalks, curbs, gutters, retaining walls, landscaping
- Installing signs, pavement marking, traffic control equipment, etc.
- Installing traffic control signals, interconnections

Agreement will allow traffic improvement work to begin around U

The Metropolitan Council and University of Minnesota reached an interim agreement April 16 that will allow traffic work to proceed this summer on the Central Corridor LRT project while fully protecting the university's sensitive research facilities. The university executed the interim agreement and advanced traffic improvements easement April 21. Work will begin in May on the \$3.6 million contract. The interim agreement came during three days of mediation sessions conducted by retired **U.S. Magistrate Judge Jonathan Lebedoff**.

The agreement provides a framework for resolving the remaining issues concerning the mitigation plan to protect university research labs from vibration and electromagnetic interference (EMI) caused by LRT trains. It includes a commitment for achieving and maintaining standards for vibration and EMI, as well as a framework for addressing exceedances of those standards. Additional issues remain to be resolved in the final agreement to be mediated by Judge Lebedoff.

The advanced traffic improvements work on and surrounding the East Bank campus will prepare streets to receive traffic diverted from Washington Avenue when it is closed to autos and converted into a transit-pedestrian mall for LRT and buses.





Project goes green with recycled materials, building, LED lights

Using materials with a high recycled content, even a recycled building for the maintenance facility, LED lighting and rain gardens are among ways the Central Corridor LRT Project is going green.

Materials with a high recycled content include copper for station roofing, ground rods and wire and steel for bridge trusses, track rail and rebar. The project specifications allow for recycled bituminous to be used for the roadway sub-base in selected areas along the corridor.

Copper

According to several sources, the average recycled content from copper materials is expected to be up to 45 percent. The high cost of mining copper ore and refining it makes recycling copper attractive.

Rail

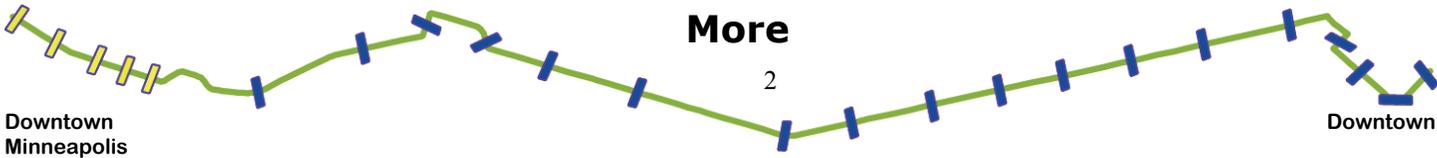
A conservative estimate shows that the track rail will be made of at least 30 percent recycled steel. (An exact figure is difficult to come by because the project will acquire the steel rail as part of the larger civil construction contracts.) More than 12,300 tons of rail will be required for the project.

Rebar

Rebar is typically 95 percent recycled content from sources such as old cars and railroad track, for example. More than 4,300 tons of rebar will be used.

Truss and structural steel

The specifications for the truss steel do not require a specific recycled content. But almost all new plates and shapes available have a high recycled content of more than 85 percent. Nearly 2,540 tons of steel will be needed to retrofit the Washington Avenue bridge. Stations, sheet piling and other uses of structural steel, which can include recycled steel materials, will account for another 1,185 tons.



Project goes green (continued from page

Operation & maintenance facility

The project will re-use the Diamond Products building, a vacant former Gillette Co. storage facility in Lowertown, for the operations and maintenance facility. By re-using the building, the project will save the cost of producing and delivering more than 12 million pounds of concrete and thousands of pounds of steel. About 50,000 lineal feet of piling supporting the existing floor and roof-support columns will remain in place.

Storm water

Storm water will be managed using best-management practices, including use of infiltration trenches, which are rock-filled trenches to be built under curbs and boulevards along most of University Avenue. Storm water runoff is stored in the voids of the rock-filled trenches and slowly infiltrates through the bottom and into the soil, increasing groundwater recharge. Pollution is also filtered through the soil through this process. Storm water will be managed in other areas of the project through the use of rain gardens and underground infiltration pipe systems.

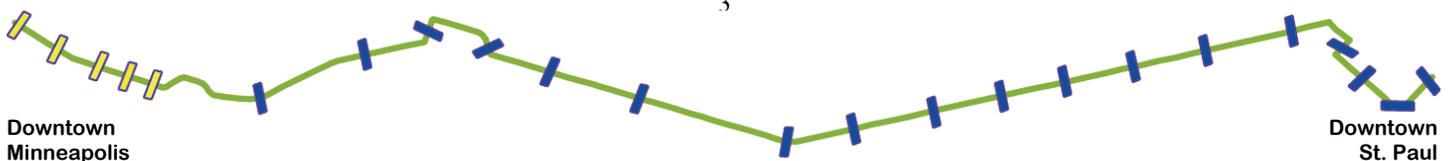
LED lighting

LED lighting will be used throughout the 18 new light rail stations. LED stands for light-emitting diode. LEDs are small light sources that become illuminated by the movement of electrons through a semiconductor material. The U.S. Department of Energy estimates the rapid adoption of LED lighting in the United States over the next 20 years can deliver savings of about \$265 billion, avoid the need for 40 new power plants and reduce lighting electricity demand by 33 percent in 2027.

Editor's note: For more green details about the project, see the green building concepts section under the Frequently Asked Questions on the project's website at: <http://www.metrocouncil.org/transportation/ccorridor/ccfaq.htm>

More

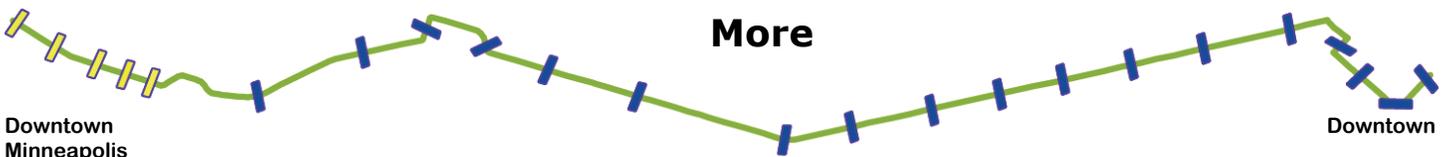
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Project accommodates Art Crawl

Artist Rose Marie Felsheim was among artists who participated in the St. Paul Art Crawl this month in Lowertown despite ongoing utility relocation work in advance of LRT construction. Crews made sure the road was fully open for the event, and the sidewalks were fully open from Sibley to Broadway on both sides of Fourth Street..



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Mai Village ready for construction 2 years ahead of schedule!



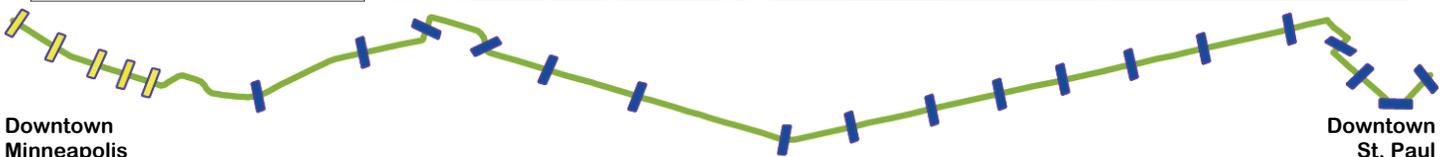
Community outreach coordinator **Shoua Lee** (left) shows a map to **Ngoan Doan**, owner of Mai Village restaurant at Western and University avenues, of where his temporary main customer access will be when the eastern end of University is under construction in 2012 for Central Corridor LRT. They are standing at an existing entrance off of Western that will become the temporary main access to his parking lot, which is behind them. Outreach staffers have been busy this spring identifying approximately 250 affected properties along the entire corridor that will need temporary accesses during construction and meeting with those property owners and businesses to develop plans. Project contractors will create the agreed upon temporary accesses and restore the permanent accesses at project expense when the temporary accesses are no longer needed. At Mai Village, contractors will need only to maintain access to the Western Avenue entrance and temporarily close off the University Avenue entrance.



Neither rain nor utility relocation for LRT kept crowds away from the St. Paul Farmers' Market's opening day April 24...



Ivy and Sander Klotzbach (top left) of West St. Paul admire pussy willow branches, Alva Healy with mom Christine Melko (top right) of St. Paul tries to sample a dahlia and Linda Sear with mom Thea Sear of St. Paul try Dave Merten's Snappy Dog Salsa.



Downtown Minneapolis

Downtown St. Paul

About the project: The Central Corridor Light Rail Transit Project will link downtown St. Paul and downtown Minneapolis along Washington and University avenues via the state Capitol and the University of Minnesota. Construction would begin in 2010 on the planned 11-mile Central Corridor line, with service beginning in 2014. The line would connect with the Hiawatha LRT line at the Metrodome station in Minneapolis and the Northstar commuter rail line at the Target Field Station. The Metropolitan Council will be the grantee of federal funds. The regional government agency is charged with building the line in partnership with the Minnesota Department of Transportation. The Central Corridor Management Committee, which includes commissioners from Ramsey and Hennepin counties, the mayors of St. Paul and Minneapolis and the University of Minnesota, provides advice and oversight.

Questions or comments? Call 651-602-1645 or email centralcorridor@metc.state.mn.us

For more information, visit: www.centralcorridor.org

