

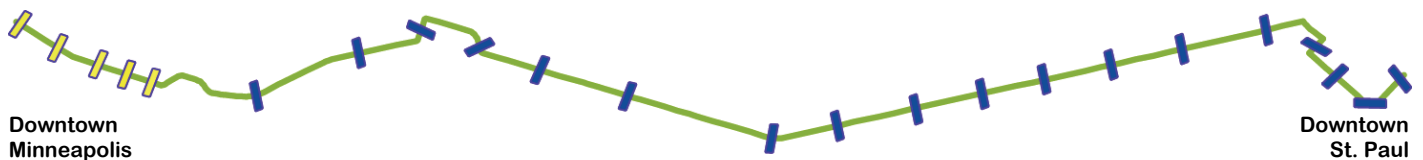
# Making Tracks

August 2011



## First rail

A downtown St. Paul resident showed his son in early August the first completed section of embedded track on Fourth Street in front of the Farmer's Market. During July, the Central Corridor LRT Project surpassed its 2011 goal of completing 20 percent of the construction work.





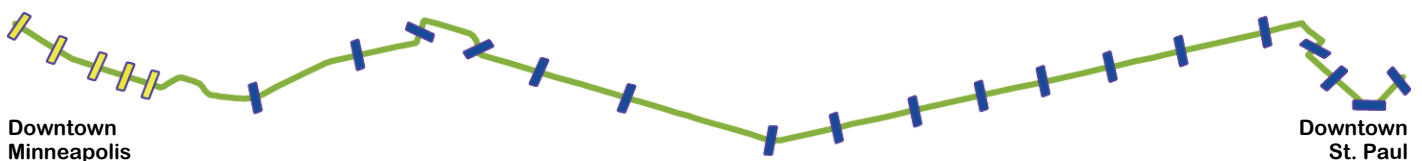
## Union Depot Station



Crews in late August graded Fourth Street between Sibley and Wacouta streets, the location of the future Union Depot Station, which will be in front of the depot on the south side of Fourth. Central Corridor crews are coordinating their work with Ramsey County's contractor working on restoration of the Union Depot.

Central Corridor crews have installed rail this summer on Fourth Street between Cedar and Broadway streets, except at the intersections and between Wacouta and Jackson streets. The remaining rail will be laid by the end of November.

Page 2





## Fourth & Cedar Street Station



Piers to support a new skyway connection to the St. Paul Athletic Club at far right go up on the site of the future Fourth and Cedar Street Station in downtown St. Paul. The skyway connection is to be complete in November. The tracks will be built in 2012 on a diagonal from Fifth and Cedar streets to Fourth and Minnesota streets.





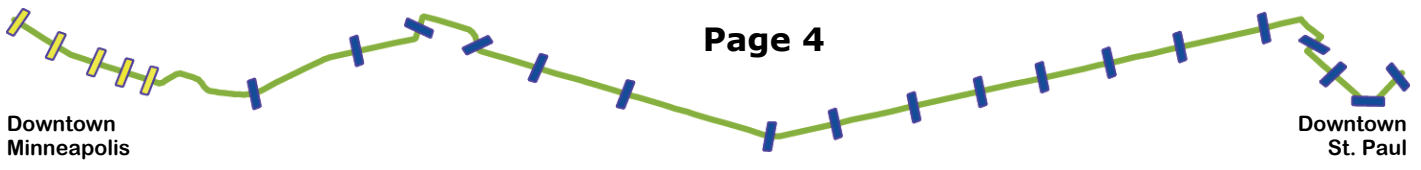


## Capitol East Station



Roadway demolition and utility relocation proceed in preparation for laying track on Robert Street at left between University Avenue and 12th Street.

Crews have begun building the Capitol East Station in front of the Orville Freeman State Office Building in the middle right of this photo.



Downtown Minneapolis

Page 4

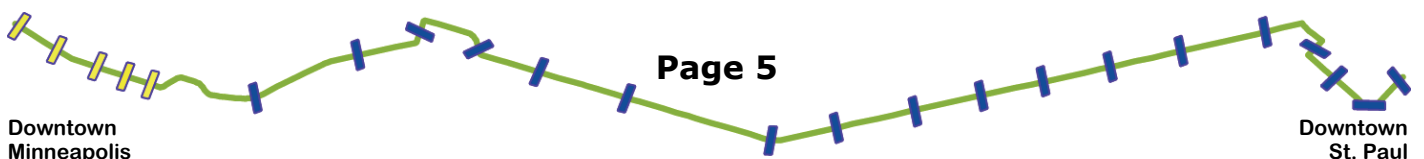
Downtown St. Paul



University Ave. between Emerald St., Hamline Ave.



The platform (top photo) for eastbound trains began taking shape in August east of Snelling Avenue on University Avenue. By late August, foot and vehicle traffic had been restored to the south side of University in front of Bonnie's Café (left) after crews rebuilt the roadway, sidewalks, curbs and gutters. Businesses on the north side now under construction are encouraged to display signs on the construction fence.



University Ave. during, after construction



Artistic director Peter Hansen (top photo) of the Gremlin Theatre against a backdrop of heavy construction April 14 in front of the theater at 2400 University Avenue near the corner of Raymond and University avenues.

Four months later, a pedestrian (photo at right) walks on the newly constructed sidewalk inset with brick pavers and a mix of new and old-fashioned streetlights next to a smooth new roadway on the south side of University Avenue in front of the Gremlin.





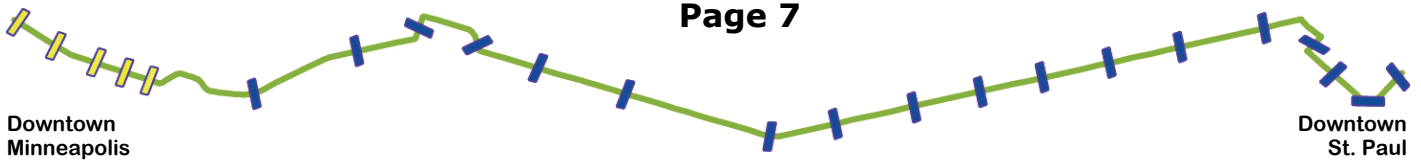


## University of Minnesota transitway



Crews restored the transitway (top photo) in time for the Minnesota State Fair so buses could shuttle people from park-and-ride lots behind TCF Bank Stadium to the fairgrounds via the dedicated busway. After the fair, the transitway will remain open while work resumes. Crews will lay tracks in spring 2012 on the south side of the transitway for Central Corridor trains.

The Central Corridor LRT Project used one of its variable message signs to direct people to State Fair parking around Stadium Village.



## East Bank

Walnut Street (at right) was opened to vehicular and foot traffic across Washington Avenue in August while crews worked on the Harvard Street intersection a block away. Harvard reopened at the end of August before freshman move-in day.

Washington is permanently closed to vehicular and truck traffic between Pleasant and Walnut streets. Crews continue to build the transit-pedestrian mall and East Bank Station, which will be in front of Moos Tower.



Steady Tattoo, 714 Washington Ave. SE, is among businesses that have posted signs as part of the Discover Central Corridor marketing campaign to let customers know they are open during construction. Its website, [www.steadytattoo.com](http://www.steadytattoo.com), includes directions on how to get around during construction.



## West Bank



Ramps and retaining walls are going up on Washington Avenue just west of Cedar Avenue in Minneapolis where LRT tracks will turn to merge with the Hiawatha LRT line.



The flyover bridge for Central Corridor LRT trains is taking shape over Interstate 35W. It will connect the Central Corridor line with the Hiawatha line (in foreground) east of the Metrodome.





**Bus information**—Visit [www.metrotransit.org/construction](http://www.metrotransit.org/construction) for construction-related bus detours and bus stop closures during construction.

**Weekly construction updates**—Learn how to get around during construction by entering your email address in the yellow box at the top right of the [www.centralcorridor.org](http://www.centralcorridor.org) homepage. Addressees will receive updates every Friday for the sections of the corridor they choose. The updates provide a look at the week ahead with details on lane shifts, crosswalk and sidewalk closures and alternate routes and relocated bus stops. The public also can sign up to receive project newsletters such as Making Tracks and DBE News about Disadvantaged Business Enterprises and workforce participation on this project.

**Construction Hotline** - 651-602-1404.

**For general questions or comments** - Call 651-602-1645 or email [centralcorridor@metc.state.mn.us](mailto:centralcorridor@metc.state.mn.us)

**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 began in late summer 2010 on the planned 11-mile Central Corridor line, and service will begin in 2014. The line will 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 is 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. Funding is provided by the Federal Transit Administration, Counties Transit Improvement Board, state of Minnesota, Ramsey and Hennepin counties' regional railroad authorities, city of St. Paul, Metropolitan Council and the Central Corridor Funders Collaborative. For more information, visit [www.centralcorridor.org](http://www.centralcorridor.org)

