

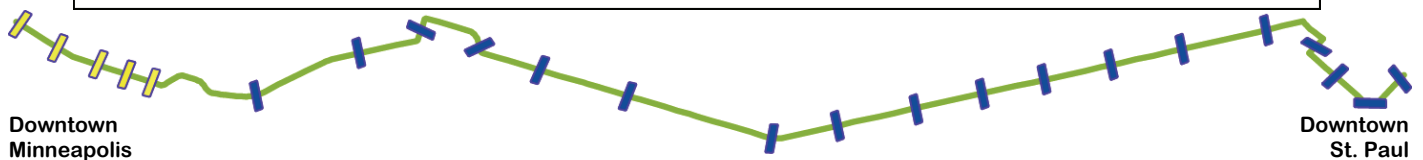
Making Tracks

Dec.
2011



University Ave. reopen on both sides to traffic, peds

The first year of heavy construction on the Central Corridor LRT Project has largely wrapped up for the winter. Contractor crews met the Nov. 30 deadline to restore traffic to the north and south sides of University Avenue between Emerald Street and Hamline Avenue, which is in its final configuration with two lanes each way. Some work will continue over the winter on the tracks and stations in the center, weather permitting.



Downtown
Minneapolis

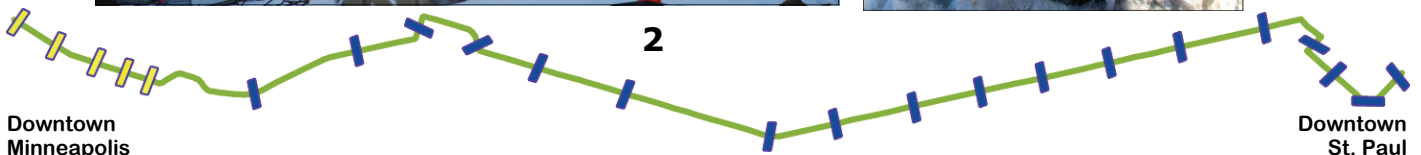
Downtown
St. Paul

Western University Avenue—Emerald St. to Hamline Ave.



New look!

If you haven't been to western University Avenue in St. Paul in a while, check out the new smooth roadway, sidewalks, pavers, streetlights, passenger shelters and pedestrian push buttons. The three-mile stretch between Emerald Street at the Minneapolis-St. Paul border and Hamline Avenue is vastly improved.



Downtown Minneapolis

Downtown St. Paul

Come back to University Avenue!



Jamison Randall, Latuff Brothers Auto Body marketing manager, helped organize December's Lunch on the Avenue gathering at Cupcake. The Midway Chamber of Commerce events encourage people to patronize University Avenue spots.

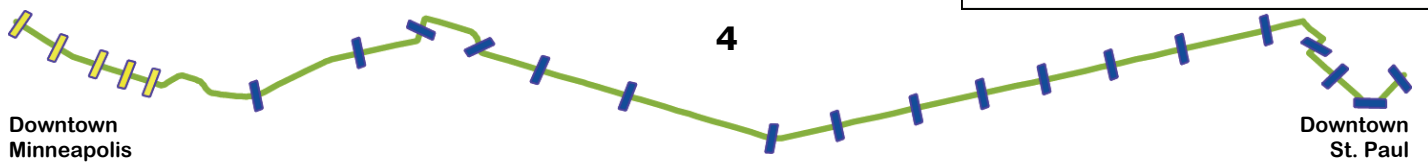


Lowertown St. Paul



Crews finished the semicircular walkway in front of Union Depot and erected the structural steel for Union Depot Station on Fourth Street between Sibley and Wacouta streets (top photo). Christos Greek restaurant has reopened in the depot head house, which was closed for renovations.

Fourth Street is reopened in its final configuration to one-way, single-lane westbound traffic between Wacouta and Minnesota streets (bottom photo).

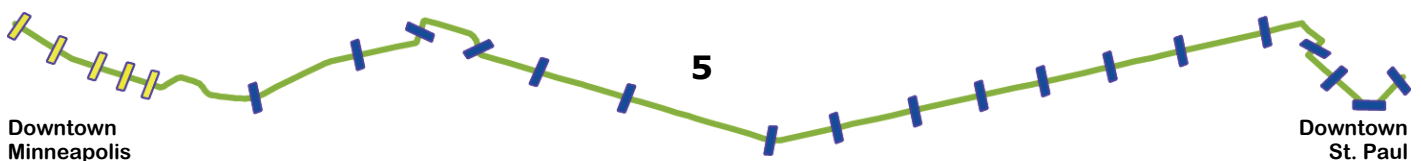


Central Station at 4th & Cedar streets



Finishing touches

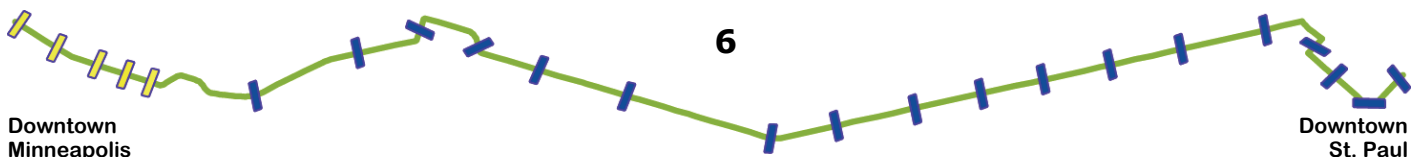
Crews finished installing the brown-metal colored exterior cladding in November on the replacement skyway over Fifth Street between Cedar and Minnesota streets. The skyway reopened on schedule Nov. 1. The skyway connection between the Alliance Bank Center and St. Paul Athletic Club had to be removed and rebuilt when the vacant Bremer Bank building was demolished to make room for Central Station and the tracks which will be built on a diagonal through this area from Cedar to Fourth streets.



Cedar Street utility work



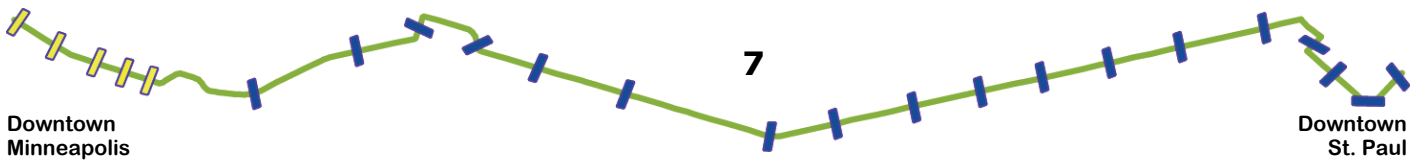
Crews will continue working over the winter to relocate underground utilities on Cedar Street south of Seventh Street in St. Paul. Utility work will begin in January on Cedar at 10th and 11th streets.



Robert Street Station



Robert Street is re-open in its final configuration to single-lane, two-way traffic between University Avenue and 12th Street. Work will continue on the Robert Street Station in front of the Orville Freeman and Harold Stassen State Office Buildings.

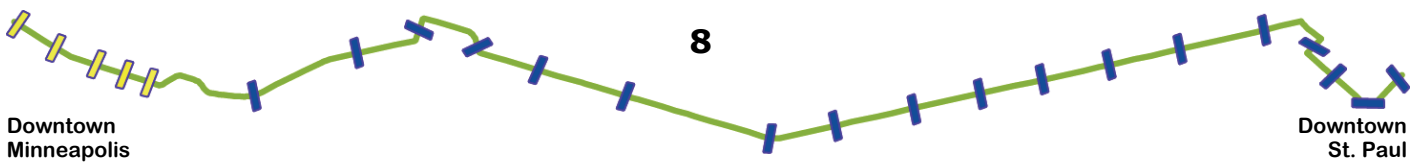


East Bank



Washington Avenue is reopened to traffic between Oak and Walnut streets (top photo).

Work will continue through 2012 in the middle of the street on the tracks, transit mall and East Bank Station in front of Moos Tower (bottom photo).



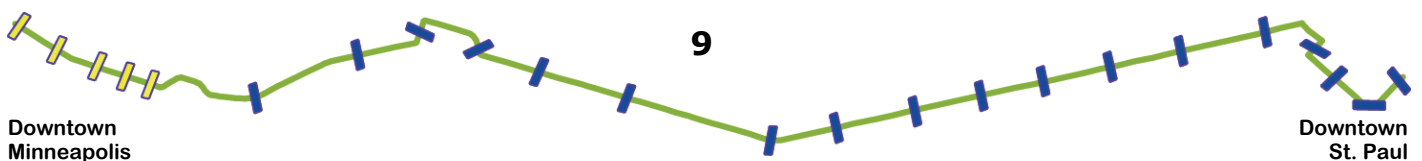
Downtown Minneapolis

Downtown St. Paul

Washington Avenue Bridge



Traffic was switched in November to the newly rebuilt south side of the Washington Avenue Bridge so crews could work on the north side. Crews will work over the winter on the bridge. They are strengthening the bridge to carry light-rail trains on two tracks in the middle. In the final configuration, eastbound traffic will be single lane on the south side and westbound traffic will be single lane on the north side.

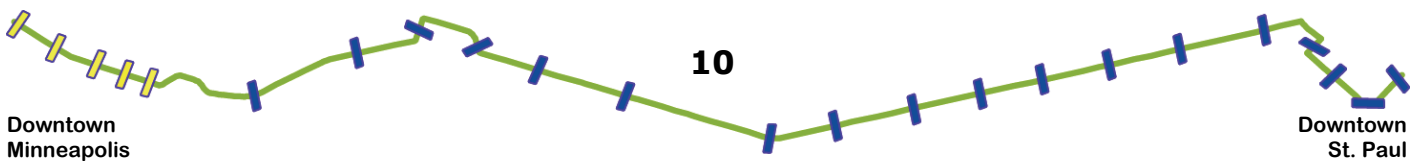


West Bank



Crews erect the top of the structural steel for the West Bank Station on Washington Avenue between the Cedar and 19th avenue bridges.

Rail installation was underway in mid-December on the flyover bridge built over Interstate 35W to connect the Central Corridor LRT line with the Hiawatha LRT line between the Cedar/Riverside and Metrodome stations.



New appointments for Southwest, Central Corridor LRT

Five new appointments to management positions for the Southwest and Central Corridor LRT projects respond to the Metropolitan Council's stated goal of accelerating the build-out of the region's transitway system.

"Since the creation of the Hiawatha Project Office over a dozen years ago, this region has created the technical expertise and capacity to deliver these complex New Starts rail projects on schedule and on budget," said Mark Fuhrmann, program director of New Starts rail projects. "These five individuals are among the region's new passenger rail leaders."

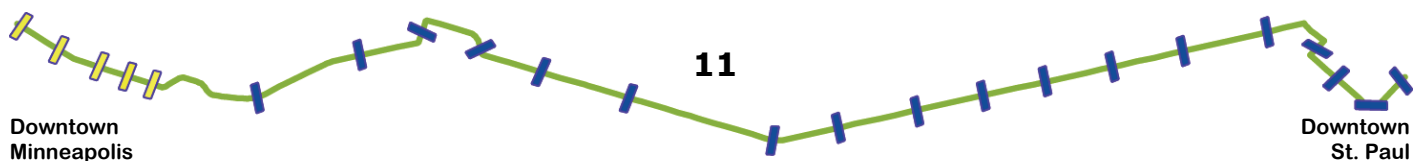
Here are the new Southwest appointments:

- Jim Alexander from Central Corridor manager of design and engineering to Southwest assistant project director for design and engineering.
- Robin Caufman from Central Corridor manager of public involvement to Southwest and Central assistant director of administration, public involvement and communications.
- Craig Lamothe from Southwest senior project manager to Southwest deputy project director.

Earlier, Chris Weyer from the Central Corridor LRT Project was named Southwest project director.

Here are the new Central Corridor appointments:

- Christine Beckwith from Central Corridor manager of project controls to Central Corridor deputy project director.
- Dan Soler from Central Corridor traffic engineer to Central Corridor assistant project director for design and construction.





Bus information—Visit www.metrotransit.org/construction for construction-related bus detours and bus stop closures during construction.

Weekly construction updates— Get weekly construction updates to learn how to get around during construction by entering your email address in the box at the bottom left of the Contact Us section of the www.centralcorridor.org website.

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.

Construction Hotline - 651-602-1404.

Follow us at: www.twitter.com/cclrt

For general questions or comments - Call 651-602-1645 or email 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

