

Making Tracks



February
2010



WORKIN' ON THE LINE

Central Corridor LRT Project contractors work on chilled water pipes on Jackson Street at Fourth Street in downtown St. Paul. Advanced utility relocation work continues over the winter to prepare for the start of heavy construction in late summer.

Kyle Coolbroth (left) and **Don Ball** opened CoCo in January across the street from Union Depot where they can watch progress on utility relocation for the Central Corridor LRT Project. They believe LRT will bring clients to their business, an alternative to working out of a coffee shop or from home. Their Web site is www.cocomsp.com



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Downtown
Minneapolis

Downtown
St. Paul



Contractor incentives to encourage responsiveness, create partnership

Contractor incentives being built into the two main civil construction packages for the Central Corridor LRT Project are intended to encourage responsiveness, create a partnership between contractors and the community and promote cooperation.

The civil west contract, which includes work around the University of Minnesota, will have a \$250,000 incentive. The civil east contract in St. Paul will carry a \$600,000 incentive. Quarterly incentives will range from \$10,000 to \$70,000.

The process of awarding incentives begins with the creation of construction coordinating committees. The project office will form the committees this spring to review performance standards and recommend award of incentives. The project office is recruiting interested members of the Business Advisory Council (BAC) and Community Advisory Committee (CAC) to serve on their local construction coordinating committees. The new committees, which will replace the BAC and CAC, will conduct quarterly evaluations and make recommendations. Project Director Mark Fuhrmann will approve the awards.

Evaluation criteria will include conformance with notification requirements, timely response to public concerns, maintenance of vehicle access and accessible pedestrian routes and cleanliness of construction sites.

Workforce, business opportunity sessions for women set for March 4

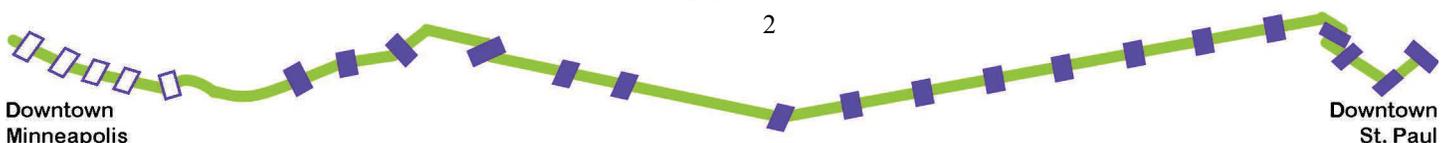
A workforce opportunity meeting especially for women and a business opportunity session for women-owned small businesses interested in working on the Central Corridor LRT Project will be held March 4. Although the events are women-focused, everyone is welcome to attend to learn about job opportunities and the training and skills required to work on the biggest public works project in state history.

The workforce meeting will be from 11 a.m. to 1 p.m. at Lao Family Community of Minnesota, 320 University Ave., in St. Paul. The business opportunity session will be from 6 to 8 p.m. at Goodwill Easter/Seals, 553 Fairview Ave. N., in St. Paul.

Workforce attendees will learn what skills workers need to build the light rail line. They will meet organizations, such as Summit Academy OIC, that provide pre-apprenticeship training for construction. Business opportunity session attendees will learn about the women/minority-owned small business inclusion program and meet women-owned contractors and subcontractors. The meetings' sponsors are WomenVenture, Association of Women Contractors, city of St. Paul, Minnesota Department of Transportation and the Professional Hmong Women Association. The Building & Construction Trades Council of Minneapolis will have information on unions.

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Capitol-area LRT stations get additional accessibility details

Central Corridor LRT Project engineers have incorporated features into the three Capitol area stations to better serve the large number of riders with disabilities who work at and visit the seat of state government and nearby Regions Hospital.

The Metropolitan Council, which is in charge of building the Central Corridor line, has a history of working with members of the disability community through its Transportation Accessibility Advisory Committee (TAAC). The TAAC is a committee of riders and advocates for the disability community who advise the Met Council on short and long-range management plans and policies for special transportation services.

One such committee member, Margot Indieke Cross, accessibility specialist with the Minnesota State Council on Disability, recently met with project designers to learn more about the Rice Street, Capitol East and Tenth Street stations. The council describes itself as the “comprehensive disability resource for lawmakers, agencies, non-profits, businesses and individuals with disabilities.”

“Input from Margot and her colleagues was one of the reasons for the standardized layout at all stations for ease of access, especially for the visually impaired,” said Robin Caufman, manager of public involvement for the Central Corridor LRT Project. “Margot has also provided input on the small details, such as working with the artists to ensure that there are no sharp or protruding objects that could pose a hazard to the visually impaired or a challenge to navigate for people in wheelchairs. Margot reminds the design team that these improvements benefit everyone, such as parents with strollers and visitors unfamiliar with the system.”

In meeting with the project designers, Ms. Indieke Cross learned that:

- Audible devices are being added to all signalized crossings on the Central Corridor line, including the Capitol area stations, to alert pedestrians of “walk” and “don’t walk” phases
- All of the 18 new stations on the line from downtown St. Paul to downtown Minneapolis will be accessible from both station platform ends via a short walkway with a gradual incline that meets requirements of the Americans with Disabilities Act
- All stations will have a standard layout for ticket vending machines and other elements for ease of use by all riders
- The Rice Street Station has two additional mid-platform access points from the eastbound platform directly to Leif Erikson Park on the state Capitol grounds
- Pedestrian access to the state Capitol from Rice Street Station is via the signalized intersection of University Avenue and Park Street North/Martin Luther King Jr. Boulevard





Capitol-area LRT stations (continued) ...

- A new traffic signal at 14th Street will allow accessible signalized crossings of Robert Street
- Safety devices, which will feature red flashing lights and a bell activated by approaching trains, will control all pedestrian-only crossings

Description of Capitol-area station locations, access to them and alignment

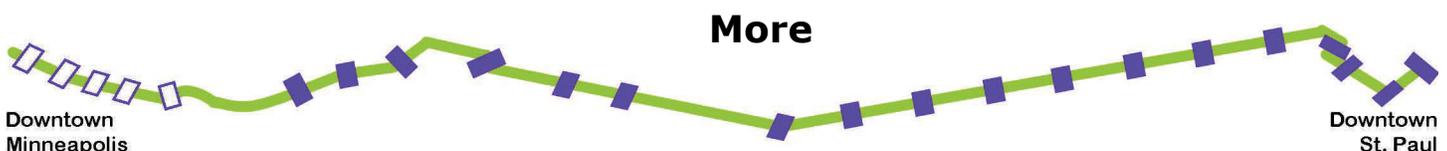
Stations

The Capitol-area stations and the key destinations accessed from them are:

- Rice Street Station will be east of Rice by Leif Erikson Park. There will be an accessible route from the station to the Capitol via a sidewalk along the south side of University
- Capitol East Station will be on Robert in front of the Department of Health Building. The track alignment and the station platform locations on Robert necessitate directing pedestrian travel to the east side of Robert
- Tenth Street Station will be in the middle of Cedar between Tenth and Eleventh streets in front of the Anderson Building. Access to the station is provided from the signalized intersections at Eleventh or Tenth

Tracks

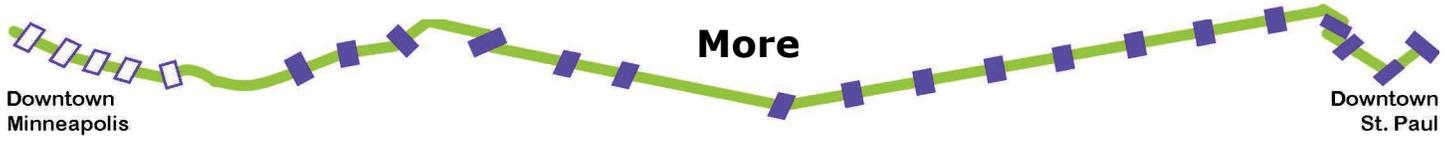
- Tracks will run along the south side of University, east of Marion Street until Robert
- Tracks will turn from the south side of University at Robert and will run on the west side of Robert
- Tracks will transition from Robert to the north side of 12th at Cedar to center running on Cedar through Tenth



RICE STREET STATION – TWO VIEWS



Rice Street Station (above) and view of Rice Street Station (below) from Leif Erikson Park. Rice Street Station will be the first of the three Capitol-area stations. Capitol East and Tenth Street station are the other two.



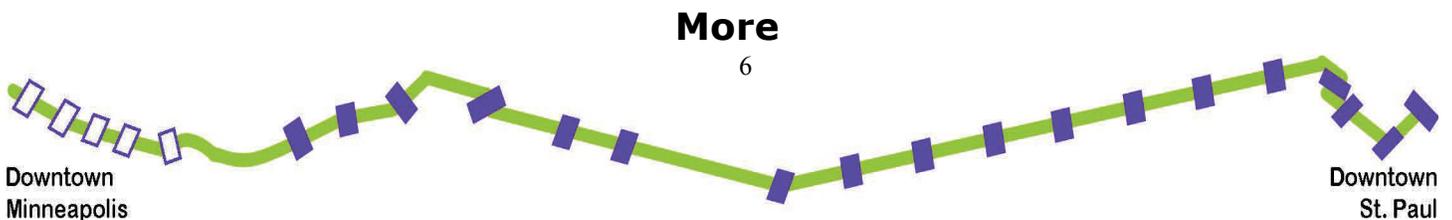


Central Corridor LRT Project is grand marshal of St. Patrick's Day Parade

Two members of the Central Corridor LRT Project office will lead the St. Paul St. Patrick's Day Parade. The parade committee invited the project office to be the grand marshal due to its work with parade coordinators to keep the parade on Fourth Street during utility relocation work in advance of heavy construction, which is to begin late summer. The project office selected Robin Caufman and Kevin Ryan to represent it in the parade, which begins at noon March 17 at Fourth and Sibley streets, heads west on Fourth and ends at Rice Park.

Caufman was a Metropolitan Council planning analyst/sector representative before she became manager of public involvement for the project. She has a master's degree in urban and regional planning from the University of Minnesota's Humphrey Institute of Public Affairs and a bachelor's degree in Environmental Studies from the University of Minnesota's College of Natural Resources.

Ryan is manager of transitways construction for the project. Previously, he was manager of construction services for Metro Transit and is a former contract construction manager for 3M facilities all over the country. Ryan studied civil engineering technology at St. Paul Technical College.





Shamim Sundrani of Kellogg Grocery Store on the second level of the Kellogg Square building by the skyway and escalator wants people to know her store is open despite utility relocation work on Fourth Street. The store offers a variety of services in addition to groceries and is open seven days a week from 7 a.m. to 7 p.m.

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

