

Making Tracks

October 2012



The big reveal!

The first LRV (left) built for the Central Corridor line made its public debut Oct. 10 at Target Field Station. Met Council Chair Sue Haigh and other dignitaries (bottom left) tour the first LRV.

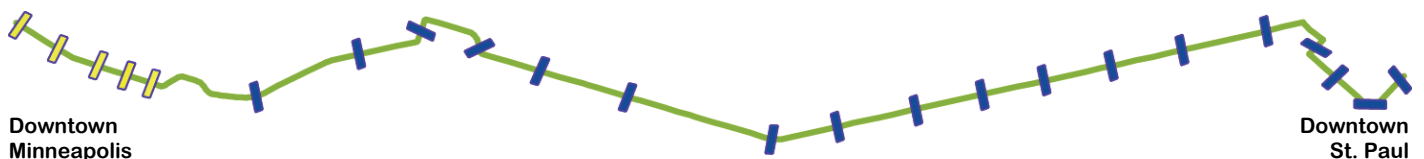
See news release and video:

<http://tinyurl.com/92pcuqd>

<http://youtu.be/tH-ysf3IhoQ>



The first of 47 LRVs being built in California for the line arrived by freight rail this fall and was transported on a flat car above LRT tracks on the Minnesota Commercial Railway bridge (above) over University Avenue. So close, yet so far!



Downtown Minneapolis

Downtown St. Paul



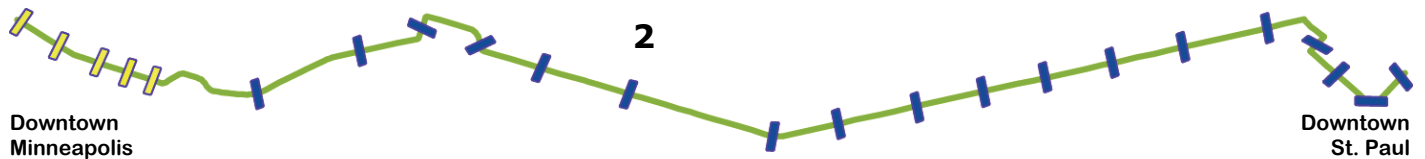
Trains moving trains

Minnesota Commercial Railway delivered the first LRV for the Central Corridor line on a flat car its last few miles to the Hiawatha LRT's Franklin yard in Minneapolis. A "snap track" or temporary track was used to transfer the LRV from the freight line to the LRV tracks.



From there, No. 201 and additional new LRVs will undergo testing before they begin test runs on Central Corridor tracks in late 2013 to make sure they properly trigger traffic and pedestrian signals. The outcome of those tests will determine the line's opening date in 2014.

Watch this video on how LRVs are tested: <http://tinyurl.com/8c5jjvn>





Fast Facts about Central Corridor LRT vehicles

Number of vehicles for Central Corridor LRT: 47

Cost per vehicle: \$3.3 million.

Weight of vehicle: 100,000 lbs.

Anticipated ridership: 41,000 per weekday by 2030.

Vehicle passenger capacity: 200 fully loaded (68 seated/132 standing).

Three-car train capacity: Up to 600 people with just one operator.

Accessibility: Level boarding with room for four wheelchairs per LRV.

Bicycle racks per train: Room for four bicycles per LRV.

Top operating speed: 50 mph on Washington Avenue Bridge. Trains normally will not exceed 35 mph elsewhere with slower speeds in the downtowns and the University of Minnesota.

Manufacturer: Siemens, Sacramento, Calif., plant.

Number of employees needed to operate, maintain the line: 175.

More Details

What is the timeline for production of the new LRVs?

Metro Transit has ordered 59 new light rail vehicles for Central Corridor LRT and Hiawatha LRT from Siemens. LRVs will be delivered between now and spring 2014.

How much do the LRVs cost?

\$3.3 million per vehicle.

Will all 59 be used on Central Corridor?

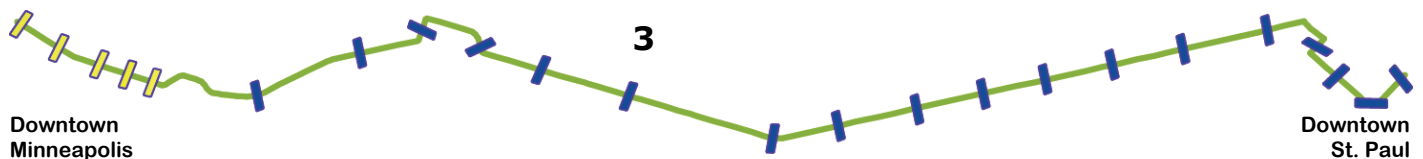
47 LRVs will be assigned to Central Corridor LRT and the other 12 will be assigned to Hiawatha LRT. This allows both lines to operate three-car trains during peak times and for special events to meet growing ridership demands.

Where will they be stored?

The Hiawatha Franklin yard in Minneapolis will store the LRVs until the Central Corridor operations and maintenance facility under construction in St. Paul's Lowertown is completed.

What's different about the new LRVs?

Riders will notice the new METRO-brand look on the LRV exterior. Inside, the internal color scheme is gray and blue, compared with the original LRVs that are yellow and blue. Improved insulation will make the ride quieter. At 100,000 pounds, each new vehicle is 6,000 pounds lighter than an LRV in the existing Hiawatha LRT fleet. Lighter cars translate into greater efficiency because they take less electricity to operate. The new LRVs also have LED internal lighting as opposed to fluorescent lighting, also saving energy. Riders also will notice quieter, warmer rides in cold weather months because of improved insulation.



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Fast Facts (continued from page 3)

Will the public see the new LRVs traveling on the tracks before they are in revenue service in 2014?

Testing with the new LRVs began this fall in Minneapolis, and testing will likely begin in late 2013 on the Central Corridor line. The outcome of the testing will determine when the line begins revenue service in 2014.

How fast will the new LRVs travel?

Trains normally will not exceed 35 mph with slower speeds in the downtowns and the University of Minnesota.

Can the new LRVs and the original LRVs operate on both lines?

Yes. However, due to the improved technology in the eight years since Hiawatha LRVs were built, the new LRVs cannot be paired with the original LRVs. Hiawatha began service in 2004 with 24 Bombardier-built LRVs known as the 100 series and added three additional LRVs in early 2007. In 2011, Hiawatha ridership was 10.4 million – 27 percent ahead of projections for the year 2020.

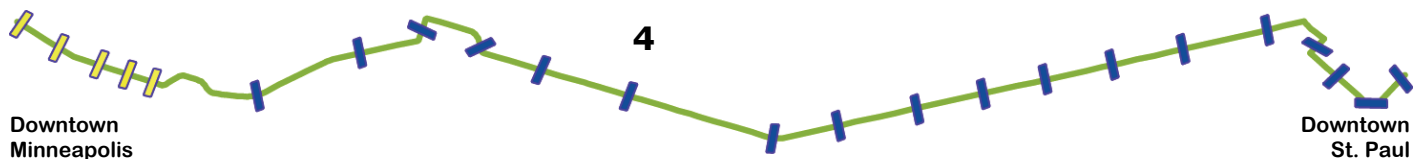
How many new employees will be needed to run Central Corridor LRT?

175 permanent employees will be needed for the operation and maintenance of the new line. Metro Transit has already started hiring operators and maintenance staff.



Side by side

A repainted Hiawatha LRV (left) and the first new Central Corridor LRV side by side.





Work 74 percent complete, structural work done at all 18 stations



Topping off

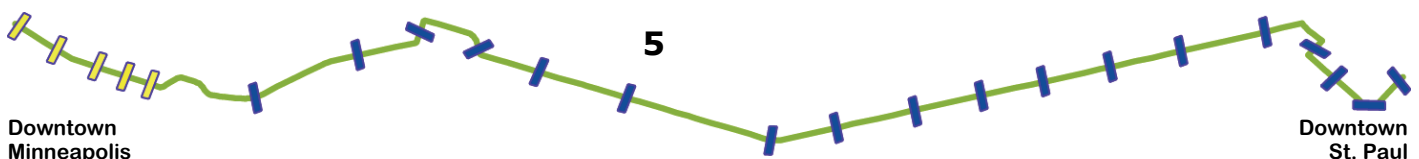
With the placement of this tree and flag, the Western Avenue Station was the last of the 18 stations to be structurally complete.

Central Corridor LRT construction was 74 percent complete by the end of August and well on its way to achieving the 75 percent completion milestone this fall, thanks to the skill and dedication of more than 4,300 construction workers.

With a topping off ceremony earlier this fall at Western Avenue Station, structural work was complete on all 18 stations.

Six stations are substantially complete (Union Depot, Robert Street, Snelling Avenue, Fairview Avenue, Raymond Avenue and Westgate). The next two stations slated to be substantially complete are Hamline Avenue and Lexington Parkway. The remaining 10 stations continue to be a work in progress at various levels of completeness. Work will continue this fall.

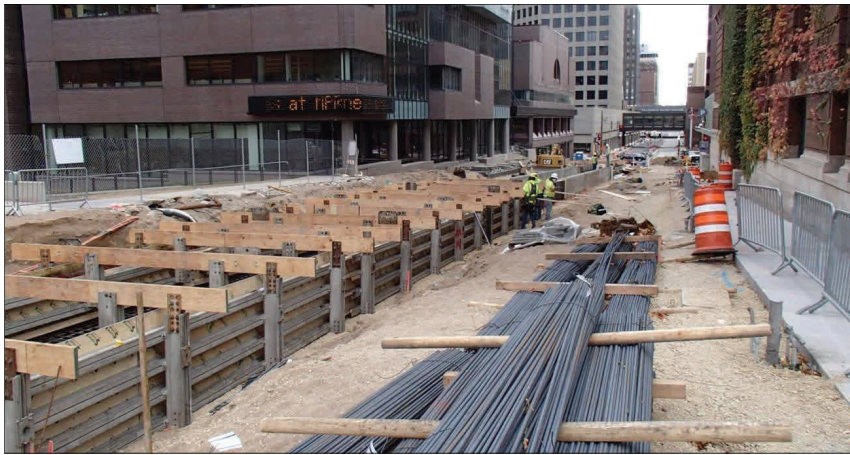
Nearly all track will be installed this year but there may remain a couple special track areas that may not be finished until the second quarter of 2013. All roadways, sidewalks, curbs and gutters will be replaced by end of this year. A few of the traction power substations will be in place but most will be installed next year as will the overhead wires that will carry electricity to power the trains.



Downtown St. Paul



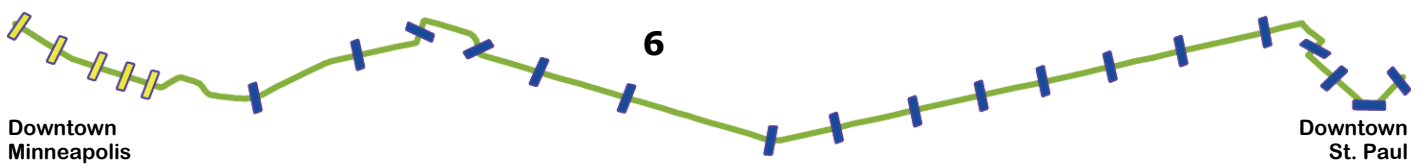
Central Station



Floating slab track construction on Cedar Street between Seventh, 10th streets to minimize vibration.



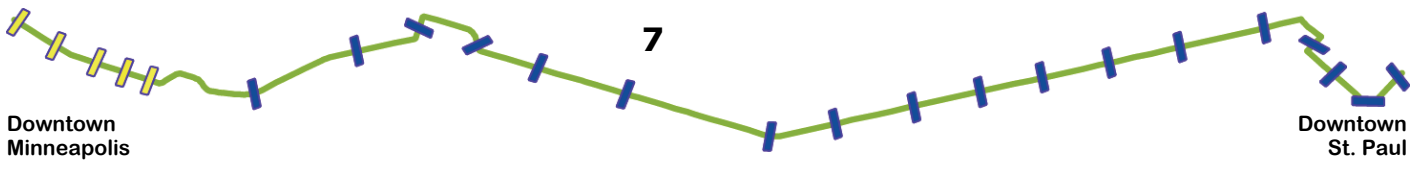
10th Street Station



Cedar Street Bridge track installation



Capitol/Rice Street Station



Downtown
Minneapolis

Downtown
St. Paul

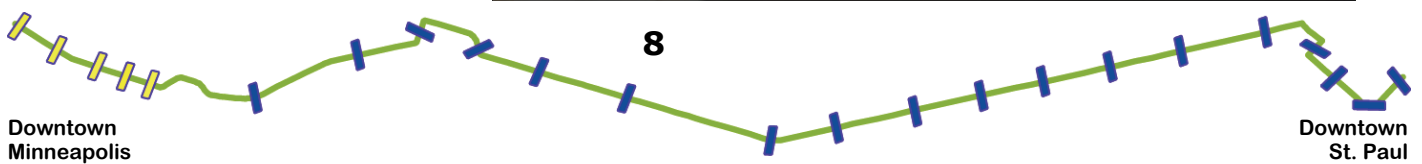
Eastern University Avenue

Track work on University at Mackubin



Track prep on University at St. Albans

Dale Street Station





Western University Avenue /Prospect Park



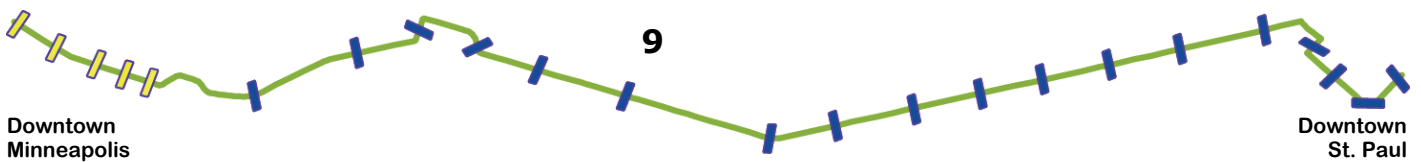
Plantings from Hampden to Vandalia



Installation of wires for overhead catenary system that will bring power to the trains near Raymond Avenue Station.



Prospect Park Station



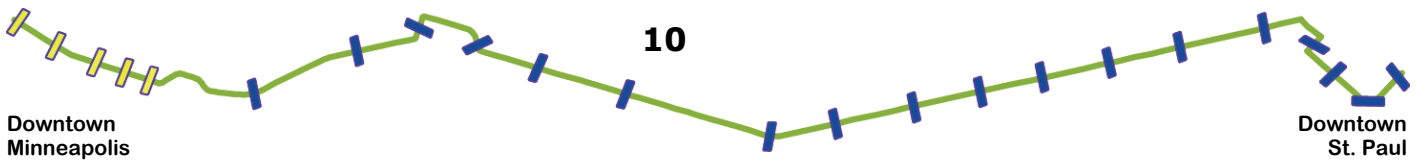
East Bank Station



East Bank/Washington Avenue floating slab track construction



Washington Avenue transit mall at Harvard Street





Get free marketing

Corridor businesses interested in some free marketing help should contact Natalie Judd at MOD & Company, 612-238-3930 ext. 3, to get more information.

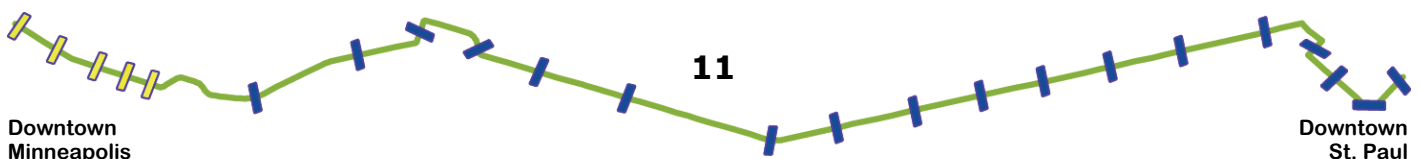
Corridor businesses eager to pose for billboards, bus ads

The two-year advertising campaign launched this year to promote Central Corridor businesses affected by the light rail construction is proving popular with businesses.

Metropolitan Council engaged MOD & Co. to highlight many of the businesses through various means, including outdoor and bus advertising and social media.

In the initial roll-out, the campaign features 17 businesses located between the University of Minnesota, University Avenue and downtown and Lowertown in St. Paul.

“The campaign has created such a buzz, that we have business owners calling business advocacy groups and even the mayor’s office to find out how their company might get featured,” said Shoua Lee, acting manager of public involvement for the Central Corridor LRT Project.



What's new on the corridor



Culver's provides 65 jobs

The new Culver's that opened Oct. 1 along the Central Corridor provides jobs to 65 local workers, said Jimi Quintana Leberon (left) general manager of the new Midway location at 1491 University Ave. W.

Quintana Leberon reports that they will soon launch a mail campaign. He encourages anyone living or working within eight to 10 miles of the new Culver's to look for coupons in the mail shortly.

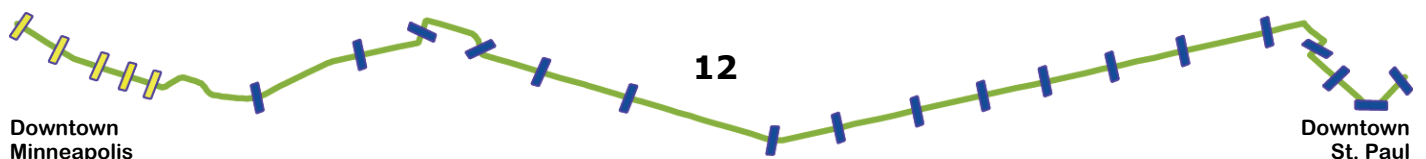
For hours, the custard of the day flavor and other menu offerings, visit the restaurant's website at: <http://www.culvers.com/restaurants/st-paul-university/>



Future Habitat for Humanity headquarters at southeast corner of Prior and University.

A 40-year fixture on University Avenue, U-Haul Center of St. Paul at 883 University Ave. W. took advantage of some down time while the street was under construction to repaint its exterior. See:

<http://www.uhaul.com/Locations/Truck-Rentals-near-Saint-Paul-MN-55104/729052>



Downtown Minneapolis

Downtown St. Paul



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 gray Stay Connected box at the top left of the 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.

24-hour 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

