

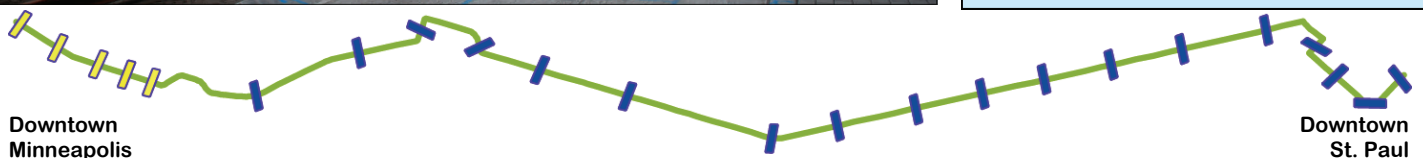
Making Tracks

July 2011



First rail

Crews delivered rail on rollers this month to Fourth Street between Broadway and Wacouta streets in St. Paul. Installation of the rail on Fourth is to be done by year's end.



Downtown Minneapolis

Downtown St. Paul

Bremer Bank demolition—future 4th & Cedar St. Station

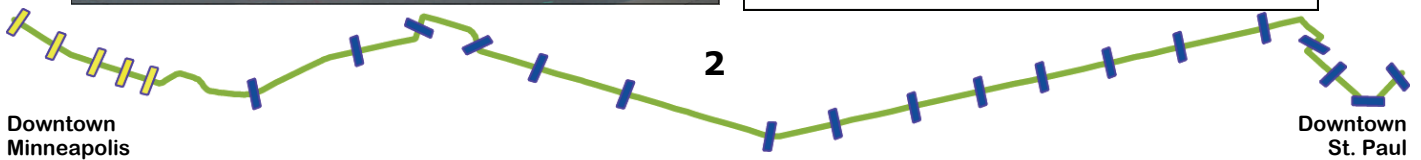


Going, going, gone

The long-vacant former Bremer Bank building was leveled by mid-July to make way for the future Fourth & Cedar Street Station.

Carl Bolander & Sons, the demolition subcontractor, expects to recycle 90 to 95 percent of the building material by weight. Recycled materials include steel, concrete and other metals, such as aluminum. Before demolition began in June, Mavo Contracting removed asbestos, oil from elevators and escalators and fluorescent light bulbs.

Crews next will remove contaminated soils containing asbestos and other debris. They will then install piles and build new piers for the skyway, which is to be reopened during November, and install piles for the new station. Next year, they will complete construction of the station and install the embedded track.



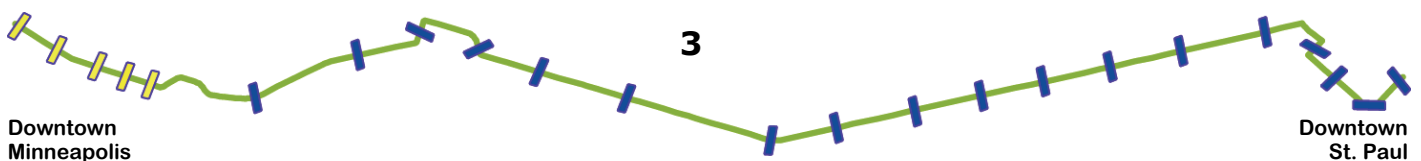
Cedar Street



Roadway removal is underway on Cedar Street just north of Fifth Street by the Alliance Bank Center.

Tracks will be built on Cedar Street from 12th Street just north of Interstate 94 to Fifth Street where they will make a 45-degree turn and be installed diagonally across the site of the former Bremer Bank building to Fourth and Minnesota streets.

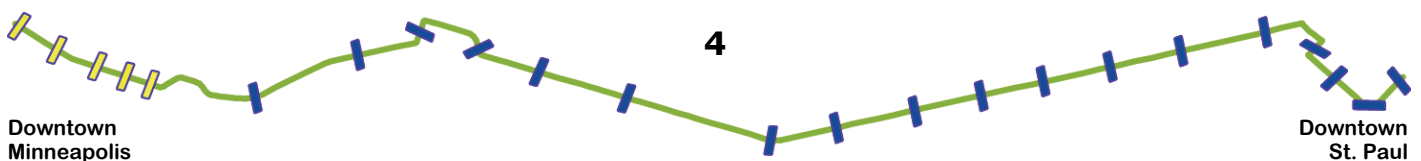
At that corner, the tracks will make another 45-degree turn and head eastward on Fourth Street. They will end at the future operations and maintenance facility being built at Broadway and Prince streets.



Capitol area



Crews (top) weld pieces of rail together end-to-end on 12th Street just north of Interstate 94 between Robert and Cedar streets. They then place rollers under the rail and transport them after business hours to Fourth Street for installation. A retaining wall (bottom photo) takes shape on Robert Street near the site of a future station.



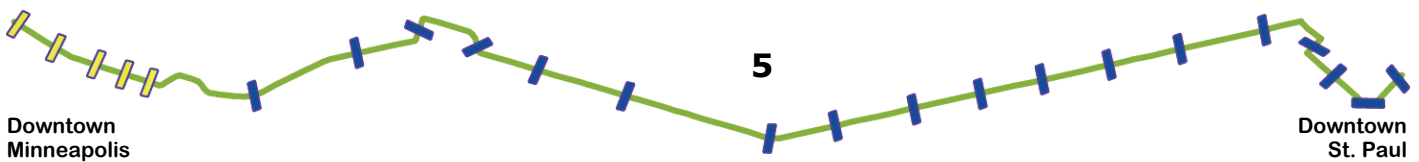
University Avenue East Faces & Places (Hamline to Rice)



University Buffet manager Eric Kwok (above) and chef Yin Chen (right) at the Asian fusion restaurant that opened earlier this year at 225 University Ave. W. in St. Paul.

Towfiq Grocery (bottom right) celebrated its grand opening this spring at 519 University Ave. W.

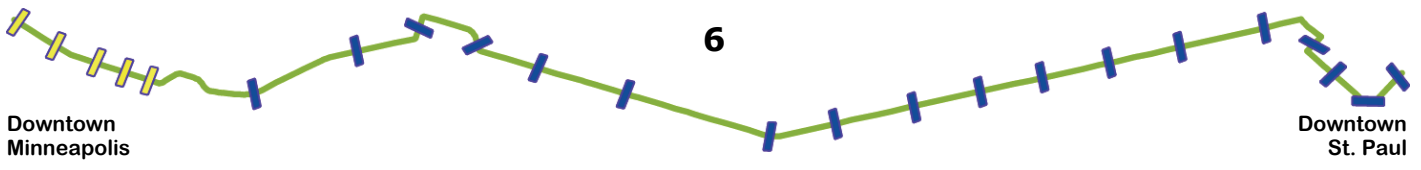
Light-rail construction will begin in spring 2012 on the eastern end of University Avenue, giving businesses there an extra year to prepare.



University Ave. (Westgate, Raymond Ave. stations)



Workers with crane erect structural steel at the Westgate Station (top photo) in late June. Light poles went up in July at the Raymond Avenue Station where the structural steel also has been installed.

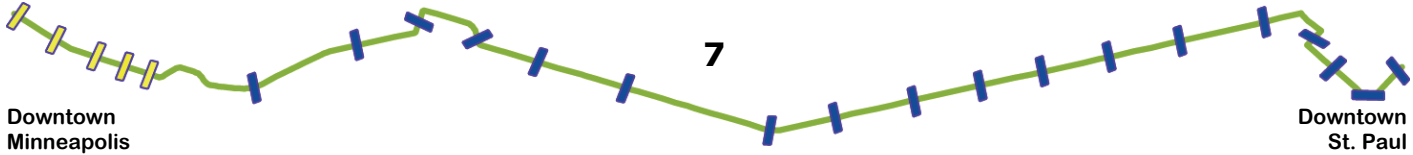


University Avenue West (Raymond Avenue Station area)



Crews place concrete on the south side of University Avenue just west of Raymond Avenue in mid-July while traffic is maintained on the north side of the street.

Bricklaying along the sidewalk just east of Raymond on the south side of University.

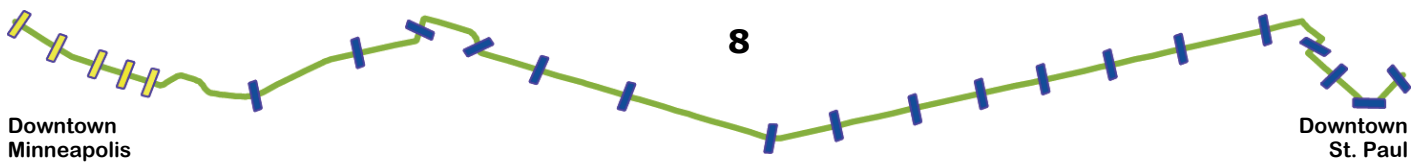


University Ave. — Fairview Ave. Station area

Lucy Coffee Café opened this summer at 540 Fairview Ave. N. in the Griggs-Midway Building in St. Paul.



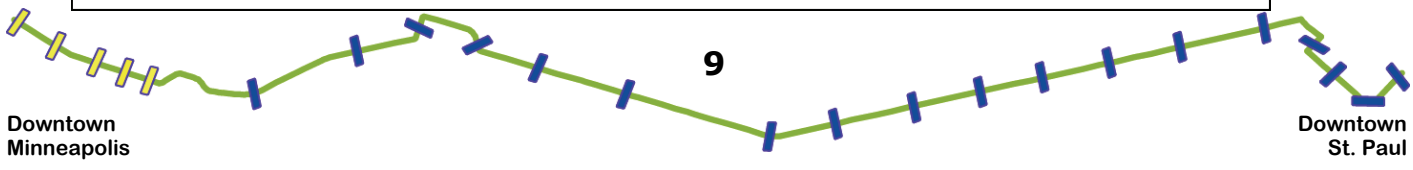
Forms were built in mid July at the site of the future Fairview Avenue Station in front of Episcopal Homes.



East Bank construction



Construction (top) on Washington Avenue between Harvard and Oak streets. Signs (bottom) point the way to businesses behind the fence.



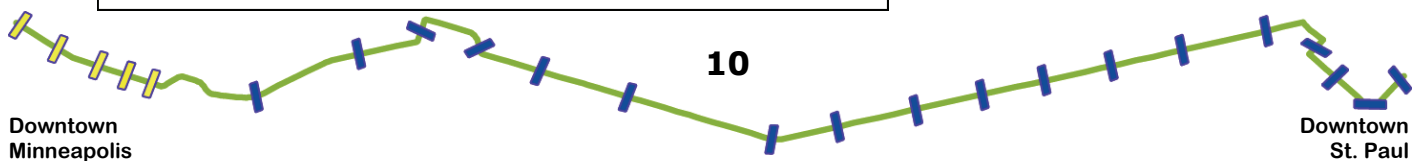
Downtown Minneapolis

Downtown St. Paul

East Bank faces & places



Customers outside Starbucks (top) on the East Bank, with construction in the background on Washington Avenue. Derek Burton and Anna Gedstad (left) at the new Leo's Burritos, 921 Washington Ave. SE. Sherman Ho and Emily Wang (right) outside Bun Mi, 604 Washington Ave. SE.



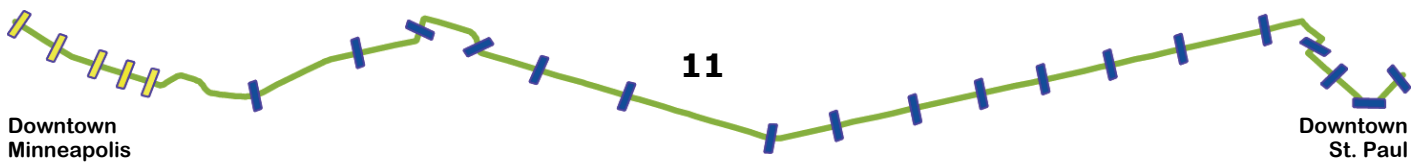
Downtown
Minneapolis

Downtown
St. Paul

West Bank construction



Work on the western end of Washington Avenue (top) where the tracks will turn south to join the Hiawatha LRT line via a flyover bridge (below) being built over Interstate 35W.



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—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 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

About the project: The Central Corridor Light Rail Transit Project will link downtown Saint 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 Saint Paul, Metropolitan Council and the Central Corridor Funders Collaborative. For details, visit www.centralcorridor.org

