

Making Tracks

June 2010



No dust-up here — A worker monitors the clearing of vegetation to make sure it doesn't stir up too much dust near sensitive labs on the East Bank campus of the University of Minnesota. Crews are improving roads around campus so they can handle extra traffic when work begins in spring 2011 to convert Washington Avenue into a transit-pedestrian mall from Pleasant to Walnut streets.

Project's goal is to minimize effects of construction

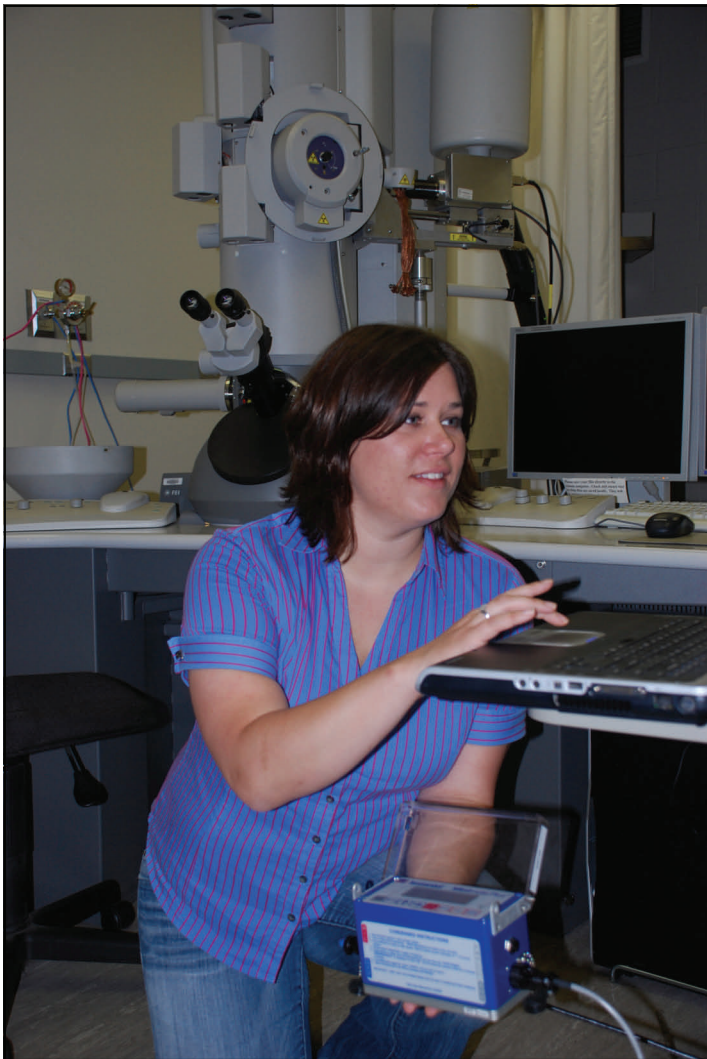
By its nature, light rail transit construction like all construction will cause some disturbance and inconvenience to businesses, property owners and residents along the Central Corridor, including the University of Minnesota. Vibration, noise, dust and access issues that need addressing are the results.

Removing vegetation and road construction can cause dust. Vibratory compactors to compact the soil, and hoe rams to break up concrete and other materials can cause noise and vibration.

Ways exist, though, to lessen how these construction activities affect the public. Staff will try to schedule activities to meet the mutual needs of businesses within close proximity of the work. The project's goal is to minimize the inconvenience to the extent possible.

An example this spring of how staff minimized the inconvenience to the public was the scheduling of flushing of a new water main on Fourth Street in downtown St. Paul for after hours when few people would be in the area. A few streets were closed as crews flushed the water main, filling those streets with water typical of a heavy rainfall.





Vibration monitoring

Geologist Marcella Hartman of CNA Consulting Engineers of Minneapolis conducts vibration monitoring June 28 in a University of Minnesota laboratory. She is monitoring the amount of vibration associated with the Central Corridor LRT Project's road improvements around the East Bank campus to see if it is interfering with the use of the transmission electron microscope behind her. CNA Consulting Engineers is also monitoring vibration in six other locations to detect how it will affect sensitive laboratory equipment.

Utility relocation to begin east of Capitol after July Fourth

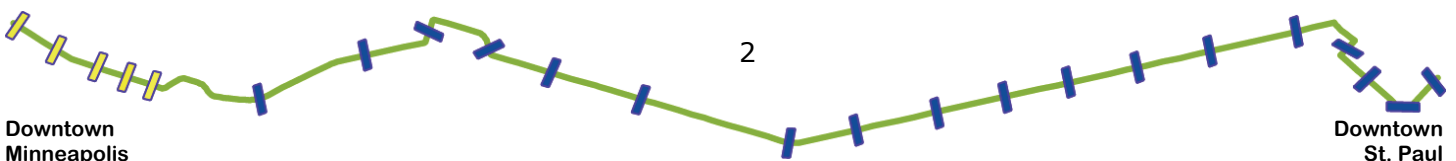
Shortly after July Fourth, utility relocation will begin east of the state Capitol on Robert and 12th streets north of Interstate 94. Utility relocation is in advance of the Central Corridor LRT Project's first heavy construction work that will begin in August in this area.

Most of the heavy construction will begin on University Avenue in 2011 between Emerald Street and Hamline Avenue and in 2012 between Hamline and Robert. The heavy construction work in downtown St. Paul will occur in 2011 and 2012.

For details, see recent news release at: <http://tinyurl.com/244spf6>

More

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Crews maintain paths for pedestrians and wheelchair users on the East Bank campus of the University of Minnesota (right) and on Fourth Street in downtown St. Paul (below).



Fourth and Jackson street intersection, St. Paul



East River Parkway south of Harvard Street, Minneapolis



Crews (top photo) place trench boxes for District Energy heated water line installation at Jackson and Fourth streets in downtown St. Paul as part of utility relocation in advance of LRT construction. East River Parkway (bottom photo) after crews compacted a utility trench as part of road improvements around the East Bank campus of the University of Minnesota. Roads are being prepared to handle more traffic after Washington Avenue is closed to vehicle traffic in spring 2011 to begin its conversion into a transit-pedestrian mall from Pleasant to Walnut streets.



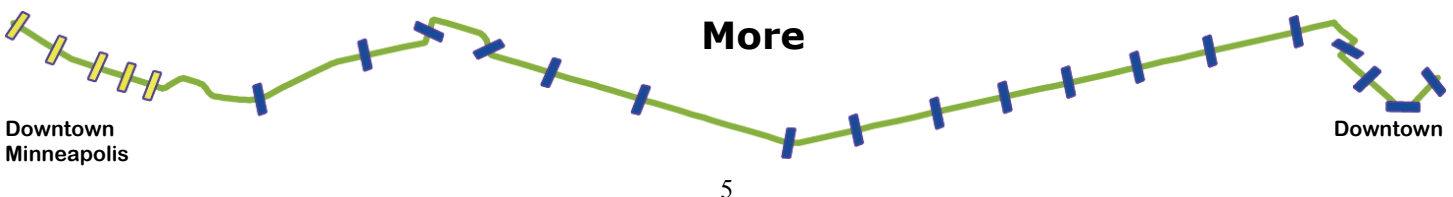


Karimah Hickman (left) of Granite Construction Co. greets Patti Craddock of Craddock Consulting Engineers during a get-acquainted session for prime contractors who are prequalified to bid on work on the western three miles of the Central Corridor line and Disadvantaged Business Enterprises

Over 2,000 attend project’s contractor-subcontractor, workforce meetings

More than 2,000 people have attended the Metropolitan Council’s workforce sessions especially tailored for several minority communities and get-acquainted sessions for prime contractors who need to hire minority- and women-owned subcontractors to qualify for Central Corridor LRT work. And more meetings are planned.

- An American-Indian business and employment workshop will be held from 5 to 7 p.m. July 7 at the Minnesota Chippewa Tribe Center, 1308 E. Franklin Ave., in Minneapolis.
- A Latino-American business and employment session will be held from 3 to 5 p.m. July 21 at the Latino Economic Development Center at 1516 E. Lake St., Ste. 201 in Minneapolis.
- One women-focused, four Southeast Asian-focused and two African American-focused and community inclusion sessions were held in 2009 and 2010.
- General mixers for DBEs were held in 2008 and 2009 to inform these businesses about the project and potential contracts, to help them become certified as DBEs and to connect them with prime contractors.



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Over 2,000 (continued)...

Before awarding the two heavy construction contracts for the project, the Met Council has held three meet-and-greet sessions for prime contractors and DBEs.

The \$957 million project has a 15 percent DBE participation goal for the civil construction contract for the seven-mile St. Paul segment of the line.

Eighteen women-owned, minority-owned and small subcontracting firms worked on the engineering and environmental analysis phase of the project.

At-a-glance schedule of construction work by segments

Western three miles from anticipated start to substantially complete

- Hiawatha LRT tie-in to Pleasant Street — Jan. 2011 to Nov. 2012
- West Bank and Washington Avenue Bridge — Sept. 2010 to Nov. 2012
- Transit mall — May 2011 to Aug. 2012
- Oak Street — May 2011 to Nov. 2011
- Oak to Emerald Street — March 2012 to Nov. 2012
- Transitway reconstruction — May 2011 to Aug. 2011

Eastern seven miles from anticipated start to roadway substantially complete

- University Avenue from Emerald to Hamline Avenue — March 2011 to Nov. 2011
- University from Hamline to Robert Street — March 2012 to Nov. 2012
- Robert to 12th Street, 12th to Cedar Street — Aug. 2010 to Nov. 2010
- Cedar Street — June 2011 to Nov. 2012
- Bremer Bank — April 2011 to Nov. 2011
- Fourth Street — Aug. 2009 to Nov. 2010





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 will begin in 2010 on the planned 11-mile Central Corridor line, with service beginning 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 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

