

# Making Tracks

May 2010



## Improvements begin to East Bank roads

Contractor crews began working in May to improve roads around the East Bank campus of the University of Minnesota to handle more traffic when work begins next spring to convert Washington Avenue into a transit-pedestrian mall. At that time, cars and trucks will be permanently routed off of Washington, which will be limited to LRT trains, buses, emergency vehicles, pedestrians and cyclists.

Access is maintained for ambulances (top photo) to the University of Minnesota Medical Center—Fairview at East River Parkway and Harvard Street.

A man in hospital garb (bottom photo) walks by contractor crews as they remove the curb on East River Parkway across from the hospital. Crews will replace the roadway, curbs and gutters in the area.



**Stay Informed** — Sign up to receive emailed construction updates every week about the road improvements around the East Bank. Go to: <http://tinyurl.com/29kjwm8>



Downtown  
Minneapolis

Downtown



### **Meanwhile, back in St. Paul...**

Contractor crews ramped up utility relocation work this spring on Fourth Street in St. Paul in advance of LRT construction. In this photo, they are installing a new water main, sanitary sewer services and storm sewer on Fourth between Robert and Jackson streets. Utility relocation and road construction on Fourth Street began last year and is to be complete in November. Sign up to receive emailed construction updates every week with information about how to get around during the utility relocation work on Fourth Street . Subscribe at: <http://tinyurl.com/29kjwm8>



## Met Council to award first heavy construction contract in June

The Central Corridor Project Office will recommend a contractor in June for the heavy construction work for the line's eastern seven miles. The Metropolitan Council is expected to make the award June 23.

As announced in March, the work would begin in August east of the state Capitol on Robert and 12th streets north of Interstate 94. Most of the heavy construction, though, on University Avenue will occur in 2011 between Emerald Street and Hamline Avenue and in 2012 between Hamline and Robert. The work in downtown St. Paul will occur in 2011-2012. A work schedule will be developed after the contractor is hired. See the March announcement at: <http://tinyurl.com/282yq54>

The project budget is \$234.4 million for this civil engineering work, including work for cooperating agencies and utilities that have work in the contract.

All six prequalified bidders submitted bids. Their apparent bids are:

- Walsh, \$205.4 million
- PCL, \$219.7 million
- McCrossan/Ames, \$224.2 million
- Granite, \$226.9 million
- Graham/KA, \$232.8 million
- Kiewit, \$246.2 million

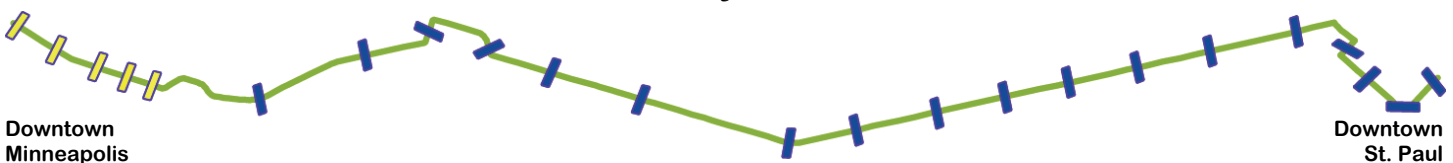
The work includes:

- Relocating utilities necessary for the LRT trackway
- Constructing nearly seven miles of embedded double track
- Fully reconstructing streets where track is being installed
- Building 14 stations from Westgate to Union Depot
- Modifying two bridges (on University over Highway 280 and on Cedar Street over Interstates 94 and 35E)
- Installing concrete paving for signalized intersections
- Building an infiltration trench for collecting storm water
- Constructing at-grade pedestrian crossings
- Demolishing the vacant Bremer Bank building, reconnecting the skyway

Bids for the heavy construction work on the line's western three miles are to be opened July 27. The Met Council is to award that contract Aug. 25. Work will begin in September. For details, see: <http://tinyurl.com/2enwqey>

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## Project details commitments to weave LRT into U of M campus

The Metropolitan Council has committed to a variety of project elements in and around the University of Minnesota to accommodate and integrate the Central Corridor LRT Project into the Minneapolis campus.

### Layout of the transit-pedestrian mall

Washington Avenue will have two tracks in the middle of the street, with buses also operating on the guideway. There will be one outer lane on each side shared by emergency vehicles and cyclists only. No cars or trucks will be allowed on the transit-pedestrian mall, which will stretch from Pleasant to Walnut streets. The East Bank Station will be in the middle of the avenue between Union and Harvard streets, flanked on each end by 20-foot-wide amenity zones from Harvard to Walnut and Union to Church.

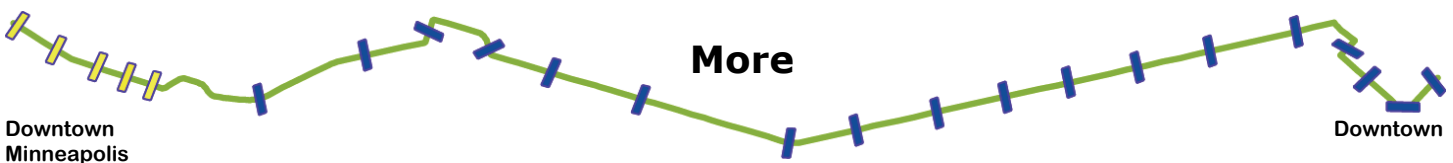
### Design features

Plans for the transit-pedestrian mall include bicycle lanes and bike racks, new bus shelters, tree planters, benches and pervious concrete pavers to minimize the amount of storm water entering the Mississippi River.

### Road improvements

In May, contractor crews began preparing roads around the East Bank to handle cars and trucks permanently routed off of Washington next spring when work begins to convert it into a transit-pedestrian mall. This work includes:

- Converting Delaware Street from East River Parkway to Pleasant Street from a one-way ramp to a two-way road connection, including a new traffic signal at East River Parkway and Delaware
- Constructing turn lanes and installing a new traffic signal at Arlington and Pleasant streets
- Constructing turn lanes and installing a new traffic signal at Harvard and Delaware streets
- Reconfiguring the intersection of Fulton Street and East River Parkway to provide better east-west traffic flow through campus
- Building a new roadway connection on Beacon Street, which is a one-way street, to provide a two-way street between Union and Walnut
- Constructing a new Harvard roadway link between Beacon and Pillsbury Drive to provide a two-way street between Washington and Pillsbury
- Installing a new traffic signal at Harvard and Beacon
- Modifying the traffic signal and striping at 17<sup>th</sup> Avenue and 4<sup>th</sup> Street





### Project details commitments (continued) ...

#### This work involves:

- Removing, milling, overlaying the roadway
- Replacing sidewalks, curbs, gutters, retaining walls, landscaping
- Installing rain gardens and storm drainage infiltration systems
- Installing signs, pavement marking, traffic control equipment, etc.
- Installing traffic control signals, interconnections

#### Environmental mitigation

The project has committed to the following environmental mitigation measures on Washington:

- Floating slab track treatment approximately 1,450 track feet along Washington to mitigate train-caused vibration transferring into University labs
- Dual split power supply installed along about 3,150 track feet below the overhead catenary system to mitigate train-caused electromagnetic interference to University labs



**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](mailto:centralcorridor@metc.state.mn.us)

**For more information,** visit: [www.centralcorridor.org](http://www.centralcorridor.org)

