

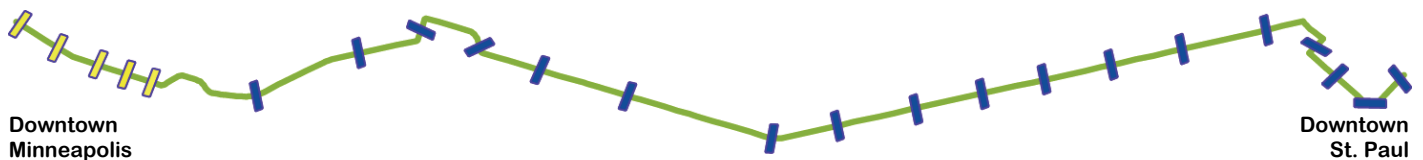
Making Tracks



Sept.–
Oct.
2011



Cindy Carlson (left) and her daughter, Angela Talle, apply mosaics to the side of the Turf Club, 1601 University Ave. W. in St. Paul, in the heart of the Central Corridor LRT construction zone. Talle received a grant from the Minnesota State Arts Board to create the mural, which depicts a Western scene and features the likenesses of local musicians on the side of the music venue. The club is open during construction, with off-street parking available in a lot at the southwest corner of Fry and University. The club's website is www.turfclub.net



Downtown
Minneapolis

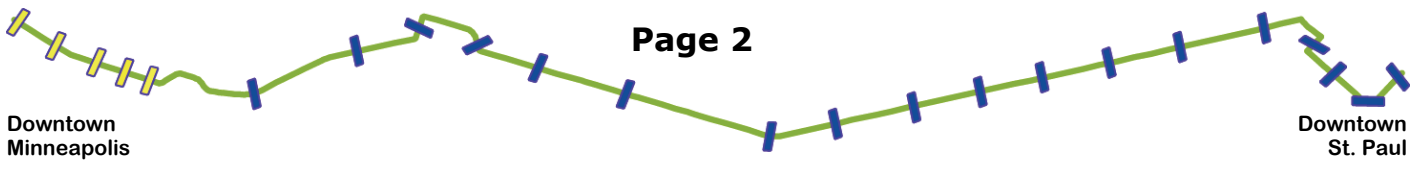
Downtown
St. Paul



Business openings outnumber closings since construction began



Hot Diggity Dog and Toppers Pizza opened in August in Stadium Village, while Midway Used Car Superstore and St. Paul Grocery Store opened in September on the eastern end of University Avenue. These were among about three dozen new businesses that have opened throughout the corridor, including in the construction zones, since spring. About two dozen businesses on the corridor have closed since construction began.



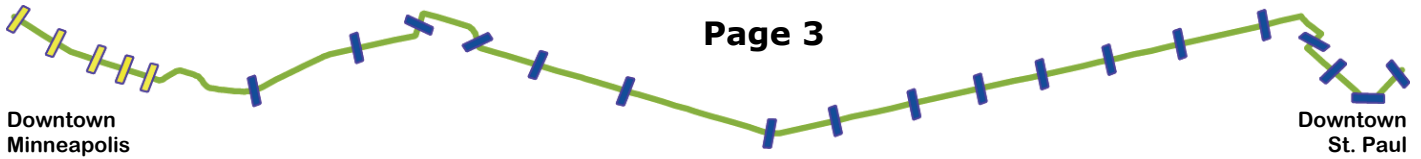
Downtown Minneapolis

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Downtown St. Paul

Union Depot Station

Transportation Secretary Ray LaHood on Sept. 19 visited Union Depot Station being built in front of Union Depot, which is being renovated, to underscore the importance of investing federal dollars in transit projects.



Fourth & Cedar Street Station



A new skyway connection from Alliance Bank Center at right in top photo to the St. Paul Athletic Club at left goes up on the site of the future Fourth and Cedar Street Station in downtown St. Paul. The skyway connection is to be complete in November. The tracks will be built in 2012 on a diagonal from Fifth and Cedar streets to Fourth and Minnesota streets. Crews (bottom photo) place concrete in skyway floor.



Downtown
Minneapolis

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Downtown
St. Paul

Capitol East Station



Pedestrians were all smiles Sept. 28 after crews paved Robert Street between 12th and 14th streets. The roadway was removed in September 2010 when heavy construction began on Robert between University Avenue and 12th Street.

In the background at left, crews work on building the Capitol East Station in front of the Orville Freeman State Office Building.

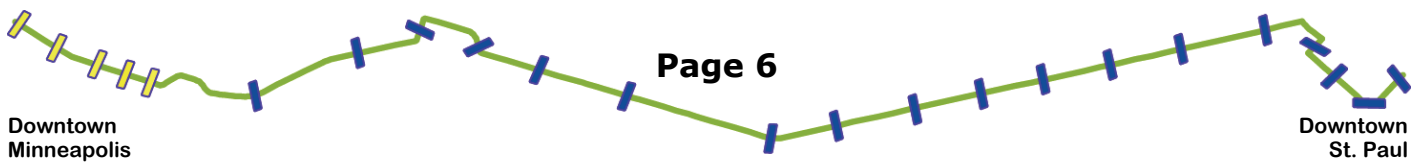


University Avenue rail pull



Pulling rail

New rail was pulled during evenings in September to the western end of University Avenue in St. Paul where crews later embedded it in place at the Westgate Station.



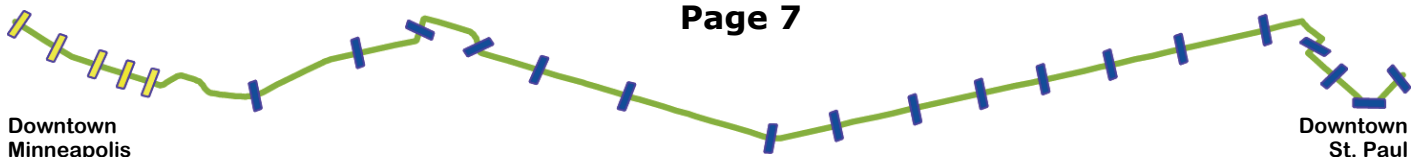
University Ave.—Westgate Station



Rail fan

A resident near the Westgate Station enjoys photographing construction for fun and watching the progress from her loft balcony.

Crews embedding rail in late September at Westgate Station.



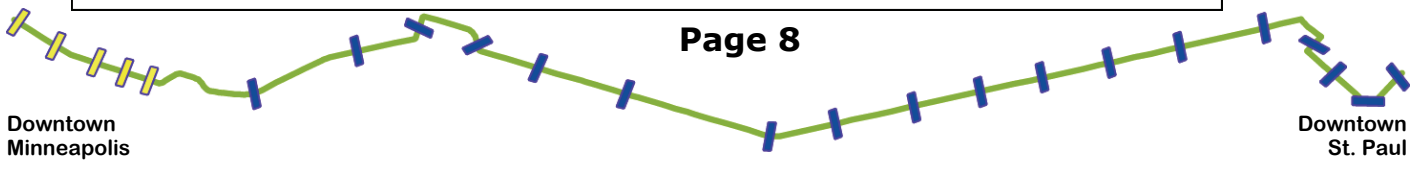


East Bank & West Bank

The retaining wall being built in front of the University Hotel manages the grade difference between the hotel driveway/ parking and the lower grade of the transit -pedestrian mall/roadway beneath it on Washington Avenue. Crews have removed the wall that was in this location and are replacing it.



West Bank Station under construction on Washington Avenue between 19th and Cedar avenue bridges.



Downtown Minneapolis

Downtown St. Paul

West Bank flyover



Crews place concrete on the flyover or train bridge being built over Interstate 35W to connect Central Corridor tracks with Hiawatha LRT tracks in the foreground.

Central Corridor exercises option for more LRVs

When Central Corridor LRT begins passenger service in 2014, the line will be able to operate three-car trains at peak times, instead of two-car trains as originally envisioned.

The Metropolitan Council on Sept. 28 approved exercising a contract option with Siemens Transportation to buy 16 additional light-rail vehicles above the 31-car base order at the base unit cost. The 16 additional LRVs will cost \$53.7 million.

The Met Council was able to exercise the LRV options by Sept. 29 in order to save at least \$3.4 million of inflationary cost.

Contingency funds and construction bid underruns will pay for the additional LRVs. The project's \$957 million budget included \$155 million in contingency, which is released in stages as construction progresses, and \$34 million in bid underruns. The Council also committed \$4.1 million of contingency for bolstering the "Discover Central Corridor" campaign promoting businesses along the corridor, a new traffic signal west of West Bank Station, alley improvements in St. Paul and LRT staff start-up costs.





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 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

