

Making Tracks



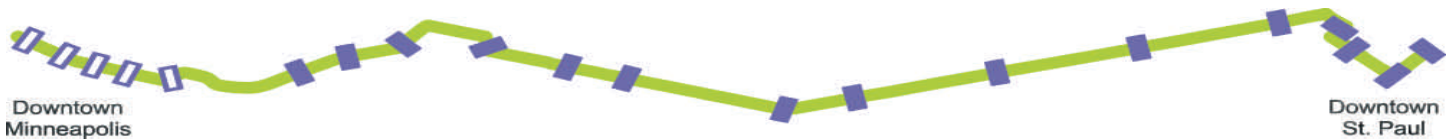
Oct. 2009

Six Pages



Owner Carlos Prada and employee Catalina Ruiz want people to know Prada's Café is open during utility relocation work for the Central Corridor LRT project at Fourth and Robert streets in St. Paul. Despite the construction, businesses, skyways, sidewalks and the parking ramp remain open at the Kellogg Square building where Prada's is located.

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Signs enhanced, updates redone, hotline added, meeting planned

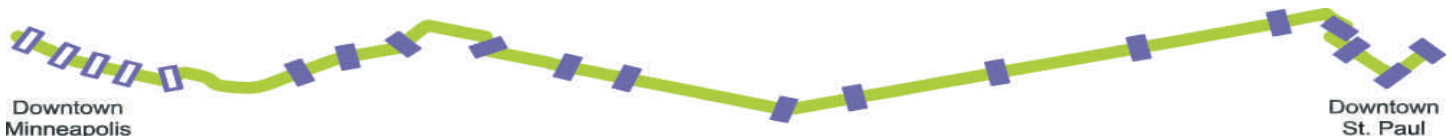
The Central Corridor Project Office responded to community feedback in October by enhancing signs, reformatting construction updates, adding a construction hotline number and scheduling a meeting to recap utility relocation work.

The enhanced orange signs are to make it clear that all businesses are accessible to pedestrians during utility relocation in downtown St. Paul in advance of LRT construction. The city is adding similar green signs with businesses' logos. Businesses that want their logos on the green signs should email them to Mary Richardson at mary.richardson@metc.state.mn.us.

The project office reorganized the construction updates by traffic, sidewalk and bus stops for ease of use and added a construction hotline number, 651-602-1404. Sign up to receive updates at: <http://www.metrocouncil.org/transportation/ccorridor/CCLRTSubscribe.htm>

A meeting to update the public on the utility relocation work is planned from 9 a.m. to 11 a.m. Nov. 13 in First National Bank's training room by the building's entrance at Fifth and Minnesota streets.

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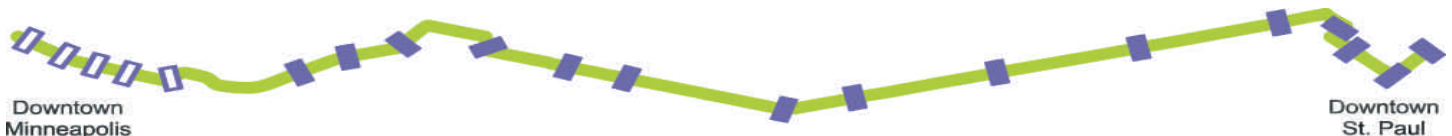
STOP, LOOK & LISTEN!

Roderic Southall, lead staff of the Met Council's Office of Diversity on the Central Corridor LRT Project, and Wanda Kirkpatrick, director of the Met Council's Office of Diversity, remind contractors and women-owned and minority-owned small businesses that the bid opportunity information exchange for this project is Nov. 9 from 2 p.m. to 4 p.m. (not 1 to 4 p.m. as previously announced) at the Minnesota Transportation Museum, 193 Pennsylvania Ave. E, in St. Paul.

Exchange is chance for contractors to learn details about bid packaging

Contractors interested in bidding for work next year on the biggest public works project in Minnesota history will have a chance to learn about the bid packages Nov. 9. The Central Corridor LRT Project will hold a meeting at the Minnesota Transportation Museum for contractors to engage the engineers one-on-one about the project's design and construction as well as to meet subcontractors, including Disadvantaged Business Enterprises, whom they can hire to help with the work. "This is an opportunity for contractors to learn what they need to do to get ready to bid on the packages," said Roderic Southall, lead staff of the Metropolitan Council's Office of Diversity on the project. The museum is at 193 Pennsylvania Ave. E. in St. Paul at the old Jackson Street Roundhouse. For reservations, contact Jackie Becker at Jackie.becker@metc.state.mn.us or call 651-602-1940.

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Public utility relocation to end for season by early December; Xcel work to continue

Public utility relocation on Fourth Street in St. Paul will wrap up for the season in late November or early December, depending on the weather. Fourth Street from Minnesota Street to Robert Street will be reopened then to traffic. Public utility relocation, which began in September on Fourth Street, has involved installation of manholes for the sanitary sewer, removal of the existing water main, installation of chilled water pipes and modifications to the storm sewer. This work will resume next spring.

Xcel crews, which began working in July and have replaced duct banks, will continue working to relocate their private utility lines on Fourth from Minnesota to Broadway. Parts of that stretch of Fourth will be under construction over the winter, but will be open to traffic with occasional lane closures.

All of the Fourth Street utility relocation work is being done in advance of LRT construction, which is scheduled to start in late summer 2010.

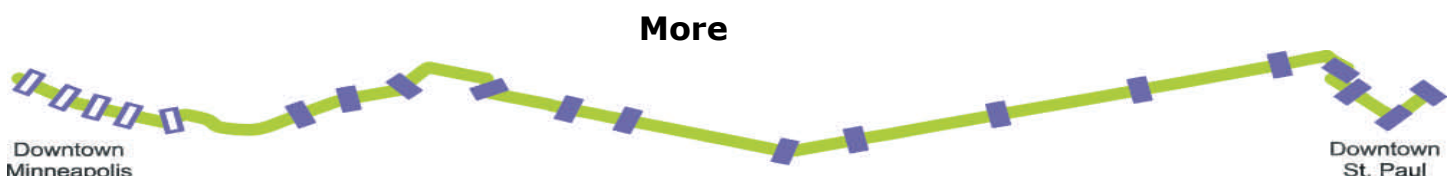
Met Council will work to minimize disruption during construction

The Metropolitan Council recognizes that construction of the line will generate disruption along the Central Corridor that will impact businesses and others. The Council is committed to do everything possible to minimize the impacts.

The project's multilingual community outreach coordinators will be businesses' primary contact with the Central Corridor Project Office through the remainder of the engineering process. They also will be the go-to people for the public during construction to ensure access is maintained to businesses. Construction site managers will be available to resolve on-site problems as they arise. This work of the outreach coordinators and the construction site managers to maintain access is called construction mitigation.

The Met Council does not have the money to pay businesses for revenue lost during construction. Absent specific statutory authority, the Met Council could not pay compensation even if it had the resources to do so.

For details about construction mitigation, visit: <http://www.metrocouncil.org/transportation/ccorridor/construction/overview.htm>



Construction staging to balance competing goals, consider community impacts

Engineers for the Central Corridor LRT Project will balance competing goals, consider impacts to the community and study pros and cons of alternative staging scenarios when they plan the construction schedule.

To help the engineers, businesses and residents need to work with project outreach staff in the coming months to identify access issues so delivery vehicles, garbage trucks, customers and employees can get around during construction.

The construction schedule will be designed next summer after the engineering work is finalized, the federal government awards a Full Funding Grant Agreement (FFGA) and contractors are hired. Designing a construction schedule requires the input of contractors. Contractors for heavy construction cannot be hired until the project receives an FFGA, the federal government's promise to pay for half the \$941 million cost of construction.

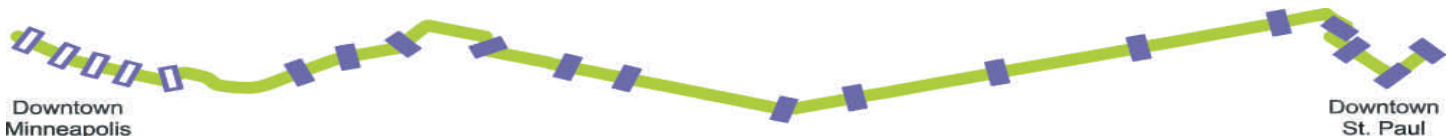
Competing goals include:

- Cost effectiveness
- Maintaining level of bus service
- Maintaining access to businesses along the corridor
- Providing sufficient work area for the contractor to optimize productivity and reduce construction durations
- Maintaining adequate traffic flow with a minimum of one through lane each direction on University Avenue

Traffic management considerations include:

- Some trips may divert to interstates, trunk highways and other regional roadways
- Many trips are local
- Surrounding system consists of mostly collectors and local streets
- Concerns about diverting traffic through neighborhoods
- Critical lane capacity
- Left turn requirements
- Intersection spacing
- Construction zone lengths
- Coordination with other construction projects

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Construction staging continued...

Bus operations' considerations include:

- Alternative bus routes are not available
- Bus stops may need to be relocated during construction
- Major transfer points may need to be relocated during construction
- Physical bus stop requirements

Property access considerations include:

- Property access utilizing existing alley for rear ingress and egress during construction
 - _ Requires modifications to existing fences, minor grading and paving
 - _ May require one-way alley operation and minor pothole repairs
 - _ Requires businesses to work with project office to develop access plans
- Directional signage

Construction phasing: Provide flexibility for contractor to propose a combination of phasing alternatives, depending on work methods and access requirements

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 would connect with the Hiawatha LRT line at the Metrodome station in Minneapolis and the Northstar commuter rail line, which will begin operation in late 2009, at the new 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.

For questions or comments, email centralcorridor@metc.state.mn.us or call 651-602-1645. For more information, visit: www.centralcorridor.org

