

Central Corridor Light Rail Transit

CCMC

October 14, 2009



*Improving
mobility*

*Easing
congestion*

*Strengthening
our communities*

Today's Topics

- BAC and CAC Reports
- 4th Street utility relocation update
- Public art
- Construction staging and coordination



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BAC Report

Karri Plowman
Central Corridor Partnership

Central Corridor Light Rail Transit



CAC Report

Kirstin Sersland-Beach
Council Member/CAC Chair

Central Corridor Light Rail Transit



4th Street Utility Relocation Update

Rich Rovang
Deputy Project Director

Current Activities



- Bolander work on 4th between Minnesota and Robert
 - Installing manholes for sanitary sewer
 - Removing existing water main
- Bolander work at 4th and Robert streets intersection
 - Installing manhole
 - Installing chilled water pipes
 - Modifying storm sewer
 - Removing Xcel ductbank
- Xcel replacing ductbanks

Contractors remove the pavement



Pavement is hauled off site



Protective barriers provide safe space for pedestrians



Upcoming Activities



- End of October
 - Bolander works on sanitary sewer, storm sewer, water and DE chilled water between Robert and Jackson
 - Bolander installs DE chilled water connections at Broadway
- Early December (weather dependent)
 - Utility work between Minnesota and Jackson completed
 - Roadway restored
- Winter 2009-10 - Xcel works to complete 4th Street utility relocation

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Public Art

Alicia Vap

Project Manager of Station Design

Public Art Process

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May-June

- Present preliminary concepts to public, CCMC and Met Council

Aug-Sept

- Present preliminary plans to public

Oct

- Seek Met Council approval of preliminary designs

Oct-Jan

- Artists advance designs

Feb

- Seek Met Council approval of final designs

Station Design Overview

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- Consistent footprint
- Easy to maintain materials include copper, concrete, steel & brick
- Transparency
- Variable color and material by station
 - Designated elements
 - Influenced by station art designs

Public Art Background

- Five artists assigned three stations each
- Each station - unique elements to reflect community
- \$2.8 million budgeted for all stations
 - \$187,000 per station
- Includes design and installation



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Station Design

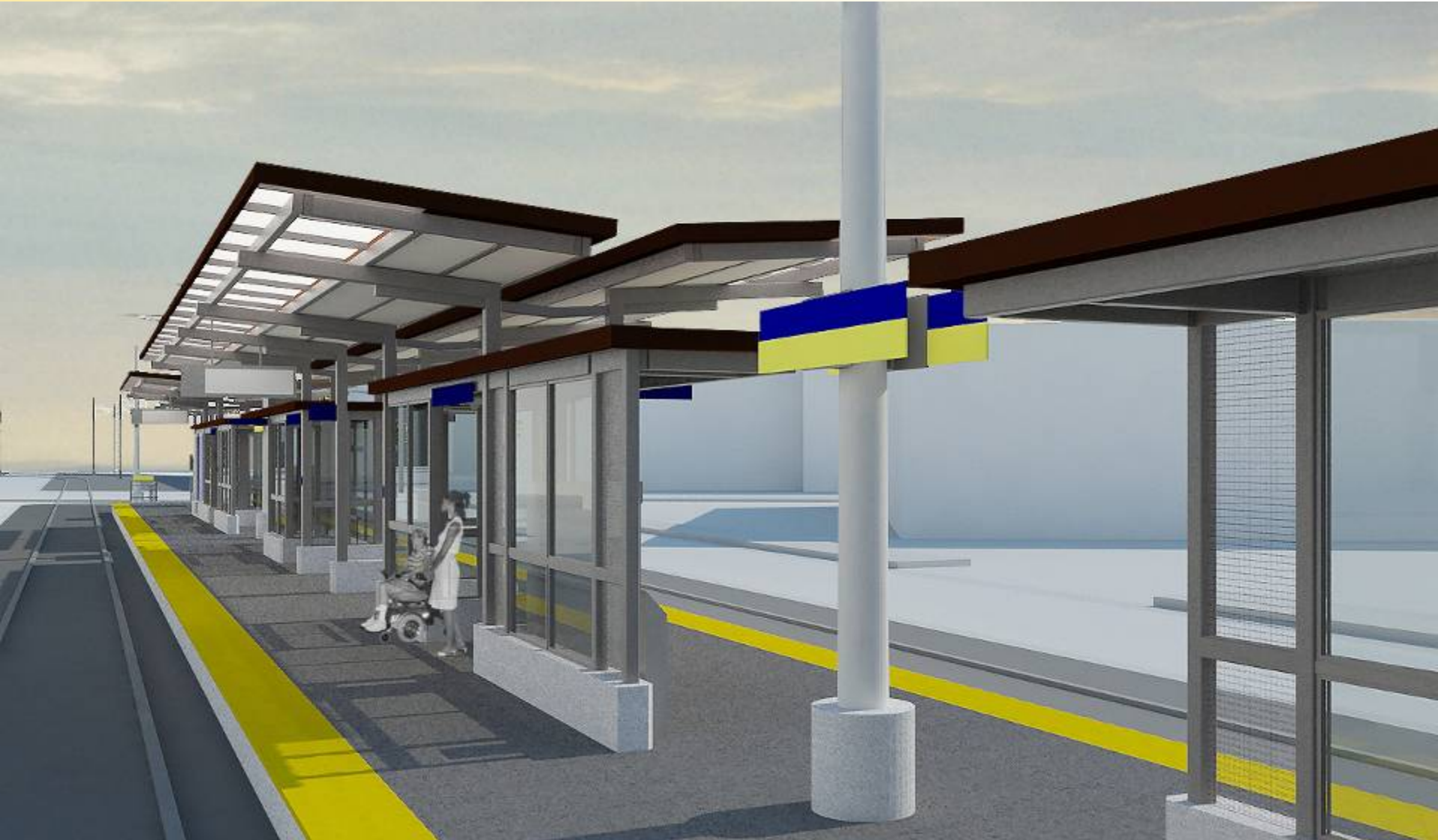
Split Side Platform



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Station Design

Center Platform



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Station Designs West Bank Station



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Preliminary Artwork Designs

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- Bird sanctuary
- Large steel birds in many positions installed on 19th & Cedar Streets stairwells
- Material on stairwell etched to represent different cultural fabrics

West Bank

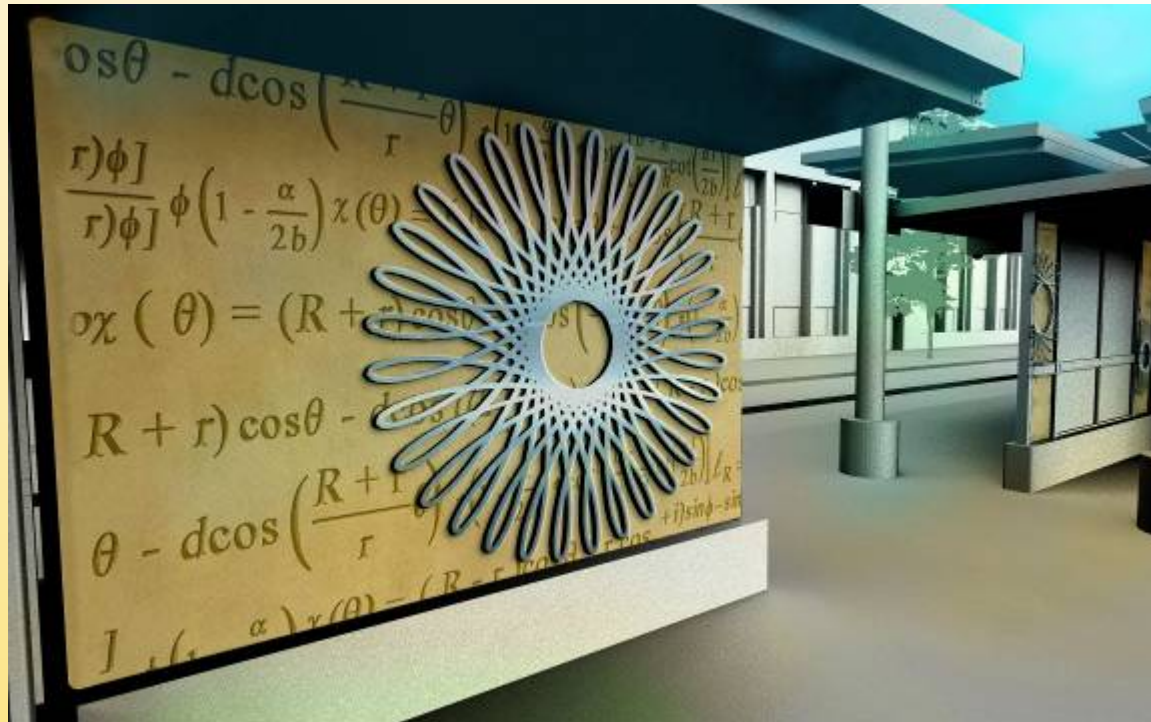


Nancy Blum

Central Corridor Light Rail Transit

East Bank

- Design focused around mathematics and science
- Large scale spirographs cut out of thick stainless steel mounted on precast panels



Nancy Blum

Stadium Village

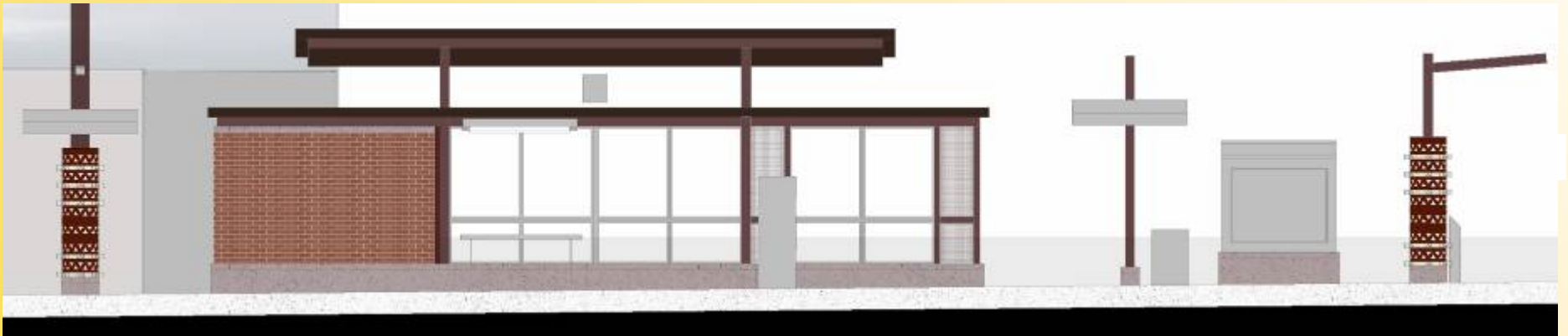
- Brick clad light columns and large panels with inserts of ceramic tile
- Tile features overlay of photos, colors, and symbols representing heritage, culture, history of area



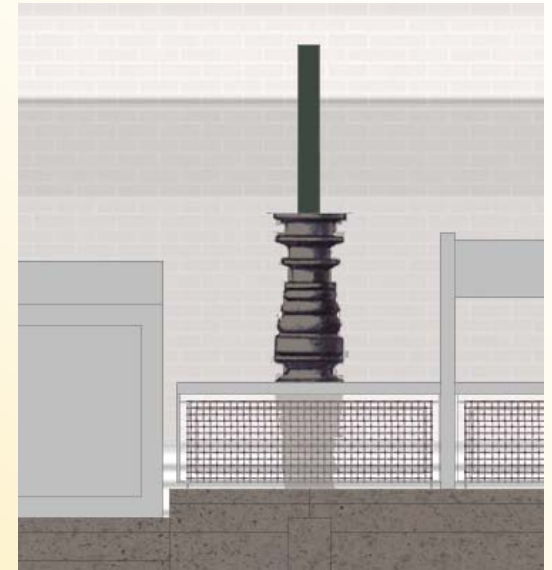
Roberto Delgado



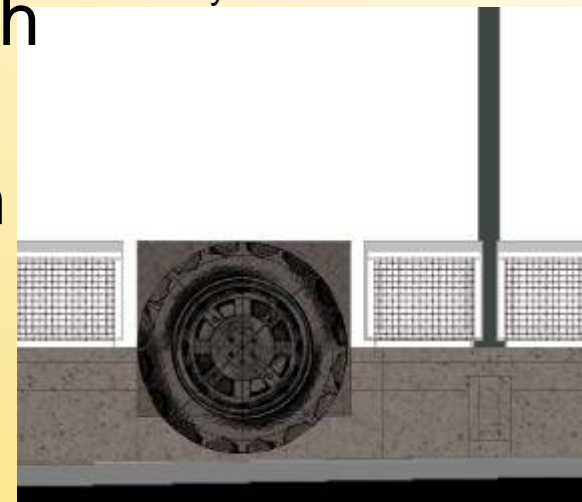
- Columns surrounded with painted aluminum bands and aluminum decorative bands
- Platform design based on history of area
- Colored platform concrete with different patterns



- Unique black granite wheel sculpture in each platform
- Granite “St. Paul” and “Minneapolis” with directional arrows in platforms
- Stacked wheel bronze sculpture attached to light column at each platform
- Band of transportation relief on large panels of each platform



Myklebust and Sears



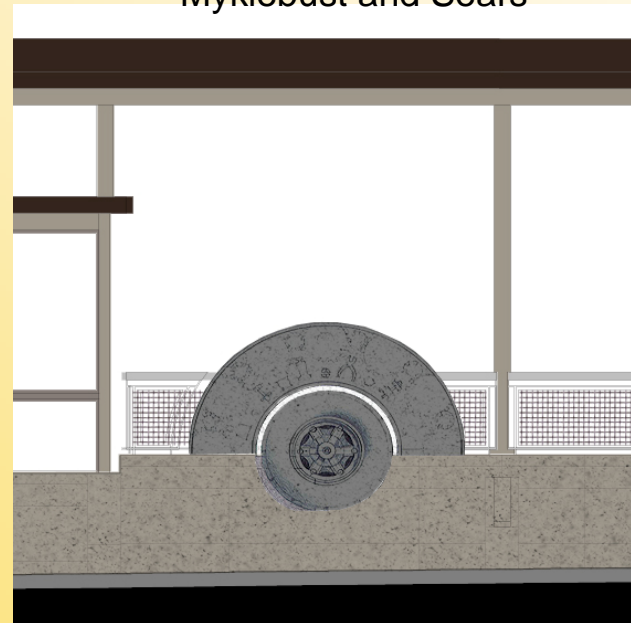
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- Black granite wheel sculpture surrounded by bronze and stainless steel screen in each platform
- Band of transportation relief on large panels of each platform

Raymond



Myklebust and Sears



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- Opaque glass mosaic designs focus around components of the oak tree structure
- Mosaics will be on both platforms using large panels on street and train side

Fairview



Nancy Blum



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- Concrete and stainless steel light columns with inset of ceramic tile
- Tile features overlay of photos, colors, and symbols representing heritage, culture, history of area
- Large panels on street side with inset of ceramic tile featuring photo overlay

Snelling Ave



Roberto Delgado



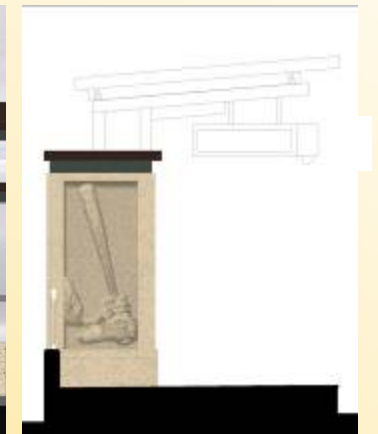
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- Light columns in shape of structural supports of former Lexington Ballpark, unique railing
- Large panels feature hackberry leaves on street side, Roy Campanella's hands at bat featured on end

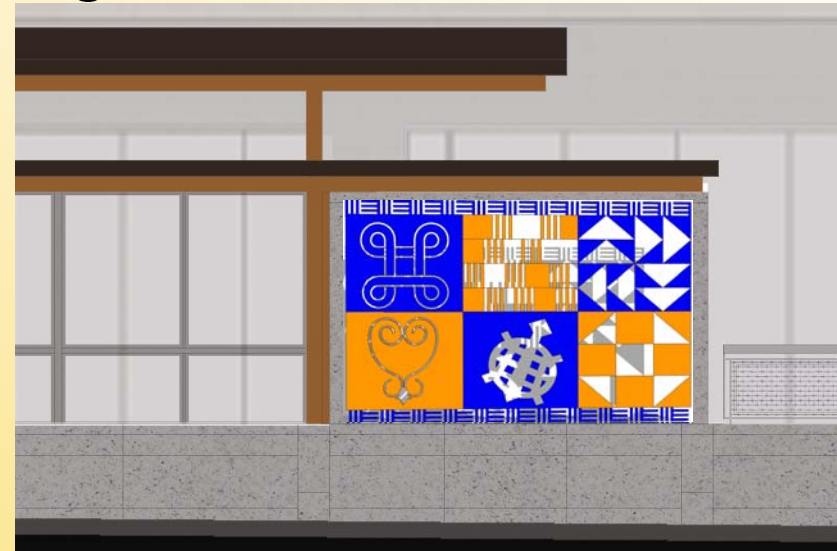
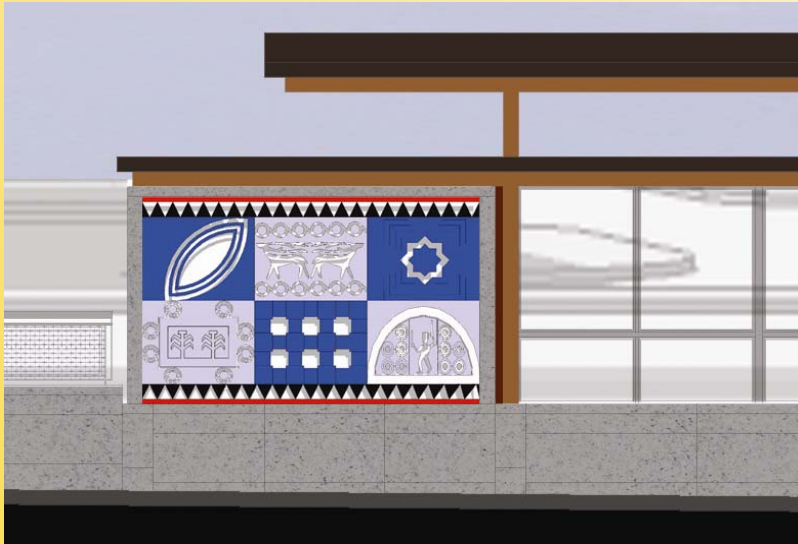
Lexington Pkwy



Seitu Jones



- Painted steel inset into large panels on street side features cultures of past and present immigrants
- Platform pattern represents people crossing major rivers in homelands to get to St. Paul



Seitu Jones



- Light columns wrapped with shaped stainless steel plates featuring graphic interpretation of Minnesota Bill of Rights
- Unique platform indicating speed, direction, and movement
- Railing inset panels also inspired by speed, direction, and movement



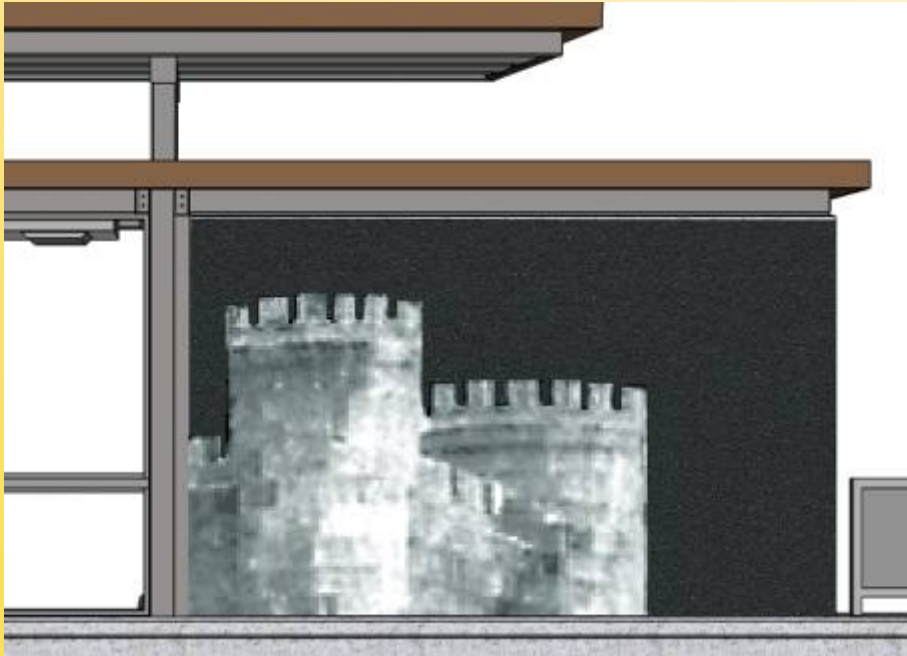
- Glass/stone mosaic using falling water pattern on large panels on street side of the platform, and frozen water on infill panels on train side



Janet Lofquist

10th Street

- Glass/stone mosaic using past St. Paul ice palace designs on large panels on street side and small infill panels on train side



Janet Lofquist

4th & Cedar Streets

- Brick clad light columns and large panels with ceramic tile inset
- Tile features overlay of photos, colors, and symbols representing heritage, culture, history of area



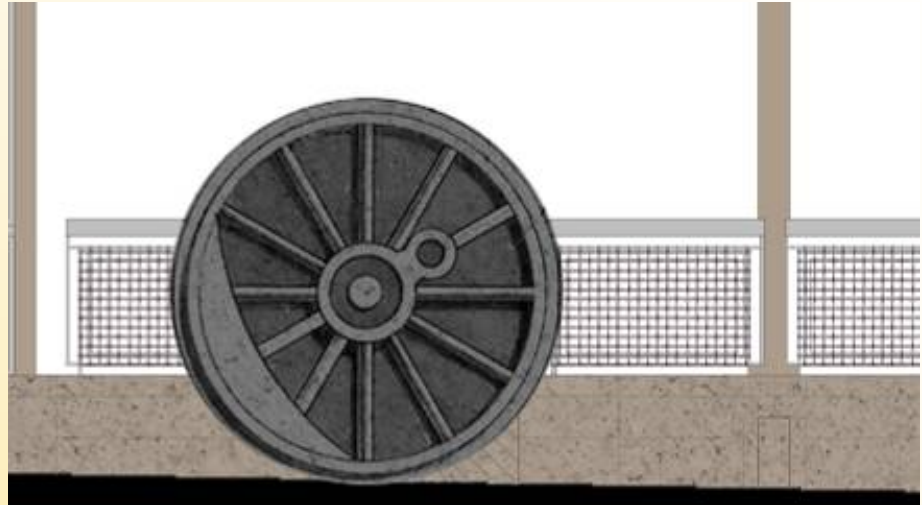
Roberto Delgado



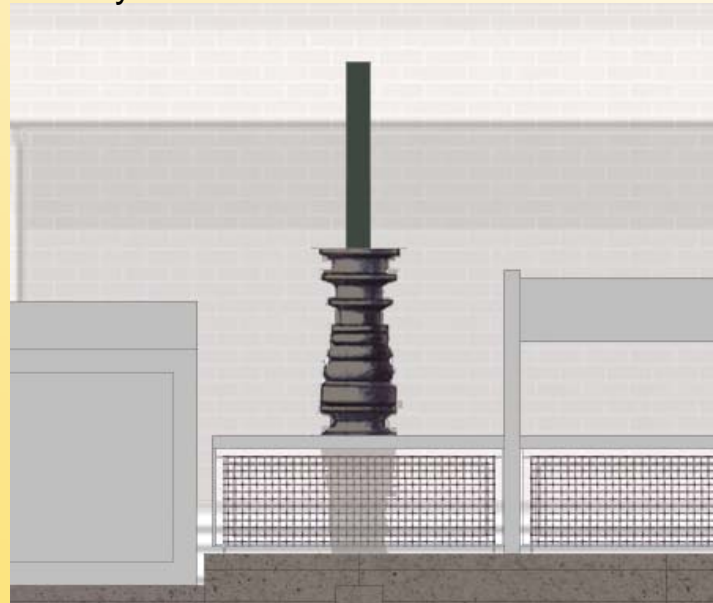
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- Black granite historic train wheel sculpture, carved both sides, on eastbound platform
- Bronze sculpture at each platform
- Band of transportation relief on large panels of each platform

Union Depot



Myklebust and Sears



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Construction Staging and Coordination

Dan Soler
Traffic Engineer



- Balance competing goals
- Consider impacts to community
- Study pros and cons of alternative staging scenarios

Balance Competing Goals



- Cost effectiveness
- Maintain level of bus service
- Maintain access to businesses along the corridor
- Provide sufficient work area for the contractor to optimize productivity and reduce construction durations
- Maintain adequate traffic flow throughout the corridor and surrounding area

Traffic Management Considerations



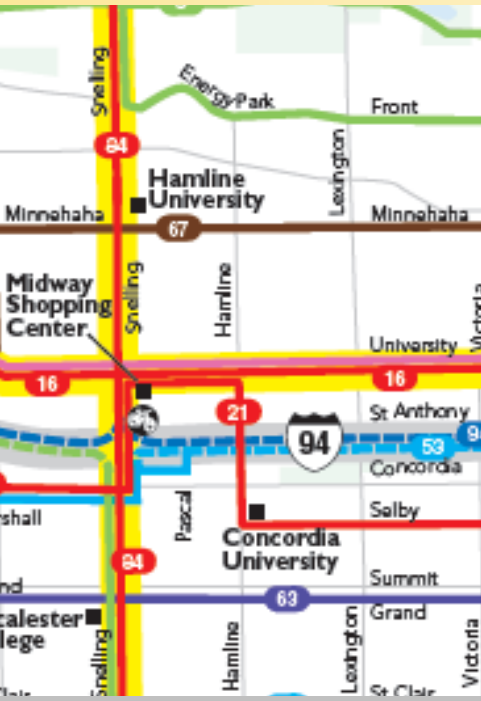
- Some trips may divert to interstates, trunk highways, and other regional roadways
- Many trips are local
- Surrounding system consists of mostly collectors and local streets
- Concerns about diverting traffic through neighborhoods

Traffic Management Considerations



- Critical lane capacity
- Left turn requirements
- Intersection spacing
- Construction zone lengths
- Coordination with other construction projects

Bus Operations Considerations



- 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



- 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 us to develop access plans
- Directional signage

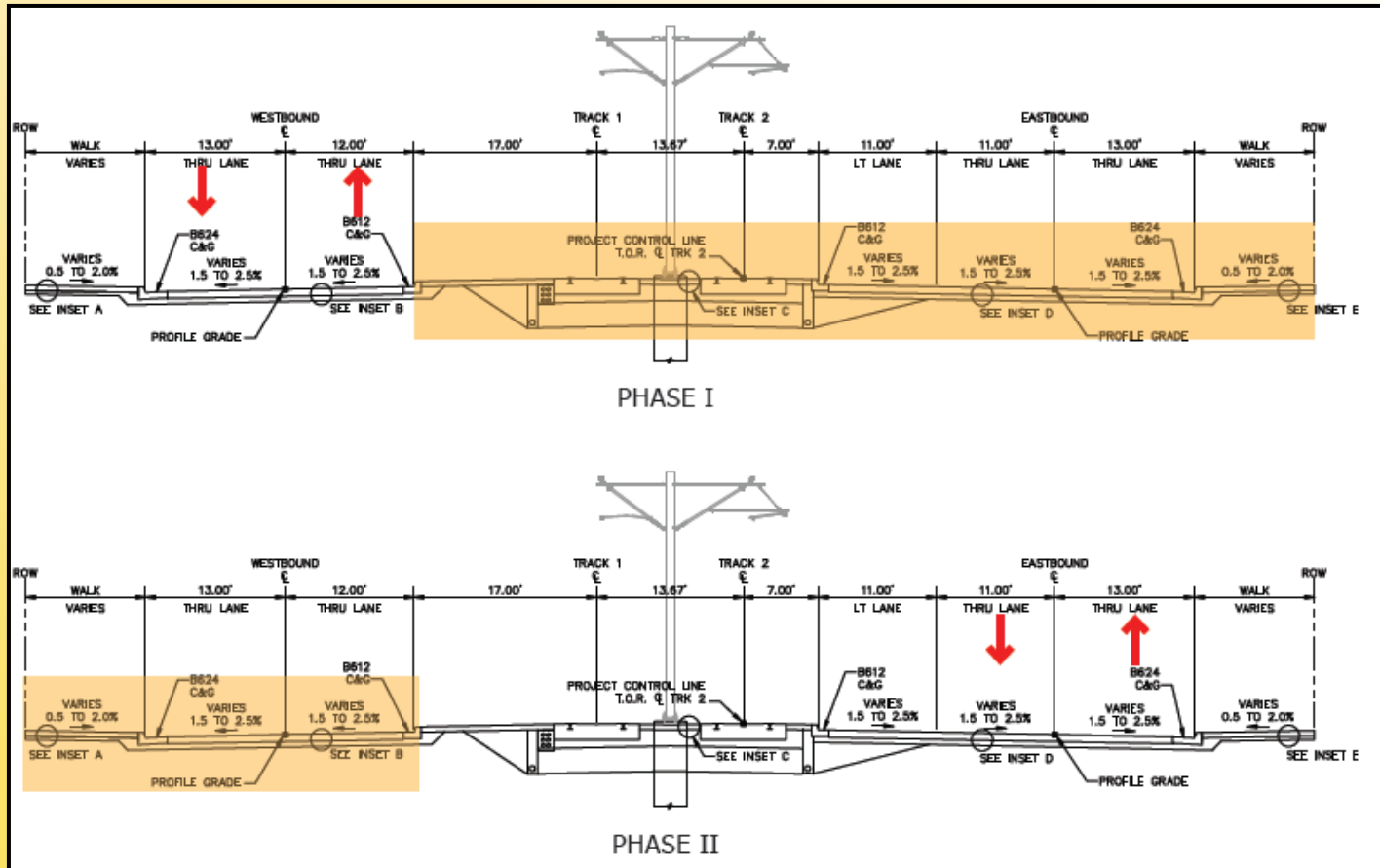
Phasing Alternatives



- Consider phasing scenarios
 - 2/3 – 1/3 phasing
 - Center-Out phasing
 - Outside-In phasing
- Provide flexibility for contractor to propose a combination of phasing alternatives, depending on work methods and access requirements

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1/3-2/3 Phasing



1/3-2/3 Phasing Pros



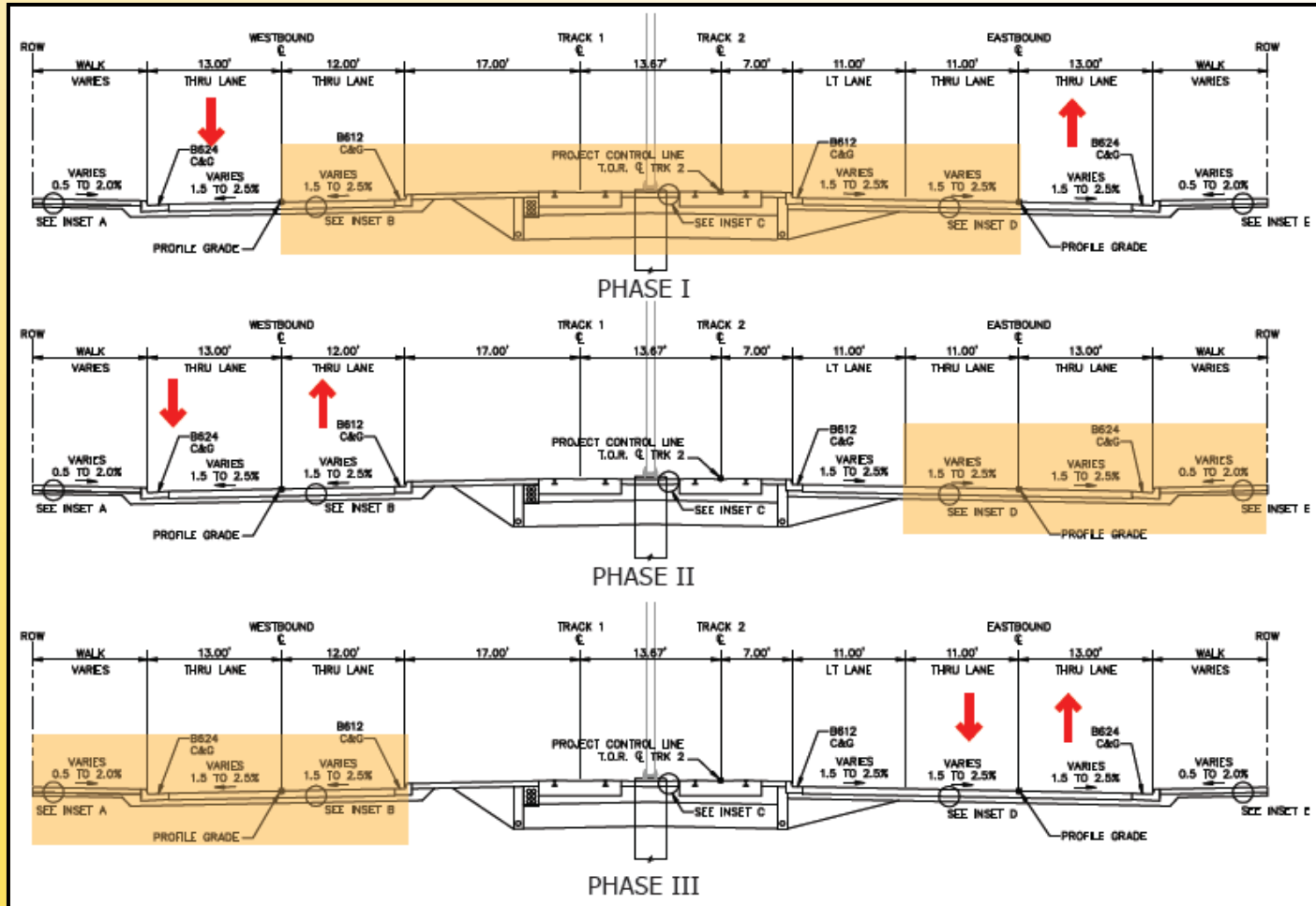
- Allows the contractor to construct guideway, 2 lanes of traffic, and parkway area at one time
- Shifts traffic only two times during construction
- Utility construction easier and does not require utility trench patching
- Allows for fast tracking of the systems contract

1/3-2/3 Phasing Cons



- Affects business access for longer periods
- Impacts bus operations due to lack of curb height for boarding/alighting
- Does not provide an opportunity for left turns at major intersections
- Temporary water services are required along the length of the line on the one-third side of the corridor blocking access into properties

Center-Out Phasing



Center-Out Phasing Pros



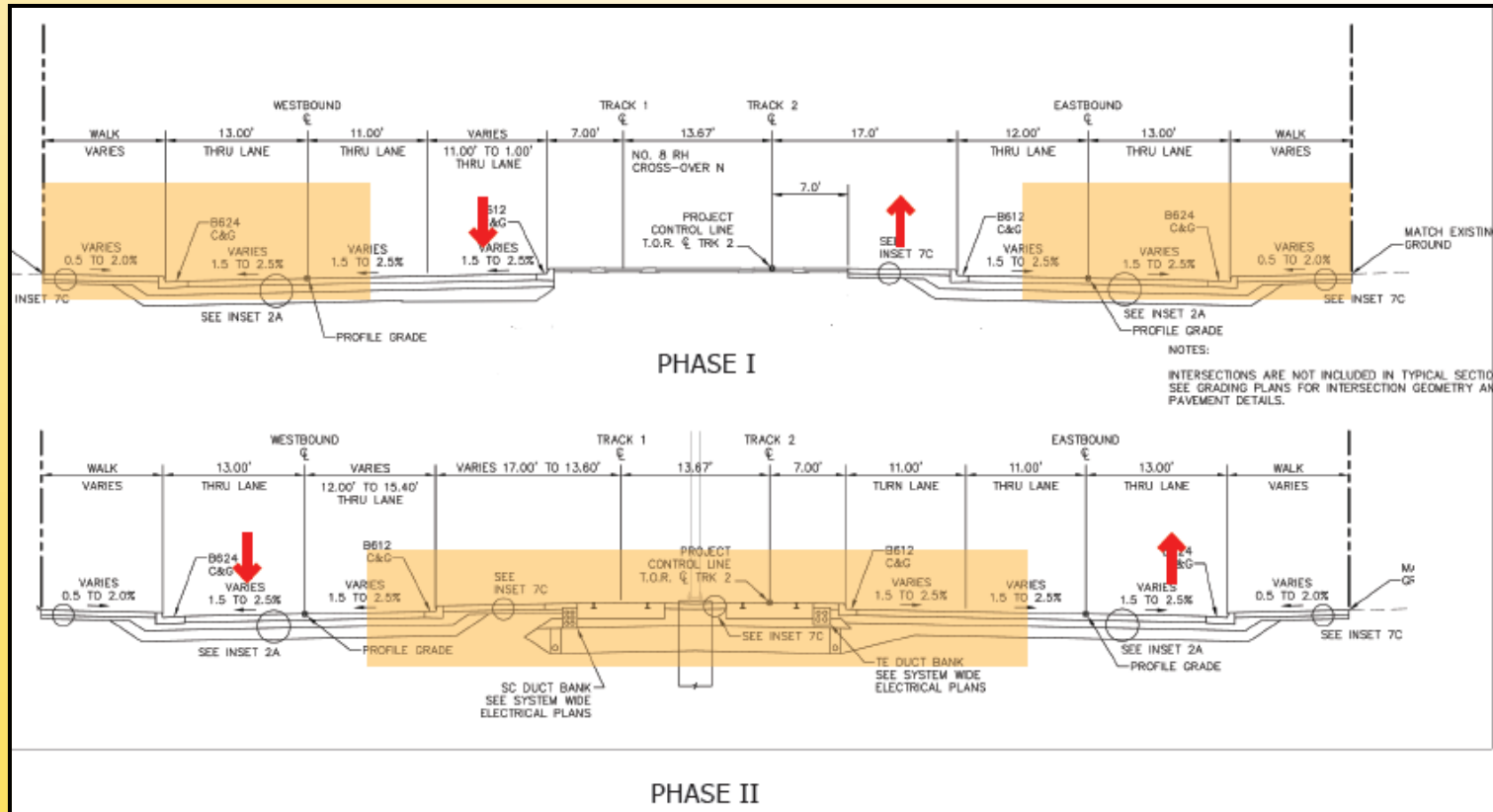
- Provides minimal access closure along the corridor during construction
- Allows for the fast tracking of the systems portion of the contract
- Alternative provides the least disruption of bus operations
- Provides for left turn movements at major intersections

Center-Out Phasing Cons

- Adds additional cost for utility trench patching
- More difficult access for construction contractor
- More traffic shifts



Outside-In Phasing



Outside-In Phasing

- Pro
 - Provides shortest time disruption to properties along corridor
- Cons
 - Extends schedule into 2015
 - Difficult to set grades from outside of street to guideway
 - Bus access difficult to maintain



More Information

Check out our website:

- www.centralcorridor.org

Contact Central Corridor Project Office:

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