

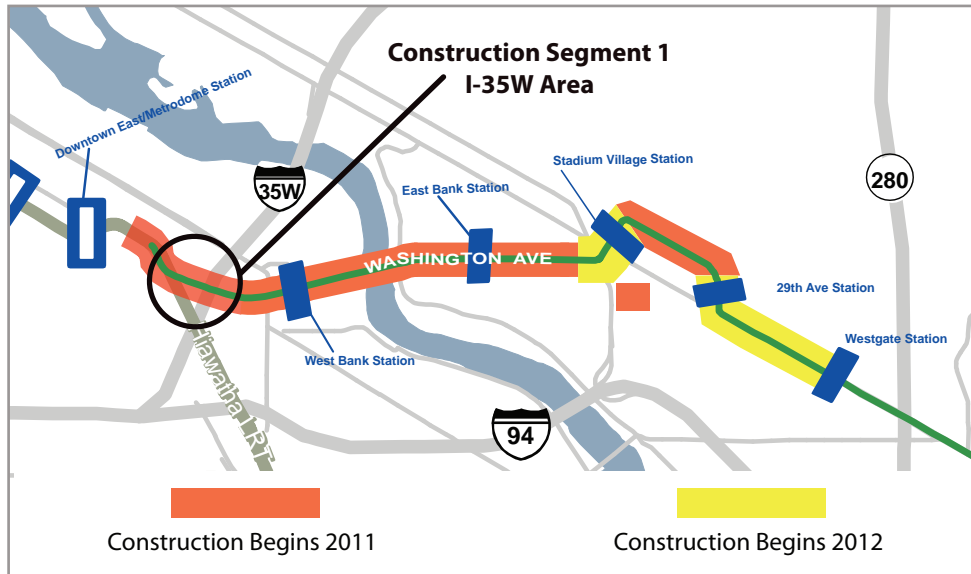
Central Corridor Light Rail Transit



Construction Segment 1: I-35W Area 2011 Construction Progress Update

Revised September 2011

Construction of a new bridge over I-35W required the closure of the on ramps from 3rd and 4th streets to southbound I-35W/I-94. The new bridge that will carry the future Central Corridor LRT is taking shape and the 3rd and 4th Street ramps are expected to reopen this fall. The majority of heavy construction for Segment 1 may be complete by the end of this November but as with any construction project, especially in Minnesota, so much depends on the weather. Work will continue in the area until Central Corridor LRT opens in 2014 including:



- Installation and testing of the communications system
- Connecting the Central Corridor to the existing Hiawatha LRT alignment
- Installation of the power system for the light rail

Photo right: Hiawatha LRT heads into downtown Minneapolis as crews worked on the new Central Corridor bridge over I-35W in August 2011.



Photo left: Crews worked over night on the LRT bridge over I-35W in August to keep access open during the day for drivers.

Look Ahead to 2014: I-35W Area with Central Corridor Light Rail

Once complete, I-35W and area northbound and southbound ramps will operate as they did prior to the construction of Central Corridor LRT. Some changes that will occur in the area include:

- New bridge over I-35W for the Central Corridor Light Rail tracks
- Reconstructed ramp from 4th Street to southbound I-35W, westbound I-94 and eastbound Hwy 55
- Central Corridor Light Rail tracks connected to the Hiawatha Light Rail tracks west of I-35W
- New configuration for East Bank ramp from I-35W northbound
- Crossing arms and signal for the Hiawatha Bike Path for the Central Corridor track crossing



Future Central Corridor Light Rail

Hiawatha Bicycle Path

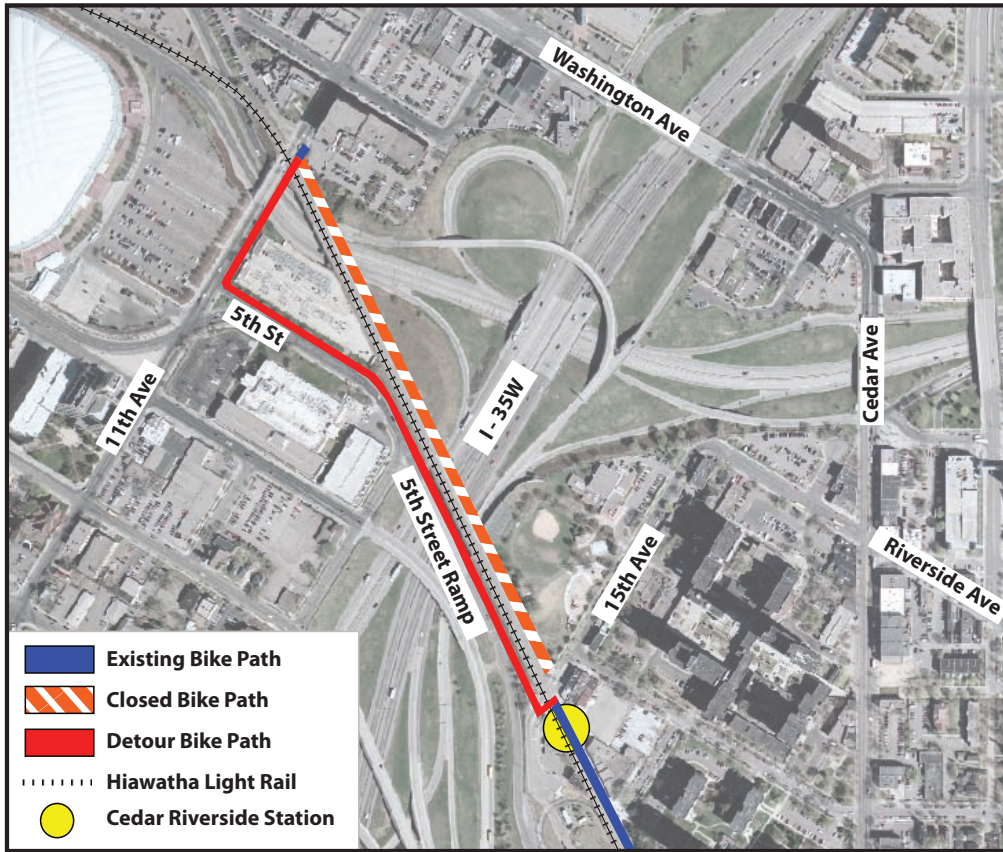
Washington Avenue/3rd 4th Street

I-35W

Hiawatha Light Rail Line

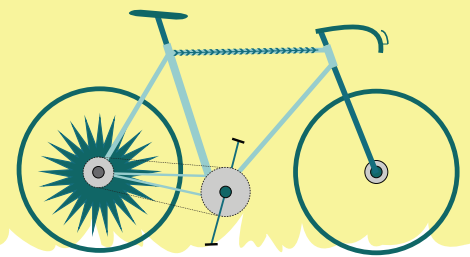
Northbound Ramps

Southbound Ramps

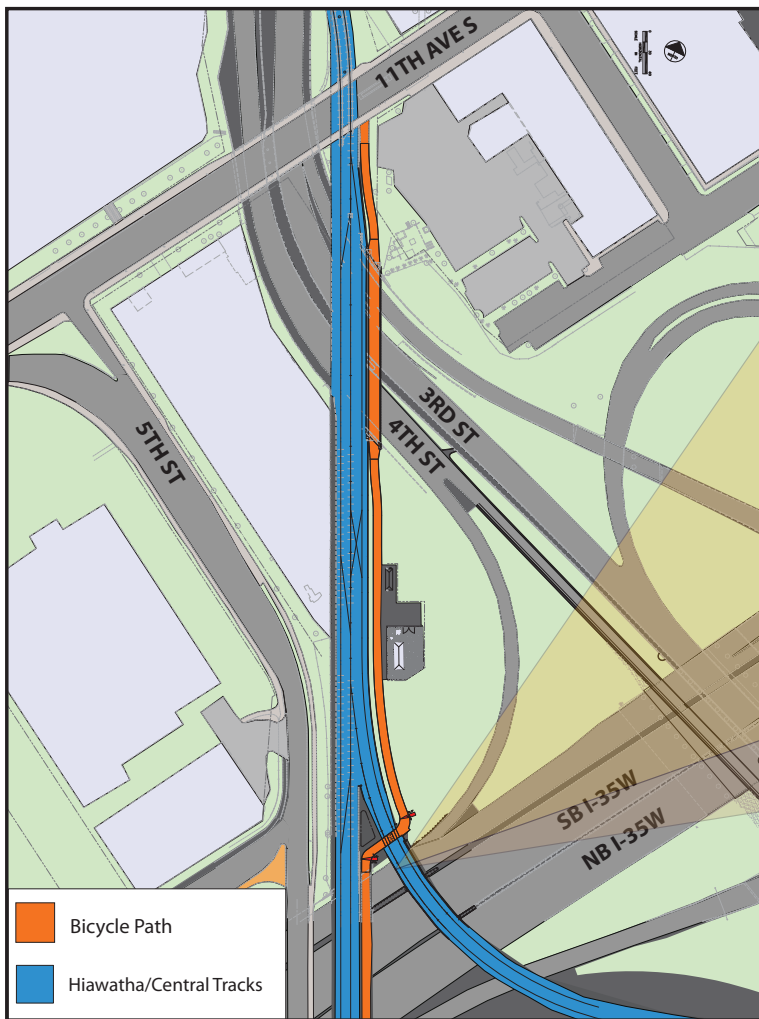


Hiawatha Bicycle Path Detour August 2011 through 2013

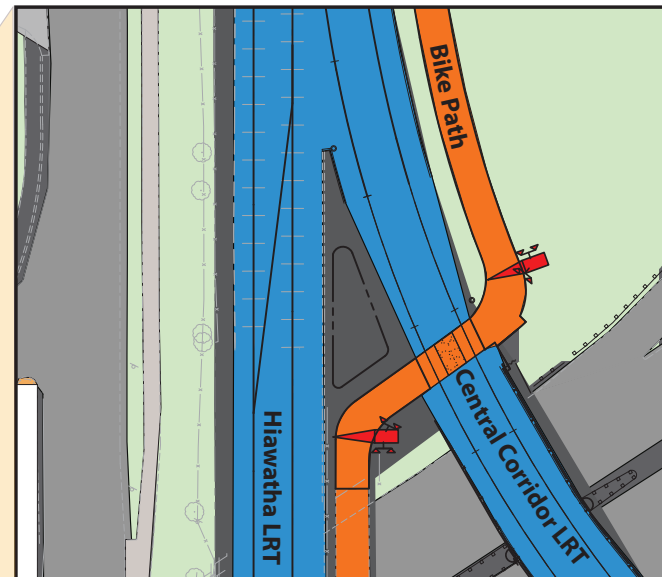
The Hiawatha Bike Path in the segment over I-35W is closed and will remain closed through 2013. The closure allows crews to complete heavy construction, install tracks, and test all systems prior to opening in 2014.



Future Layout with Central Corridor LRT



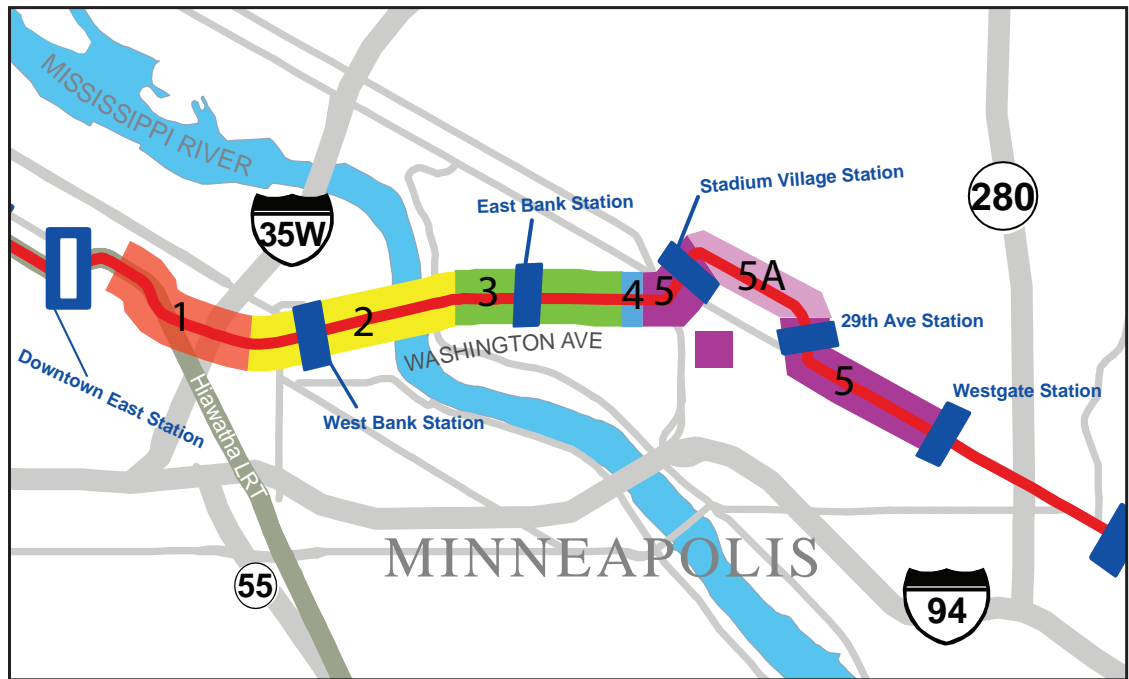
Close Up of Future Track Crossing



Once the Central Corridor LRT is complete in 2014, the bicycle path will cross the Central Corridor LRT tracks. When a train approaches the intersection of the bicycle path, gate arms will lower on each side with audible warning and flashing lights.

More on Minneapolis Construction Progress

Construction for the Minneapolis portion of the Central Corridor Light Rail is divided into 6 segments; those segments are defined on the map to the right. Each segment currently under construction will have a report on progress similar to this publication posted in late August and September as they are completed. Please note that segment 5 is not yet under construction and will therefore not have a report on progress.



For information and publications specific to the Minneapolis area of the Central Corridor Light Rail Project, please visit www.centralcorridor.org.

This progress report on segment construction contains general information only. To learn the details on timing for road closures, sign up for the weekly construction update at:

www.centralcorridor.org

Questions, comments, or concerns about active construction?

Call the 24 hour construction hotline:

(651) 602-1404

If you have questions about the Minneapolis area on the Central Corridor LRT, contact the Minneapolis Community Outreach Team:



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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 University of Minnesota. Construction began in 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 new 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 the mayors of St. Paul and Minneapolis, commissioners from Ramsey and Hennepin counties 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 details, visit www.centralcorridor.org