

# Central Corridor Light Rail Transit

## West Bank 2011 Construction Overview



Revised April 2011



The West Bank Station will be located between Cedar Avenue and 19th Avenue on Washington Avenue. Elevator and stair access will be available on Cedar Avenue and 19th Avenue. Sidewalk access to the station will be available from the north and south side of Cedar Avenue, from Blegen Hall, and from Willey Hall.

Light rail construction will have the following impacts on the West Bank in 2011 to automobile, pedestrian, and bicycle routes:

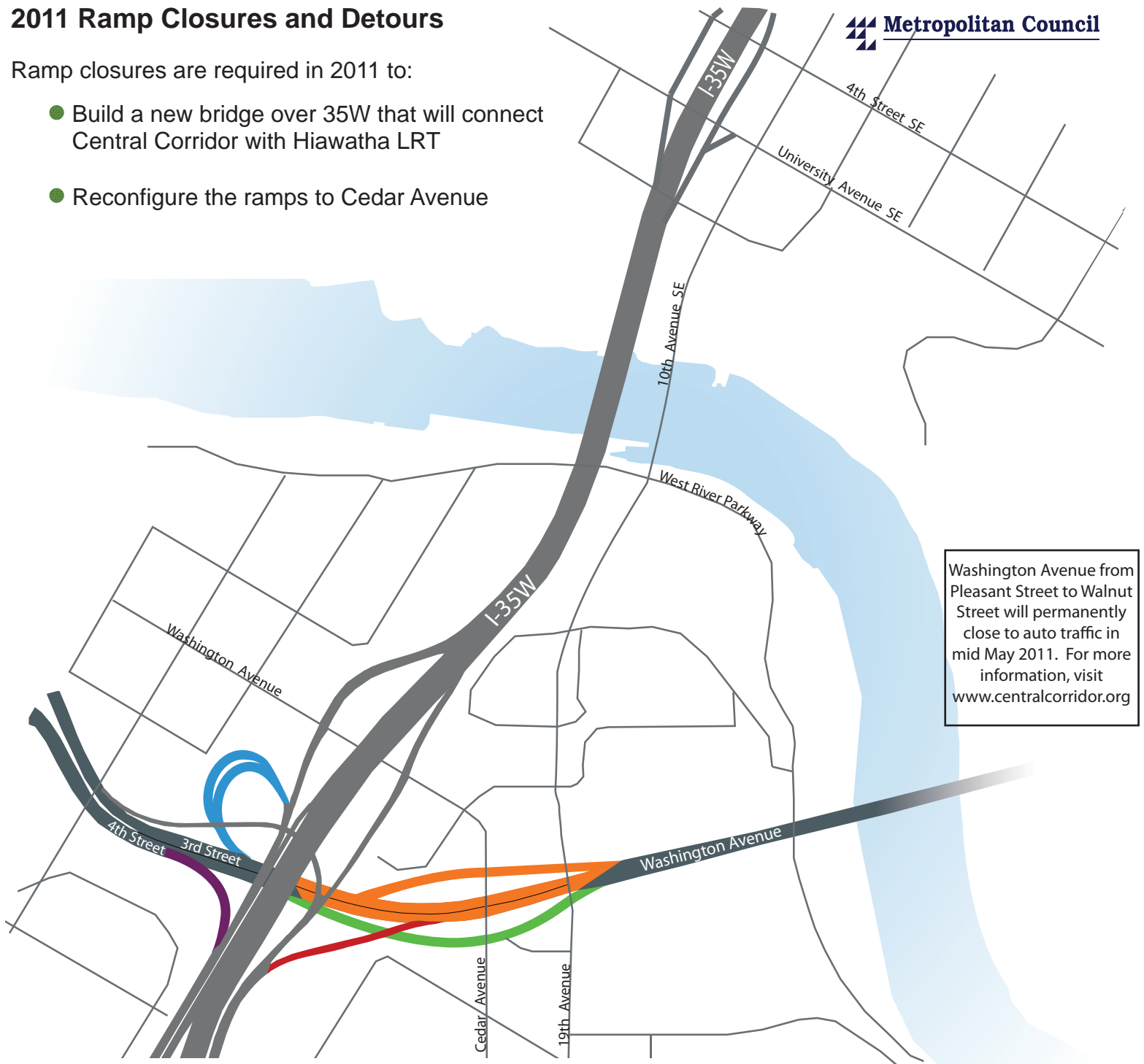
- Lane shifts and pedestrian deck restrictions on the Washington Avenue Bridge
- Detour for the Hiawatha Bike Path
- Ramp closures for the 35W and 3rd/4th Street and Washington Avenue interchange
- Two way traffic on the Cedar Avenue ramps on the south side of Washington



# 2011 Ramp Closures and Detours

Ramp closures are required in 2011 to:

- Build a new bridge over 35W that will connect Central Corridor with Hiawatha LRT
- Reconfigure the ramps to Cedar Avenue



Washington Avenue from Pleasant Street to Walnut Street will permanently close to auto traffic in mid May 2011. For more information, visit [www.centralcorridor.org](http://www.centralcorridor.org)

### 35W Ramp Closures

	April	May	June	July	Aug	Sept	Oct
4th Street to I-35W, Hwy 55, I-94	CLOSED						
3rd Street to I-35W, Hwy 55, I-94		CLOSED					
Northbound I-35W to East Bank	CLOSED THRU NOV 2012						

### West Bank Closures and Detour\*

	April	May	June	July	Aug	Sept	Oct
Washington Avenue to Cedar Avenue and 3rd/4th Street			CLOSED				
South Ramps at Washington and Cedar			DETOUR				

\* Ramps on the south side of Washington Avenue to and from Cedar Avenue will be converted to a two way street while Washington and northern ramps are closed for construction. The southern ramps will be widened to handle additional traffic and provide space for bus pullovers and stops.

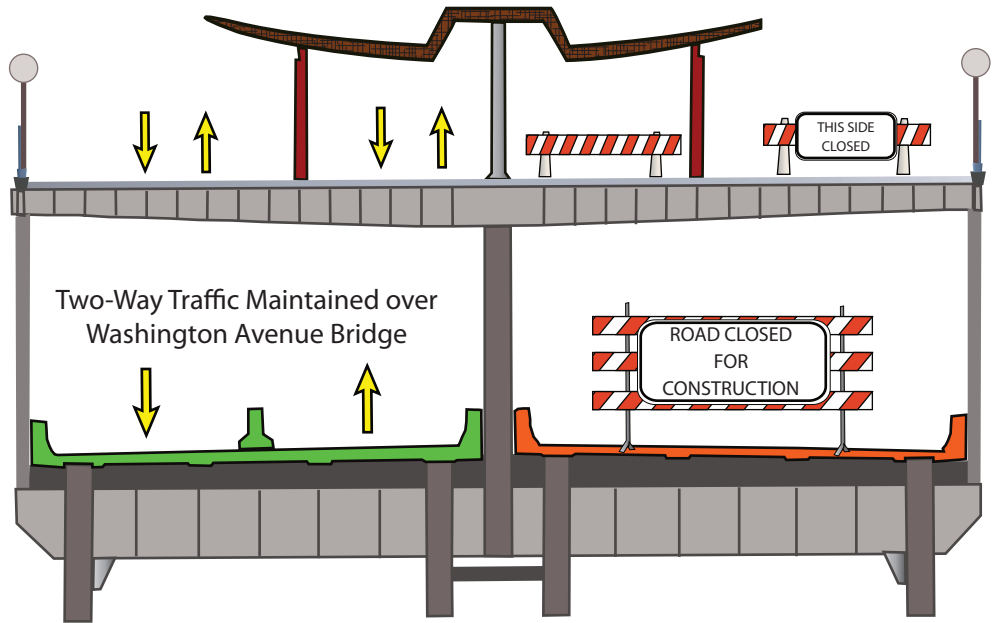


# Washington Avenue Bridge Construction Phasing

Construction crews will maintain two-way traffic and pedestrian/bicycle access on the upper deck of the bridge throughout most of construction. If full closures of the bridge need to occur, those closures will be scheduled during off-peak travel times and for short durations.

In 2011, the south bridge deck will be closed for construction and all traffic shifted to the north deck of the bridge. While crews work on the south deck, the south side of the pedestrian level above will be closed for safety. All pedestrians and bicyclists will be directed to the northern side of the bridge.

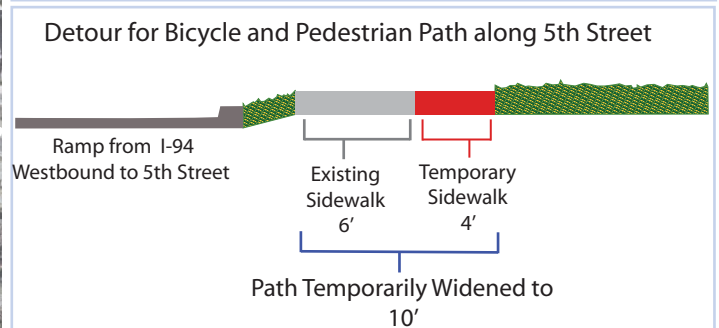
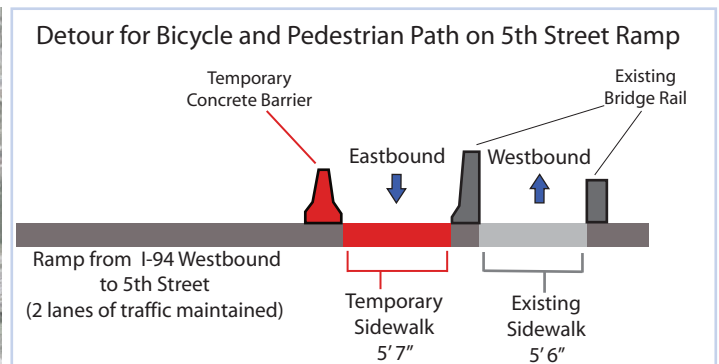
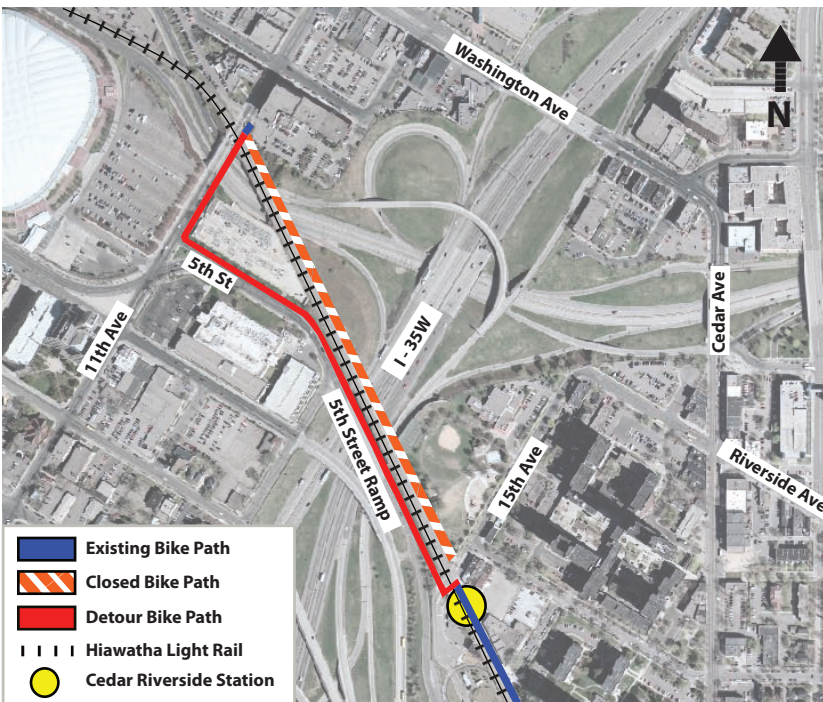
In late 2011 or early 2012, crews will switch sides and work on the north deck. More information on scheduling will be available as we reach the 2012 construction season.



[www.centralcorridor.org](http://www.centralcorridor.org)

# Detour of the Hiawatha Bike Path

The Hiawatha Bike Path between 11th Avenue S and 15th Avenue S will be detoured while crews are building a new LRT bridge that will connect Central Corridor with the Hiawatha LRT. The bike detour will be a shared path with pedestrians. Crews will widen the existing sidewalk in June 2011. The detour will be in effect July through 2012.



## West Bank Station



For more information or to sign up for the weekly construction updates, visit :

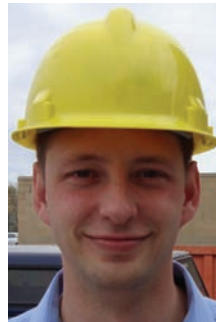
[www.centralcorridor.org](http://www.centralcorridor.org)

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



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Questions, comments, or concerns about active construction? Call the 24 hour construction hotline:

**(651) 602-1404**

About the project: The Central Corridor Light Rail Transit Project will link downtown Saint 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 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 Saint Paul and Minneapolis, and a representative from 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 Saint Paul, Metropolitan Council, and the Central Corridor Funders Collaborative.