

Central Corridor
Light Rail Transit

News Advisory



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Work planned in one-mile segments for western University Ave.

Feb. 8, 2011 – ST. PAUL -- Heavy construction will start in March on the south side of University at Emerald Street and progress eastward in one-mile sections.

Planned construction schedule by one-mile segments

South side of University:

March to July – Emerald to Hampden.
Mid March to July - Hampden to Aldine.
April to August (tentative) – Aldine to Hamline

North side of University:

June to October (tentative) – Emerald to Hampden
July to November (tentative) – Hampden to Aldine
July to November (tentative) – Aldine to Hamline

Schedules are subject to changes due to weather and other unforeseen circumstances. Weekly online construction updates at www.centralcorridor.org provide schedule updates and changes.

Crews will stage construction to maintain one lane of through traffic in each direction on University Avenue. The contractor is required to restore the roadway within 150 days after the pavement is removed. During this time, traffic and pedestrian access will be maintained to all businesses and properties. Construction and outreach staff will meet with each building to discuss access plans and timing of sidewalk replacement. At least 4 feet of

sidewalk will be maintained, except when the new sidewalk is being constructed.

When work starts in March on the south side of University, one lane of traffic will be maintained in each direction on the north side. Work in the one-mile segments will shift to the north side of University when the new road and sidewalks are built and reopened on the south. Project staff will provide notification prior to shifting traffic lanes.

When work is done on the north side, two lanes of traffic will be restored in each direction with work continuing in the middle of the road on track, guideway and stations through 2012.

Snelling Avenue will be open during the Minnesota State Fair. Utility work on Snelling may start before May.

What the public will see:

1. Traffic control measures, including barricades, signage, temporary traffic signalization and temporary accesses will be installed. Left turns across University will be restricted to 11 signalized crossings. They will be at Eustis, Cromwell, Franklin, Raymond, Vandalia, Cleveland, Transfer, Fairview, Fry, Snelling and Hamline.
2. Partial removal of the street surface (on one side of the street at a time), sidewalks, curbs, gutters, median, trees and other vegetation. At least 4 feet of sidewalk width will be maintained, except when the existing or new sidewalk is being constructed.
3. Relocation of public and private utilities, such as water, storm and sanitary sewers and electrical and phone lines.
4. Excavation for the track guideway and stations; station foundation work.
5. Removal of remainder of curbs and other half of sidewalks and construction of new sidewalks. Contractor is required to provide alternate pedestrian access via ramps and temporary walkways over construction and to restore the sidewalk within 15 days of removal.
6. Reinstallation of curbs, gutters, medians and trees.
7. Asphalt paving of street.
8. Traffic switch to newly paved south side of University so crews can work on the north side of the street, repeat steps 1-7.
9. Construction of guideway and stations and welding of embedded track in the middle of the street.

About the Central Corridor LRT 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 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 would 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 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