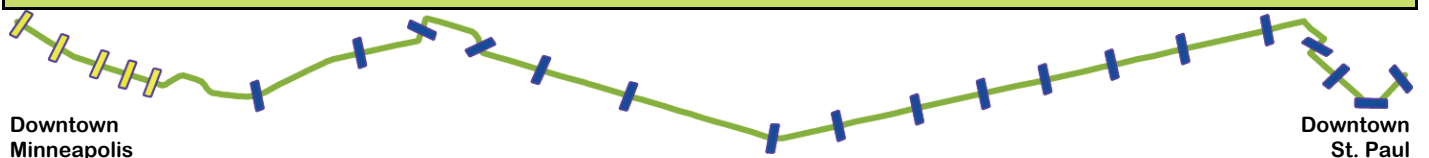


# Making Tracks



**ONE-THIRD DONE!** — Construction of the light rail transit line is 32 percent complete. By the end of November, crews plan to finish repaving and reopen four lanes of traffic on the western three miles of University Avenue in St. Paul, reopen Fourth Street in its final configuration in downtown St. Paul, reopen Robert Street in the Capitol area and install rail on Washington Avenue on the East Bank. Crews above build the guideway on University Avenue just east of Highway 280. Read more about it at: <http://tinyurl.com/85pptzz>



Downtown  
Minneapolis

Downtown  
St. Paul

Four University Avenue stations taking shape



Snelling Avenue Station



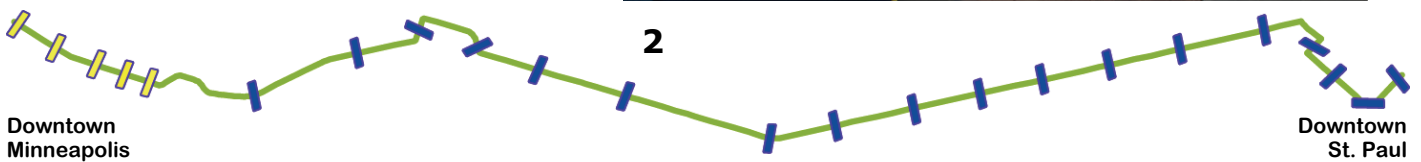
Fairview Avenue Station



Raymond Avenue Station



Westgate Station



Downtown Minneapolis

Downtown St. Paul

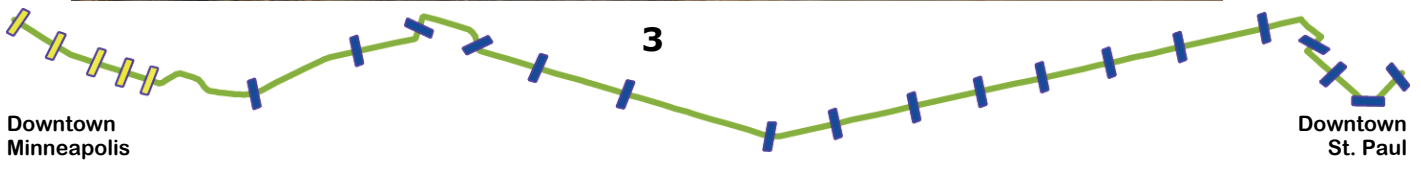


**University Avenue—all new sidewalks, pavers, streets, lights!**



**“I keep coming back to this: Let’s keep our eye on the prize. The Midway district of St. Paul is going to be a substantially superior place to live, work and have fun after light rail is finished than before it was started.”**

**Marvin Plakut,  
president and CEO,  
Episcopal Homes.**



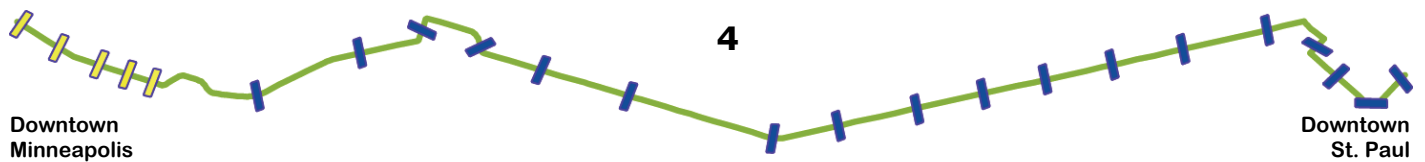


# Union Depot Station



Embedding rail (top) at Union Depot Station. Photo courtesy of Steve Glischinski, TRAINS magazine.

Semicircular walkway (bottom) finished up to Union Depot, allowing Christos restaurant to reopen soon.



Downtown Minneapolis

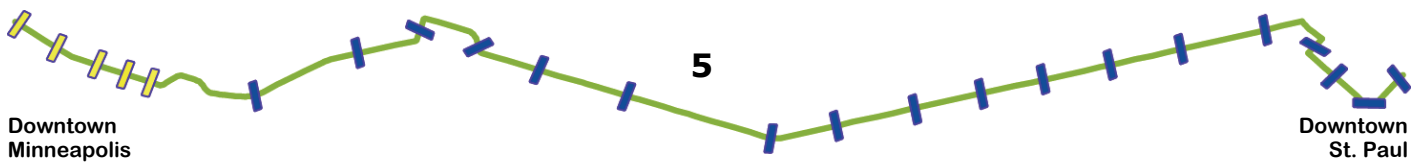
Downtown St. Paul



Central Station at 4th & Cedar streets



The rebuilt skyway over Fifth Street between Cedar and Minnesota streets reopened Nov. 1, kicking off a busy month when a lot of elements will be completed for the 2011 heavy construction season.

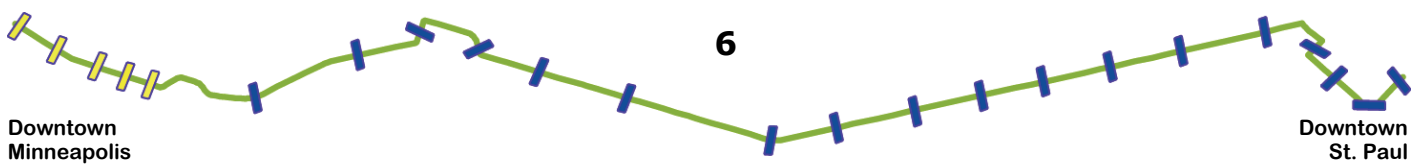


## Robert Street Station in Capitol area



Structural steel is up at the Robert Street Station (top) in front of the Orville Freeman State Office Building (background) and opposite the Harold Stassen State Office Building.

Rail installation (bottom) began on 12th Street between Robert and Cedar streets.

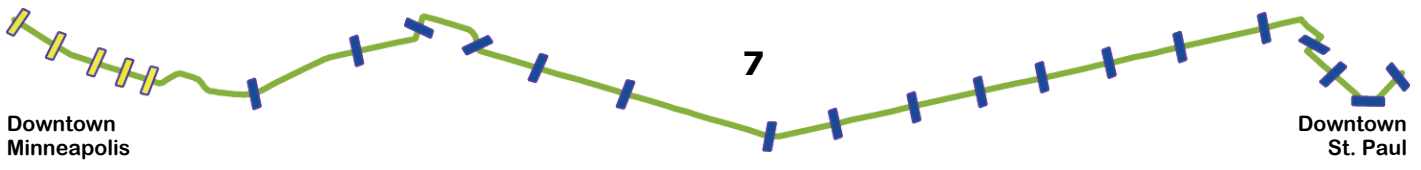




# East Bank Station



The East Bank Station foundation (top) is going up in front of Moos Tower behind the pedestrian walkway across Washington Avenue. The access road reopened in early November to the University Hotel, Starbucks and other businesses.

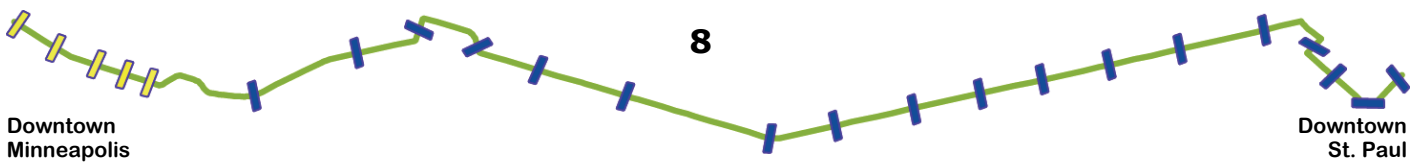




## West Bank



West Bank Station foundation (top) goes up on Washington Avenue between the 19th and Cedar avenue bridges. The eastern approach to the flyover (bottom) takes shape. The flyover will connect the Central Corridor LRT line to the Hiawatha LRT line over Interstate 35W.





## Four station names modified to better reflect their locales

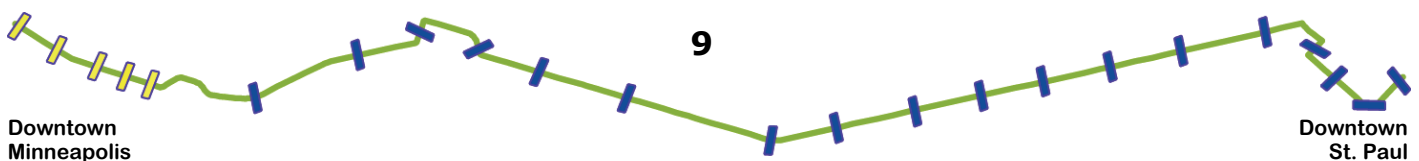
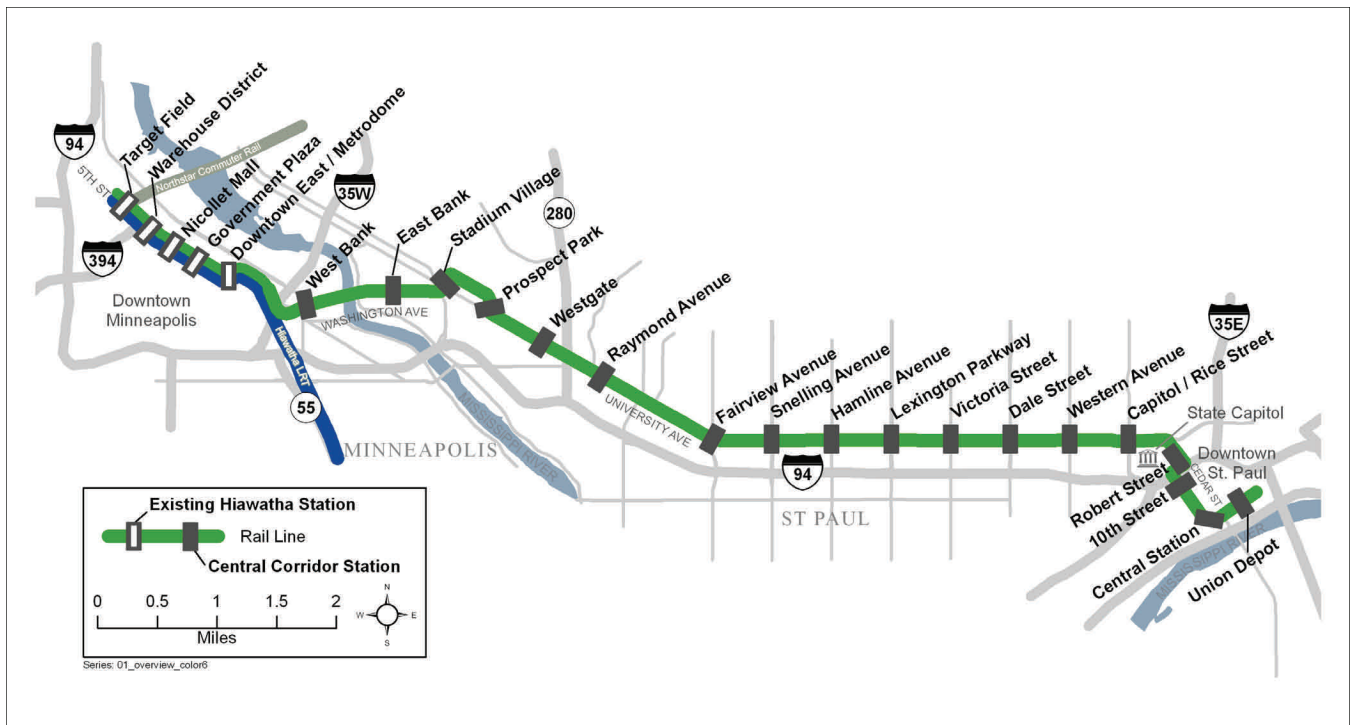
Four Central Corridor LRT stations are being renamed to better reflect their locales.

The new names also will make the stations easier to recognize, are more distinct from other station names and succinct.

In Minneapolis, 29th Avenue Station on 29th Avenue between Fourth Street Southeast and University Avenue will be Prospect Park Station to reflect the adjacent park and neighborhood it will serve.

The two Capitol-area stations will be renamed. The station known as Rice Street Station on University Avenue just west of the Capitol will be Capitol/Rice Street Station. The station known as Capitol East on Robert Street between University Avenue and 12th Street in front of the Orville Freeman and Harold Stassen state office buildings will be Robert Street Station.

In downtown St. Paul, the station being built on the diagonal block between Cedar and Minnesota streets and Fifth and Fourth streets will be Central Station.





## Redesigned CCLRT webpage is faster to navigate

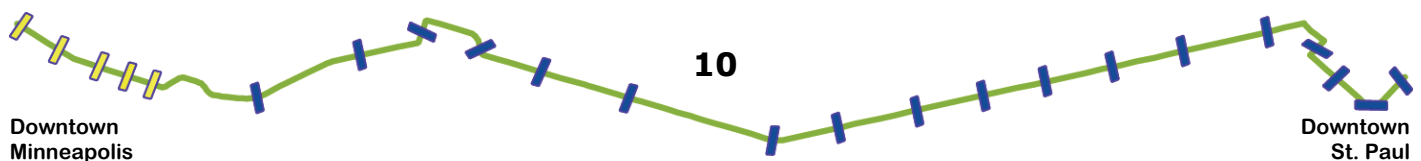
The Metropolitan Council's webpage for Central Corridor LRT, [www.centralcorridor.org](http://www.centralcorridor.org), has a new look.

Data, maps, reports and photos are still there but the site has been rearranged to make it easier for the public to navigate and find information more quickly.

The redesign highlights construction progress and makes it easier for users to find out how they can get through construction areas and learn about bus detours in the construction zone.

The newly designed website features a new tab, "Stations," which takes users to a map of the Central Corridor route. By clicking on a station, users are taken to a page with a picture of the location before construction began, bus routes that will serve the station, anticipated weekday boardings, the name of the station artist, a rendering of their design and an explanation of the artist's concept. The station pages also include a link to Google maps so users can see what businesses and public buildings are around each station.

A green "Project Progress" tab at the top right of the home page highlights the current number of construction workers employed and the percentage of project completion.







**Bus information**—Visit [www.metrotransit.org/construction](http://www.metrotransit.org/construction) for construction-related bus detours and bus stop closures during construction.

**Weekly construction updates**— Get weekly construction updates to learn how to get around during construction by entering your email address in the box at the bottom left of the Contact Us section of the [www.centralcorridor.org](http://www.centralcorridor.org) website.

Addressees will receive updates every Friday for the sections of the corridor they choose. The updates provide a look at the week ahead with details on lane shifts, crosswalk and sidewalk closures and alternate routes and relocated bus stops. The public also can sign up to receive project newsletters such as Making Tracks and DBE News about Disadvantaged Business Enterprises and workforce participation on this project.

**Construction Hotline** - 651-602-1404.

**For general questions or comments** - Call 651-602-1645 or email [centralcorridor@metc.state.mn.us](mailto:centralcorridor@metc.state.mn.us)

**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 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 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 commissioners from Ramsey and Hennepin counties, the mayors of St. Paul and Minneapolis 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 more information, visit [www.centralcorridor.org](http://www.centralcorridor.org)

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