

Central Corridor Light Rail Transit

Metropolitan Council

January 23, 2008



*Improving
mobility*

*Easing
congestion*

*Strengthening
our communities*

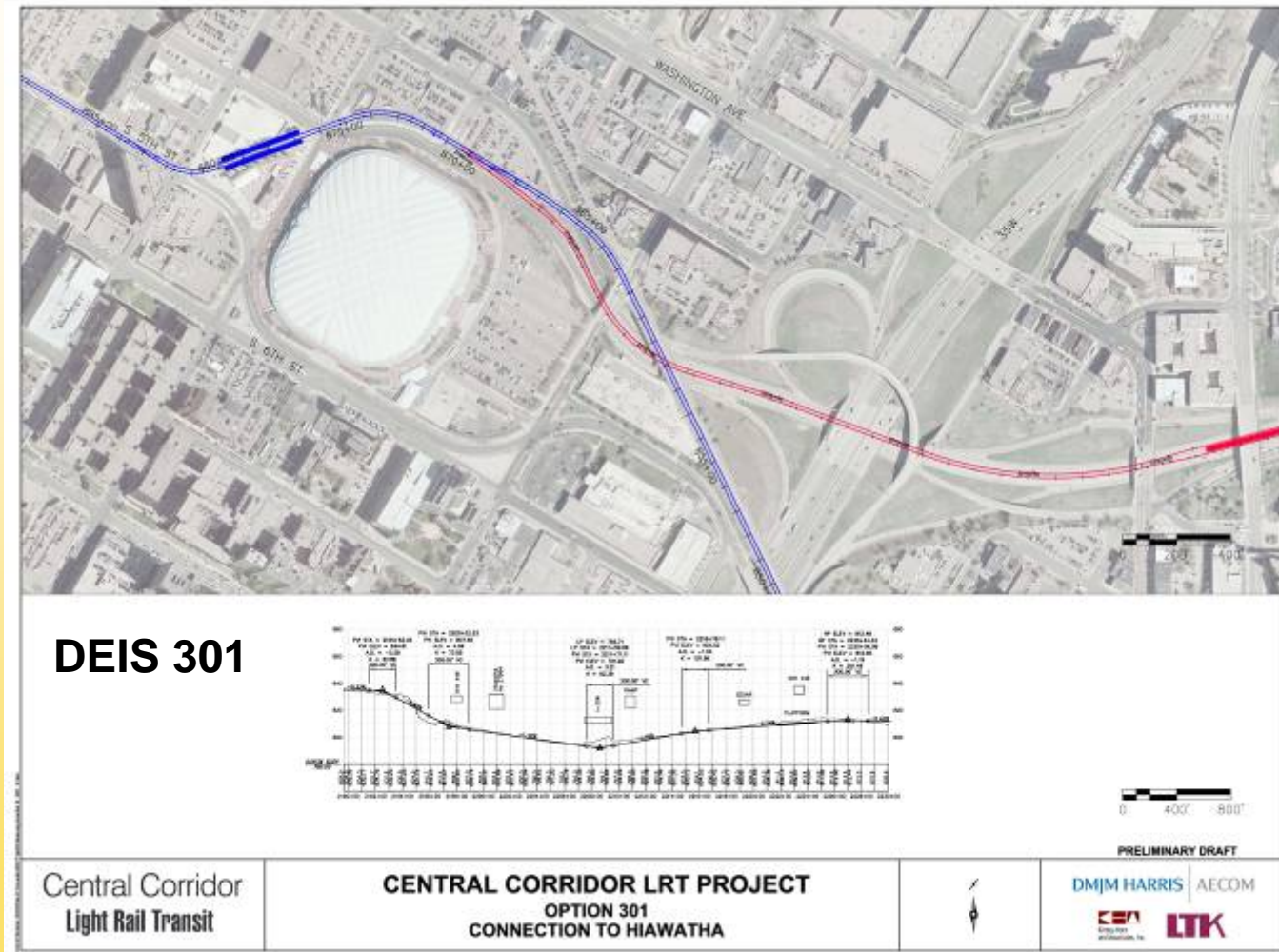
Central Corridor Light Rail Transit



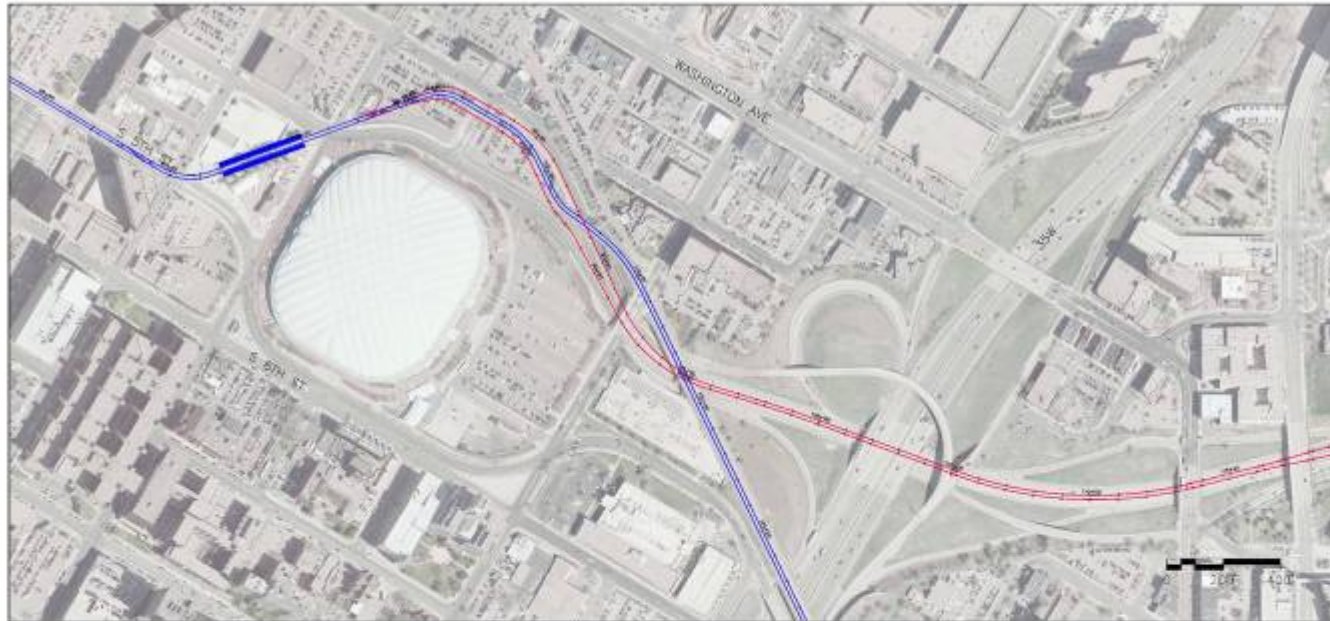
West Bank Scope Issues

- Hiawatha Connection
- West Bank Station
- Northern Alignment

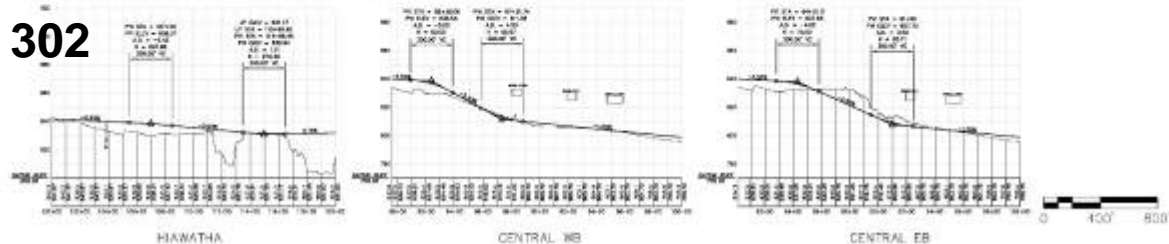
Hiawatha and Central Connection - DEIS



Hiawatha and Central Connection Alternatives



Alt. 302



Central Corridor
Light Rail Transit

CENTRAL CORRIDOR LRT PROJECT
OPTION 302
CONNECTION TO HIAWATHA



DMJM HARRIS | AECOM

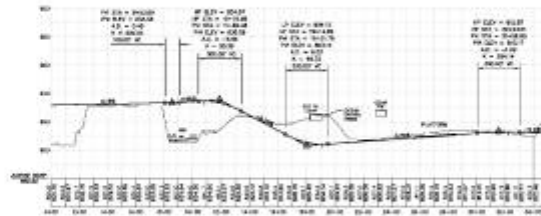


PRELIMINARY DRAFT

Hiawatha and Central Connection Alternatives



Alt. 303



PRELIMINARY DRAFT

Central Corridor
Light Rail Transit

CENTRAL CORRIDOR LRT PROJECT
OPTION 303
CONNECTION TO HIAWATHA



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Hiawatha and Central Connection Alternatives



Alt. 304



PRELIMINARY DRAFT

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Light Rail Transit

CENTRAL CORRIDOR LRT PROJECT
OPTION 304
CONNECTION TO HIAWATHA



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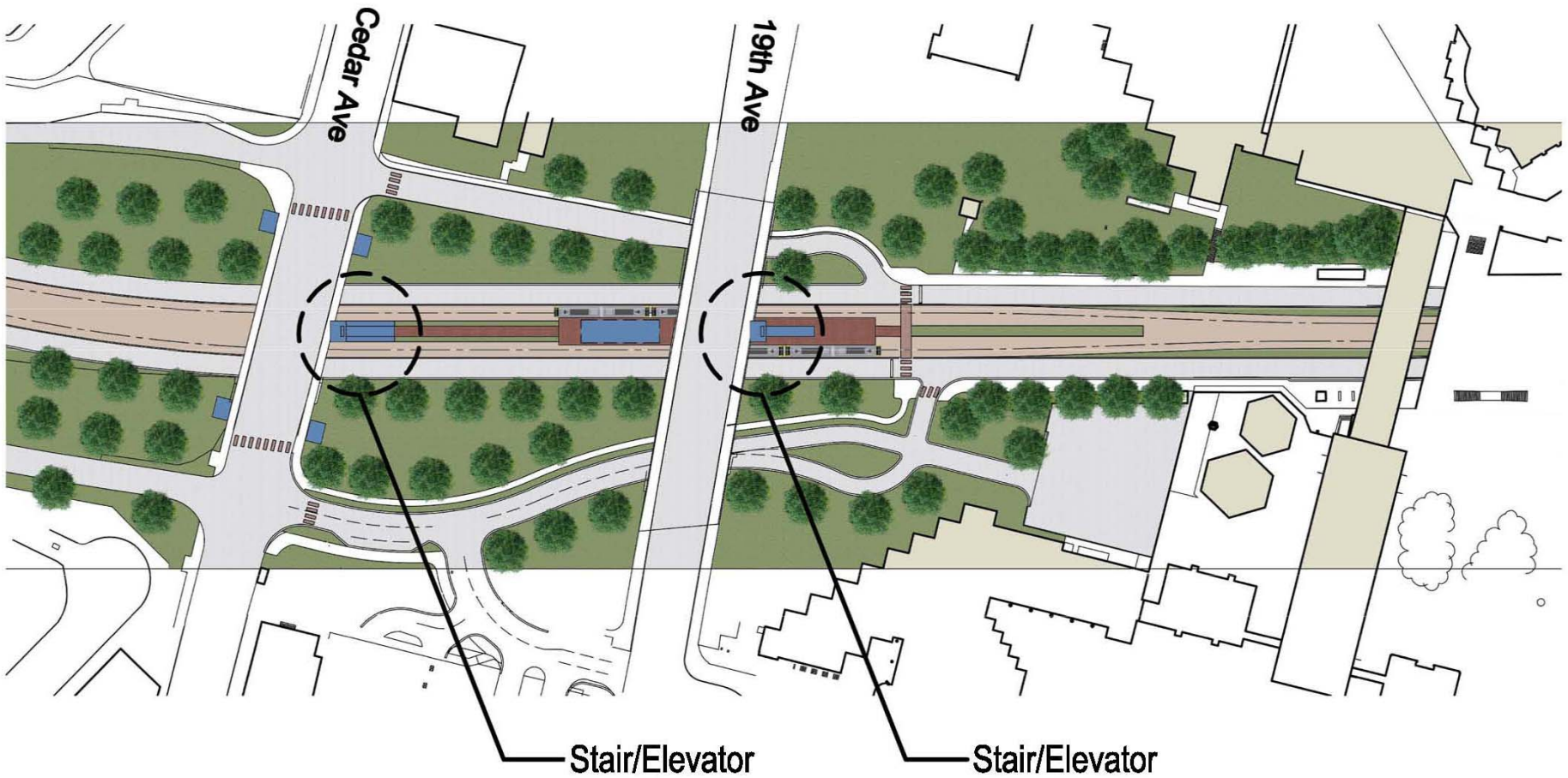


Hiawatha and Central Connection Alternatives

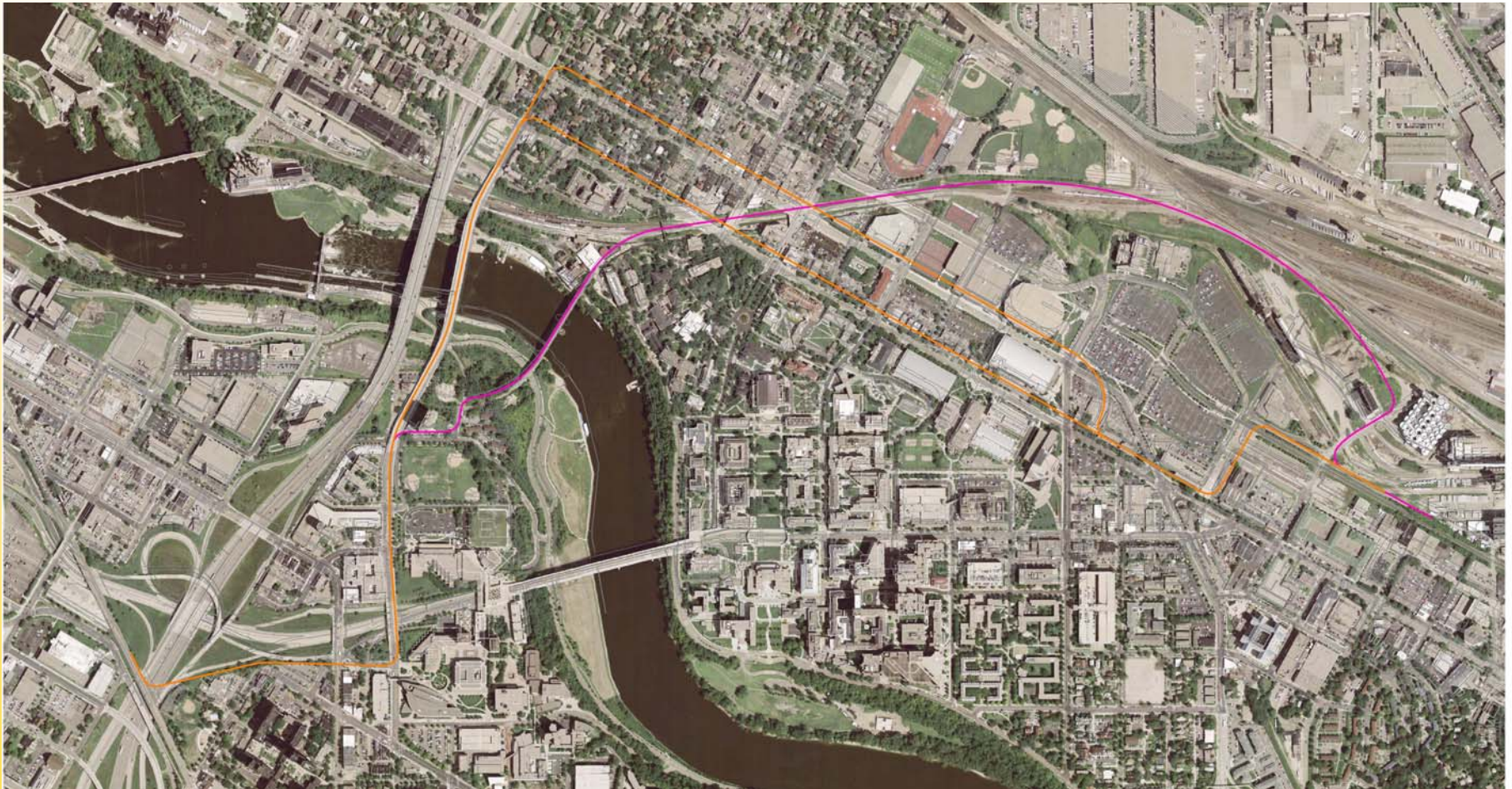
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	Est. Change in Cost
DEIS - 301	-\$2.3M
Alternative 302	+\$7.0M
Alternative 303	+\$1.7M
Alternative 304	+ \$5.2M

West Bank Station Location Update



Northern Alignment Alternatives



UofM Northern

Alignment Alternatives

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May/June

Complete draft feasibility study

June/July

Stakeholder review

August

Scope decision

Reject
Alternative

Accept
Alternative

Sept '08

Request to enter
Final Design

Sept. '09

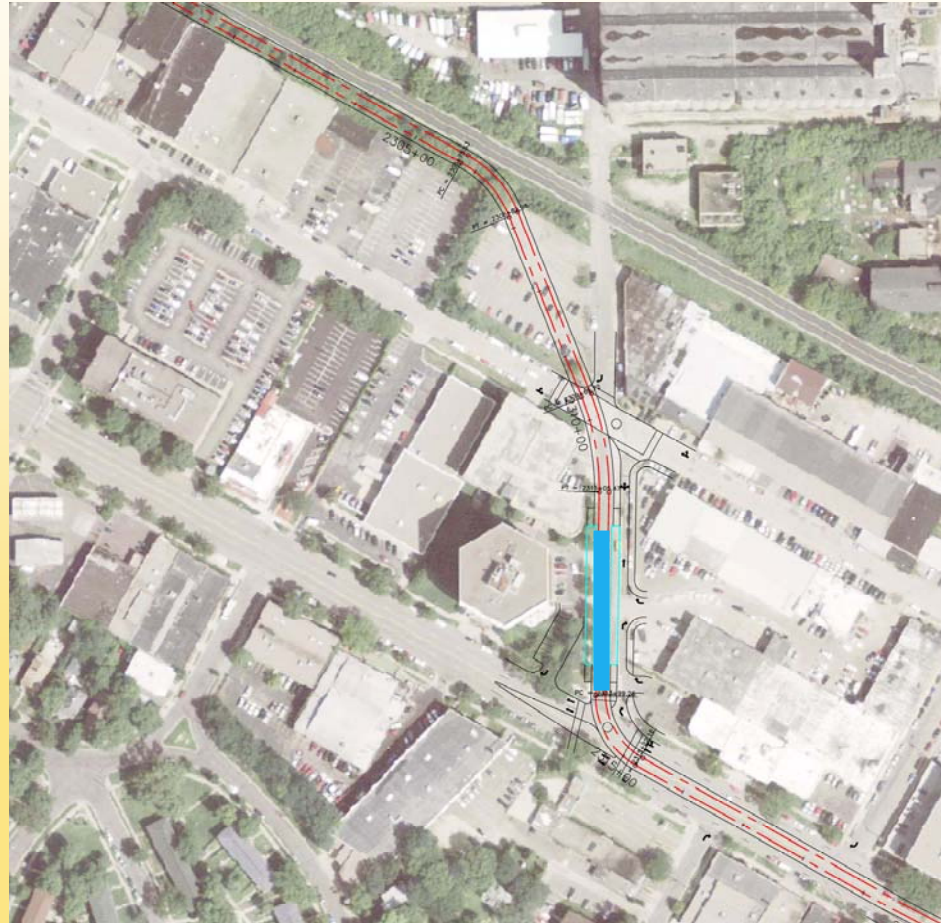
Request to enter
Final Design¹⁰

Central Corridor Light Rail Transit



29th Ave. Station

29 Ave. Station DEIS Location



29 Ave. Station Proposed Location



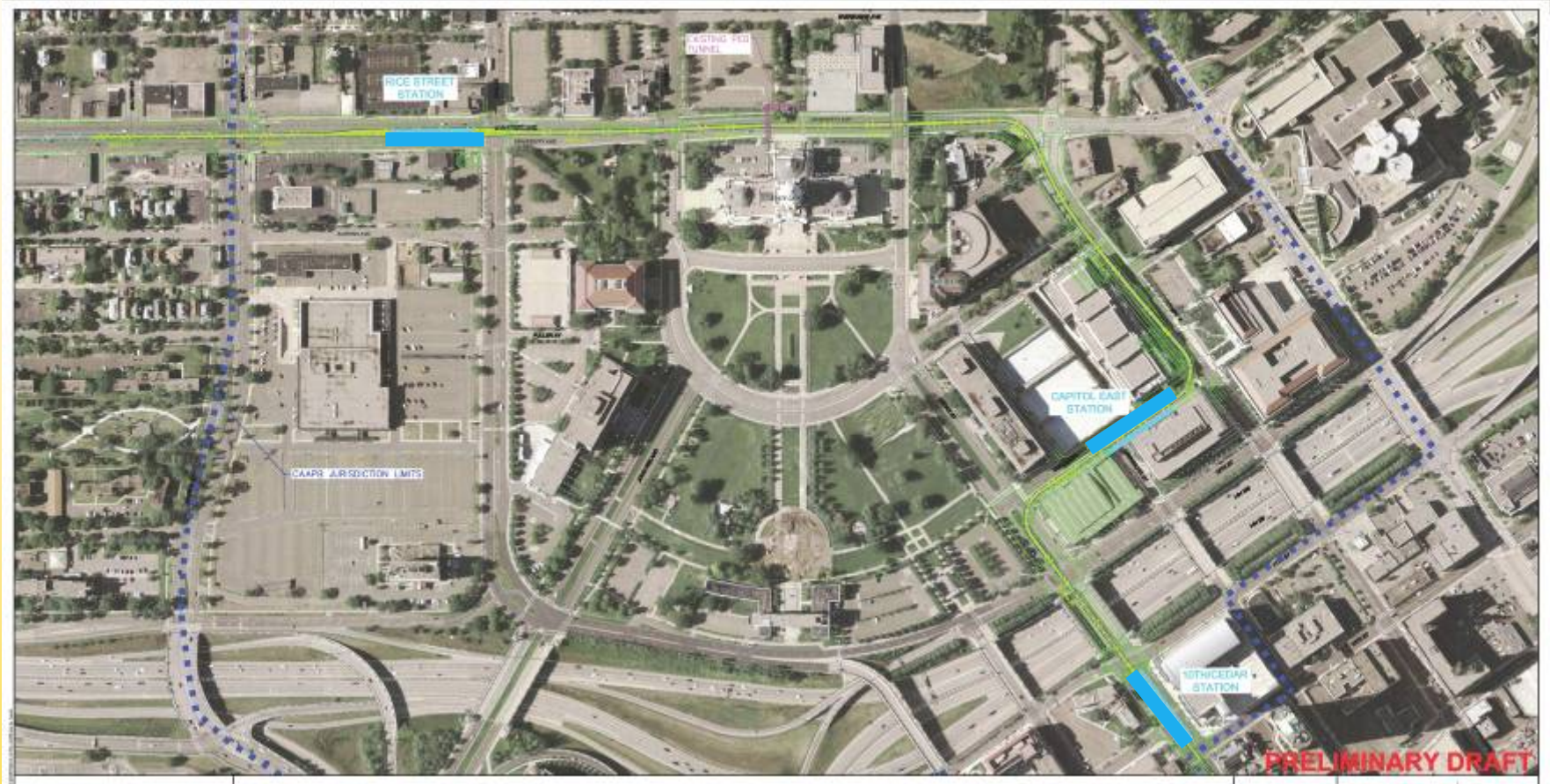
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Capital Area Architecture and Planning Board (CAAPB)

DEIS Alignment and Station Locations

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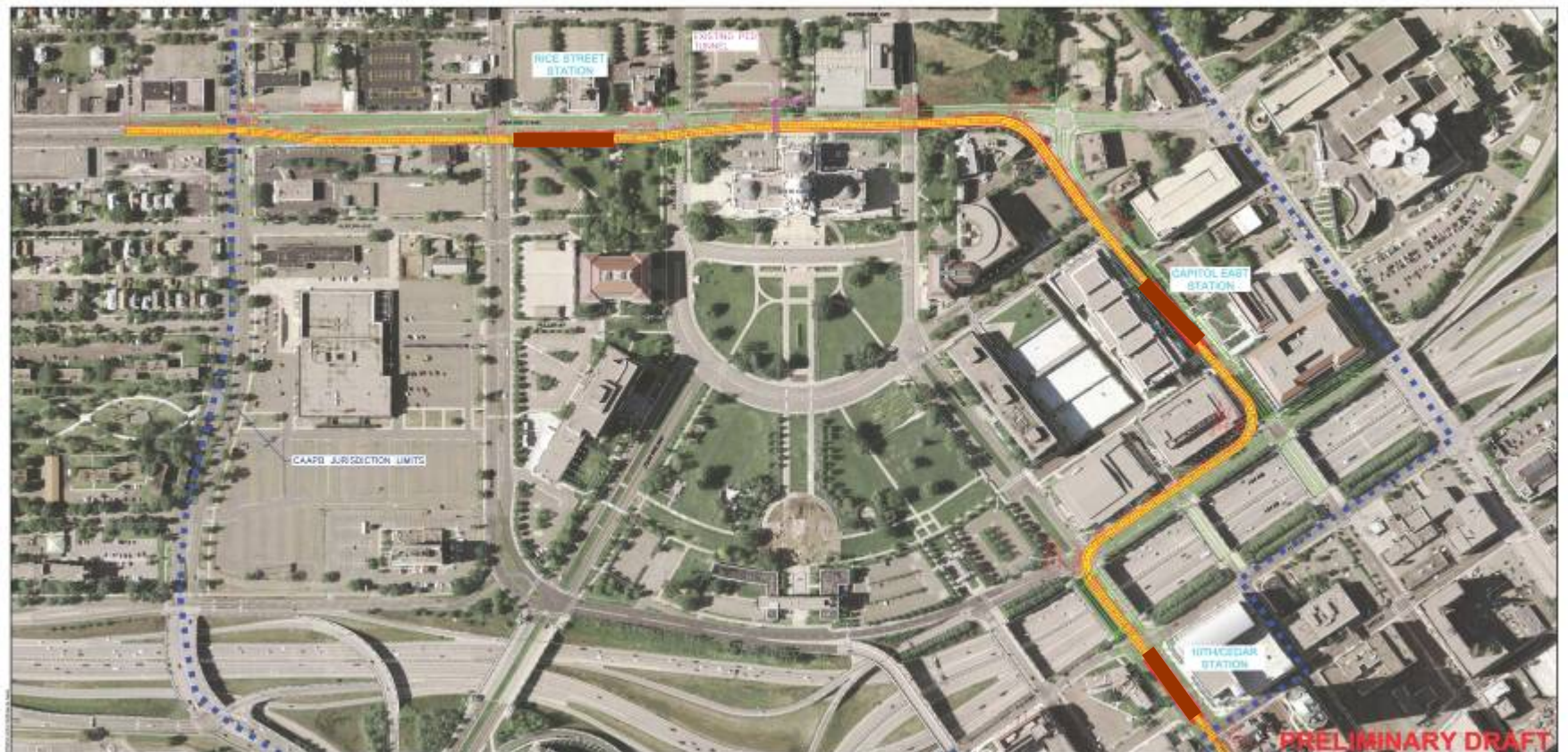
DEIS Design Issues



- University Avenue and Robert Street
 - Steep grade near the Capitol
 - Center alignment
- Traffic operations
- Alignment on Columbus
- Vibration
- Rice Street Station location
 - Right-of-way impacts in SW corner of intersection
- Capitol East Station location

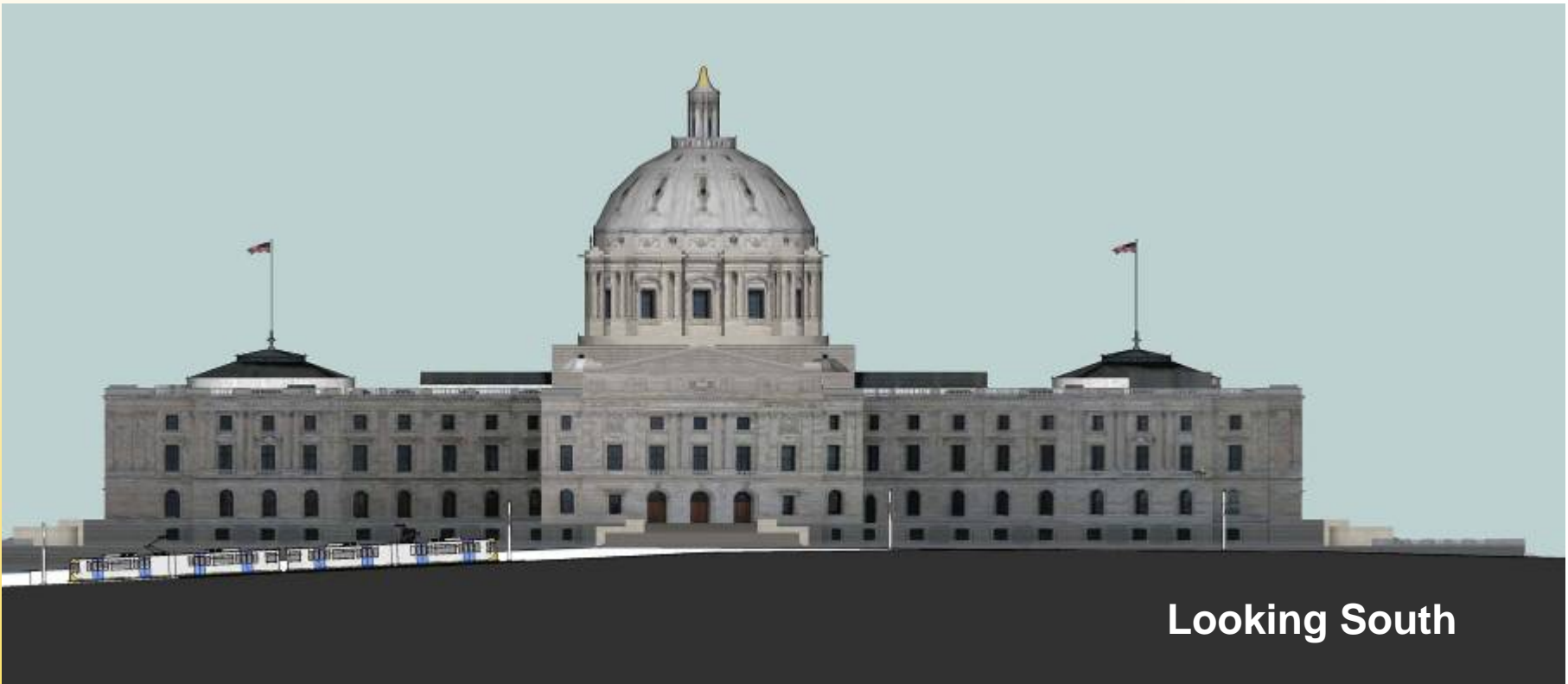
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Proposed Alignment



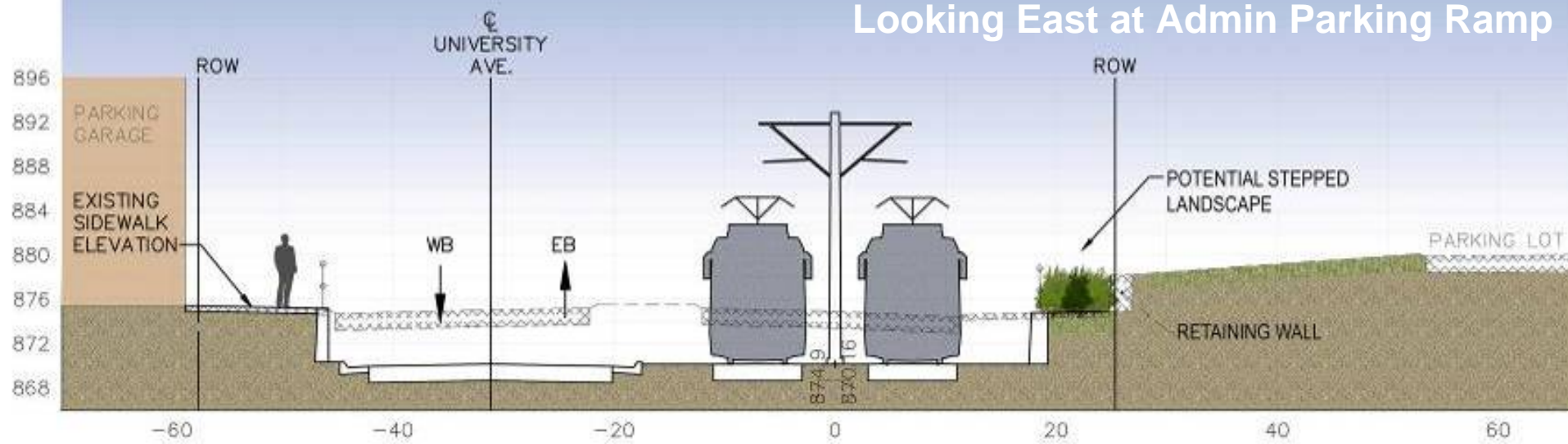
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University Avenue Profile

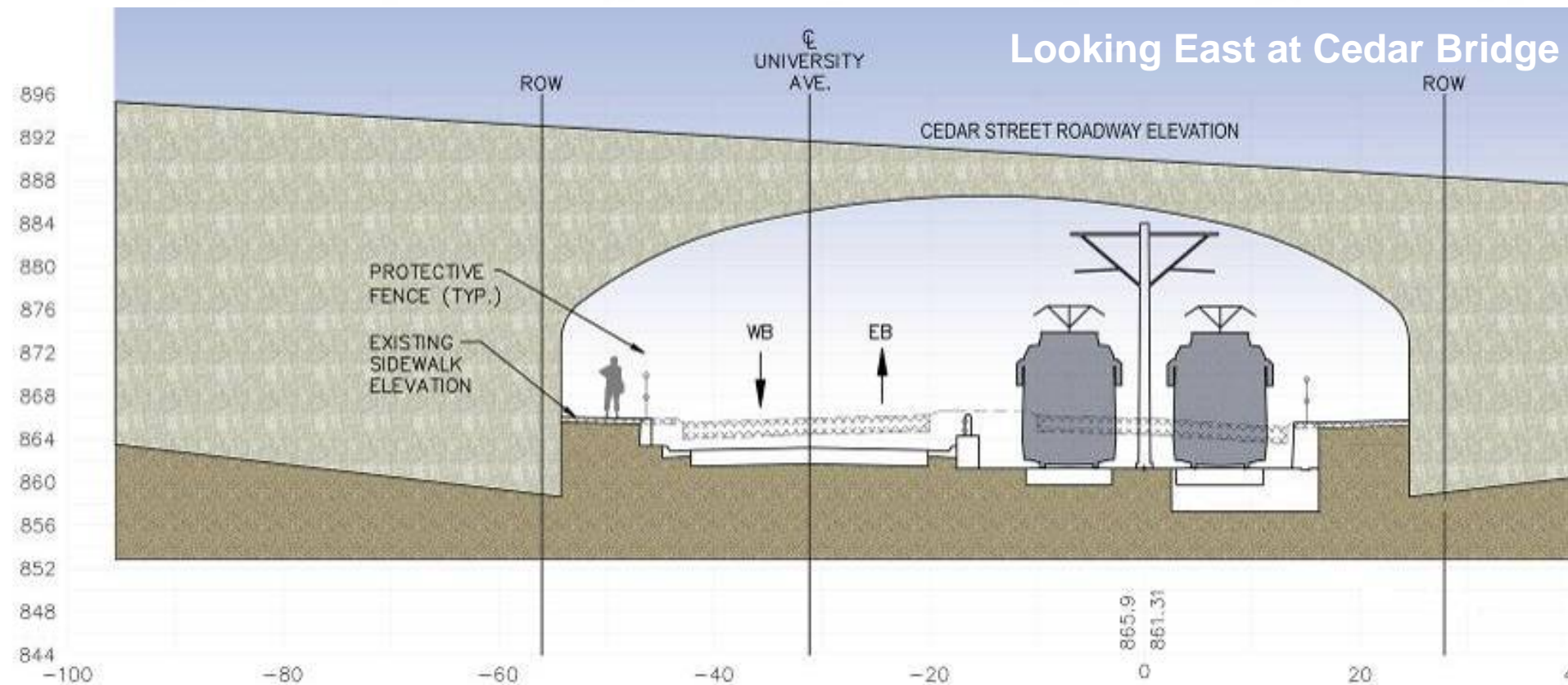


Looking South

Looking East at Admin Parking Ramp



Looking East at Cedar Bridge



Alignment and Profile Design Solutions



- Transition from center running to side running east of Marion
- Shallow cut beginning east of MLK Blvd.
- Move alignment to 12th Street
- State located sensitive lab equipment away from track alignment

Rice Street Station DEIS

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Rice Street Station Proposed



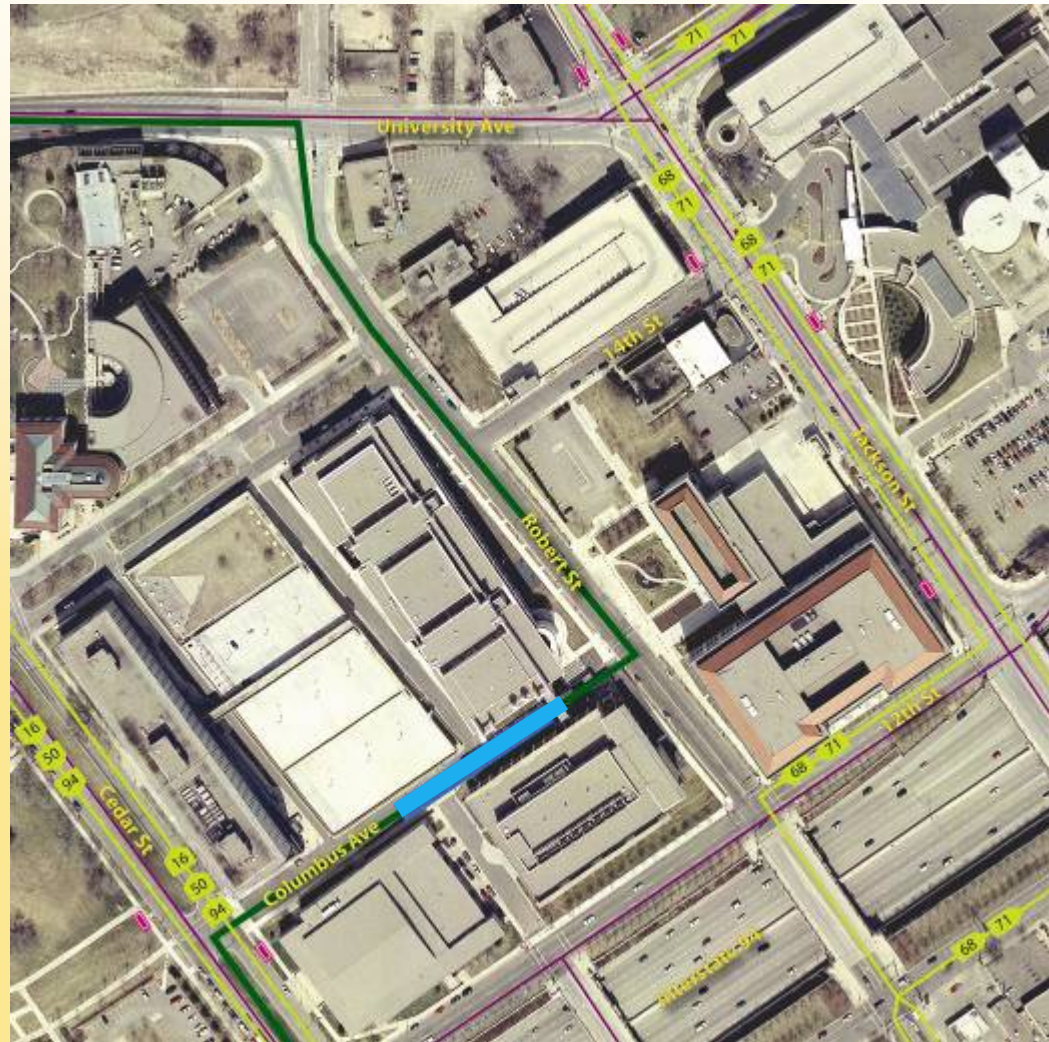
Rice Street Station Design Solutions



- Station south side of University Avenue, east of Rice Street
 - North/South bus connections of the 3, 62, 262 and others
 - Adjacent to green space makes nice amenity/Ability to use capitol grounds
 - 17,000 employees at station area (includes state offices)
 - Better accommodates alignment transition
 - Reduces right-of-way impact in SW quadrant

Capitol East Station DEIS

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Capitol East Station Proposed



Capitol East Station Design Solutions

- Capitol East Station moved to Robert Street
 - Area was planned for eventual LRT station
 - Station location compatible with Capitol Area development



10th Street Station Same as DEIS

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Check out our website:

- www.centralcorridor.org

Contact Central Corridor Project Office:

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