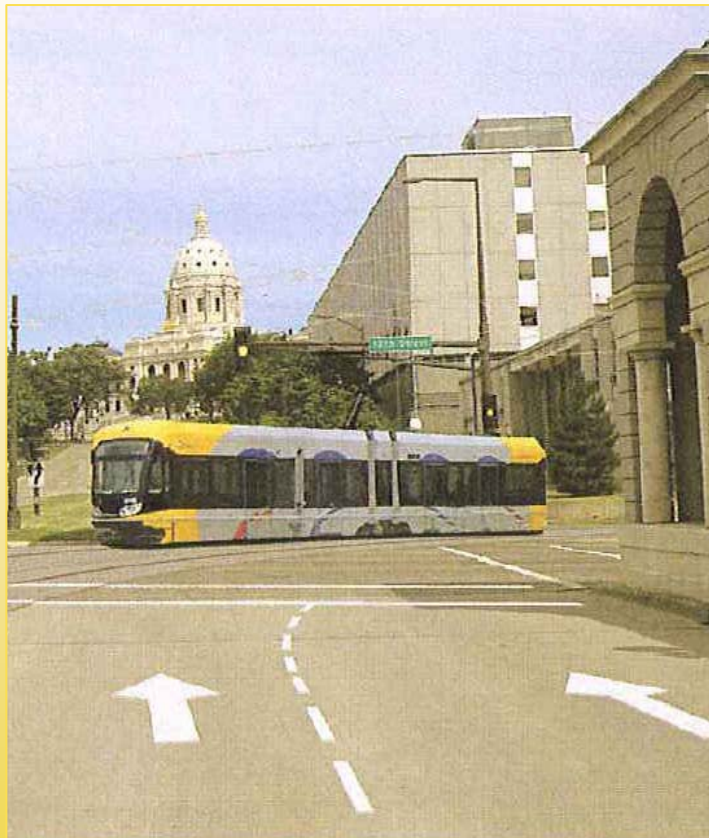


Central Corridor Light Rail Transit

Capitol Area Architectural
and Planning Board

January 17, 2008



*Improving
mobility*

*Easing
congestion*

*Strengthening
our communities*

Central Corridor Light Rail Transit

Today's Agenda



- Project Overview
- CAAPB Area Changes
 - Alignment and profile
 - Station location and layout
- Recommended Action
- Next Steps

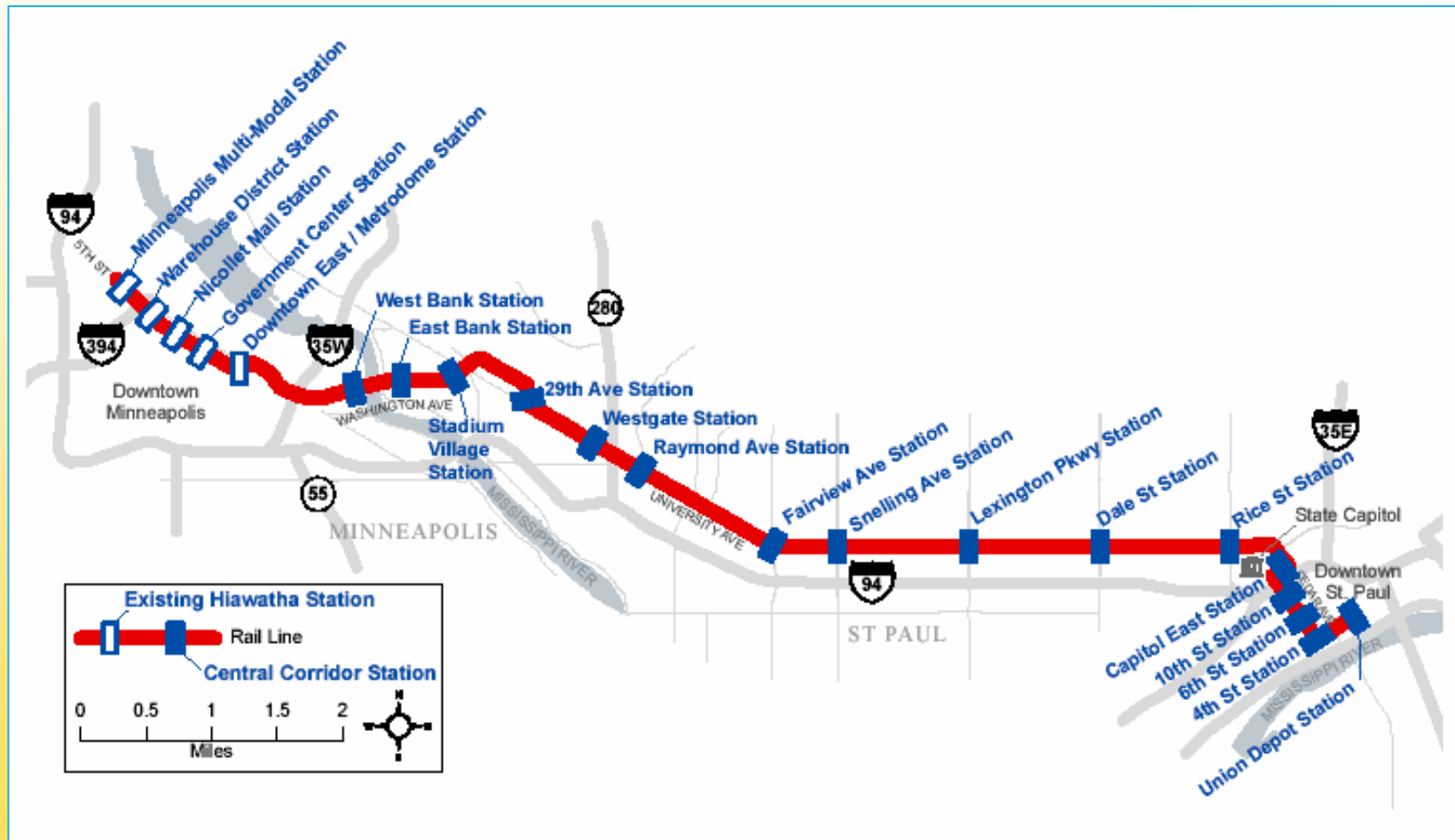
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Project Overview



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Route



Alignment and stations as shown in the Draft Environmental Impact Statement dated April 3, 2006

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Timeline

Complete

Prepare DEIS; select alignment & mode

2007

Enter Preliminary Engineering (PE)

2008

Finalize alignment and scope

2009

Enter final design

2010

Begin construction

2014

Start operation

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Preliminary Engineering (PE)



- Complete plan to 30% detail
- Supports completion of Final Environmental Impact Statement
- Refines cost estimate
- Informs several key scope decisions
- Satisfies federal Cost Effectiveness Index (CEI)

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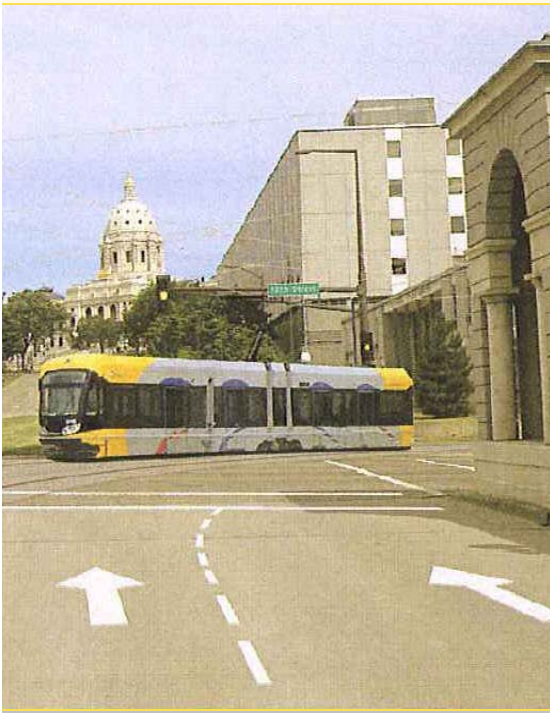
FTA Cost Effectiveness Index



$$\text{CEI} = \frac{\text{Annualized capital and operating costs}}{\text{Annual travel time savings}}$$

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Comparison of Current Estimates and Goals



| | <u>Current</u> | <u>Goal</u> |
|------|----------------|----------------|
| Cost | \$990M | \leq \$840M |
| CEI | \$26.05 | \leq \$23.99 |

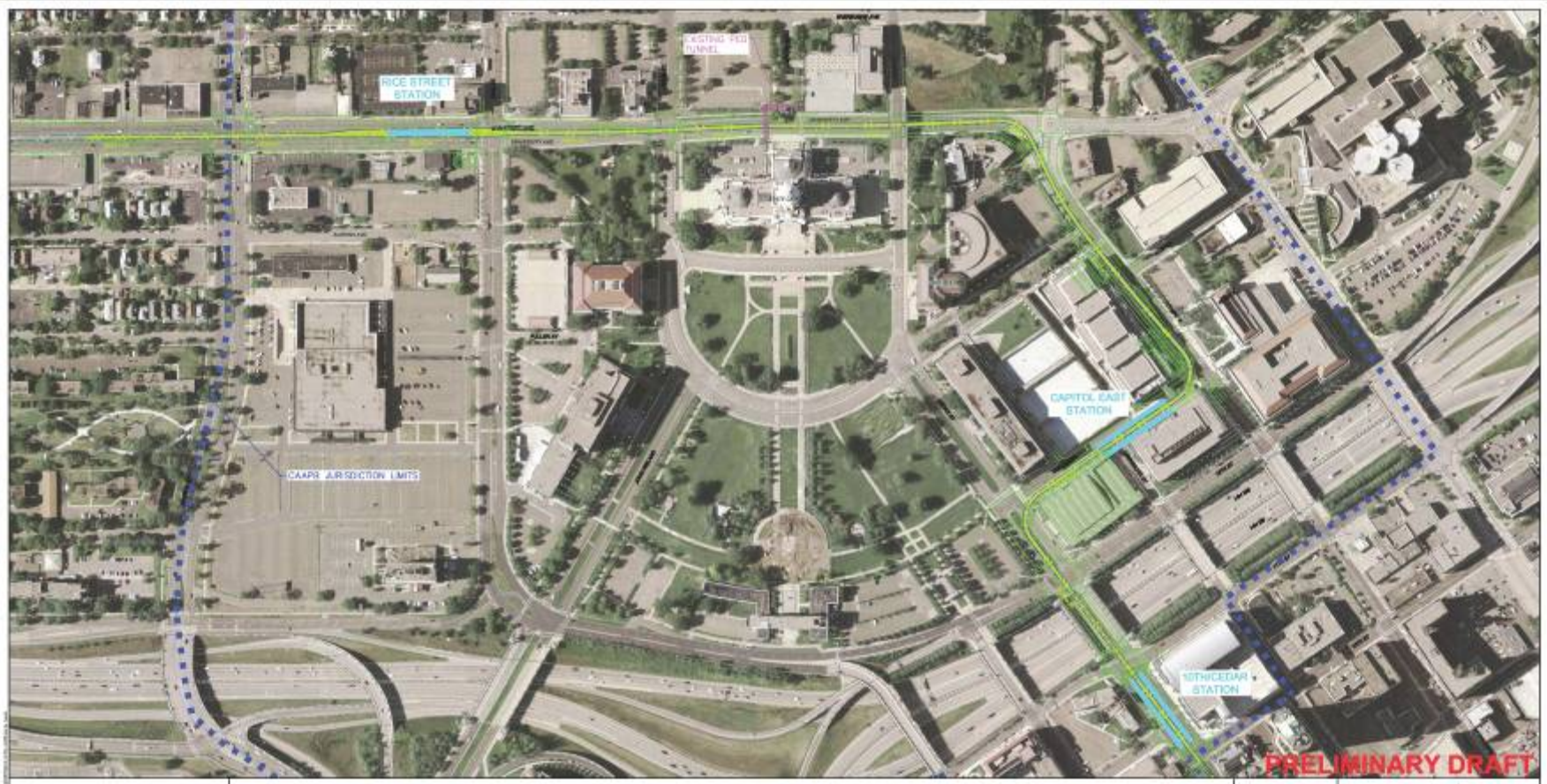
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CAAPB Area Changes

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DEIS Alignment and Station Locations



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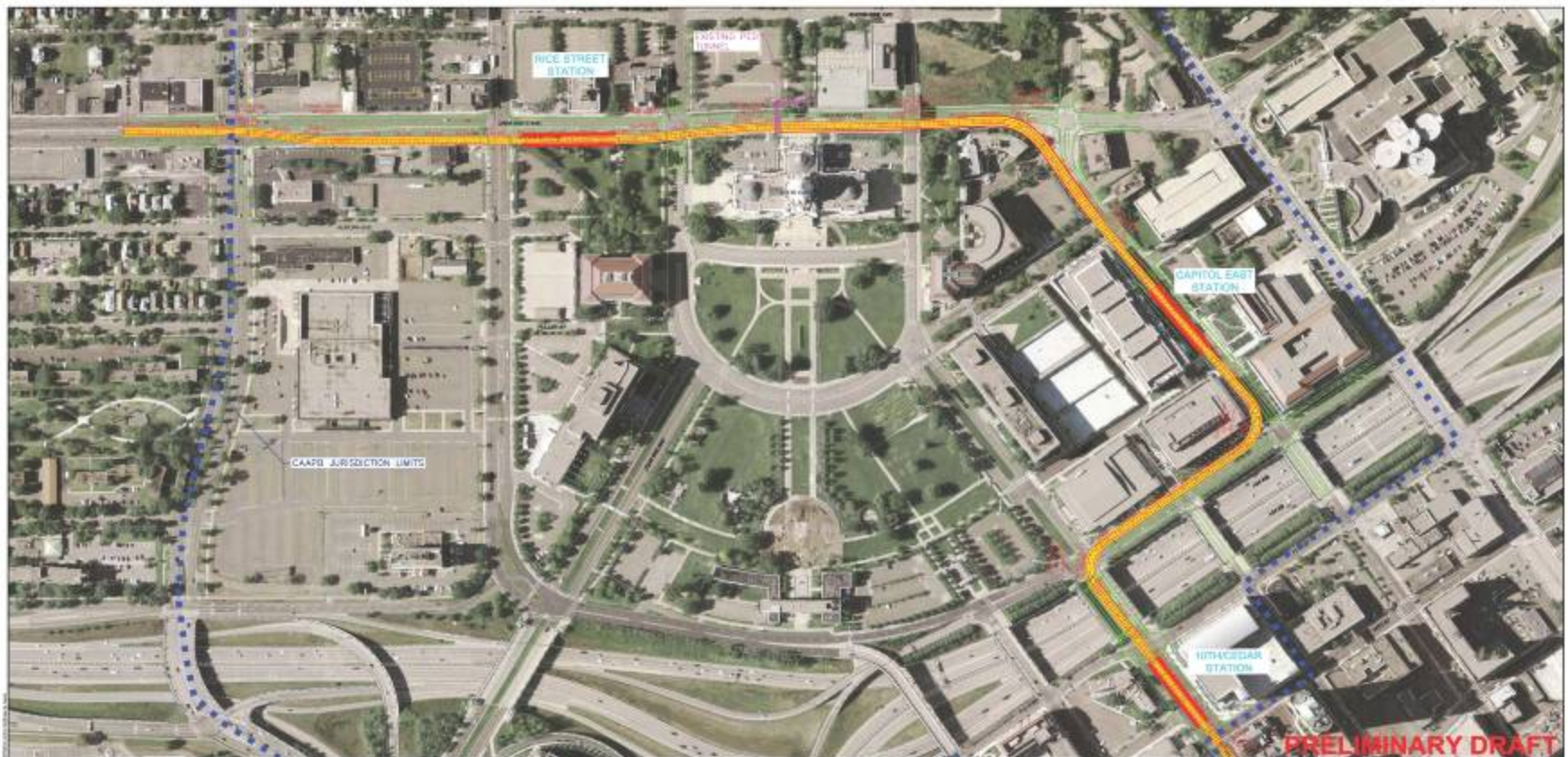
DEIS Design Issues



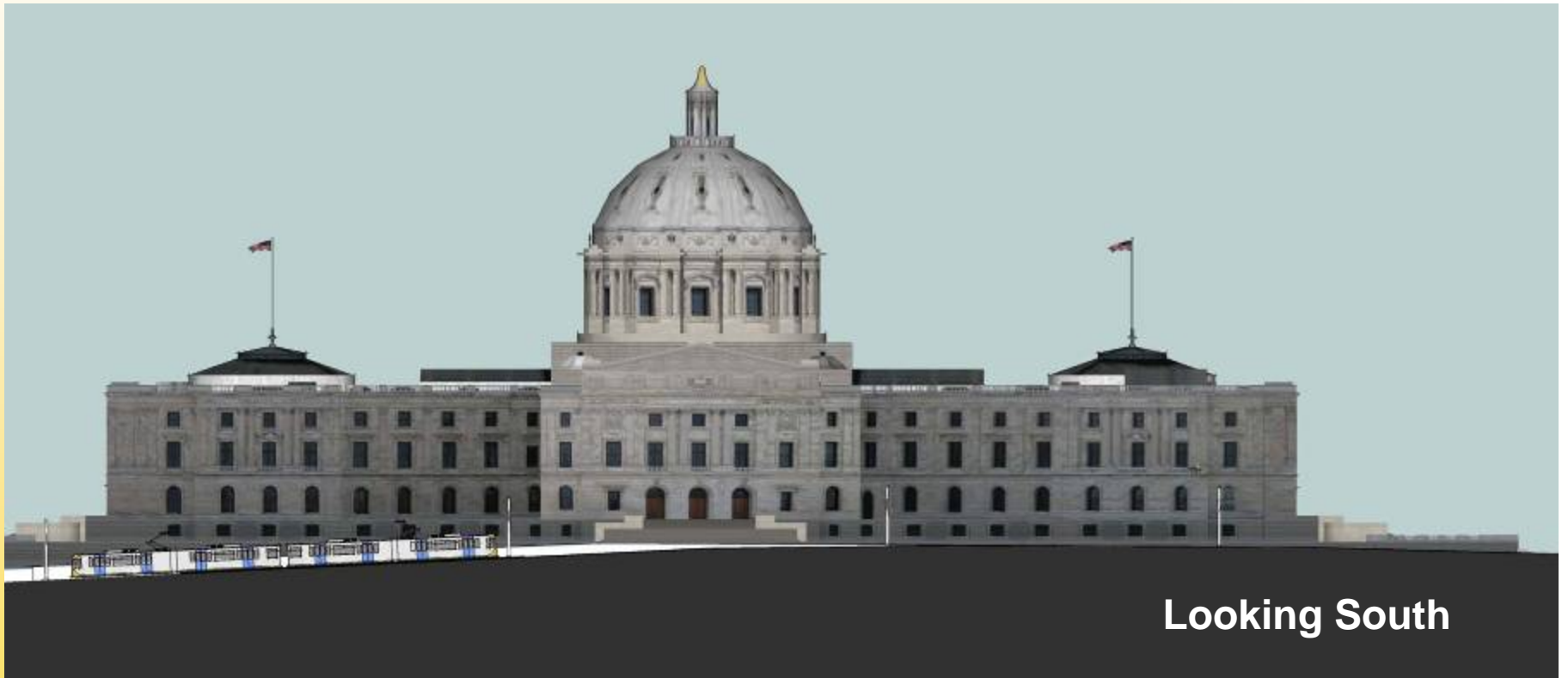
- University Avenue and Robert Street
 - Steep grade near the Capitol
 - Center alignment
- Traffic operations
- Alignment on Columbus
- Vibration
- Rice Street Station location
 - Right-of-way impacts in SW corner of intersection
- Capitol East Station location

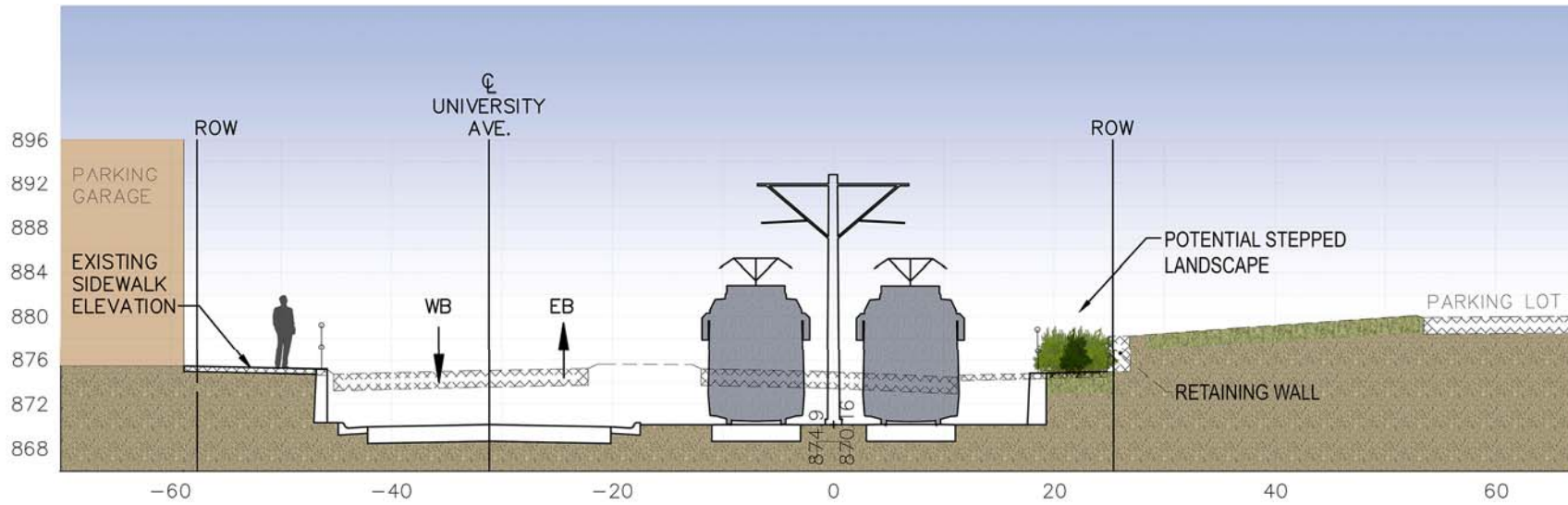
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Proposed Alignment

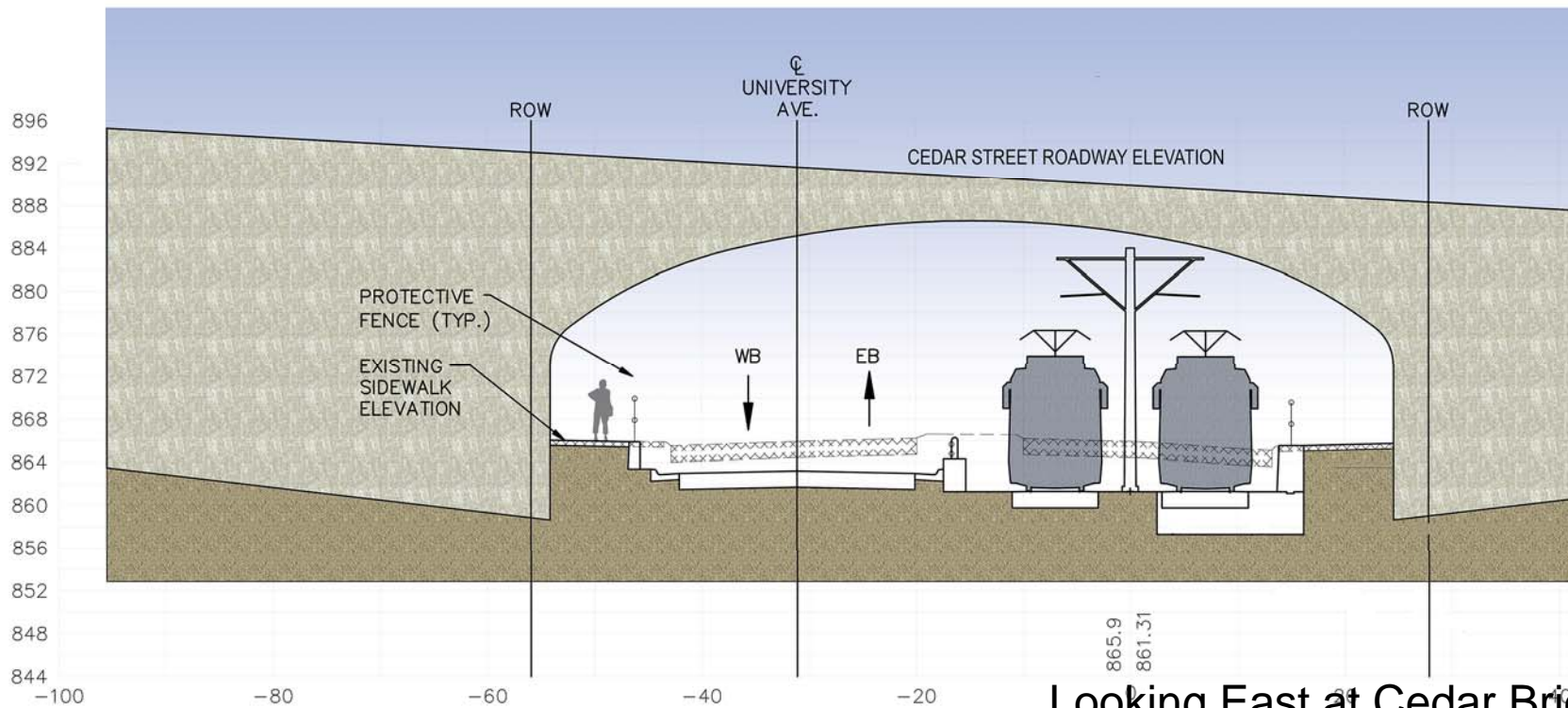


University Avenue Profile





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 equipment away from track alignment

Rice Street Station DEIS

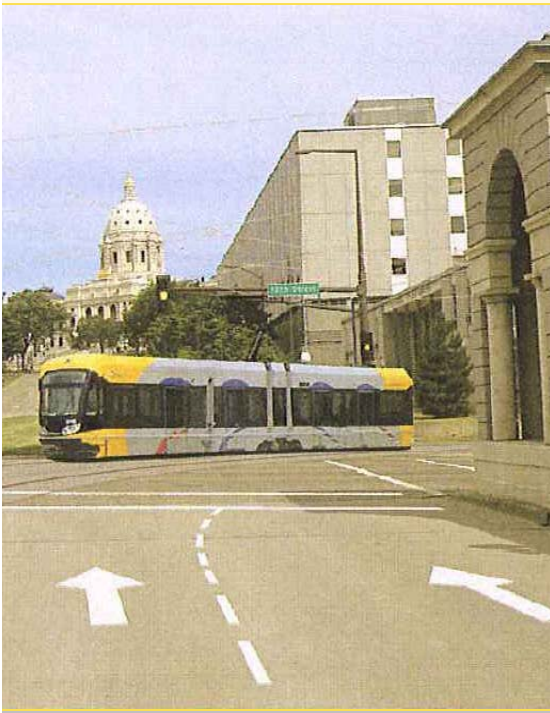


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Rice Street Station Proposed



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

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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

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10th Street Station Same as DEIS



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Recommended Action

Approve preliminary plans for:

Recommended Action



- Track alignment & profile
 - Transition from center running on University Avenue @ Marion Street to south side running
 - West side running on Robert Street and north side running on 12th Street
 - Lowered track profile from north of Capitol, moving eastward on University, Ave. along Robert St. to MLK Blvd.
- Station location & configuration
 - Rice Street Station
 - Capitol East Station
 - 10th Street Station

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Next Steps

Feb. 2008

Met Council
approves final
alignment and
scope

July 2008

CAAPB approves
PE station design
plans

Central Corridor Light Rail Transit

More Information

Check out our website

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