

Metro Purple Line Extension

Advanced Utility Relocation and Exploratory Shaft Fact Sheet



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Background

Metro is getting ready to break ground on the first section of the long-awaited extension of the Purple Line subway to the Westside of Los Angeles. The full nine-mile project will bring fast, reliable mass transit to some of LA's busiest destinations including Miracle Mile, Beverly Hills, Century City and Westwood. Once the subway extension is complete, commuters will travel entirely below ground in just 25 minutes between downtown Los Angeles and Westwood. 49,000 people are projected to board the train at one of the seven new stations. Even more new transit riders will board the growing Metro Rail system in other places to travel into the Westside. The Extension will also provide Westsiders with easy access to many destinations across the region.

Extensive and thorough planning, analysis and environmental review for the project occurred from 2007 to 2012. In April and May 2012, the Metro Board of Directors approved the project and certified its Final Environmental Impact Statement/Report. The Federal Transit Administration then issued a Record of Decision for the project signifying the end of the federal environmental review process. These combined actions signify the conclusion of all environmental reviews and approvals required for the project to proceed.

Construction of the Purple Line Extension is projected to generate 52,500 jobs within the region and cost \$6.3 billion based on the three-phase funding schedule shown. Approximately three-fourths of those funds are coming from Measure R — the local half-cent sales tax approved by voters in 2008. Metro is seeking federal “New Starts” matching funds for the remainder.

Exploratory Shaft

In the area around the La Brea Tar Pits where there are higher levels of tar sands and geotechnical conditions that are expected to contain fossils and other paleontological resources, Metro contractors are constructing an exploratory shaft to provide additional information about earth pressure and gas conditions regarding the unique ground conditions in this area. This information will build on data gathered during environmental analysis for the project, and will be used during the final design of the Wilshire/Fairfax station.

Since the work is near the La Brea Tar Pits, there is a possibility that fossil deposits will be encountered. Metro has a full-time paleontologist on-site during shaft excavation. Any fossil discoveries will be carefully removed and turned over to the George C. Page Museum. Metro will continue to coordinate with Museum staff on removal methods throughout the process.

The shaft is being constructed on the lot at the southeast corner of Wilshire Bl and Ogden Dr and will measure approximately 40 x 20 x 75 feet. Work will continue until subway construction commences in 2014.

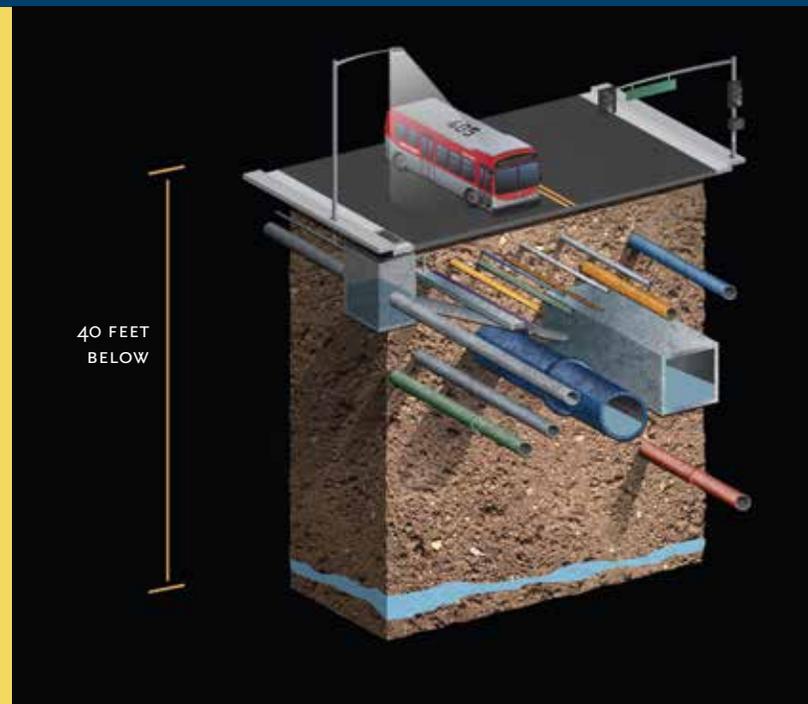
- > The shaft is being supported by a standard excavation support system that includes steel piles, beams, and bracing struts.
- > Shaft construction will occur over approximately 13 months, followed by an additional 9 months of monitoring.
- > Most of the work will be conducted during weekdays from 7am to 5pm. However, if needed, the contractor may perform work at night or on weekends.
- > There is a project fence surrounding the site.
- > Regular noise monitoring will be performed.
- > Construction staff park off-street.

Advanced Utility Relocation

Facilities for various utilities run beneath city streets. These can include service for electricity, water, gas, cable, telecommunications, etc. Relocating utilities is an expected and important step in preparing for construction of tunnels and stations where that work might impact service. Prior to the start of construction, any utilities which could be impacted by tunnel or station construction are being relocated to ensure continued service.

Utility companies or Metro contractors are relocating underground utilities to prepare for construction of the first section of the subway. Work will occur along Wilshire Bl near Western Av where the subway extension will connect to the existing Metro Purple Line. We are also working along Wilshire Bl near the three stations in the first section – La Brea, Fairfax and La Cienega.

This work will continue until subway construction begins in 2014. All work will receive needed approvals. Communities closest to the work locations will be informed and information will be posted on the homepage, metro.net/purplelineext.



Typical cross-section of underground utilities

Schedule

	Planned Schedule	Forecasted Schedule*	
	SECTION 1	SECTION 2	SECTION 3
Length	3.9 miles	2.6 miles	2.9 miles
New Stations	Wilshire/La Brea Wilshire/Fairfax Wilshire La Cienega	Wilshire/Rodeo Century City	Westwood/UCLA Westwood/VA Hospital
Pre-Construction Activities	Current–2014	2017-2018	2025-2027
Construction	2014-2023	2019-2026	2027-2035
Operations	2023	2026	2035

* METRO IS PURSUING ALTERNATE FUNDING SCENARIOS THAT WOULD ACCELERATE SUBWAY CONSTRUCTION. THIS SCHEDULE WILL BE UPDATED AS NEW INFORMATION BECOMES AVAILABLE.



How to Stay Involved and Give Input

Metro invites you to stay involved throughout the project. You can review public reports and information documents on our web site, metro.net/purplelineext. You can find information as the work progresses, leave comments, and let us know how to contact you so we can keep you informed of upcoming meetings and other milestones.

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