Metro invites you to stay involved throughout construction. You can participate in the Community Leadership Council, a community advisory board to Metro comprised of stakeholders. You may also stay involved by visiting the project website.

213.922.7277
regionalconnector@metro.net
metro.net/regionalconnector
@metroconnector
facebook.com/metroregionalconnector

Construction Staging Areas
While most construction activity takes place below ground, there is also the need for a significant amount of space on the surface to store materials and stage construction activities. It is preferable to utilize multiple staging areas directly adjacent to each station, which allows access to the station construction areas to expedite the construction process. The combined staging and construction area at each station ranges between one to three acres in size. Larger areas are needed where the TBM is launched and/or where the soil from the tunneling process will be removed. At the soil removal locations, there will be areas to temporarily store and potentially sort the soil for appropriate disposal, as well as areas for off-street truck loading and unloading, and areas for construction equipment and material storage. Staging areas may also include construction trailers for offices, workshops and limited employee parking.

The staging areas may be on property purchased by Metro or leased from private property owners during construction. Owners who retain ownership of properties, can develop their property once construction is complete. Please see the Property Acquisition Fact Sheet for more information.

Background
This 1.9-mile underground light rail system will connect Metro’s Gold, Blue and Expo Rail Lines to 7th St/Metro Center, providing a one-seat ride experience across LA County. Starting in 2021, approximately 300,000 daily riders are anticipated to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica.

The Regional Connector Transit Project is currently building three new stations and tunnel construction is now underway. Station boxes have been excavated and are being prepared to receive the Tunnel Boring Machine (TBM). The Regional Connector TBM, named Angeli, was launched in February 2017 in Metro’s new TBM Launch Yard in Little Tokyo in early 2017. Ultimately, the TBM will build two tunnels, converting light rail train service through downtown Los Angeles.

Construction Overview
There are two basic elements of subway construction: building the stations and their entrances, and building the tunnels to connect the stations. Stations and tunnels are constructed in very different ways. Stations are constructed from the surface, by excavating the area to be occupied by the station box. Construction staging areas are typically located adjacent to station construction sites. Tunnels are bored completely below ground using a tunnel boring machine equipped with the latest tunneling technology.

The most visible sign of construction activity will be at the staging areas and station locations. Since the majority of construction activity takes place underground, very little disturbance is expected at the surface. Metro conducted a thorough environmental review to evaluate the impacts associated with construction, and identified potential mitigations to be followed by the contractor and Metro to reduce these impacts as much as possible.

HOW TO STAY INVOLVED
Metro invites you to stay involved throughout construction. You can participate in the Community Leadership Council, a community advisory board to Metro comprised of stakeholders. You may also stay involved by visiting the project website.

Map credit: Metro

Regional Connector transit project
Metro invites you to stay involved throughout construction. You can participate in the Community Leadership Council, a community advisory board to Metro comprised of stakeholders. You may also stay involved by visiting the project website.

213.922.7277
regionalconnector@metro.net
metro.net/regionalconnector
@metroconnector
facebook.com/metroregionalconnector

Building a one-seat ride across LA County.

Regional Connector transit project
Station Construction
Spring 2017

Regional Connector transit project
Station Construction
Spring 2017

Building a one-seat ride across LA County.

Regional Connector transit project
Station Construction
Spring 2017

Building a one-seat ride across LA County.

Regional Connector transit project
Station Construction
Spring 2017

Building a one-seat ride across LA County.

Regional Connector transit project
Station Construction
Spring 2017

Building a one-seat ride across LA County.

Regional Connector transit project
Station Construction
Spring 2017

Building a one-seat ride across LA County.
station construction status

the little tokyo/arts district station

the little tokyo/arts district station is being built on 1st st between central av and alameda st and is now in "steady state." the term "steady state" is used when construction activity is below deck or contained within the staging yard, allowing traffic to be maintained. although this station has been excavated to full depth, construction of the station structure will begin in 2017. this is when the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

interior station construction

once excavation is complete on the bottom of the station box, and the tunnel boring machine (tbm) is walked through to the station, major construction can begin.

the public areas of each station contain architectural design treatments and art work, information displays, lighting, signage, security devices and other design elements, and are integrated into the entrance pavilion; the grand av arts/bunker hill station will have six high speed elevators from the station will be built.

progress

progress is monitored by photographing the construction site at the end of each working day. site visitors interested in viewing the construction site should call (213) 232-2277 to obtain the current visiting schedule.

construction

construction begins with the demolition of the existing station and site preparation. after the site is prepared, civil works, such as trenching and utility work, begin.

the next step in the construction process is installing concrete decking in place at the surface, traffic can continue to flow above while station construction is being done below. next, steel beams (shoring) is installed to support the construction underneath, other than the station construction station can begin.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

5.

soil removal

soil excavation is complete on the bottom of the station box, and the tunnel boring machine (tbm) is walked through to the station, major construction can begin.

progress

construction begins with the demolition of the existing station and site preparation. after the site is prepared, civil works, such as trenching and utility work, begin.

the next step in the construction process is installing concrete decking in place at the surface, traffic can continue to flow above while station construction is being done below. next, soil excavation is complete on the bottom of the station box, and the tunnel boring machine (tbm) is walked through to the station, major construction can begin.

construction

construction begins with the demolition of the existing station and site preparation. after the site is prepared, civil works, such as trenching and utility work, begin.

the next step in the construction process is installing concrete decking in place at the surface, traffic can continue to flow above while station construction is being done below. next, steel beams (shoring) is installed to support the construction underneath, other than the station construction station can begin.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.

traffic to be maintained during the construction phase.

charging for electric vehicles

the grand av arts/bunker hill station, located at the intersection of 3rd st and grand ave, will be built on a concrete ramp that will serve as the temporary street surface, allowing traffic to continue to flow on the lower level. the temporary street will be closed for the top of the ramp.

in the spring of 2017, crews will install an alternating current (ac) charging station for electric vehicles at 3rd and grand ave.

the entrance at the surface of the station will be built from the bottom-up. station finishes, including the station plaza, will begin in spring 2019.
Metro invites you to stay involved throughout construction. You can participate in the Community Leadership Council, a community advisory board to Metro comprised of stakeholders. You may also stay involved by visiting the project website.

213.922.7277  
regionalconnector@metro.net  
metro.net/regionalconnector  
@metroconnector  
facebook.com/metroregionalconnector

Construction Staging Areas

While most construction activity takes place below ground, there is also the need for a significant amount of space on the surface to store materials and stage construction activities. It is preferable to utilize multiple staging areas directly adjacent to each station, which allows access to the station construction areas to expedite the construction process.

The combined staging and construction area at each station ranges between one to three acres in size. Larger areas are needed where the TBM is launched and/or where the soil from the tunneling process will be removed. At the soil removal locations, there will be areas to temporarily store and sort the soil for appropriate disposal, as well as areas for off-street truck loading and unloading, and areas for construction equipment and material storage. Staging areas may also include construction trailers for offices, workshops and limited employee parking.

The staging areas may be on property purchased by Metro or leased from private property owners during construction. Owners who retain ownership of properties can develop their property once construction is complete. Please see the Property Acquisition Fact Sheet for more information.

Background

This 1.9-mile underground light rail system will connect Metro’s Gold, Blue and Expo Rail Lines to 7th St/Metro Center, providing a one-seat ride experience across LA County. Starting in 2021, approximately 200,000 daily riders are anticipated to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica.

The Regional Connector Transit Project is currently building three new stations and tunnel construction in new underground station boxes that have been excavated and are being prepared to receive the Tunnel Boring Machine (TBM). The Regional Connector TBM, named Angeli, was moved to the Mangrove Yard in Little Tokyo in early 2017. Ultimately, the TBM will build two tunnels, converging light rail train service through downtown Los Angeles.

Construction Overview

There are two basic elements of subway construction: building the stations and their entrances, and building the tunnels to connect the stations. Stations and tunnels are constructed in very different ways. Stations are constructed from the surface, by excavating the areas to be occupied by the station box. Construction staging areas are typically located adjacent to station construction sites. Tunnels are bored completely below ground using a tunnel boring machine equipped with the latest tunneling technology.

The most visible sign of construction activity will be at the staging areas and station locations. Since the majority of construction activity takes place underground, very little disturbance is expected at the surface. Metro conducted a thorough environmental review to evaluate the impacts associated with construction, and identified potential mitigations to be followed by the contractor and Metro to reduce these impacts as much as possible.

Staging areas may be on property purchased by Metro or leased from private property owners during construction. Owners who retain ownership of properties can develop their property once construction is complete. Please see the Property Acquisition Fact Sheet for more information.

Metro invites you to stay involved throughout construction. You can participate in the Community Leadership Council, a community advisory board to Metro comprised of stakeholders. You may also stay involved by visiting the project website.

213.922.7277  
regionalconnector@metro.net  
metro.net/regionalconnector  
@metroconnector  
facebook.com/metroregionalconnector
Construction Staging Areas

While most construction activity takes place below ground, there is also the need for a significant amount of space on the surface to store materials and stage construction activities. It is preferable to utilize multiple staging areas directly adjacent to each station, which allows access to the station construction areas to expedite the construction process.

The combined staging and construction area at each station ranges between one to three acres in size. Larger areas are needed where the TBM is launched and/or where the soil from the tunneling process will be removed. At the soil removal locations, there will be areas to temporarily store and sort the soil for appropriate disposal, as well as areas for off-street truck loading and unloading, and areas for construction equipment and material storage. Staging areas may also include construction trailers for offices, workshops, and limited employee parking.

The staging areas may be on property purchased by Metro or leased from private property owners during construction. Owners who retain ownership of properties, can develop their property once construction is complete. Please see the Property Acquisition Fact Sheet for more information.

Background

This 1.9 mile underground light rail system will connect Metro’s Gold, Blue and Expo Rail Lines to 7th St/Metro Center, providing a one-seat ride experience across LA County. Starting in 2021, approximately 90,000 daily riders are anticipated to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica.

The Regional Connector Transit Project is currently building three new stations and tunnel construction is now underway. Station boxes have been excavated and are being prepared to receive the Tunnel Boring Machine (TBM). The Regional Connector TBM, named Angeli, was launched in 2017.优美 in Little Tokyo in early 2017. Ultimately, the TBM will build two tunnels, providing light rail train service through downtown Los Angeles.

Construction Overview

There are two basic elements of subway construction: building the stations and their entrances, and building the tunnels to connect the stations. Stations and tunnels are constructed in very different ways. Stations are constructed from the surface, by excavating the area to be occupied by the station box. Construction staging areas are typically located adjacent to station construction sites. Tunnels are bored completely below ground using a tunnel boring machine equipped with the latest tunneling technology.

The most visible sign of construction activity will be at the staging areas and station locations. Since the majority of construction activity takes place underground, very little disturbance is expected at the surface. Metro conducted a thorough environmental review to evaluate the impacts associated with construction, and identified potential mitigations to be followed by the contractor and Metro to reduce these impacts as much as possible.

Construction Staging Areas

While most construction activity takes place below ground, there is also the need for a significant amount of space on the surface to store materials and stage construction activities. It is preferable to utilize multiple staging areas directly adjacent to each station, which allows access to the station construction areas to expedite the construction process.

The combined staging and construction area at each station ranges between one to three acres in size. Larger areas are needed where the TBM is launched and/or where the soil from the tunneling process will be removed. At the soil removal locations, there will be areas to temporarily store and sort the soil for appropriate disposal, as well as areas for off-street truck loading and unloading, and areas for construction equipment and material storage. Staging areas may also include construction trailers for offices, workshops, and limited employee parking.

The staging areas may be on property purchased by Metro or leased from private property owners during construction. Owners who retain ownership of properties, can develop their property once construction is complete. Please see the Property Acquisition Fact Sheet for more information.

Metro invites you to stay involved throughout construction.

You can participate in the Community Leadership Council, a community advisory board to Metro comprised of stakeholders.

Metro may also stay involved by visiting the project website.

Metro invites you to stay involved throughout construction.

You can participate in the Community Leadership Council, a community advisory board to Metro comprised of stakeholders.

Metro may also stay involved by visiting the project website.

Metro invites you to stay involved throughout construction.

You can participate in the Community Leadership Council, a community advisory board to Metro comprised of stakeholders.

Metro may also stay involved by visiting the project website.