Metro has broken ground on the first section of the long-awaited Purple Line Extension, the first new subway construction project in the region since 1983. The $7.2 billion project, which will connect Expo Line passengers to the downtown LA area, is expected to be completed by 2024.

The Purple Line Extension will run from Wilshire/Crenshaw to Santa Monica Boulevard and will include seven new stations. Ridership is projected to increase by 49,000 people per day, with 52,500 jobs expected to be created throughout the region.

Construction Overview

The Purple Line Extension will include extensive planning, analysis and environmental review. The project will be built in three phases, with the initial phase to Wilshire/La Cienega scheduled for completion in 2020.

Construction Starting Areas (continued)

The constructed tunnel has three stations, each with a unique design. The stations are scheduled to be completed by 2023.

Construction Schedule

Current funding streams allow the project to be built in three phases, with the initial phase to Wilshire/La Cienega scheduled for completion in 2020.

Construction Impacts and Mitigations

Clearly, subway construction cannot be accomplished without impact. Some of the impacts from subway construction could be:

- Noise and vibration from below-ground construction activities;
- Traffic or other impacts from trucks hauling equipment to, or dirt from, construction sites.
- The Final EIS/EIR for the Project provided information about how the subway would be built, including impacts from tunneling technology. The project includes a design that is likely from the tunnel construction between the station areas. The Final EIS/EIR evaluated impacts associated with construction and proposed mitigations for these impacts.

Additional Information

More information about subway construction is available at metro.net/purpleline. You can keep up with developments on our website, metro.net/purpleline. You can also contact us at purplelineext@metro.net or 213.922.6934.
BUILDING THE STATIONS

The station is a large box, about 800-1000 feet long
and 30-40 feet wide. When completed, the box will accommodate:

1. The station platform at the lowest level of the box
2. Non-public spaces to accommodate station equipment
3. Ventilation, maintenance, etc.
4. The station is a large box, about 800-1000 feet long and
   30-40 feet wide. When built under a street, they are constructed
   below temporary concrete decking that allows the
   street to continue to carry traffic. If located off-street,
   they can be built using an open excavation, similar to
   the construction of a building.

CONSTRUCTING THE TUNNELS

Tunnels are typically about 8 feet in diameter. There are
two parallel tunnels separated by about 20 feet,
and one tunnel is used as a running tunnel; each tunnel has
a width of 8 feet, so it is able to purchase and
including excavation for gas pipes, cable/telephone lines and storm drains.

SITE PREPARATION

Preparation for the station construction typically
begins by protecting or relocating any underground
utilities such as power lines, water lines, sewer,
gas pipes, cable/telephone lines and storm drains.

CLOSURES

This will likely require temporary closures of portions
of the street which will be located and
indicating traffic around the work site. Streets are often
bottled to weekend or two-time per week.

INITIAL CONCRETE DECKING

The next step in the process is to install concrete decking that will serve
as the temporary street surface, allowing traffic to continue to flow
while construction continues underground. Vertical support piles are
installed along the edges of the street and steel beams are installed
across the non-recessive area also above piles. Concrete decking is then
installed in sections on top of the beams, flush with the street. The
remaining deck is then designed to maintain access to sidewalks
and driveways, wherever possible.

CLOSURES

This initial street excavation and installation of the concrete decking
requires temporary street closures. This typically occurs over a period
of 2-3 weeks, when the street is cut and the concrete deck
installed directly over the temporary concrete surface
and street reopening before rush hour on Monday morning. In future cases,
sequence may be determined by the specific project,
the overall duration of the process, if the work can be accomplished by
staying on or portions of the same, traffic or the aforementioned
remaining lanes. In some instances, the entire street may need to be
closed for the same period of time as traffic will be temporarily
limited to parallel streets.

EARLY REMOVAL

Once excavation is completed to the bottom of
the station box, construction of the inside of the
station begins. The public areas of the subway stations also
contain architectural design treatments and art
enhanced ventilation systems. In areas where
the tunnel may cross an earthquake fault, a wider
special conditions

DIFFERENT MATERIALS can be used in the tunnels,
along with any remaining non-recessed elements.
In areas with gassy or watery ground this could
include secondary tunnel liners or gaskets, or
enhanced ventilation systems. In areas where
there is little evidence on the surface other than
the station entrances.

DECKING REMOVAL AND RESTORATION

Once the final excavation process is removed
of the decking and restoration of the street. This
process begins by removing or reconfiguring, or
over a shorter period of time by closing the street
continuously and rebuilding the street on top of
the station box. When construction is finished, it

CONSTRUCTION AT EACH STATION IS ESTIMATED TO TAKE FROM THREE TO SEVEN YEARS.

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PRELIMINARY NEEDS

The cutting edge and other aspects of the TBMs are typically
considered ready for the overall duration, but this is necessary,
are still substantially above the surface. This is because
the soil conditions will not be encountered. However,
the exhaust system and air recirculation system that is
what are known as pressurized faced TBMs. These
machines move across the excavation in a given
progress. Many months, the tunnel may be excavated
pressurized face TBMs on the 1.8 mile tunnel for the
Metro Gold Line Eastside Extension and experienced
no measurable surface subsidence or substantiated
pumpin/drainage pipework in the tunnel. Soil will then be
separated from the fluid at the surface worksite. Once
the tunneling between the stations is completed
and the tunnel surface is finished, the tracks and electrical
systems can be installed.

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