

## Metro Green Line Track Work Will Cause Service Delays in April

By ED SCANNELL

(March 19, 2002) A construction project to modify the structure of the Metro Green Line tracks at the Harbor Freeway station is due to get underway Saturday, April 6.

The work, which will compensate for ground settlement beneath tracks near the station, is due to be completed Sunday, April 28. It will cause some inconvenience and longer commute times during the construction, particularly during weekday peak hours.



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To minimize the delay, which is expected to be about three minutes, the MTA will closely coordinate the arrival and departure of trains and passenger transfers. Station attendants will facilitate the transfers and all trains will operate with two cars.

### Efforts to reduce the impact

"We are making every effort to reduce the impact of this project on our customers," said Gerald Francis, Metro Rail general manager. "The temporary changes we're making in the operation of the Metro Green Line will allow us to deliver the maximum amount of service possible while completing this necessary construction project."

Over time, the ground along the track structure near the Harbor Freeway station has settled two inches, causing a slight depression at two locations on the eastbound track and a third on the westbound track.



Metro Rail General Manager Gerald Francis makes the announcement at at Avalon Station.

This condition required the MTA to create a temporary support system until a more permanent solution could be devised. The integrity of the station, itself, has not been compromised, nor has passenger safety been placed at risk.

Metro Builders & Engineers Group, LTD, has been contracted to remove the three existing concrete slabs under the tracks. The slabs will be replaced with concrete railroad ties and gravel ballast. This will allow workers to adjust the track surface with minimal service impacts should any additional settlement occur.

PHOTOS: YOON HAM

### Changes in train headways

For the duration of the project, trains will run every 12



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minutes during weekday peak hours, instead of at the usual 6- to 10-minute headways. During weekday peak hours and on weekends, trains will be alternated on a single track through the immediate construction area. Service will be provided every 17 minutes, rather than at the regular 15-minute intervals. During evening hours, trains will run every 20 minutes.

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Additionally, passengers can choose to bypass the Avalon station transfer point during weekday peak period hours by using a temporary bus shuttle service that will connect the Vermont, Harbor Freeway and Avalon stations with the Imperial/Wilmington/Rosa Parks Station.

"This is the first time MTA has had to impact peak hour service with a project of this magnitude," said Board Chairman John Fasana. "That said, the MTA's operations and construction staffs have taken every step to minimize the inconvenience to our passengers, including completing the work in the shortest time possible."

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