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## Eastside Extension Construction Continues in Gateway's Shadow

By NED RACINE

(Sept. 21, 2007) While rail installation has become familiar in the eastern segments of the six-mile-long Metro Gold Line Eastside Extension, rail installation almost in the shadow of the Gateway Tower represents a new phase for the project.

With light rail and its supporting structures being installed between Vignes Street and Alameda Street, current work nears the Little Tokyo/Arts District street-level station at 1st and Alameda.

Even now hundreds of feet of concrete have been poured near Vignes Street, accompanied by the forming of new concrete areas, the installation of drains and the demolition of some intersection paving.

The accompanying photographs were taken September 18.

Scheduled to open in late 2009, the \$899 million Eastside Extension features eight new stations (two underground) and will run between Union Station in downtown Los Angeles via the Little Tokyo/Arts District and Atlantic/Pomona boulevards in East Los Angeles.

[<Back](#)

Photos by Ned Racine



A worker changes blades on his saw, preparing to make a 12-inch-deep cut in the paving at the intersection of 1st Street and Hewitt Street.



The saw at work. The paving at this intersection will be replaced with concrete.



A worker pounds a stake that will hold a concrete form in place. The gray tape holds rubber covers to protect the rail from being rusted by the concrete poured around it.



After gradually removing excess dirt, workers slip a drain under rail along 1st Street. The white foam cover will be removed before the drain begins working.



More hammering as a worker secures a spacer in position before concrete is poured around the rails. In the right background is a

