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Underground and Street-Level Stations Grow Recognizable as Stations

By NED RACINE, Editor

(Aug. 21, 2008) With its underground stations becoming more recognizable as stations, the six-mile-long Metro Gold Line Eastside Extension project advances toward its scheduled opening date of mid-2009.

Air exhaust shafts are being excavated—necessary to vent the pressure created by a train moving through a tunnel—for the two underground stations, as the street-level plazas above them take shape. A walk through the Mariachi Plaza underground station reveals the future locations of elevators and escalators and train platforms.

At the six street-level stations, canopies are rising, overhead power lines are being erected and some station platforms are receiving their final layer of concrete.

The East Portal and West Portal, where the light-rail vehicles will enter and exit the 1.7-mile-long, 21-foot diameter tunnels, are being tiled.

On the 101 (Hollywood) Freeway bridge, track follows the bridge’s curve between Union Station and the Little Tokyo/Arts District station. The bridge next sees installation of the electronics for the train control systems.

The accompanying photographs were taken August 20 and June 20.