



NEWS

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MTA OUTLINES PROCEDURES, PRECAUTIONS TO BE FOLLOWED WHEN SUBWAY TUNNELING RESUMES IN HOLLYWOOD AREA

With federal approval of its construction plan now in place, the MTA today outlined to the Los Angeles City Council the steps it will take to complete the tunneling project beneath Hollywood Boulevard. Tunneling is expected to resume in the north tunnel during the last week of December or in early January.

Plans call for the MTA's Metro Rail contractor to perform preparatory work, including chemical grouting at the surface or underground, reinforce a distressed section of the Number One (north) tunnel and retrofit sections of both north and south tunnels.

"After almost four months' delay, we're ready to resume work in the Hollywood tunnels," said Supervisor Mike Antonovich, MTA Board chairman. "It's in everyone's best interest for the MTA to complete this project as safely, efficiently and expeditiously as possible."

"Before we take the first load of soil away from the face of the Hollywood tunnels, we will see that everything possible is done to ensure safety above and below ground and to minimize ground settlement," said John J. Adams, MTA interim executive officer, construction. "We will continue to work with city officials as we complete our plans to resume tunneling."

Contractor work crews already have added reinforcing steel beams and concrete to the center portion of a 280-foot section of distressed tunnel beneath the Hollywood Boulevard/Hudson Avenue intersection. Crews will complete reinforcement of the entire distressed section before tunneling resumes.

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The beams and concrete will replace the steel support columns installed last August to stabilize that section of tunnel. Similar reinforcing will be installed in a 100-foot adjacent section of the south tunnel prior to resuming tunneling there.

Engineers from the Federal Transit Administration's consulting firm, the City Department of Engineering, and the MTA's consultant, Wiss, Janney, Elstner and Associates, Inc., are involved in project oversight.

Crews also are drilling grout holes and injecting chemical grout in a 450-foot stretch of Hollywood Boulevard between Orchid Avenue and Orange Drive North, adjacent to Mann's Chinese Theater, to minimize settlement.

The grouted area along Hollywood Boulevard will include the north side of the street fronting Mann's Chinese Theater and most of the Hollywood Roosevelt Hotel frontage. Plans also call for grouting the intersections of Cherokee and Las Palmas avenues prior to resuming tunneling operations in the south tunnel.

"This grouting work is intended to protect the historic celebrity hand and foot prints at the Chinese Theater," said Charles Stark, MTA project manager for Metro Rail Segments 2 and 3. "Continuous surveys of the area have indicated no noticeable subsidence at the theater forecourt, but we're not going to take any chances. We want to minimize the opportunity for settlement by grouting before tunneling resumes."

Tunneling will not resume in either the north or south tunnels until the contractor has reinforced tunnel liner gaps with steel struts for 500 feet west of the distressed area and other locations that have been identified. Presently, the north tunneling machine is located 100 feet east of Orchid Avenue and the south tunneling machine is about 50 feet west of Whitley Avenue.

Once tunneling resumes in the north tunnel, this reinforcing work will continue in both tunnels east to Vine Street. This will give extra strength to the

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tunnel liners through the subsurface formation known as the "young alluvium," an area of loosely compacted, sandy soils that extends some 2,500 feet between Vine Street and Cherokee Avenue.

As the tunnel boring machines progress, plans require the use of steel struts instead of wooden wedges to support the newly installed crown sections of the initial liner. Dry-pack concrete will be required to complete the expansion gaps between the precast concrete liner segments.

Contact grouting for the entire liner will be required between the surrounding soil and the liner segments. In the existing tunnels, the contractor also must inject chemical grout ahead of the tunneling machines in the south tunnel beneath the next two intersections of Hollywood Boulevard and elsewhere along the route, as necessary.

"We believe these revised tunneling procedures will ensure safe construction progress," said Franklin E. White, MTA's chief executive officer. "Once we begin, we hope to complete tunneling work beneath Hollywood Boulevard in the next six months."

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