



NEWS

OCTOBER 21, 1994

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RED LINE SEGMENT 1 TUNNELS REPAIR WORK NEARS COMPLETION

At no cost to the MTA or to the taxpayer, MTA contractors will finish by next week a number of follow-up activities -- including the addition of substantial grouting -- to ensure minimum long term maintenance costs and maximum tunnel life on Segment 1 of the Red Line.

"The extra concrete pumped above the tunnel ceiling will help ensure that the tunnels last their full intended service life with minimum maintenance," said MTA Chief Executive Officer Franklin White.

In October 1993, after reports indicated that some of the tunnel walls were thinner than specified, White called for an independent investigation of the structural integrity of the tunnels, with emphasis on the A-141 contract between Union Station and Pershing Square Station.

Conducted by Edward Cording, Paul DeMarco, and John Hanson, the tunnel review panel concluded that although the tunnels were structurally sound as built, additional grouting could virtually eliminate water leakage into the tunnels and eradicate sulfide gas odors.

Grouting work began in March and to date 80 shifts of eight to 14 hours have been worked by the contractor. Throughout the work, passenger service continued with minimal disruption. Four hundred and seven (407) cubic yards of cement-based grout mix was installed above the tunnel ceiling, which effectively filled gaps and sealed tunnel shrinkage cracks.

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Also, 420 cubic yards of grout were injected into the soil surrounding the tunnels in areas which were "remined" during the initial construction process. Additionally, 177 cubic yards of grout were injected into the earth at cross passages. Finally, all 300 or so core holes drilled in the tunnel walls for the panel's investigation have been sealed, further helping to eliminate water flow and the occasional gas odor from tunnels and stations.

Under White's direction, the agency negotiated agreements with the contractor, Tutor-Saliba/S.J. Groves, and the construction manager, Parsons-Dillingham, which provided that the panel's recommendations would be implemented at no cost to Los Angeles County taxpayers.

Additionally, the independent forensic engineering firm of Wiss, Janney, Elstner and Associates participated in the inspection of the work. Fluor-Daniel, Inc., of Los Angeles managed the remedial work. Parsons-Dillingham will reimburse the MTA for these inspection and management costs (approximately \$1.4 million).

"We are coming to the end of a painful chapter in the building of the Metro Red Line tunnels," White said. "We are pleased it will be resolved without cost to the taxpayers. I think it demonstrates our insistence that contractors make good on their contracts, and we will seek to ensure similar agreements are reached with the construction firms involved in the Hollywood tunnel subsidence problem."

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