



NEWS

January 14, 1997

MEDIA ADVISORY

USE OF CONSTRUCTION EXPLOSIVES DRAMATICALLY REDUCED AT SOUTHERN END OF TUNNEL THROUGH SANTA MONICA MOUNTAINS; MTA TO DEMONSTRATE ALTERNATIVE TUNNELING TECHNIQUES

WHAT: The MTA has redesigned the Special Seismic Zone at the southern end of the tunnel being built through the Santa Monica Mountains to reduce by some 90 per cent the use explosives in this area. The new construction method uses road-headers (tractor-mounted augers), hand-mining with portable power tools and a revised tunnel support system. The MTA is offering an opportunity to see the construction, which offers unique views of the tunnel face unobstructed by a tunnel boring machine. Although the job is using modern equipment and the latest safety guidelines, the work has the appearance of traditional mining conducted decades ago.

The tunnel is at the bottom of a 90 foot access shaft (with elevator). The tunnel face is about a 100 yards to the west. The media also may have access to the tunnel that goes east $\frac{3}{4}$ mile to the Highland Station site.

WHEN: **Wednesday, January 15, 1997, 10 a.m. to 12 p.m.**
(Due to space limitations and safety requirements, we can only accommodate five persons at a time. Please call for scheduling details)

WHERE: La Brea Access Shaft, La Brea Avenue at Yucca St., between Hollywood Blvd. and Franklin Ave.
Meet at the parking lot of the 5th Church of Christian Science, 6408 $\frac{1}{2}$ Hollywood Blvd. (lot located on west side of La Brea, just south of Yucca St.)
From Hollywood Freeway, exit Highland Ave. south to Franklin Ave., right to La Brea, left to parking lot on right side of street.
From Hollywood Blvd., north on La Brea about $\frac{1}{2}$ block, parking lot on left side of street.

WHO: Dr. Dan Eisenstein, Tunnel Advisory Panel
Al Wattson, MTA tunnel consultant

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WHY: Original plans for the southern end of the tunnel called for the use of construction explosives, up to 12 hours per day and up to six days per week. The nature of the ground is such that hand-mining techniques may be sufficient to complete most of the job.

NOTE: ***THIS IS AN ACTIVE CONSTRUCTION SITE, AND IS MUDDY. DUNGARE-TYPE TROUSERS ARE RECOMMENDED. BOOTS AND HARD HATS WILL BE PROVIDED.***

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