



# NEWS

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CONTACT: RICK JAGER/MARC LITTMAN  
MTA MEDIA RELATIONS  
(213) 922-2707/922-2700  
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**BLASTING WENT VIRTUALLY UNNOTICED ON THE SURFACE**

**MTA FINISHES THE USE OF EXPLOSIVES IN COMPLETING EXCAVATION  
OF DEEP UNDERGROUND TUNNEL FACILITIES FOR THE METRO RED LINE  
SUBWAY EXTENSION TO VALLEY**

Construction workers on the Metro Red Line subway extension to the San Fernando Valley have completed the use of emulsion explosives that were needed to hollow out a series of cross passages and utility rooms some 800 feet below Runyon Canyon Park.

Due to hard rock ground conditions, explosives were used during the last eight months creating a track level room measuring approximately 310 feet long, 34 feet wide and nearly 26 feet high. A total of 12,400 cubic yards of material has been excavated using explosives.

The use of explosives also were needed to create cross passages between the twin tunnels in order to safely operate Metro Red Line subway trains between Hollywood and North Hollywood. The subway extension is expected to be completed and operational in May 2000.

"The use of small amounts of explosives were needed because this corridor is mainly composed of solid granite rock," said Charles Stark, MTA Executive Officer for Construction. "We are delighted by the safe and diligent work performed by the contractor and equally delighted that the use of these explosives went virtually unnoticed on the surface."

More...

Traylor Brothers and Frontier Kemper J.V. construction crews began the use of small amounts of emulsion explosives in December 1997 and completed their work in August 1998. The work was approved by safety experts including CalOSHA, the California Department of Transportation, the California Highway Patrol, the Los Angeles Police Department and the Los Angeles City Fire Department.

MTA, working with safety experts, developed a program to minimize the impacts by using only four rounds of timed explosive sequences a day, each lasting about 10 seconds. Safety and explosive experts had predicted that the use of the explosives deep below Runyon Canyon Park would be barely perceptible on the surface.

A total of six cross passages and four track level rooms will be built. Cross passages are provided every 700 feet between the two tunnels as a safety feature. Track level rooms house equipment for automatic train control (signaling), communications and traction power.

In February, the MTA Board of Directors approved a staff recommendation to eliminate the construction of two subway crossover tunnels beneath Runyon Canyon. The recommendation approved by the Board saved \$27 million and dramatically reduced the need for the use of additional explosives during excavation.

Metro Red Line subway workers will now concentrate on finishing the subway tunnel to North Hollywood by completing the 12 inch thick permanent concrete lining, laying the track and installing the train control system.

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