



# NEWS

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## **MTA SUBMITS NEW CONSTRUCTION PROCEDURES TO FEDERAL TRANSIT ADMINISTRATION**

The MTA has outlined to the Federal Transit Administration a series of stringent construction procedures under which tunneling could resume beneath Hollywood Boulevard. Measures the MTA will adopt to assume direct control over construction quality and safety also have been forwarded to the FTA for approval.

The MTA submitted draft plans which, subject to FTA approval, would permit the resumption of tunneling beneath Hollywood Boulevard. Tunneling was halted Aug. 18 due to ground subsidence near the intersection of Hudson Avenue.

The proposed tunneling implementation plan would require the use of steel struts instead of wooden wedges to support the newly installed crown sections of the initial tunnel liner once tunneling resumes. Dry-pack concrete would be required to complete the expansion gaps between the precast concrete liner segments. The contractor would be required to fill all expansion gaps with dry-pack concrete in the stressed portion of the tunnel to ensure support of the liner segments.

Contact grouting for the entire liner would be required between the surrounding soil and the liner segments when tunneling resumes. In the existing tunnels, the contractor would be required to apply grout in areas that had not been properly grouted.

The contractor also would be required to inject chemical grouting ahead of the tunnel boring machine in the south tunnel beneath the next two intersections of Hollywood Boulevard, in front of Mann's Chinese Theater in the north tunnel, and elsewhere along the route, if necessary.

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Compaction grouting from the street surface has been completed between Hudson and Cherokee avenues and would be required from behind the tunnel boring machine shield to the west side of Cherokee. Compaction grouting also could be required, if necessary, in front of Mann's Chinese Theater to protect celebrity hand and foot prints in the theater courtyard.

The construction manager must continue to locate and ensure that utility companies repair broken water lines and other leaks along Hollywood Boulevard. Timely response to any new leaks also would be required.

"With these new requirements in place, tunneling can resume safely and effectively and with minimum impact on the Hollywood community," said John J. Adams, MTA interim executive officer, construction. "We believe these measures meet all the criteria laid down by the FTA, the Los Angeles City Council and by the MTA's own Board of Directors."

MTA officials have recommended to the FTA that the tunneling work halted in August be completed by the present construction firm, Shea-Kiewit-Kenny.

"We have reviewed all the options available to us, including termination of the construction firm," said Franklin E. White, MTA chief executive officer. "Good business practice, however, requires us to consider the ultimate cost to the taxpayer of termination and its chain-reaction effect on eight other subway station contracts now in progress, and hundreds of subcontracts.

"The cost of delay that would occur if we were to change prime contractors would be prohibitive," White said. "We believe, that with the new quality control and quality assurance procedures in place, the finished product will be up to industry standards."

The MTA also has proposed a three-phase plan for reorganizing its construction management program. These actions will give the MTA more control over construction quality and safety from Parsons-Dillingham, the current construction management firm. The plan is to be fully implemented by May, 1995.

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"The purpose of the reorganization would be to increase the efficiency of our construction projects, improve construction quality, enhance worker and public safety and make the MTA staff fully accountable for the project," said White.

The plan further calls for the MTA to assume direct management responsibility for the Segment 3 North Hollywood construction projects, replacing the Parsons-Dillingham staff with a combination of MTA staff and a staff of newly acquired consultants.

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