



NEWS

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SECOND METRO RED LINE TUNNEL FROM SAN FERNANDO VALLEY BORES THROUGH TO HOLLYWOOD

The carving out of the twin Metro Red Line subway tunnels linking the San Fernando Valley and Hollywood was officially completed early this morning when the steel teeth of a colossal tunnel boring machine consumed its final meal of dirt and rock.

The left tunnel breakthrough took place near the La Brea access shaft just off of Hollywood Boulevard at approximately 4 a.m., the same site of the right tunnel breakthrough October 22. It now gives Los Angeles County a total of 17.4-miles of twin inter-connected subway tunnels, a linkage that includes downtown, the San Fernando Valley and Hollywood, with a slight jog to Wilshire and Western.

This latest milestone, again achieved by a 22-foot- 8-inch diameter, 700,000-pound tunnel boring machine operated by contractor Traylor Brothers and Frontier Kemper J.V., foreshadows the start of Metro Red Line service planned for Hollywood in December 1998 and service to Universal City and North Hollywood in the year 2000.

The Metro Rail subway is being built in segments. One 6.5 mile section already is in service and transporting about 40,000 average weekday boarding passengers between Union Station downtown out to Wilshire and Western.

The rest of the Metro Red Line system, which will run underground up Vermont to Hollywood Boulevard and then through the Santa Monica Mountains to Universal City and North Hollywood, is under construction. About two dozen different MTA contractors are working on the project.

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Page 2 Left Tunnel Breakthrough

Tunneling contractor Traylor Brothers and Frontier Kemper J.V has been working beneath the Santa Monica Mountains between Hollywood and Universal City for the past 1-1/2 years. Completion of the twin 17-foot, 10-inch diameter tunnels ranks as one of the most difficult phases in Metro Red Line subway construction history as miners dug through 12,630 feet and six distinct geologic formations, ranging in depth from 165 to 900 feet. The cost of the tunneling project was approximately \$154 million.

With the left tunnel now finished, more than 312,000 cubic yards of dirt, or 35,700 truck loads have been removed. Unlike previous segments of the Metro Red Line, built through loose sedimentary ground, these tunnels pass primarily through solid rock under steep mountain terrain.

About 125 men and women worked on the project daily, digging and installing more than 10.2 million pounds of steel. More than 91,000 cubic yards of concrete will be poured when the final tunnel liner is completed. More than 90 percent of the tunnels were built with two full-face, hard-rock tunnel boring machines, the first successful use of a TBM for a large diameter tunnel in Los Angeles County.

In the last 10 years, during construction of the entire Metro Red Line, enough dirt has been excavated to fill up the Pasadena Rose Bowl 3-1/2 times, enough steel to build 90,000 automobiles and enough concrete to build a 5-foot wide sidewalk from Los Angeles to Boston. The \$5.4 billion currently expended for all Metro Red Line and light rail Blue and Green line construction has created or maintained 130,000 direct jobs and over 183,000 indirect jobs for a total of more than 313,000 jobs.

MTA's Metro Rail system, comprised of the Metro Red Line and light rail Metro Green and Blue lines, currently spans 48 miles and serves nearly 110,000 boarding passengers each weekday.