

# Los Angeles County Metropolitan Transportation Authority

Contract C45161C1152

WESTSIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS

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VA STATION MURAL FINE ARTS REPORT



Design-Build Contract



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### Abbreviations/Acronyms

AASHTO	American Association of State Highway and Transportation Officials	LADOT	Los Angeles Department of Transportation
ADA	Americans with Disabilities Act	LADWP	Los Angeles Department of Water and Power
APDU	Advanced Partial Design Unit	MEP	Mechanical, Electrical, Plumbing
ASD	Allowable Stress Design	MMRP	Mitigation Monitoring and Reporting Program
BIM	Building Information Modeling	MOT	Maintenance of Traffic
CADD	Computer Aided Design and Drafting	MRDC	Metro Rail Design Criteria
Caltrans	California Department of Transportation	OTS	Over-the-Shoulder
CAMUTCD	California Manual of Uniform Traffic Control Devices	PA	Public Address
CCTV	Closed Circuit Television	PDQM	Project Design Quality Manual
CDRL	Contract Data Requirements List	PHA	Preliminary Hazard Analysis
CFD	Computational Fluid Dynamics	Pkg	Package
CIAR	Construction Impact Assessment Report	QA	Quality Assurance
CIL	Certifiable Items List	QC	Quality Control
COBH	City of Beverly Hills	RFP	Request for Proposals
CR	Constructability Review	SCADA	Supervisory Control and Data Acquisition
DC	Direct Current	SES	Subway Environmental Simulation
DU	Design Unit	SOE	Support of Excavation
EIR	Environmental Impact Report	SUSMP	Standard Urban Stormwater Mitigation Plan
FTA	Federal Transit Administration	SWPPP	Storm Water Pollution Prevention Plan
GR	General Requirements	TBM	Tunnel Boring Machine
HDPE	High Density Polyethylene	TC	Train Control
ICD	Interface Control Documents	TC&C	Train Control and Communications
IDR	Inter-Disciplinary Review	TCP	Traffic Control Plan
IFC	Issued for Construction	TPSS	Traction Power Substation
IMP	Interface Management Plan	TVA	Threat and Vulnerability Assessment
IT	Information Technology	UPE	Under Platform Exhaust
INTRA	Intra-Disciplinary Review	UPS	Uninterruptible Power Supply
LABOE	Los Angeles Bureau of Engineering		

# VA Station Mural Fine Arts Report

## 1. PROJECT DESCRIPTION

The Westside Purple Line Extension Section 3 Stations is the third and final extension of the overall Westside Purple Line Extension. The Project extends the heavy rail subway system from the future Century City / Constellation Station approximately 2.56 miles west beneath the City of Los Angeles, Caltrans (I-405), Los Angeles County and VA Hospital properties.

The Westside Purple Line Extension program will extend the heavy rail subway system westward from the current terminus at Wilshire / Western, for approximately nine miles with seven new stations. The Westside Purple Line Extension is scheduled to be designed and built in three sections. Section 1 from Wilshire / Western to Wilshire / La Cienega is under construction; Section 2, which is also under construction, extends from the west end of Section 1 to the Wilshire / Rodeo Station and then to the Century City / Constellation Station; Section 3 extends west from the end of Section 2 to the Westwood / UCLA Station and then to the Westwood / VA Hospital Station. Extension Sections 1 through 3 will provide a high-capacity, high-speed, dependable alternative for those traveling to and from Los Angeles’ “second downtown,” including destinations such as Miracle Mile, Beverly Hills, Century City and Westwood. A Project Area Map is below in Figure 1.

Figure 1 - Project Area Map – Overall Purple Line Extension (source: Metro)



The Westwood/UCLA station box will be located under Wilshire Blvd between Veteran Ave and Westwood Blvd. A construction staging area is located at the UCLA parking lot north of Wilshire Blvd between Gayley Ave and Veteran Ave. The main station entrance will be located to the west of Gayley Ave, which will be equipped with stairs, escalators, elevators and bicycle parking. Two additional entrances on the northeast and southeast end of the station are also included. Centrally located in Westwood, the Westwood / UCLA station will provide patrons with access to the Westwood Medical Center, Hammer Museum, UCLA campus and the surrounding Westwood Village. See Figure 2 below for a rendering of the Westwood/UCLA Station.

Figure 2 – Westwood / UCLA station (source: Metro)



The Westwood / VA Hospital station box, including two crossovers, will be located to the west of the I-405 Freeway and south of Wilshire Blvd. A pedestrian bridge to the south of Wilshire Blvd and stairs and elevators to the north will enable patron access to the station entrance from existing bus stops at the elevated Wilshire Blvd overpass. The main station entrance will be equipped with stairs, escalators, elevators and bicycle parking. The Westwood / VA Hospital station in West LA will provide a reliable transportation option to the U.S. Department of Veterans Affairs West Los Angeles Medical Center and the surrounding U.S. Department of Veterans Affairs campus, with connections to the westside and its surrounding areas of interest. See Figure 3 below for a rendering of the Westwood/VA Hospital Station.



Figure 3 – Westwood / VA Hospital Station (source: Metro)



Work under this Contract will include, but is not limited to, furnishing all management, coordination, professional services, labor, equipment, materials and other services to perform the following:

- Final design and construction of stations and systems elements of the Project.
- Temporary and permanent utility replacements and relocations.
- Ground restorations, improvements and protection of existing buildings.
- Tail track exit shaft and staging area final arrangements.
- Station support of excavation (SOE), site restoration and earthwork.
- Stations and pedestrian bridge architecture, underground structures, station plazas and entrances.
- Track and systems.

The Los Angeles County Metropolitan Transportation Authority (LACMTA) has retained Tutor Perini | O&G Industries, a Joint Venture (TPOG) as the Design-Builder for the Westside Purple Line Extension Section 3 Stations (WPLE3S) Project. TPOG has retained STV Incorporated as a member of the Design Team for the Project. The organization of the “Project Team” encompasses Metro, TPOG and STV.

## 2. VA STATION MURAL FINE ARTS

The Westwood / VA Hospital station box construction and related work will impact existing fine arts murals known collectively as the *National Veterans Mural*. These murals have been identified as a historic resource, and as such must be treated with care and protected during construction. This report presents a description of the murals, documentation of existing conditions, a description of construction impacts, and recommendations for protection of existing murals to remain.

### 2.1 INTRODUCTION

The *National Veterans Mural* is a compilation of military- and veterans-themed murals, completed in 1995 by artist Peter Stewart of the Art Attack Studio, along with a number of assistants known collectively as “the Crew”. The mural was produced under the guidance of the National Veterans Foundation.

The mural consists of several components, which are presented on the concrete walls and ceiling of the Bonsall Avenue Underpass; the Wilshire Boulevard bridge fascia and abutments (wing walls); the four retaining walls at the Wilshire Boulevard on- and off-ramps; and the exposed slopes at each corner of the bridge crossing.

The murals are painted with what appears to be acrylic paints, applied by both brush and airbrush/spray, and painted directly onto the concrete. The concrete walls are divided into panels by vertical expansion joints. They are also divided horizontally into two regions, with the lower region having a heavily textured finish, and a smooth finish above. The mural work is applied throughout and is not constrained by joints or textural differences. In most areas, the imagery continues into and across joints and spans over the change in surface textures.

The ceiling of the underpass is smooth-finished concrete. It is divided at the center by a rectangular atrium running east to west, with mural work to either side. Construction joints are also visible from the plywood sheet forms. The murals contain some imagery in perspective or that wrap from walls to ceiling to provide the illusion of depth, including a paratrooper and a soldier rappelling from a helicopter overhead.

### 2.2 DESCRIPTION OF MURAL COMPONENTS

Descriptions of each component of the *National Veterans Mural* are as follows:

#### 2.2.1 Bonsall Avenue Underpass Walls and Ceiling

The east elevation of the Bonsall Avenue Underpass contains the mural title, dedication, artist and crew names, and sponsor logos (see “Mural Inscriptions” section below for details). The inscriptions are predominately located at the upper region of the northern half of the wall; however, some sponsor logos continue to the southern half of the wall. At the center, there is a central image of an American flag and a plane in the air. The upper region is painted as blue sky and clouds, and the

lower region contains over 120 military unit insignias arranged in rows. There is also a small bronze memorial plaque mounted to the wall near the center.

The west elevation contains almost 140 different military unit insignias, arranged similarly in rows. At the top, there are ten spaced stanchions containing various U.S. and military unit flags. The upper region is painted as blue sky and clouds, and at the center there is a single paratrooper with many open parachutes off in the distance. The paratrooper's chute imagery continues onto the underpass ceiling creating the illusion of depth.

The underpass ceiling is painted to represent a blue sky and clouds. At the north end, there is a grouping or squadron of six biplanes. At the south end, near the center, there is a depiction of a soldier repelling from a helicopter. At the west side, near the center, is the parachute of the paratrooper on the west elevation (noted above). The ceiling is divided into two sections by a central atrium running east to west.

Figure 4 – Bonsall Avenue Underpass, view north (source: ARG)



### 2.2.2 Wilshire Boulevard On- and Off-Ramp Walls

The northwest wall (Wilshire Blvd. on-ramp, westbound) contains the five branch insignia of the U.S. Armed Forces, interspaced with imagery of various medals of honor, and flanked by a military ribbon at each end.

The northeast wall (Wilshire Blvd. off-ramp, westbound) contains various portraits of men and women in uniform, an American flag, a U.S. Coast Guard helicopter, and a pair of combat boots.

Near the center is a panel reading: “In memoriam / U.S. Submarine Veterans / World War II / 52 U.S. Submarines Lost in WWII”. The mural work appears unfinished; at the far east end is a sketch for a portrait that remains unpainted.

The southwest wall (Wilshire Blvd. off-ramp, eastbound) contains various medical-themed vignettes, most likely related to Veterans undergoing treatment. The vignettes include portraits of doctors and nurses, laboratory and x-ray technicians, and patients.

The southeast wall (Wilshire Blvd. on-ramp, east bound) contains vignettes of men and women in various social situations, undergoing therapy, cooking, classroom settings, etc. At the west end, there is a rendering of the VA Hospital, and a logo for Veterans Helping Veterans. Similar to the northeast wall, this wall appears unfinished. Several of the portrait heads at the east end remain in sketch form, and other portraits lack details or definition.

Figure 5 – Northwest retaining wall (Wilshire Blvd. on-ramp, westbound). (source: ARG)



### 2.2.3 Wilshire Boulevard Bridge

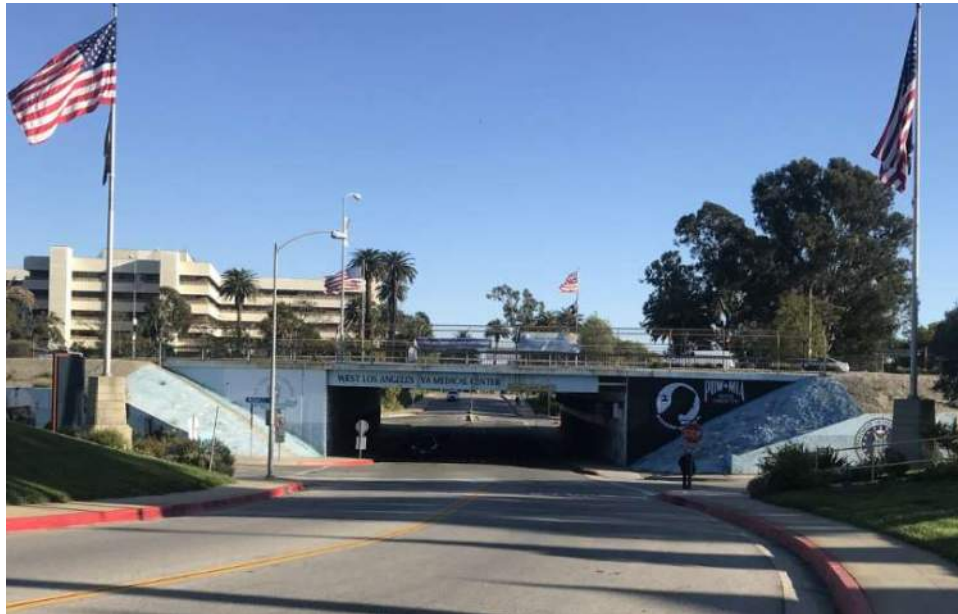
The north entrance of the Wilshire Boulevard bridge contains stenciled lettering at the fascia reading “West Los Angeles VA Medical Center”. At the west end of the fascia, there is a depiction of a black flag with a yellow stripe (unknown). The west bridge abutment contains the logo and lettering reading: “POW-MIA, Never Forgotten”. The east abutment contains a logo reading VA Voluntary Service, 50 years (1946-96), Department of Veterans Affairs.

The south entrance of the bridge has similar lettering at the fascia reading “West Los Angeles VA Medical Center”. The west bridge abutment contains the caduceus symbol for medicine, surrounded

by the words: “Healthcare, Education, Research”. The east bridge abutment contains the insignia for the U.S. Department of Veterans Affairs.

The sloped surfaces at the four corners to either side of the bridge are also incorporated into the murals. The surfaces are covered in concrete and are painted blue with white stars spaced evenly throughout.

Figure 6 – Wilshire Blvd. bridge, view south. (source: ARG)



## 2.3 MURAL INSCRIPTIONS

### 2.3.1 Bonsall Avenue Underpass East Elevation Inscriptions

The east elevation of the Bonsall Avenue Underpass contains several inscriptions regarding the creation of the mural. These include the name of the mural (*National Veterans Mural*); the name and contact info for the artist (“Art Attack Studio Peter Stewart 310-840-2098”); and the purpose of the work as follows: “This mural is dedicated to the veterans who proudly served this country and the medical staff, personnel, the volunteers, and everyone who helps with their healing.”

Peter Stewart was assisted by a large group of volunteers known collectively as “the Crew”. Each of their names appears as part of the inscription, including the following:

Robert Denton, Patricia Bobik, Donny Hawkins, Dwight Galloway, Monty Cunningham, Martin Newman, Yvonne Mora, Sandy Robbins, Cecil La Mar, Tamorah Thomas, Charlie & Tommy Saulenas, Larry Williams, Jack Wilson, Federico Blanco, Braham Brown, Michael Ceballos, Richard Maciel, Richard Pasquale / Jose Mordan,

Joe Diaz Jr., Clay Aubrey, Lloyd Glenn, David Cody, Anthony Martin, Edd King, Bill Hamilton, Cesar Aceituno, Dwight David, Ray Essak, Thomas Yax, Joseph Gallardo Jr., James Smith, Maria Bucmaniuk, Fredrick Smith, Gregory Schmidt, Dexter Brownlee, John San Marco, Felix Auguster, Edward Deas / Willie Sykes, Ellen Beyer, Wayne Thurston, Gloria Johnson, Albert Guzman, Robert Tristan, Mary Newport, Redondo John, Steve Ray, Robert Sampson, Culver City Middle School D.T., Ed Wright, Jessica & Briana Essak, Lorin Lindner, PhD, Tom Pepe / Michael Teilmann, Arthur Dorame, Randy Kline, Ed Thomas, Harold Hanks, Matt Jones, Terry Sanders, Pepi Jones, Dave Siltanen, Raul Machin, William Shean, Ken, Joey & Derek Clark, Ward Cole, Gino Pasquale / Spring de Haviland, Vilas Maddox II, Beatriz Huppert, The Lundys, Hoyda El Bardisy, Stephen & Ethan Peck, Andy Patrick, Young Lee, Juan Sanchez.

Special appreciation was also given to the following as part of the inscription:

Community Resources Staff, Painters / Warehouse, V.A. Paint Shop, V.A. Medical / Staff Models, Joe Denton, Traci Leighty / David Goodman, Wayne Hodge, Robert / Pacheco, Louis Medina, Phil Garcia / Chris Spelio, Corky Pasquil, Richard / Sykes, Joe Chizmadia, Patty Dimond / John Keaveney, Shad Mechad, Diana / Crandall, Ross Selvidge, Mike Raines / Geoff Schofield, David Parmenter / Clint Martin, Steve Thompson, Jackie / Huppert, Doug Abney, Tony Libertson / Gina Michel, Charles Caine Co., Soinyat / Angeles Hudson, David Harold, Reggie Sully.

Mural sponsors were also recognized by including their company logos as part of the large array of military insignia logos on the Bonsall Ave. elevation. These included the following:

Better Bodies Cross-Training Center, City of Los Angeles Fire Station 37, (illegible), Metro Diner, Sinclair Paints, iwata Professional Air Brushes, Art Wear Embroidery, Department of Police Veteran Affairs, United VA States Police Investigations, Veterans Express Ventura County Foods, Fabrication Technology, Good Mornings Breakfast Delivery, V.A. Amateur Radio Service, Museum of Flying Santa Monica, CA., Santa Monica Power Tool Hardware, Doc's Ski Haus Santa Monica, American Federation of Government Employees (1061), Los Angeles City Fire Department Air Operations, Spirit, Sequoia Sound, Brown United Grandstands Staging Scaffolding, Air Support Division West LAPD, McCoy Construction, National Satellite Production Media Services, Inc.

And finally, a bronze plaque was affixed to the mural which states: "In memory of / Peter Stewart / for his dedicated and devoted service / Presented by / West Los Angeles VA Medical Center / and / Veterans Service Organizations."

Figure 7 – Inscriptions at Bonsall Avenue east elevation. (source: ARG)



### 3. EXISTING CONDITIONS

The following are general comments related to the existing conditions of *The National Veterans Mural*. See **Appendix A** for photographs referenced throughout and see **Appendix B** for existing condition drawings.

#### 3.1 CONCRETE DAMAGE

*The National Veterans Mural* components are in fair condition overall. The concrete walls and bridge appear to be in good structural condition. Damage, where observed, does not appear to affect the structural capacity or endanger the artwork. Cracks were noted in the concrete at many locations (see photos 15-16 below for examples). The cracks are hairline to 1/8-inch in width, and do not appear to be related to any underlying structural condition. They are possibly related to ground movement or settlement, corrosion of embedded steel, or expansion and contraction of the materials.

Damage to the concrete was observed at the north entrance of the Bonsall Ave. underpass. At this location, it appears that trucks or other high clearance vehicles have collided with the bridge, causing spalling of the concrete at the edge. The impact has exposed embedded reinforcing bars, which are now corroding (see photo 17). The damage also continues onto the ceiling of the underpass, where heavy paint loss and abrasion marks were noted through key portions of the mural (squadron of biplanes, see photo 18).

#### 3.2 SURFACE CONDITIONS

In most locations, the mural paintings are still legible, and the colors are still vibrant. However, in some locations where surfaces receive higher exposure to sun or surface washing, the paint colors are fading, and the surfaces are eroding (see photo 19). In some locations, the fading has led to a lack of definition of the mural details (see photo 20).

Painted surfaces appear to largely intact. ARG noted a few locations where there is cracking or peeling paint (see photo 22), or where there is paint loss (see photo 21). In some locations at the heavily textured surfaces, it is unclear if the paint loss is due to weathering and damage over time, or if the surfaces were incompletely painted originally due to the difficulty of covering the heavy texture (see photo 23). At one location on the southeast wall, it appears that the paint loss may be related to cleaning or removal of previous graffiti (see photo 24).

Mural surfaces are generally soiled overall. This includes soil erosion from adjacent planted areas or slopes, as well as atmospheric soiling from the urban environment. The soiling varies by location from light to heavy accumulations (see photo 25). Drip stains and other residues were noted in several locations. The stains can be disfiguring to the mural work (see photo 26), and in some locations, have also caused paint loss (see photos 27-28). At two of the corner slopes, the painted surfaces are stained by corrosion of adjacent embedded steel at the bridge above (see photo 29).

The murals have very little current damage from graffiti. Writing or pen marks were noted in two locations (Bonsall Ave. east elevation and northwest wall; see photo 30); and spray paint graffiti was noted in two locations (southwest and southeast walls; see photo 31). In other areas, it appears that previous graffiti has been painted over with non-matching paint (see photo 32 for an example).

Plant growth was noted at the base of most retaining walls at the joint with the sidewalk (see photo 33). Growth was also noted at various crack locations in the concrete-covered corner slopes. Most surface areas appear to drain water well; however, standing water was noted at two of the four corners, at low spots behind the retaining walls. Also, at the southeast wall, there appears to be an issue of soil erosion at the soil-side of the retaining wall; piles of dirt were noted at each of the drain holes at the base of the wall (see photo 34).

### 3.3 SURFACE ATTACHMENTS

Several items are attached to mural surfaces at the Bonsall Ave. underpass. There is a bronze plaque mounted to the wall at the east elevation (see photo 35). At the west elevation, there is a row of flags supported on metal stanchions. Below the stanchions there is row of cut off steel angles suggesting that the flags were raised to a higher elevation at some point in time (see photo 36). Also attached to the walls and ceiling are several light fixtures and surface-mounted conduit (see photos 37-38).



## 4. RECOMMENDATIONS FOR PROTECTION

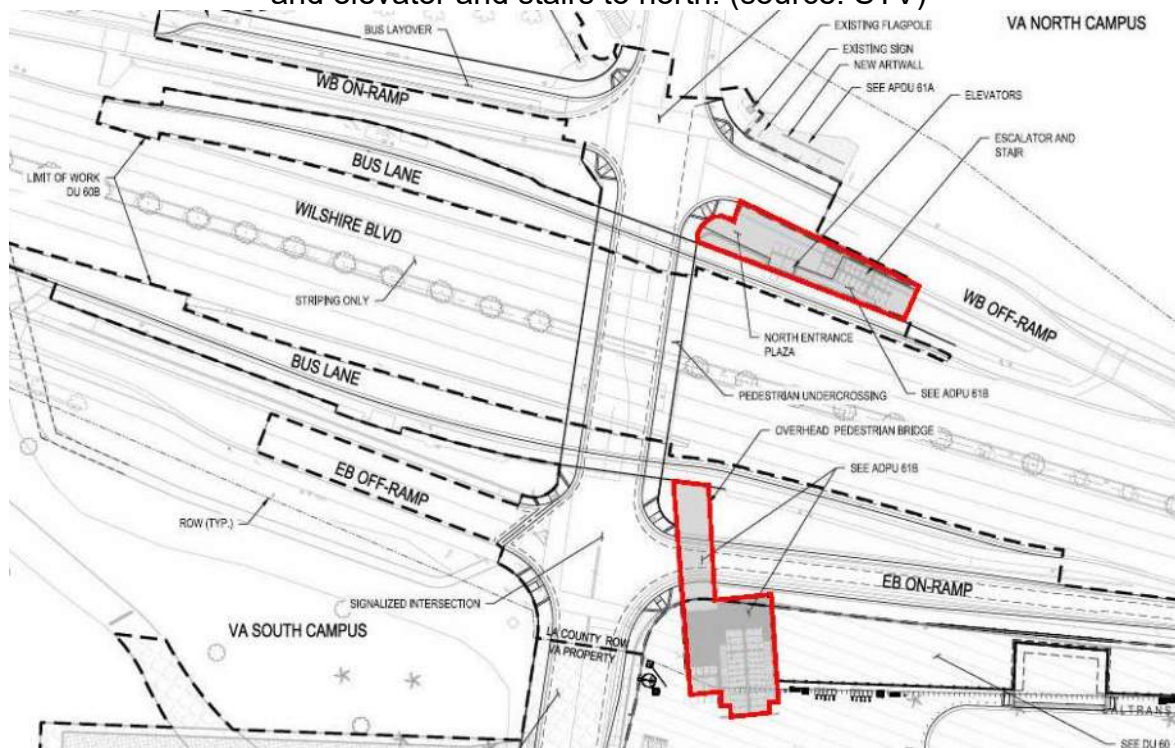
The following are general recommendations for protection of existing murals during construction, as well as a brief assessment of construction impacts to the *National Veterans Mural* historical resource.

### 4.1 CONSTRUCTION IMPACTS

The Westwood / VA Hospital station box will be located to the west of the I-405 Freeway and south of Wilshire Blvd. It will include construction of a new pedestrian bridge to the south of Wilshire Blvd., and new stairs and elevators to the north. These will allow patrons to access the station entrance from existing bus stops at the elevated Wilshire Blvd. overpass.

See below for an assessment of these construction impacts, and recommendations for mitigation and protection.

Figure 8 – Partial site plan, note location of pedestrian bridge to south, and elevator and stairs to north. (source: STV)



#### 4.1.1 Impacts to Northeast Wall and Corner Slope (Wilshire Blvd. Off-Ramp, Westbound)

The project will demolish the northeast retaining wall and its adjacent corner slope. These bear a portion of the *National Veterans Mural* comprising approximately ten (10) percent of the total mural

surface area. A new art wall will be constructed at the northeast corner of Bonsall Ave. and the westbound Wilshire Blvd off-ramp. The new art will replicate the original artwork from the retaining wall but will be rendered in mosaic tile rather than paint. The artwork at the corner slope, consisting of a blue background with white stars, will not be reconstructed or replicated. Design and details for the replica wall are to be provided by others. The design of the new wall is also subject to approval by Metro Art and the Los Angeles County’s Civic Art Program.

Figure 9 – Northeast retaining wall and corner slope (Wilshire Blvd. off-ramp, westbound).  
(source: ARG)



#### 4.1.2 Impacts to Southeast Corner Slope (Wilshire Blvd. On-Ramp, Eastbound)

The project will construct a large (5 ft. diameter) reinforced concrete column within the southeast corner slope to support the pedestrian bridge above. This work will require the removal of the concrete surface from the slope, and the temporary regrading of the slope to allow for staging of a drill rig. The drill rig will drill a vertical hole into the slope into which concrete will be poured for the portion of the column that will be embedded below the surface. After the construction of the column, the slope and concrete surface will be restored; however, the concrete surface will not be repainted. Any remaining mural surfaces should be protected from potential construction-related damage, such as abrasion, contact or collision, or vibration. See protection requirements below.

Figure 10 – Southeast retaining wall and corner slope (Wilshire Blvd. on-ramp, eastbound).  
Note proposed column location (in red) and proposed area of concrete slope to be removed (dashed lines). (source: ARG)



#### 4.1.3 Impacts to Other Areas

Other components of the *National Veterans Mural* may be indirectly impacted by construction traffic or activities, as well as adjacent work to be performed at the sidewalk, curb and gutter. Mural surfaces should be protected from potential construction-related damage, such as abrasion, contact or collision, or vibration. See protection requirements below.

#### 4.1.4 Abbreviated Project Impacts Assessment: Northeast Wall/Corner Slope (Wilshire Blvd. Off-Ramp, Westbound) and Southeast Corner Slope (Wilshire Blvd. On-Ramp, Eastbound)

As the *National Veterans Mural* has been identified as a historic resource, an abbreviated assessment of project impacts using the Secretary of the Interior’s *Standards for the Treatment of Historic Properties* (“the Standards”) is provided.

The Standards identify four treatment approaches for historic properties: Preservation, rehabilitation, restoration, and reconstruction. Though the work involves a reconstruction element, rehabilitation is the treatment approach most applicable to this project, as only a portion of the historical resource will be impacted and the work is in the service of making possible an efficient contemporary use. Rehabilitation is defined as:

The process of returning a property to a state of utility, through repair or alterations, which makes possible an efficient contemporary use while preserving those portions and features of the property significant to its historic, architectural, and cultural values.<sup>1</sup>

The intent of the Standards is to facilitate the long-term preservation of a property's significance through the retention of historic materials and features. The Standards pertain to historic buildings, structures, and objects of all materials, construction types, and sizes and may encompass exterior and interior spaces. The Standards are intended to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

An analysis of the mural replacement work against each of the ten Standards for Rehabilitation finds that due to its demolition element it does not comply with the Standards, specifically Standards 2, 5, and 9, all of which address the retention of historic materials, features, and spatial relationships. However, because only a small portion (approximately 10 percent) of the mural would be demolished, the impact to the resource as a whole would be small and mitigable. Furthermore, the project would replicate the majority of the demolished portion in an appropriate manner that is both compatible with the remaining portions of the historical resource in terms of location, scale, orientation and structural material (concrete), and appropriately differentiated from them in terms of material (mosaic tile). The demolition of the northeast adjacent corner slope without reconstruction/replication and the placement of a concrete support column in the southeast corner slope are not considered major impacts, as the concrete-faced slopes bear simple paint (blue with white stars) without any of the figural or symbolic elements characterizing the main portions of the mural. As a result, ARG feels that the project impact would be negligible and mitigable to a less than significant level.

## 4.2 GENERAL PROTECTION REQUIREMENTS

The following are general protection requirements for the *National Veterans Mural*:

- All protection assemblies should be self-supporting and self-bracing. Install protection materials in a manner that will not damage mural surfaces. **Do not attach** protection materials directly to mural surfaces.
- Secure protection materials adequately so as to maintain a safe environment for workers, pedestrians, and vehicles.
- Completely install all protection materials prior to start of construction and maintain protection materials throughout the duration of the work within the area of influence.
- Selected protection materials should be of good quality and should perform well long-term for the stated application (ex: exterior- or marine-grade materials for exterior applications).

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<sup>1</sup> Anne E. Grimmer, revisions to Kay D. Weeks and Anne E. Grimmer, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Technical Preservation Services, 2017), accessed June 2020.

- Make regular inspections of protection materials and adjust as necessary to maintain proper protection.
- Replace any protection materials that may become damaged during the work.
- If protection is temporarily removed for construction access, etc., it must be immediately reinstalled following that work.
- When construction is complete, carefully remove the protection materials, and inspect the murals for damage. Compare with existing conditions documentation photographs and drawings to ensure that no new damage has occurred, and that existing damage has not become exacerbated. Repair any damage per art conservator’s recommendations.

### 4.3 CONSTRUCTION VIBRATION

As an identified historic and cultural resource, the Contractor is responsible for protection of the *National Veterans Mural* from damage associated with construction vibration, specifically the protection of resources within 200 feet of any construction activity (see Section 01 56 19 “Construction Noise and Vibration Controls” for more information). Continuous Vibration Monitoring Stations (CVMS) are to be installed, and daily vibration measurements will be taken during peak vibration generating activities. Vibration limits have been specified for the Bonsall Avenue underpass murals as 0.5 Peak Particle Velocity (in/sec). Construction activities shall not exceed this level for any length of time. If this level is exceeded, the construction activity must be halted immediately and work on that activity suspended until an alternative construction method can be used that will result in lower vibration levels.

### 4.4 PROTECTION MATERIALS

The following protection materials are recommended for use at the *National Veterans Mural*. See area-specific recommendations sections below for applicability.

- Plywood and lumber
- Construction fencing
- Soft fiberboard
- Foam roll or sheet padding
- Polyethylene sheeting, 6mil
- Preservation tape (3M Scotch brand) or similar tape for seams
- Accessories, including fasteners, bolts, etc.

## 4.5 AREA-SPECIFIC PROTECTION RECOMMENDATIONS

The following are protection recommendations for specific areas of the *National Veterans Mural*.

### 4.5.1 Bonsall Avenue Underpass Walls and Ceiling

The Bonsall Avenue Underpass walls will not be directly impacted by the construction but should be protected from construction traffic and during adjacent work at the sidewalk, curb and gutter. Walls may be protected by installation of a self-supporting temporary wall or fence system, covered with plastic sheeting. During installation, allow for some space between the temporary fence and the mural; do not attach or place materials directly against the mural surfaces. Any existing surface-mounted attachments that may interfere with the protection system, such as flags and stanchions, should be removed and reinstalled.

The underpass ceiling should have no impact or risk of damage from adjacent construction activities. There is no additional protection recommended at this time. We recommend visual monitoring of ceiling surfaces at regular intervals during the construction process to check for damage, in particular following any activities which exceed stated vibration limits. Follow all specifications in the vibration monitoring program.

### 4.5.2 Wilshire Boulevard On- and Off-Ramp Walls

The Wilshire Blvd. on- and off-ramp walls (retaining walls) to remain will not be directly impacted by the construction, but they should be protected from construction traffic and during adjacent work. Similar to the underpass walls, mural surfaces should be protected with a self-supporting temporary wall or fence system, covered with plastic sheeting. The fence system should be held away from the walls; do not attach or place materials directly against the mural surfaces.

### 4.5.3 Wilshire Boulevard Bridge

The murals at the bridge abutments (wing walls), as well as the stenciled lettering at the Wilshire Blvd. bridge fascias, will not be directly impacted by the construction. No temporary protection is recommended at this time. If adjacent work has the potential to damage mural surfaces, provide temporary protection.

Portions of the murals at the four corner slopes will be directly impacted by the construction. The northeast corner will be removed and not reconstructed. At the southeast corner, a large portion of the concrete surface will be removed for construction of a support column for the overhead pedestrian bridge. During construction, temporarily protect the existing portions of the southeast corner to remain; materials can include soft fiberboard, flexible foam padding and plastic sheeting. Remove any protection materials at the end of each work day to prevent condensation buildup at mural surfaces.

The northwest and southwest corner slopes are to remain and will not be directly impacted by construction. Temporary fencing may be installed at the sidewalk to protect from adjacent construction.

## APPENDIX A - EXISTING CONDITION PHOTOGRAPHS



APPENDIX A - EXISTING CONDITION PHOTOGRAPHS



Photo 1: Wilshire Blvd. bridge crossing at Bonsall Ave. view south.



Photo 2: Wilshire Blvd. bridge, south elevation.



Photo 3: Bonsall Ave. underpass, view south; note murals on east and west elevations and ceiling above.



Photo 4: Bonsall Ave. underpass ceiling; note biplanes and clouds. Also note plywood sheet form lines at concrete slab.



Photo 5: Bonsall Ave. underpass south entrance; note perspective mural on ceiling.



Photo 6: Detail of underpass ceiling mural of soldier rappelling from helicopter.



Photo 7: Bonsall Ave. underpass, west elevation.



Photo 8: Detail of mural at underpass; note paratrooper image wraps wall to ceiling.



Photo 9: Northeast retaining wall (Wilshire Blvd. Off-Ramp, westbound).



Photo 10: Northwest retaining wall (Wilshire Blvd. On-Ramp, westbound).



Photo 11: Southwest retaining wall (Wilshire Blvd. Off-Ramp, eastbound).



Photo 12: Southeast retaining wall (Wilshire Blvd. On-Ramp, eastbound).





Photo 13: Detail of Navy insignia at northwest wall; note mural continues through vertical expansion joint.



Photo 14: Detail of portrait at northeast wall; note mural work continues over both smooth and highly textured wall finishes.



Photo 15: Crack at southeast wall, approx. 1/8-inch wide. Discoloration and paint loss at crack associated with water intrusion.



Photo 16: Hairline crack at southeast wall.



Photo 17: Detail of Bonsall Ave. underpass north entrance; note concrete spalling and corroded reinforcement, related to impact from trucks.



Photo 18: Detail of underpass ceiling at north entrance; note paint loss and abrasion damage from trucks.



Photo 19: Southwest corner slope; note rust staining and eroded/faded paint.



Photo 20: Detail of insignia at south elevation of bridge; note faded paint and lack of definition.



Photo 21: Detail at southwest wall; note paint loss at face.



Photo 22: Detail at northeast wall; note cracking and peeling paint. Also note hairline crack above.



Photo 23: Detail at northeast wall; note paint loss, or possibly missing paint due to



Photo 24: Detail at southeast wall; note paint loss at base of wall, possibly from prior

lack of original coverage at highly textured surface.



Photo 25: Detail at northwest wall; note heavy soiling.

graffiti removal. Also note dark vertical lines (drip staining/soiling).



Photo 26: Detail at northeast wall; note drip stains.



Photo 27: Detail of east elevation of Bonsall Ave. underpass; note drip stains and associated paint loss.



Photo 28: Detail of Bonsall Ave. underpass north entrance; note drip stains, efflorescence, and paint loss at bridge fascia and ceiling.



Photo 29: Detail at southwest corner slope; note rust stains associated with corrosion of embedded steel above.



Photo 30: Detail of east elevation of Bonsall Ave. underpass; note writing/graffiti.



Photo 31: Detail at end of southwest wall; note graffiti.



Photo 32: Detail at west elevation of Bonsall Ave. underpass; note overpaint, most likely to cover graffiti.



Photo 33: Detail at northwest wall; note plant growth.



Photo 34: Detail at southeast wall; note soil erosion at drain hole.



Photo 35: Bronze plaque at east elevation of Bonsall Ave. underpass.



Photo 36: Flag on stanchion at west elevation of Bonsall Ave. underpass; note cut off angle below, indicating flag was raised.



Photo 37: Detail of east elevation of underpass; note light fixture and surface-mounted conduit.



Photo 38: Light fixture at underpass ceiling.

## APPENDIX B - EXISTING CONDITION DRAWINGS



Los Angeles County Metropolitan Transportation Authority

Contract C45161C1152

WESTSIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS

CDRL 12 15 23 – 1.05.B.6.A.1

VA STATION MURALS CONDITIONS ASSESSMENT – MARCH 20, 2020



Design-Build Contract



Prepared by:



360 East Second Street, Suite 225  
Los Angeles, CA 90012



1055 West Seventh Street, Suite 3150  
Los Angeles, CA 90017-2556



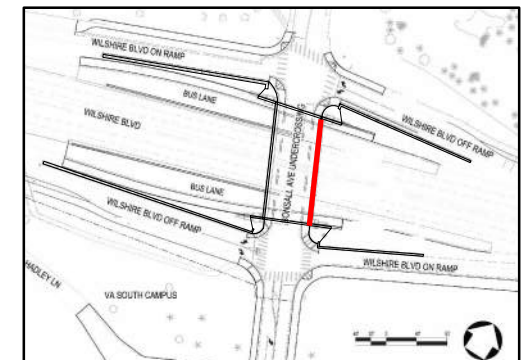


**1** BONSALL AVE. EAST ELEV. (PANEL 1)  
NOT TO SCALE

**LEGEND**

- Crack - Concrete
- Localized Staining
- Overpaint/ Graffiti
- Paint Loss

**KEY PLAN**



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Resources Group

**WEST SIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS**  
VA STATION MURALS CONDITIONS ASSESSMENT, MARCH 20, 2020

OPEN JOINTS, TYP. AT EXPANSION JOINTS

LIGHT TO MODERATE SOILING, TYP. OVERALL



BRONZE PLAQUE

1

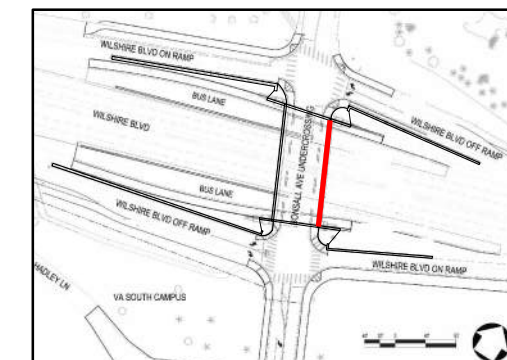
BONSALL AVE. EAST ELEV. (PANEL 2)

NOT TO SCALE

LEGEND

- Crack - Concrete
- Localized Staining
- Overpaint/ Graffiti
- Paint Loss

KEY PLAN



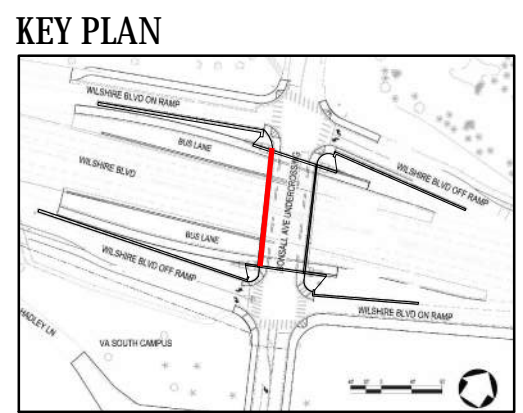
Architectural Resources Group

WEST SIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS  
VA STATION MURALS CONDITIONS ASSESSMENT, MARCH 20, 2020



**1** BONSALL AVE. WEST ELEV. (PANEL 1)  
NOT TO SCALE

- LEGEND**
- Crack - Concrete
  - Localized Staining
  - Overpaint/ Graffiti
  - Paint Loss



OPEN JOINTS, TYP. AT EXPANSION JOINTS

FLAGS ON STANCHIONS





CUT-OFF ANGLES (FROM PREVIOUS STANCHION HEIGHT)

LIGHT TO MODERATE SOILING, TYP. OVERALL

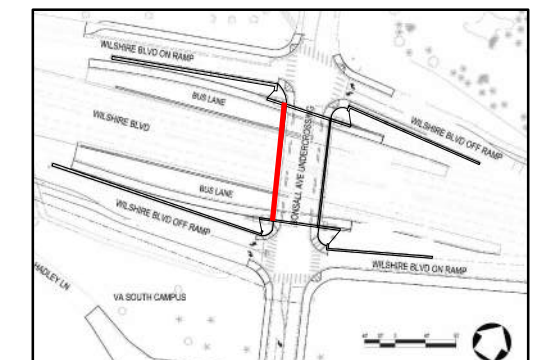


**1** BONSALL AVE. WEST ELEV. (PANEL 2)  
NOT TO SCALE

**LEGEND**

-  Crack - Concrete
-  Localized Staining
-  Overpaint/ Graffiti
-  Paint Loss

**KEY PLAN**



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**WEST SIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS**  
VA STATION MURALS CONDITIONS ASSESSMENT, MARCH 20, 2020







**1** UNDERPASS CEILING - VIEW NORTH  
NOT TO SCALE



ABRASION DAMAGE & CHIPPED EDGES FROM HIGH VEHICLES

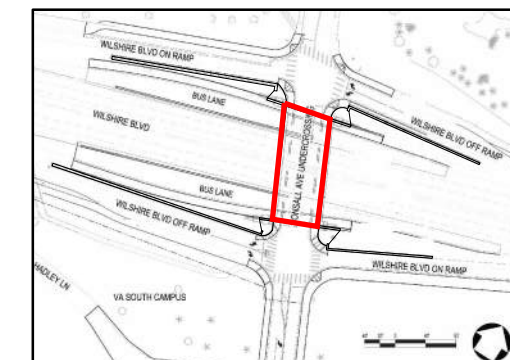
SPALLS AT CONC. EDGE; REINFORCEMENT EXPOSED AND CORRODED

**LEGEND**

-  Crack - Concrete
-  Localized Staining
-  Overpaint/ Graffiti
-  Paint Loss

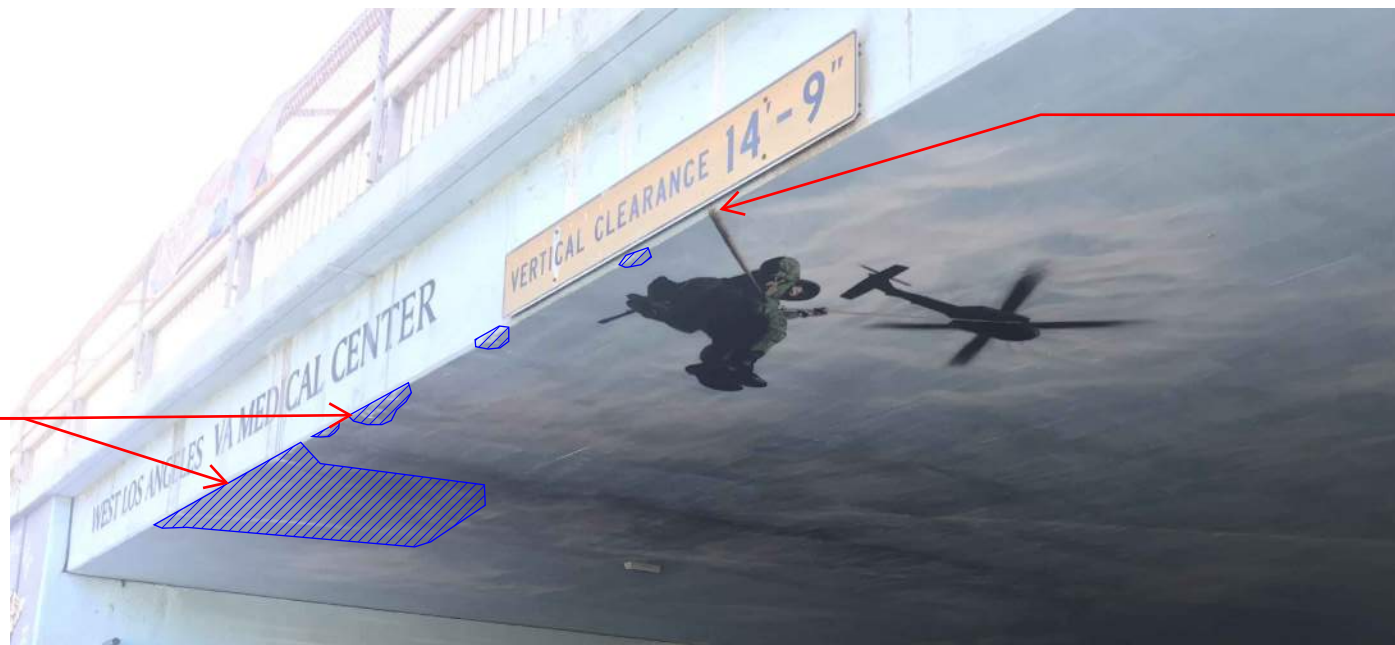
**2** UNDERPASS CEILING - NORTH END  
NOT TO SCALE

**KEY PLAN**





**1** UNDERPASS CEILING - VIEW SOUTH  
NOT TO SCALE







ABRASION DAMAGE & CHIPPED EDGES FROM HIGH VEHICLES

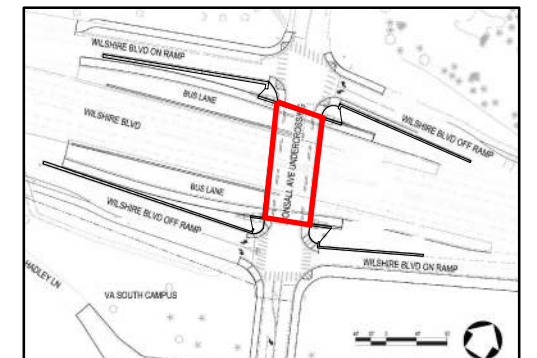
SIGN COVERS PORTION OF MURAL THAT WRAPS FRONT OF FASCIA

**2** UNDERPASS CEILING - SOUTH END  
NOT TO SCALE

**LEGEND**

-  Crack - Concrete
-  Localized Staining
-  Overpaint/ Graffiti
-  Paint Loss

**KEY PLAN**

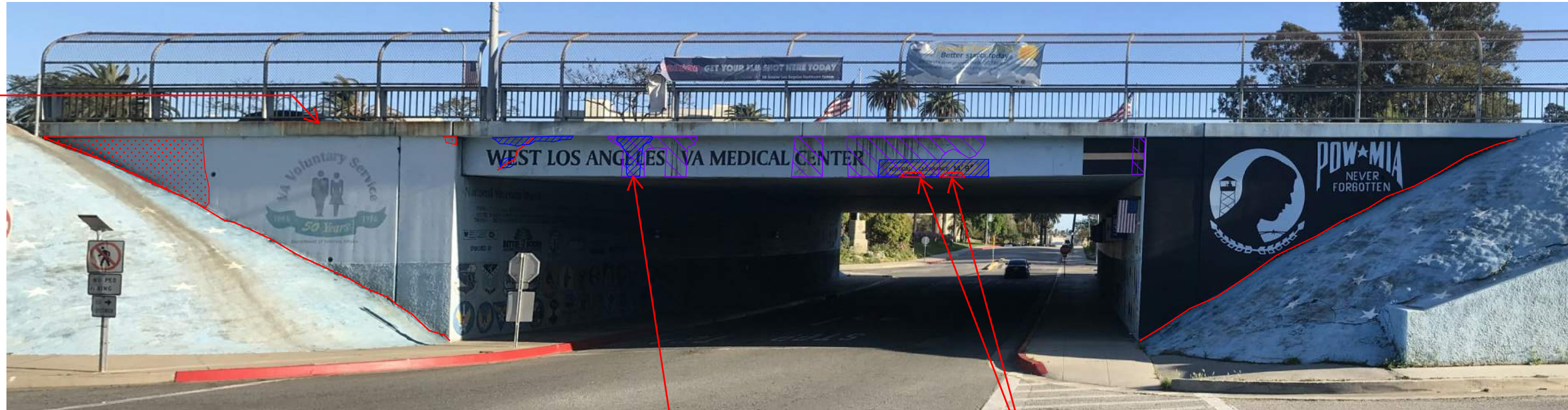


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WEST SIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS  
VA STATION MURALS CONDITIONS ASSESSMENT, MARCH 20, 2020



RUST STAINS TYP. AT CURB



**1** WILSHIRE BLVD. BRIDGE - NORTH ELEV.  
NOT TO SCALE

STAINS/EFFLORESCENCE, PAINT LOSS AT FASCIA

SPALLS AT CONC. EDGE; REINFORCEMENT EXPOSED AND CORRODED



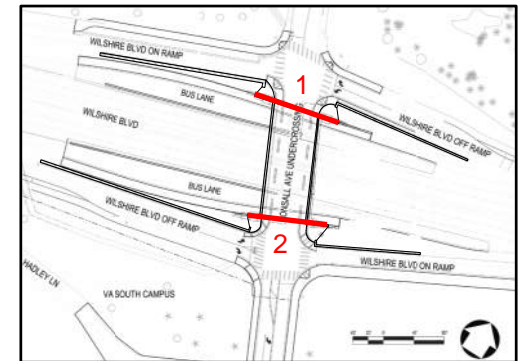
**2** WILSHIRE BLVD. BRIDGE - SOUTH ELEV.  
NOT TO SCALE

SIGN COVERS PORTION OF MURAL THAT WRAPS FRONT OF FASCIA

**LEGEND**

- Crack - Concrete
- Localized Staining
- Overpaint/ Graffiti
- Paint Loss

**KEY PLAN**



Architectural Resources Group

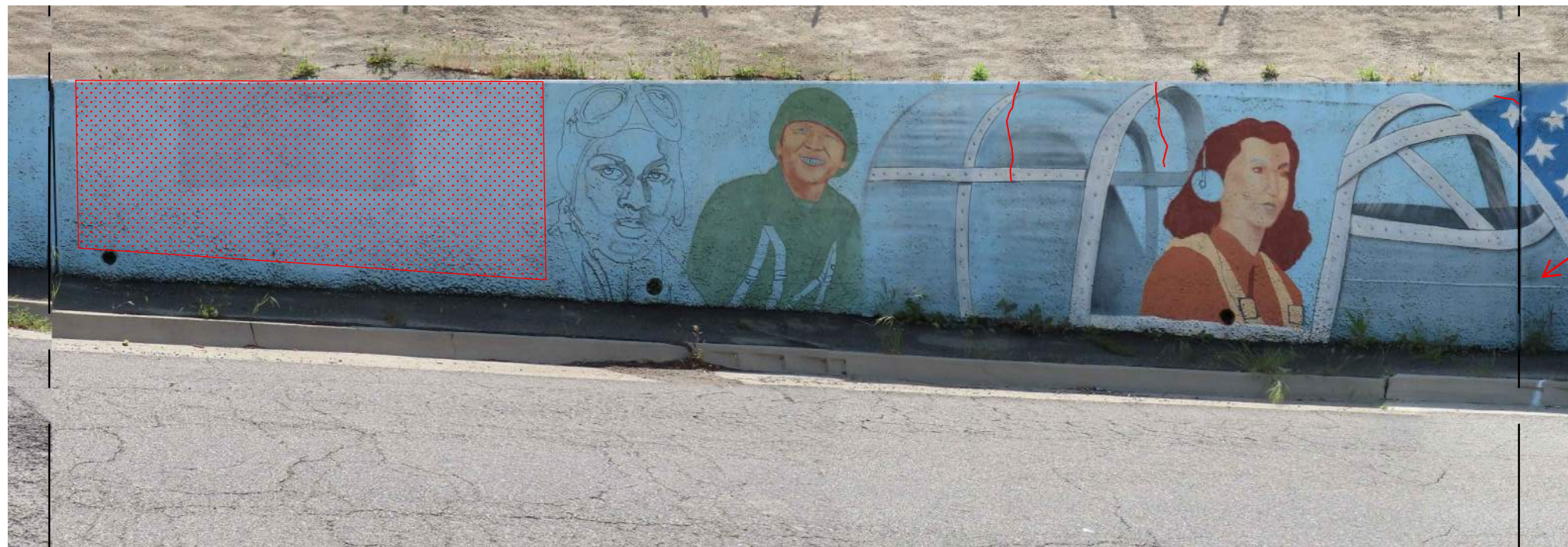
**WEST SIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS**  
VA STATION MURALS CONDITIONS ASSESSMENT, MARCH 20, 2020



**1** WILSHIRE OFF-RAMP SOUTH ELEV. (PANELS 1-2)  
NOT TO SCALE

OPEN JOINTS, TYP. AT EXPANSION JOINTS





WEEDS, TYP. AT BASE OF WALLS



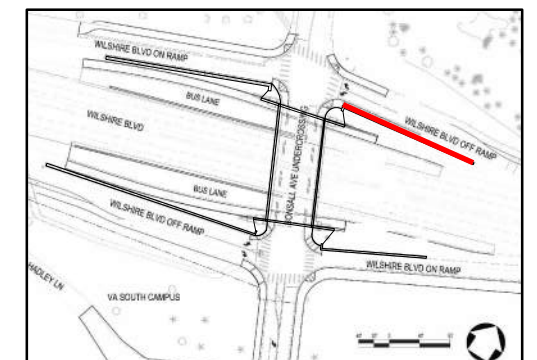
**2** WILSHIRE OFF-RAMP SOUTH ELEV. (PANEL 3)  
NOT TO SCALE

LIGHT TO MODERATE SOILING, TYP. OVERALL

**LEGEND**

-  Crack - Concrete
-  Localized Staining
-  Overpaint/ Graffiti
-  Paint Loss

**KEY PLAN**



Architectural Resources Group

**WEST SIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS**  
VA STATION MURALS CONDITIONS ASSESSMENT, MARCH 20, 2020



**1** WILSHIRE OFF-RAMP SOUTH ELEV. (PANELS 4-5)  
NOT TO SCALE





OPEN JOINTS, TYP. AT EXPANSION JOINTS

WEEDS, TYP. AT BASE OF WALLS



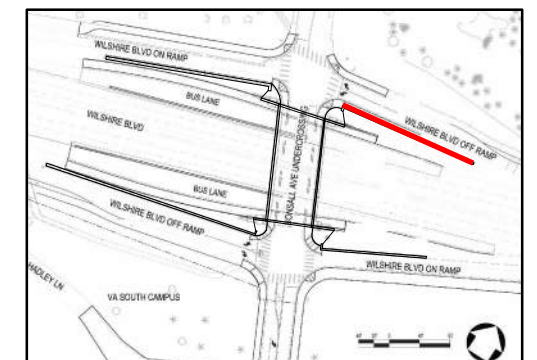
LIGHT TO MODERATE SOILING, TYP. OVERALL

**LEGEND**

-  Crack - Concrete
-  Localized Staining
-  Overpaint/ Graffiti
-  Paint Loss

**2** WILSHIRE OFF-RAMP SOUTH ELEV. (PANEL 6)  
NOT TO SCALE

**KEY PLAN**



Architectural Resources Group

**WEST SIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS**  
VA STATION MURALS CONDITIONS ASSESSMENT, MARCH 20, 2020



**1** WILSHIRE ON-RAMP SOUTH ELEV. (PANELS 1-2)  
NOT TO SCALE

OPEN JOINTS, TYP. AT EXPANSION JOINTS





WEEDS, TYP. AT BASE OF WALLS

LIGHT TO HEAVY SOILING, TYP. OVERALL

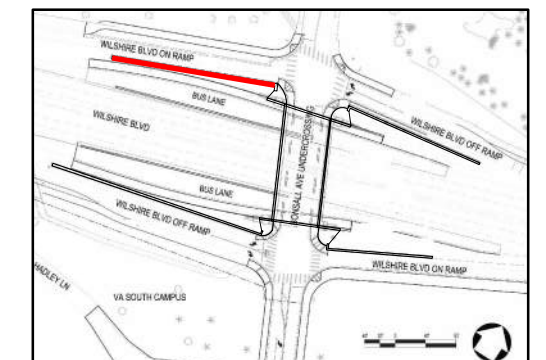


**2** WILSHIRE ON-RAMP SOUTH ELEV. (PANELS 3-4)  
NOT TO SCALE

**LEGEND**

-  Crack - Concrete
-  Localized Staining
-  Overpaint/ Graffiti
-  Paint Loss

**KEY PLAN**



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**WEST SIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS**  
VA STATION MURALS CONDITIONS ASSESSMENT, MARCH 20, 2020



**1** WILSHIRE ON-RAMP SOUTH ELEV. (PANELS 5-6)  
NOT TO SCALE

OPEN JOINTS, TYP. AT EXPANSION JOINTS

WEEDS, TYP. AT BASE OF WALLS





LIGHT TO MODERATE SOILING, TYP. OVERALL



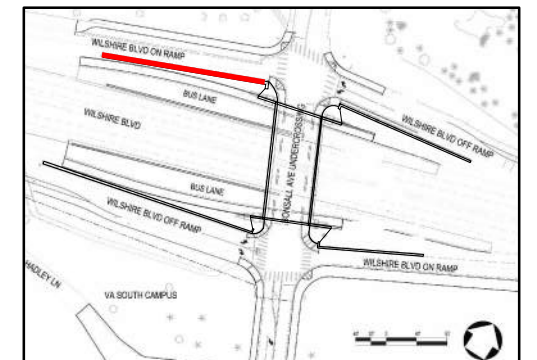
**2** WILSHIRE ON-RAMP SOUTH ELEV. (PANELS 7-8)  
NOT TO SCALE

CONC. FINISH SPALL AT END OF WALL





**LEGEND**

-  Crack - Concrete
-  Localized Staining
-  Overpaint/ Graffiti
-  Paint Loss

**KEY PLAN**



**LEGEND**

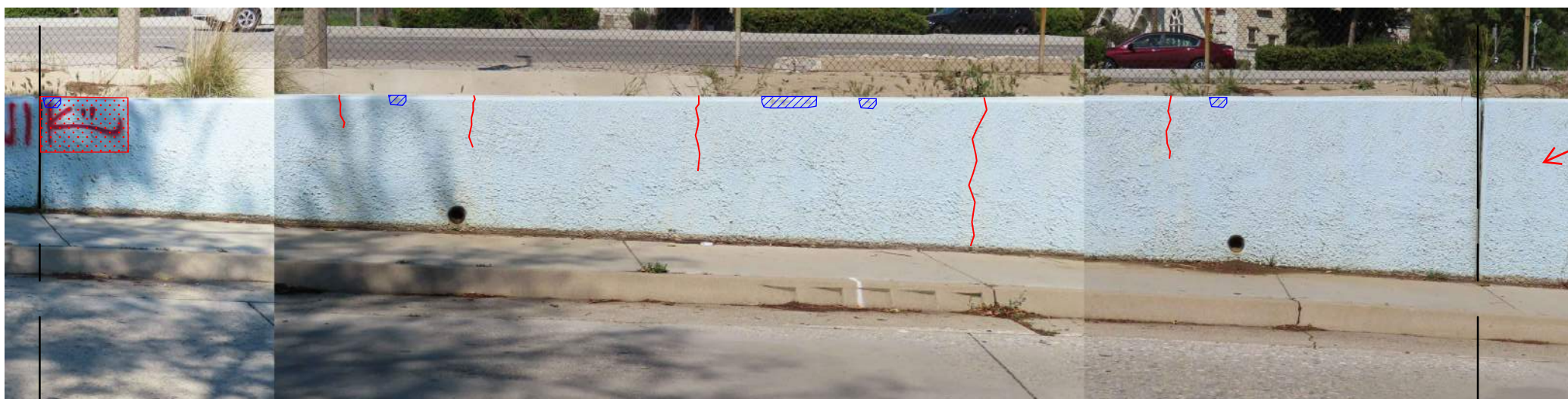
-  Crack - Concrete
-  Localized Staining
-  Overpaint/ Graffiti
-  Paint Loss



OPEN JOINTS, TYP. AT EXPANSION JOINTS

WEEDS, TYP. AT BASE OF WALLS





**1** WILSHIRE OFF-RAMP NORTH ELEV. (PANEL 1)  
NOT TO SCALE



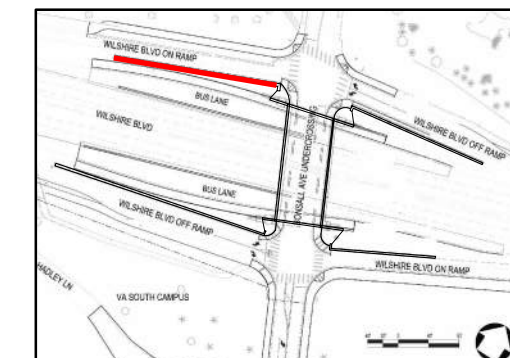
LIGHT TO MODERATE SOILING, TYP. OVERALL

**2** WILSHIRE OFF-RAMP NORTH ELEV. (PANEL 2)  
NOT TO SCALE

**LEGEND**

-  Crack - Concrete
-  Localized Staining
-  Overpaint/ Graffiti
-  Paint Loss

**KEY PLAN**



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**WEST SIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS**  
VA STATION MURALS CONDITIONS ASSESSMENT, MARCH 20, 2020



**1** WILSHIRE OFF-RAMP NORTH ELEV. (PANELS 3-4)  
NOT TO SCALE

OPEN JOINTS, TYP. AT EXPANSION JOINTS

WEEDS, TYP. AT BASE OF WALLS



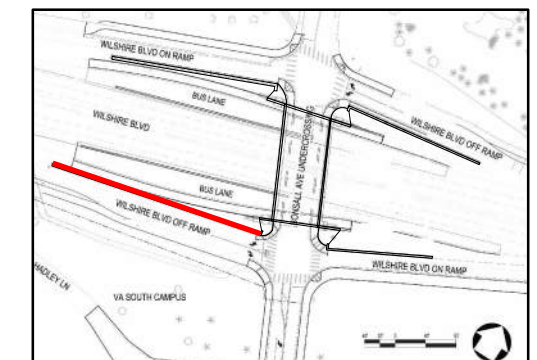
**2** WILSHIRE OFF-RAMP NORTH ELEV. (PANELS 5-6)  
NOT TO SCALE

LIGHT TO MODERATE SOILING, TYP. OVERALL

**LEGEND**

- Crack - Concrete
- Localized Staining
- Overpaint/ Graffiti
- Paint Loss

**KEY PLAN**



Architectural Resources Group

**WEST SIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS**  
VA STATION MURALS CONDITIONS ASSESSMENT, MARCH 20, 2020



**1** WILSHIRE OFF-RAMP NORTH ELEV. (PANELS 3-4)  
NOT TO SCALE

OPEN JOINTS, TYP. AT EXPANSION JOINTS





WEEDS, TYP. AT BASE OF WALLS



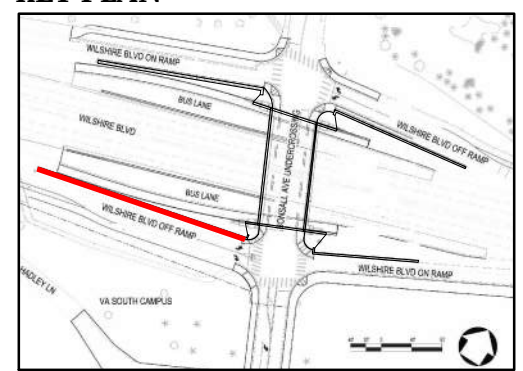
**2** WILSHIRE OFF-RAMP NORTH ELEV. (PANELS 5-6)  
NOT TO SCALE

LIGHT TO MODERATE SOILING, TYP. OVERALL

**LEGEND**

-  Crack - Concrete
-  Localized Staining
-  Overpaint/ Graffiti
-  Paint Loss

**KEY PLAN**



Architectural Resources Group

**WEST SIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS**  
VA STATION MURALS CONDITIONS ASSESSMENT, MARCH 20, 2020





LIGHT TO MODERATE SOILING, TYP. OVERALL

SOIL EROSION, TYP.





**1** WILSHIRE ON-RAMP NORTH ELEV. (PANEL 1)  
NOT TO SCALE



OPEN JOINTS, TYP. AT EXPANSION JOINTS

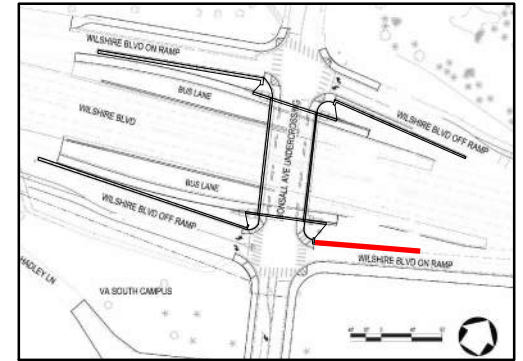
WEEDS, TYP. AT BASE OF WALLS

**LEGEND**

-  Crack - Concrete
-  Localized Staining
-  Overpaint/ Graffiti
-  Paint Loss

**2** WILSHIRE ON-RAMP NORTH ELEV. (PANEL 2)  
NOT TO SCALE

**KEY PLAN**





SOIL EROSION, TYP.

**1** WILSHIRE ON-RAMP NORTH ELEV. (PANEL 3)  
NOT TO SCALE







LIGHT TO MODERATE SOILING, TYP. OVERALL

OPEN JOINTS, TYP. AT EXPANSION JOINTS

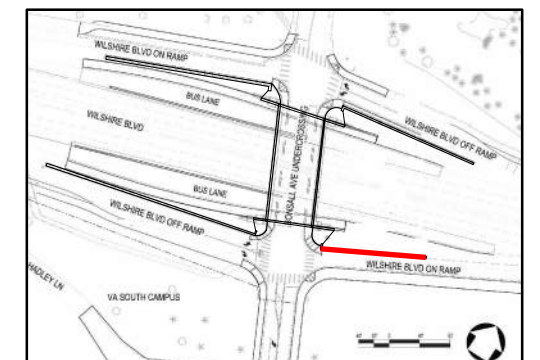
WEEDS, TYP. AT BASE OF WALLS

**LEGEND**

-  Crack - Concrete
-  Localized Staining
-  Overpaint/ Graffiti
-  Paint Loss

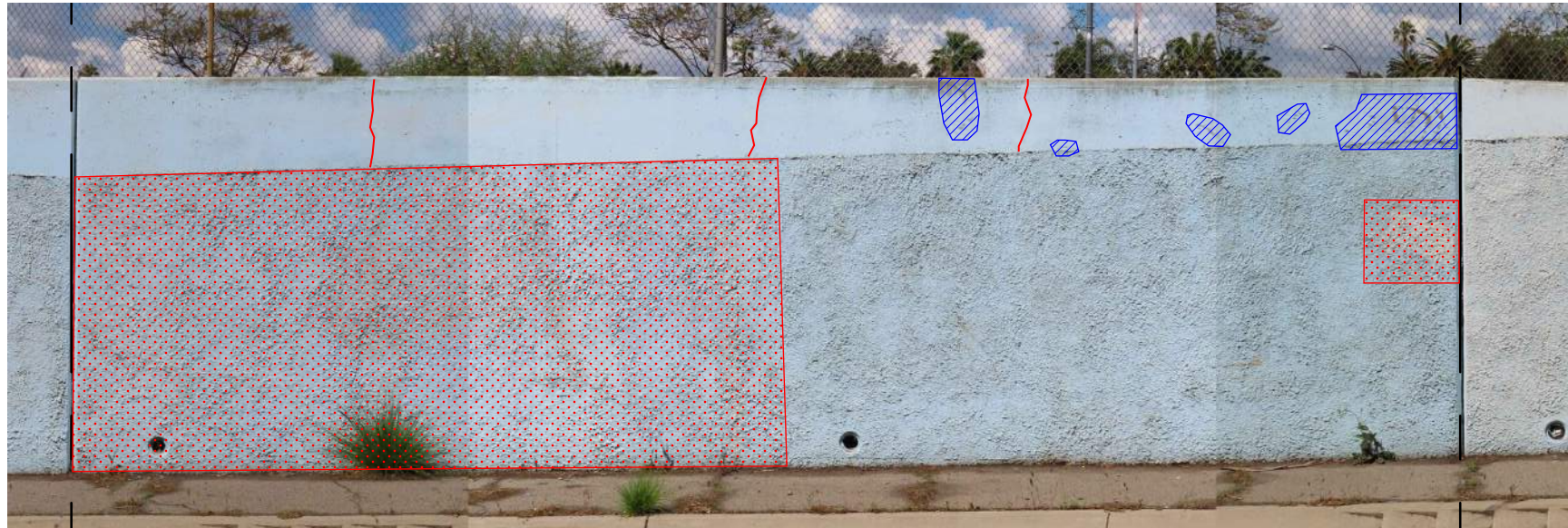
**2** WILSHIRE ON-RAMP NORTH ELEV. (PANEL 4)  
NOT TO SCALE

**KEY PLAN**



Architectural  
Resources Group

**WEST SIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS**  
VA STATION MURALS CONDITIONS ASSESSMENT, MARCH 20, 2020






**1** WILSHIRE ON-RAMP NORTH ELEV. (PANEL 5)  
NOT TO SCALE



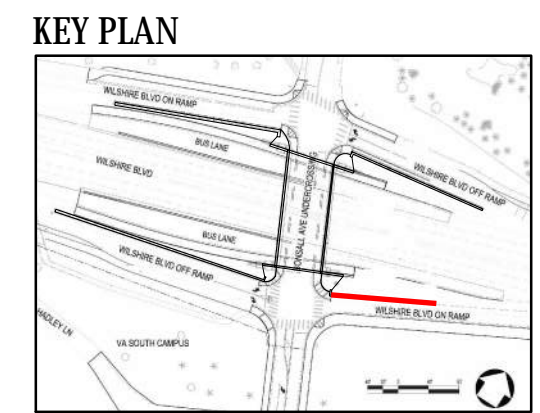
LIGHT TO MODERATE SOILING, TYP. OVERALL

OPEN JOINTS, TYP. AT EXPANSION JOINTS

WEEDS, TYP. AT BASE OF WALLS

- LEGEND**
-  Crack - Concrete
  -  Localized Staining
  -  Overpaint/ Graffiti
  -  Paint Loss

**2** WILSHIRE ON-RAMP NORTH ELEV. (PANEL 6)  
NOT TO SCALE





OPEN JOINTS, TYP. AT EXPANSION JOINTS

WEEDS, TYP. AT BASE OF WALLS





**1** WILSHIRE ON-RAMP NORTH ELEV. (PANEL 7)  
NOT TO SCALE



LIGHT TO MODERATE SOILING, TYP. OVERALL

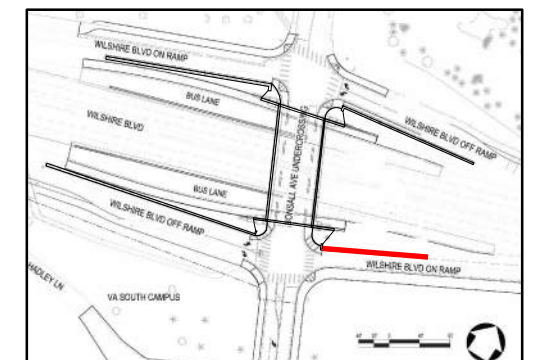
SOIL EROSION, TYP.

**LEGEND**

-  Crack - Concrete
-  Localized Staining
-  Overpaint/ Graffiti
-  Paint Loss

**2** WILSHIRE ON-RAMP NORTH ELEV. (PANEL 8)  
NOT TO SCALE

**KEY PLAN**



Architectural  
Resources Group

**WEST SIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS**  
VA STATION MURALS CONDITIONS ASSESSMENT, MARCH 20, 2020



**1** NORTHWEST CORNER  
NOT TO SCALE



**2** NORTHEAST CORNER  
NOT TO SCALE

RUST STAINS  
CRACK AT WALL, TYP.



**3** SOUTHWEST CORNER  
NOT TO SCALE

RUST STAINS



**4** SOUTHEAST CORNER  
NOT TO SCALE

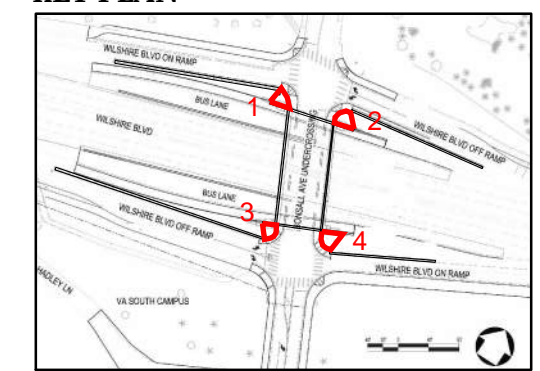
PAINTED SURFACES HEAVILY ERODED/FADED, TYP.  
WEEDS, TYP. AT SLOPE EDGES & BASE  
STANDING WATER BEHIND WALL

WEB-LIKE CRACKING, TYP.

**LEGEND**

- Crack - Concrete
- Localized Staining
- Overpaint/ Graffiti
- Paint Loss

**KEY PLAN**



Architectural Resources Group

**WEST SIDE PURPLE LINE EXTENSION, SECTION 3 STATIONS**  
VA STATION MURALS CONDITIONS ASSESSMENT, MARCH 20, 2020