

Item #52

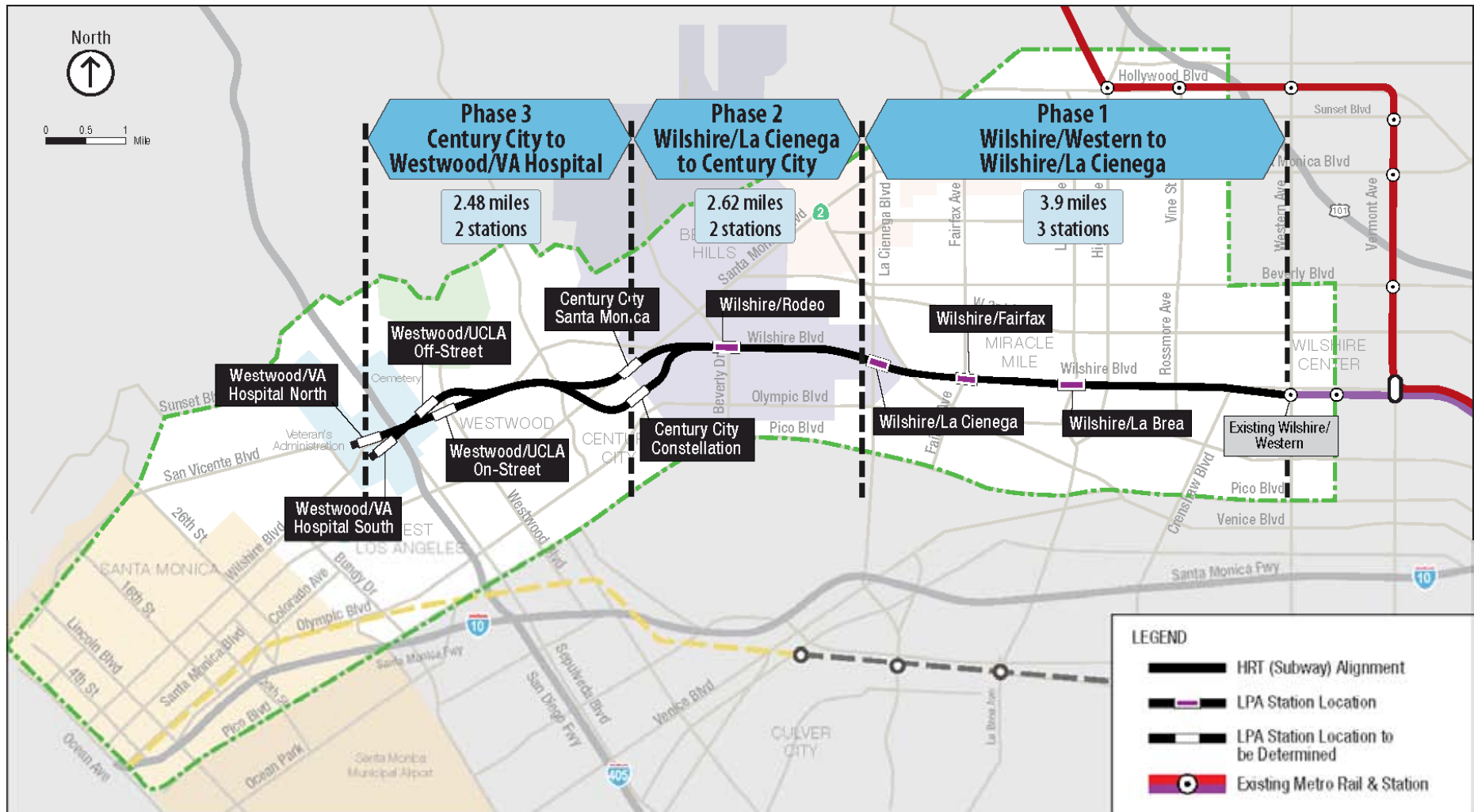
Westside Subway Extension



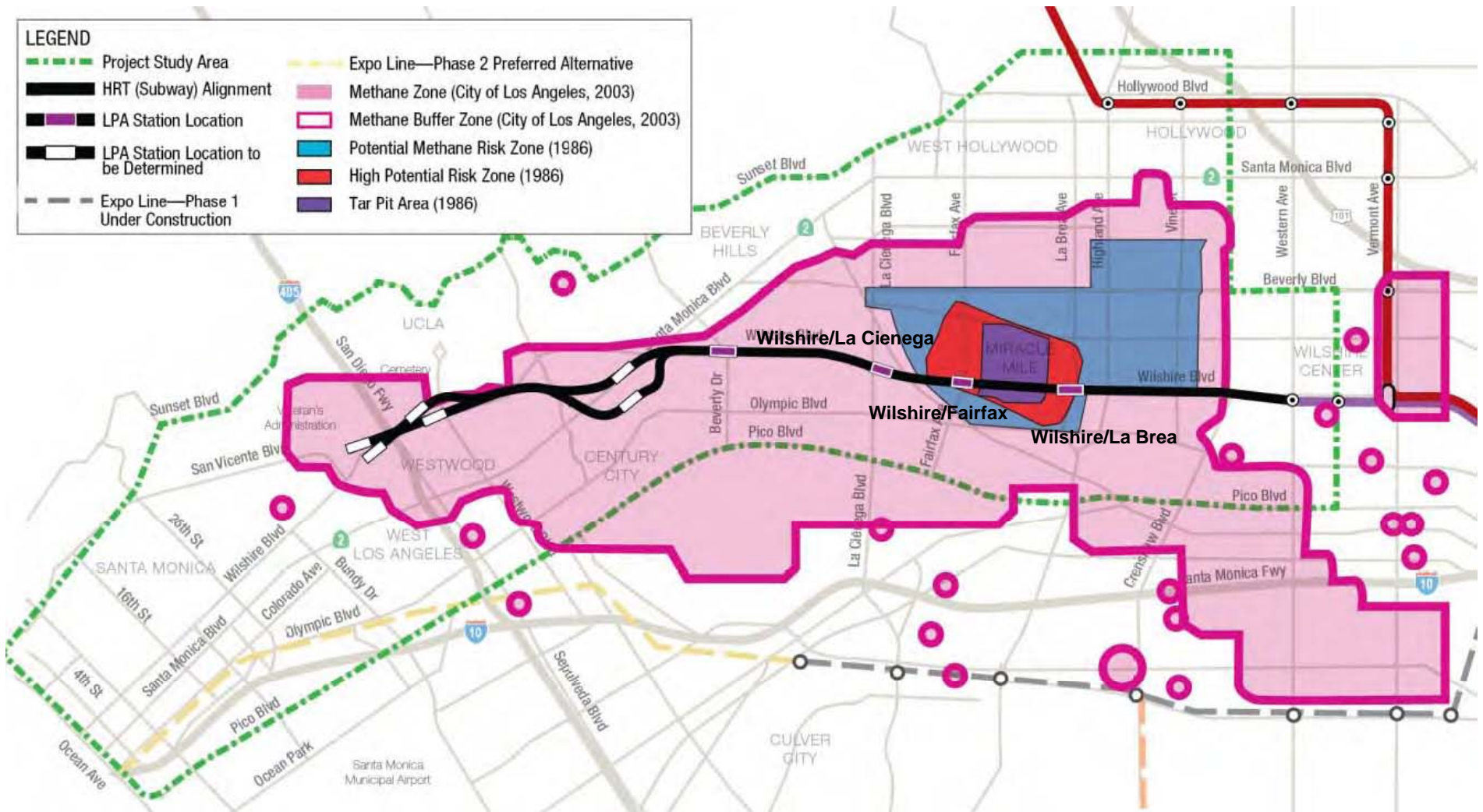
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February 15, 2012

Westside Subway Extension Tunnel Segments and Phasing



La Brea Tar Pits and Gassy Soil



Westside Subway Extension Interim Terminus Recommendation

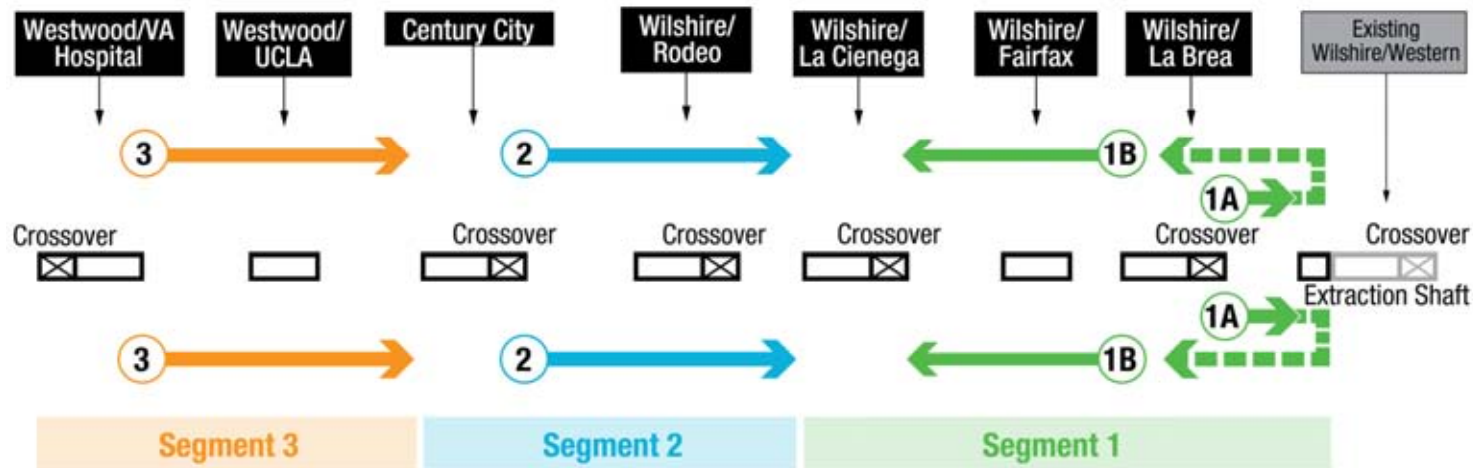
- **Shift from Fairfax to La Cienega**
 - **Increases Length of Initial Construction Segment from 3.1 miles to 3.9 miles**
 - **Reduces Length of Second Construction Segment from 3.5 miles to 2.6 miles**
 - **Moves La Cienega Station from Phase 2 to Phase 1**
 - **Eliminates Crossover at Fairfax Station**
 - **Shifts \$381 million in costs from Phase 2 to Phase 1, but does not increase cost of the overall project**

Westside Subway Extension Interim Terminus Recommendation

- **Shift from Fairfax to La Cienega**
 - **Improves Operational Efficiency of Full Line; reduces total number of crossovers from 6 to 5**
 - **Reduces amount of construction in gassy ground; less excavation of paleontological resources**
 - **Reduces real estate acquisition requirements at Fairfax near County Museum and historic properties**
 - **Eliminates the need to use more costly fully enclosed tunnel mining system in Phase 2**

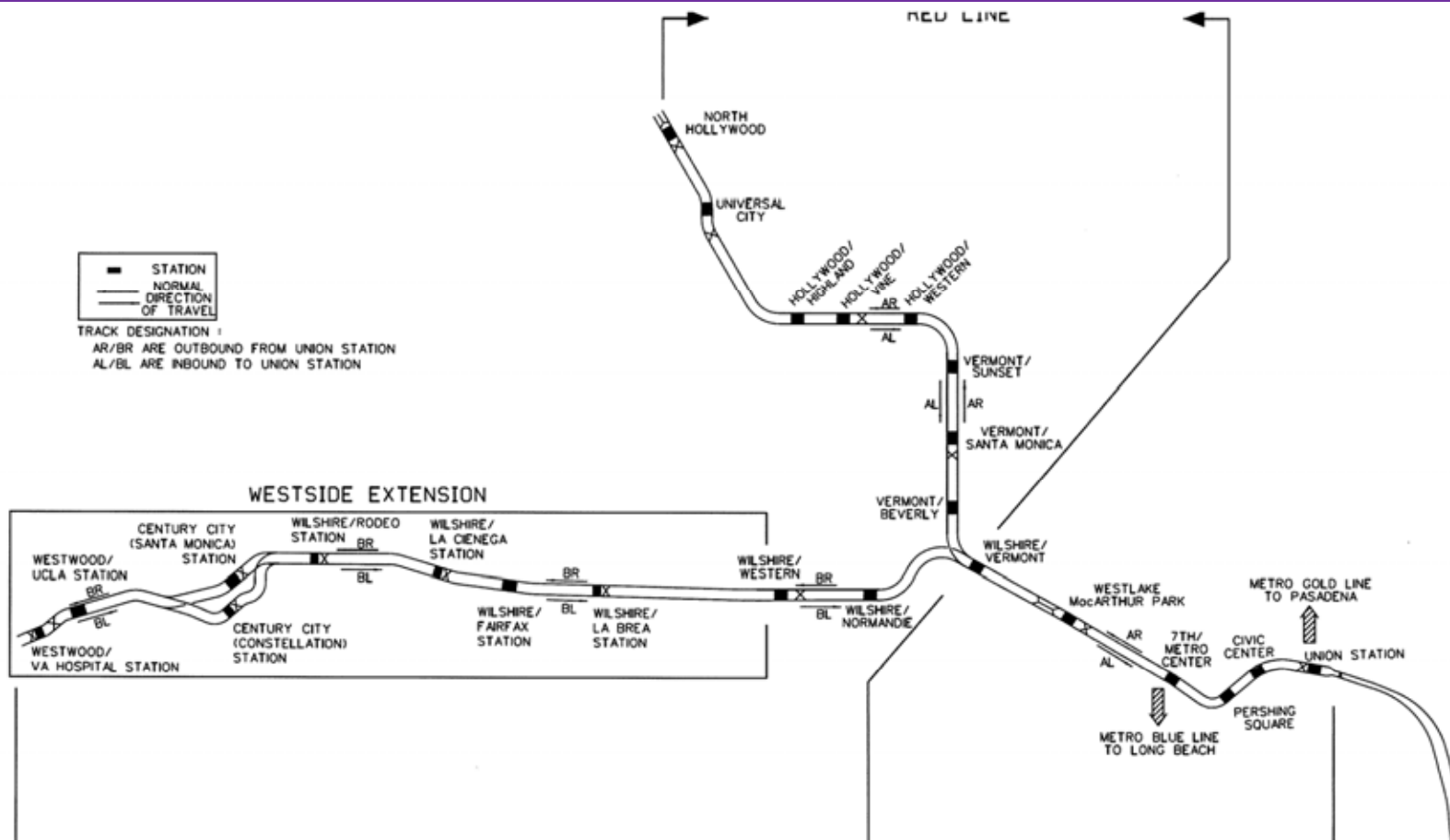
Westside Subway Extension Tunnel Segments and Phasing

- Approximately 3 acres are required for a tunnel launch and soil removal site.
- Specialized tunneling methods for gassy ground, tar sands, and fossil excavation at Wilshire/Fairfax (La Brea Tar Pits) impact the critical path schedule tunneling activities.
- Wilshire/La Brea, which includes an MTA-owned property, is most suitable tunnel launch site to provide sufficient work area to begin tunneling.



- Segment 1A** Two tunnel boring machines (TBMs) launched from Wilshire/La Brea, tunneling east to Wilshire/Western extraction shaft. Remove TBMs and reassemble at Wilshire/La Brea
- Segment 1B** Relaunch the same two TBMs from Wilshire/La Brea, tunneling west to Wilshire/La Cienega
- Segment 2** Two TBMs launched from Century City, tunneling east to Wilshire/La Cienega
- Segment 3** Two TBMs launched from Westwood/VA Hospital, tunneling east to Century City

Metro Red and Purple Lines Stations and Track Crossovers



- The Metro Rail operations design for the 9-mile Westside Subway Extension of the Purple Line does not include a track crossover at the Wilshire/Fairfax Station.
- The interim terminus at Wilshire/La Cienega requires a crossover.