Crenshaw/LAX Transit Project
Construction Update Meeting
February 20, 2014
Project Overview

- Advanced Utility Work - Metro Builders
- Design-Build Contract - Walsh Shea Corridor Constructors
- 8.5 miles of light rail
- 8 new stations
- Southwestern Yard Maintenance Facility – Separate Contract
- $2.058 billion budget
- Planned opening: 2019
- 24,400 daily project trips (2035)
Construction activities at:

- Crenshaw /48th St, 50th St, 54th St, & Slauson Av: Water line relocations
- Crenshaw/60th St: Sewer relocation activity
- Crenshaw/67th St: Sewer relocation activity
- Crenshaw at Expo and MLK: DWP power and water line relocation work
- Crenshaw/48th St, 54th St, Slauson: Time Warner telecom line relocation
- Crenshaw/60th St: Tesoro gas line relocation
Metro Overview cont.
LADWP Water Line Work

• On-going late night full closure of Crenshaw Blvd. at Rodeo Rd.

• Upcoming 24 hour closure of intersection of Crenshaw Blvd. at Rodeo Rd. in mid March
 ➢ Closure will occur Friday night to Saturday night
 ➢ Traffic signage and detours will be implemented

• Closures are required to complete water line connection at the Rodeo Rd. intersection
Metro Overview cont.
Tesoro Line Relocation

• Tesoro gas line relocation at 60th St/59th Pl

• Anticipated to begin in July 2014

• Anticipated five month construction duration

• Outreach being conducted to residents in the immediate area
Metro Overview cont.
Tesoro Utility Relocation

- Begin Underground
- Station
- Proposed 12” LN 211 On 59th Place
- Future MTA Railroad

Map showing the proposed locations and utilities for the Tesoro Utility Relocation project.
Metro Overview cont. - Early Prep Work Activities
Northern Alignment (Exposition Bl to 67th St)

• Expo construction site preparation:
  - Demolition of properties at Expo Station Area site
  - Sound wall to be installed around construction yard

• Potholing along Crenshaw:
  - Identification of utilities along Crenshaw and side streets

• Geotechnical Work

• Removal of old railroad track near Crenshaw and 67th St.

• Tree removal for underground station construction
Metro Overview cont.
Tree Pruning and Removal

• Tree removal is necessary in order to accommodate construction of the rail line

• Tree pruning and removal will currently be conducted at four project area locations – Phase One
  ➢ Exposition Station Area
  ➢ MLK Station Area
  ➢ Vernon (Leimert Park) Station Area
  ➢ Crenshaw & 48th St

• Trees are currently in conflict with the following upcoming construction operations:
  ➢ Pile installation to support underground station construction
  ➢ Construction yard staging for station construction operations
  ➢ Rail alignment construction
Metro Overview cont.
Tree Pruning and Removal

• Tree pruning and removal at all four project locations is anticipated to resume in the near future

• Anticipated work duration:
  ➢ Tree pruning approximately one week
  ➢ Tree removal approximately two weeks

• Tree pruning and removal will require intermittent lane closures on Crenshaw during day time hours
Metro Construction Relations Team will continue to conduct outreach to community groups and businesses.

Additional tree removal to be conducted at a later date, additional phases of tree removal.

Tree replacement to occur around the completion of construction.
Metro Overview cont.
Tree Pruning and Removal – Crenshaw Bl near Expo Station

Legend
- Public Right-of-Way Trees Prune
- Metro Property Trees

Legend
- Expo Station
Metro Overview cont.
Tree Pruning and Removal – MLK Station Area
Metro Overview cont.

Tree Pruning and Removal – Leimert Park Station Area

Legend:
- Public Right-of-Way Trees Prune
- Metro Property Trees
Metro Overview cont.
Tree Pruning and Removal – Crenshaw/48th St
Metro Overview cont. - Early Prep Work Activities
Southern Alignment (67th St to Aviation Bl)

- Potholing:
  - Identification of utilities along old railroad tracks in Metro Right-of-Way

- Geotechnical Work

- Removal of old railroad track along old railroad tracks in Metro Right-of-Way

- Tree removal along old railroad tracks in Metro Right-of-Way
## Walsh-Shea Overview cont.

### Current Activities

<table>
<thead>
<tr>
<th>Activity</th>
<th>Projected Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-Construction Survey of existing conditions</td>
<td>Ongoing until end of May 2014</td>
</tr>
<tr>
<td>Pot-Holing Activities</td>
<td>Ongoing until the end of April 2014</td>
</tr>
<tr>
<td>Building Demolition at the Exposition Yard</td>
<td>Complete by the end of February 2014</td>
</tr>
<tr>
<td>Survey</td>
<td>Ongoing activity until the end of February 2014</td>
</tr>
<tr>
<td>Drill Soil Borings</td>
<td>February 2014 to early March 2014</td>
</tr>
<tr>
<td>Install Geotechnical Instruments</td>
<td>Early March 2014 to early April 2014</td>
</tr>
<tr>
<td>Design, Coordination, and Approval of Stage A of Work Site Traffic Control Plan-Expo/MLK, Support of Excavation (SOE)</td>
<td>Ongoing activity until the end of April 2014</td>
</tr>
</tbody>
</table>
### Walsh-Shea Overview cont.
#### 90 Day Look Ahead Schedule

<table>
<thead>
<tr>
<th>Activity</th>
<th>Projected Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation of Stage A Traffic Control at Expo Station</td>
<td>April 2014 (Weekend work)</td>
</tr>
<tr>
<td>Implementation of Stage A Traffic Control at MLK Station</td>
<td>April 2014 (Weekend work)</td>
</tr>
<tr>
<td>Installation Support of Excavation (SOE) (Drilling Operation) at Expo Station</td>
<td>Mid-April 2014 to June 2014</td>
</tr>
<tr>
<td>Installation Support of Excavation (SOE) (Drilling Operation) at MLK Station</td>
<td>May 2014 to June 2014</td>
</tr>
<tr>
<td>Utility Relocation/Instrumentation</td>
<td>Mid-April 2014 to June 2014</td>
</tr>
</tbody>
</table>
Walsh-Shea Overview cont.
Expo Station Traffic Control Stage A
Walsh-Shea Overview cont.
MLK Station Traffic Control Stage A

Crenshaw/Baldwin Hills Shopping Center

No left turn lane

Crenshaw Blvd.

No left turn lane

Work zone

Stocker St.

MLK Blvd.
Walsh Shea Overview cont.

Station Box Construction

• Work occurs behind K-rail (concrete barriers) and separated from the public
• Vehicular and pedestrian traffic maintained
• Business access maintained
• Piles installed around the perimeter of the station box
• Maintains station integrity
Walsh-Shea Overview cont.
Support of Excavation Installation

- Open Roadway
- Protective Concrete Traffic Barrier
- Work Zone
- Construction Fence
Walsh-Shea Overview cont.
Support of Excavation Installation Cont.
Walsh-Shea Overview cont.
Station Box Construction

1. Locally excavate to install street decking (see Note 4)

2. Steel deck beam and concrete decking panels

3. Utility support (see Note 3)

4. Excavation Level 1
Systemwide Station Design
8 BEST PRACTICES

Eight international station examples that exemplify the best practices in metro station design worldwide.
Durable Materials
Design Principles

- Contemporary architectural design
- Elegant, streamlined palette of materials
- Systemwide identity
- Legibility
- Functionality and adaptability
- Improved signage and wayfinding
- Highly durable materials
- Variability through art program
Typical Station
Metro Art Program
Overview

- 0.5% of construction costs
- 25 years
- 2nd largest transit art collection in country
- 100+ stations and many more under design
- 300+ artists commissioned
- Permanent and temporary programs
- 50+ awards

Metro
Federal Requirements

- Procurement requirements
- Station integration requirements
Best Practices for Integrating Art into Capital Projects

Participants

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Board Member, WHTA, Asheville

This recommended practice represents a common viewpoint of those parties concerned with its provisions, namely, transit management, system manufacturers, consultants, architects, and general interest groups. The application of any standards, practices, or guidelines contained herein is voluntary. In some cases, federal or state regulations govern portions of a transit system’s operation. In these cases, the government regulations take precedence over this standard. APTA recognizes that for certain applications, the standards or practices, as implemented by individual transit agencies, may be either more or less restrictive than those given in this document.

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Typical Artwork Opportunities

- Platforms
- Intermediate Landings and Concourses
- Pavilions
- Plazas
- Construction Phase Projects
Platforms
MARGARET LAZZARI
Owensmouth/Canoga Park
Sherman Way Station, Metro, LA
MICHAEL MASSENBURG

All in a Day

Farmdale Station, Metro, LA
ROY LICHTENSTEIN

Times Square Mural

Times Square/42nd St. Station, NYC MTA
FRANZ AKERMAN

The Great Journey

Georg Brauchle Ring Station, U-bahn, DE
Intermediate Landings & Concourses
NOBUHO NAGASAWA

Landings

Soto Station, Metro, LA
RICHARD WYATT
People Coming People Going
Wilshire/Western Station, Metro LA
Entry Pavilions
OLAFUR ELIASSON
Panoramic Awareness Pavilion
Des Moines Art Center, IA
CORINNE ULMANN
Croton-Harman
Croton-Harman Station, MTA NYC
Plazas
WILLIE MIDDLEBROOK

*Portrait of My People #619*

Avalon Station, Metro, LA
BEATRICE CORON
The Melody
853 Macy Place, The Bronx, NYC
Engaging the Community
MAN ONE
Construction Fences
Soto Station Site, Metro, LA
NOE MONTES AND LYNELL GEORGE
Community Portraits
MOBOLAJI OLAMBIWONNU
Crenshaw Community Films Series

Hayward Gray, retired
Artist Engagement

- Database of nearly 5,000 artists
- Established and emerging artists
- Ongoing artist outreach
- Notifications via artist listservs, website, e-blasts, social media, art journals, community newspapers, community art centers, etc.
- Free artist workshops
- User friendly application process
- Artists can join mailing list: metro.net/art
Community

- Encourage artists to apply
- Provide input on cultural context to share with artists for their proposal development
- Representation on artist selection panel
- Advise art program staff on artist talk locations, exhibit/update venues, etc.
- Connections to local cultural organizations
Artist Selection Panel

- Local arts professionals, artists and community representatives
- Advance review of materials + 2-3 full day on-site meetings
- Demonstrated knowledge of contemporary visual art
- Previous experience serving on artist selection panels
- No conflict of interest (relation or business)
Artist Workshops

Multiple art program opportunities; identical content at each workshop:
February 10: 1019 West- Artist Studios (Inglewood)
February 24: Rio Hondo College (San Gabriel Valley)
February 26: Japanese American National Museum (Little Tokyo)
March 7: Vincent Price Art Museum (East LA)
March 10: Broad Art Foundation (Santa Monica)
March 17: Museum of African American Art (South LA)
March 24: Los Angeles County Museum of Art (Miracle Mile)
For More Information

Visit metro.net/art

- Program Information
- Tours
- Artist Workshops
- Artist Opportunities
- Events
Parking Study Update

Park Mesa Heights Parking

- Background
- Parking Strategy
- Parking Study
- Next Steps
Parking Study Update

Background

• EIR identified the loss of 308 on-street parking spaces
• EIR concluded the remaining total supply was adequate
• Community concerns remained about local parking impacts
Parking Study Update

Parking Strategy

- Maintain at least one row of parking on each side of Crenshaw Blvd.
- Prioritize on-street parking for customers and visitors (2-hour limit)
- Utilize off-street parking for employees and residents (more than 2 hours)
Parking Study Update

Parking Study

• Comprehensive study of existing demand to support final strategy

• Study area: 46th to 60th Streets, Victoria to 11th Avenues (on- & off-street)

• Study days: Thu, Fri, and Sat (Nov 13-16, 2013) from 7:00 AM to 8:00 PM
Parking Study Update
Parking Study Update

Parking Study

- Report is currently being prepared
- Initial results show parking strategy is feasible
- Additional off-street parking (about 125 spaces) is being identified
Parking Study Update

Next Steps

• Finalize parking study report and findings
• Contractor to identify additional lots and parking impact during construction
• Future meeting to present and discuss parking management strategy
Project Labor Agreement/Construction Careers Policy

Metro adopted the Construction Careers Policy (CCP) in conjunction with the Project Labor Agreement (PLA) to encourage construction employment and training opportunities to those who reside in economically disadvantaged areas on Metro construction projects. The agreement applies to certain local (non-federally) funded and federally funded construction projects with a site of project value greater than $2.5 million.

Metro’s PLA is unique in that Metro is the first transit agency in the nation to adopt such an agreement with national targeted hiring goals for federally funded projects with FTA approval. The PLA and CCP were approved by Metro’s Board of Directors on January 26, 2012 and negotiated with the Los Angeles-Orange County Building and Construction Trades Council (LACOBCTC) to help facilitate the timely completion of transit projects in LA County.

PLA Hiring Requirements

All contractors working on Metro construction projects covered by the PLA and CCP will be required to comply with certain targeted hiring requirements.

The PLA requires 40% participation of construction workers residing in economically disadvantaged areas, 10% participation of disadvantaged workers, and a 20% participation of apprentices.
Crenshaw/LAX Transit Project

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