

MINUTES



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

RAIL CONSTRUCTION CORPORATION MINUTES OF MEETING SEPTEMBER 18, 1989

MEMBERS PRESENT

JACKI BACHARACH
CAROLE STEVENS
MIKE LEWIS

APPROVED WITH CORRECTIONS
SEE MEETING ON 10/18/89

STAFF PRESENT

NEIL PETERSON, EXECUTIVE DIRECTOR
ED MCSPEDON, DIRECTOR, DESIGN & CONSTRUCTION
ROBIN MCCARTHY, MANAGER OF COMMUNITY RELATIONS
AL SCALA, MANAGER OF CONTRACTS
MANIT CHURANAKOSES, MANAGER OF FACILITIES ENGINEERING

OTHERS

JEFF WOLFE
JOHN TAYLOR

CALL TO ORDER

Ed McSpedon reported that one item was omitted from the September 5, 1989 minutes. It was the following:

- o Change Order #21 and #29 for Contract C-435.

#21
The committee recommended the Commission approve Change Orders #29 in the amount of \$235,517 #29 in the amount of \$290,800.

The minutes were approved as submitted with the above addition.

REPORT ON THIRD-PARTY ACTIONS AND CONTRACT CHANGE NOTICES

Ed McSpedon presented staff's report (outline attached).

STATION NAMES

Robin McCarthy presented staff's report.

The report outlined the station locations and the names selected for each station. Neil Peterson asked if the action taken to determine the names was the the Community Standpoint or a Point of Interest? Robin responded by explaining that most station were chosen for the point or points of interest within the community and that the public would be able to relate to.

Jacki Bacharach raised concerns with two station names, they were the following:

- 1) Martin Luther King/Drew Medical Center. She felt that since this is the transfer point for the Long Beach/Los Angeles and Norwalk/El Segundo lines, that reference should be made on the station name. One suggestion was Green Line Transfer/Martin Luther King Hospital.
- 2) Long Beach Avenue Station. There should be a point of reference. A rider might have difficulty in determining how whether this station is in Long Beach. An option was to name it Washington Blvd.

Both the Committee and staff concurred on the following name stations for the above two:

From: Wilmington Avenue/Marthin Luther King Hospital
To: Green Line Transfer/Martin Luther King Hospital;
and

From: Long Beach Avenue
To: Washington Blvd.

Committee approved the Station names with the two names changes.

CONTRACT C140 CHANGE ORDER #082

Al Scala presented staff's report.

Committee approved recommendation to Commission of Change Order #082 in the amount of \$487,870 and Change Order #089 in the amount of \$627,023.

Committee also requested that staff re-write the section regarding Betterment Issue with L.A. City. Staff to amend the report.

CONTRACT #C140 - COST PLUS CHANGE NOTICE NO. 355A - WALK-IN ITEM

Ed McSpedon presented staff's report.

Committee recommended the Commission approve CPCN #355A in the amount of \$1,500,000.

GOVERNMENT CODE CLAIMS:

The following claims were also brought to the RCC and voted to reject them as matter of law and to turn them over to LACTC's insurance carrier.

Ethel & Walter Commer
Antolina Pachelo
Alejandro Hernandez
Marcos Pacheco

MAP PANEL ENCLOSURES

Jeff Wolfe of TransCal presented staff's report. Jeff provided a visual rendering of the station and where the Map Panel Enclosures would be located. In the design, there is a telephone installed within the panel. Jacki Bacharach and Carole Stevens were both concerned with the accessibility of the phone. Since commuters will be looking at the map and purchasing tickets at the ticket machine next to it, it might make it difficult to carry-on a conversation with the phone located within the panel. Jacki suggested that perhaps the phone be located next to the ticket machine (by itself) and the map panel placed behind or in the center of the platform. Jeff Wolfe mentioned that due to space constraints, the machines would fit best if put right next to each other and perhaps make it easier for a person to see their destination and be able purchase ticket right there.

Other suggestions were to place the phone within the area of ticket holding passengers or outside of the station. The negative side to this is that if placed within the ticket holding area, people would insist on using the phone and therefore would have to enter to the ticket holding area. The placing of the phone totally off the platform area was also brought up. The problems is the phone would be more susceptible to vandalism and the telephone company might dismiss the idea of having a phone in the area all together.

Also the design of the machines for security purposes was discussed. Since the map machine is less likely to be vandalized, the locks on it may be of less strength and therefore less costly to build. The weather proofing of both the map machine and ticket machines was also discussed. The machines will be weather proof and with routine maintenance the machines should last for long period of time. The cost also a big factor in determining the design.

Staff will come back at a later date with a follow-up report on the phone location issue and more details on the Map Enclosures and Ticket Vending machines.

NORWALK/EL SEGUNDO CONTINUED FOLLOW-UP

Manit Churanakoses presented concerns that staff has on the 10 stations located along the Century Freeway. Myra Frank gave the committee a report on the noise and pollution issues.

Myra reported that her staff and or consultants have done noise studies. She mentioned that noise levels recorded at the Rockridge station (in Berkely, CA) were recorded at 80-85 dba and this at free-flowing traffic levels; noise as standing traffice raised the dba by about 2-3 dbas. This is a level where riders can be carring-on a conversation at a normal voice level. Some noise mitigation options include:

1. Building soundwalls on either side of the platforms at a cost of approximately \$60,000 each; or
2. Using plexiglass on either side of the platforms at a cost of approximately \$75,000 each. This option would most likely receive support from the California Highway Patrol for security purposes (the CHP can see the station as they drive by versus the cement wall that is totally block off).

The other concern is stations located either below or between freeway crossings. At these locations, noise levels might be higher. Insulation is one method that has been looked into for cutting down on the noise in these situations. It is believed that Caltrans may have some thoughts on this.

The committee requested that staff report back after completing a more in-depth study on noise and pollution impacts, particularly at freeway-to-freeway interchanges. One of the locations being studied is the Harbor station. This report will include the noise abatement plan and the cost.

CLOSED SESSION

No construction claims pending.

ADJOURNMENT

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(#1c/min-9.5)

