



**Rail
Construction
Corporation**



a Subsidiary of
the Los Angeles County
Transportation Commission

Edward McSpedon, P.E.
Acting President/CEO

**RAIL CONSTRUCTION CORPORATION
MINUTES OF MEETING JULY 16, 1990**

MEMBERS PRESENT

DAVID E. ANDERSON, CHAIRMAN
ERNEST CAMACHO, VICE CHAIRMAN
HERBERT L. CARTER
JUDITH HOPKINSON
ROBERT E. KRUSE
DONALD McINTYRE
JAMES T. POTT

STAFF PRESENT

NEIL PETERSON, EXECUTIVE DIRECTOR, LACTC
EDWARD McSPEDON, ACTING PRESIDENT/CEO
BARBARA NORRIS, SENIOR ADMINISTRATIVE SECRETARY
ILDA LICON, ADMINISTRATIVE SECRETARY

OTHERS

CHIEF AARON, L.A. COUNTY FIRE DEPARTMENT
K.N. MURTHY, PROJECT DIRECTOR, MRTC
CULLY CARLSON, KELLOGG CORPORATION
WALLY RYLAND, TRANSIT INSURANCE ADMINISTRATORS

CALL TO ORDER

METRO RED LINE MOS-1 - UPDATE BOARD ON TUNNEL FIRE (CONTRACT A130)

Mr. Anderson stated that the purpose of calling an RCC meeting this afternoon is to have the Board receive an update on the status of the recovery operations and the plans for the investigation of the Metro Rail tunnel fire. Mr. Anderson stated that public comments and questions will be taken at the end of the presentation.

Mr. McSpedon updated the Board on the events of the past three days, and planned recovery actions.

Mr. McSpedon reported that Contract A130 involves the first area of construction once you leave the yard & shops. The construction contractor is Tutor-Saliba-Perini. The award value of the contract is \$37.67 million, notice to proceed was issued in June 1988, and the estimated completion date is December 1990.

Mr. McSpedon showed the Board a sample of the plastic lining that burned and described the area of the tunnel where the fire occurred, which encompasses about 750 feet of tunnel. In preparation for tunneling on this job and in order to stabilize the soil and minimize the possibility of soil infiltration into the excavation during the tunneling, two areas were injected with a chemical grout, one area being the tunnels under the 101 freeway. The grouting was part of the original contract.

Mr. McSpedon explained the sequence of events stating the fire occurred Friday morning around 1:30 a.m. Two tunnels are in the area. The right tunnel (YR), coming out of the yard, was being worked on. No activity was being initiated in the left tunnel (YL), where the fire occurred. There had been work in the YL tunnel during the day which ended by 4:30 Thursday afternoon. Six workers were in the adjacent (YR) tunnel at the time of the fire preparing for the final concrete lining in that tunnel. The investigation will determine what operations were being done at this time.

Mr. Murthy explained that the YR tunnel had the H.D.P.E. lining and the reinforcing steel in place.

Mr. McSpedon stated the first concerns on Friday were to:

- Identify who was on the site, and get them out to safety;
- Shut down the freeway;
- Secure the site; and
- Focus on getting the fire out

Later that day the Senior Management Team met to identify the next steps after the fire was out and the freeway reopened. A three pronged approach was developed:

1. Formulate an Independent Fire Investigative team reporting to the President/CEO, to find out what happen and why, and focus their efforts on identifying what changes and/or improvements to design, material selection, construction procedures, etc. should be taken to improve the performance on MOS-1 and to reduce the likeliness of reoccurrence on MOS-1, MOS-2 and the rest of of the projects.
2. Establish a Rapid Reconstruction Team reporting to the Project Manager, John Adams, to look at how we can most quickly, effectively, efficiently and safely reconstruct the damaged portion of the work.
3. Establish a Schedule Recovery Team looking at the overall MOS-1 schedule, assessing the impact of the damage and develop the best recovery strategy. Contract A130 is very close to the critical path on the overall project.

Mr. McSpedon introduced Chief Robert Aaron, L.A. City Fire Department; Mr. K.N. Murthy, Engineering Project Manager, Metro Rail Transit Consultants; and Mr. Wally Ryland, Principle, Transit Insurance Administrators.

The Board asked Mr. Aaron if he had authority to conduct an investigation. Mr. Aaron stated yes, that it is under investigation by the L.A.F.D. Arson Investigation Team.

Meetings were held on Saturday with CAL-OSHA and the County Health Department OSHA to make sure it was safe and secure for the workers to return to work in the tunnel.

On Saturday Mr. Murthy and his group finalized a design scheme to support and shore up the tunnel in order to get the freeway open. PDCD, the RCC Construction Manager on this project is managing this effort. Caltrans is looking to the RCC to make a determination that the tunnel is adequately shored and supported to carry freeway loads. Caltrans will make all decisions as to how the traffic operations will be handled.

Mr. McSpedon gave background on the role of the Fire Life Safety Committee (FLSC) which is composed of staff, consultants, and representatives from the emergency services. The FLSC has worked on all of our rail projects from early design through construction making sure that we have focused on safety measures, related to design, materials, procedures, etc.

Sunday, the team established measurement rates for tunnel repair productivity so that forecasts of various completion points could be developed. RCC also worked with Caltrans to develop traffic mobility plans for Monday morning. Primary focus was placed on determining how the freeway could be opened in increments and what method would be used to route traffic through downtown. Staff also coordinated with RTD to have additional bus service.

Mr. McSpedon clarified that the tunnels involved in the fire are between the last station and the maintenance facility where no passengers would be on board. The tunnels also have a purpose before operation as the rails are being stored in the maintenance facility. The tunnels are the access means that the trackwork contractor will use for moving and installing the rails throughout the tunnel.

The Board inquired about the issue of budget and cost. Mr. McSpedon explained that the fire is an insured loss. The MOS-1 project is covered under an Owner-Controlled Insurance Program (OCIP) policy. The Board also asked about the costs for the recovery teams. Mr. McSpedon explained that separate accounts have been set up for this effort and staff will utilize staff and consultant forces that are already on board.

The independent fire investigative team will be brought in from the outside. Cully Carlson will head this effort and will report to the President/CEO. Mr. Carlson reported to the Board on the background of the Kellogg Corporation.

Ms. Hopkinson asked that Mr. Carlson notify the Board as to whether the Kellogg Corporation has any personnel involved in the MOS-1 project.

Mr. McSpedon updated the Board on the progress of opening the freeway as of noon today. The work is progressing on the in-bound side of the freeway. Two temporary lanes were open for Monday morning in-bound traffic. As of noon today, 184 feet of shoring has been completed (through the #2 lane). CAL-OSHA will inspect and give its approval if it looks good, Caltrans will then assess how much additional freeway will be opened for traffic Monday afternoon. On the out-bound side, Caltrans will not be allowed to open the #4 lane and the Vignes on-ramp because that is the side of the freeway where the earth collapsed and this area will need to have a support system put in place.

A status report will be given to the Board at its next meeting. Chief Aaron stated that as soon as the Fire Investigative Team has completed its investigation, the Board will be notified as soon as possible, and the report made public.

Mr. Kruse asked whether the investigation will delay work on the YL tunnel and if there is a stop notice on the work. Mr. McSpedon stated that as soon as the freeway situation is taken care of, work will continue in the tunnel except for the area of collapse where there is some danger.

Mr. Carter stated that he would like to commend staff for the outstanding job in reacting as quickly as possible to this incident. The Board concurred with Mr. Carter. He also stated that the three teams should not only report to the President/CEO as quickly as possible, but the Board should be provided the reports as they develop in order for the Board to attend to any policy responsibility that it may have.

Ms. Hopkinson clarified that the consultant technically reports to the Board, but that the President/CEO is the representative for the Board.

Mr. Camacho inquired about the well-being of the firemen injured in the fire. Mr. Peterson commented on the quick response by the Fire Department and the efficient effort lead by Chief Don Anthony. Mr. McSpedon stated that the grout around the tunnel held up very well despite the intense heat.

Mr. Pott complimented staff on a well-organized presentation and response. He asked staff what efforts are being considered on engineering and design criteria for the future, especially on bidding specs on contracts coming up on MOS-2 (specifically options for lining, etc.).

Mr. McSpedon stated that the first MOS-2 contract is scheduled for advertising on August 14, 1990. His objective is to incorporate any recommendation from the investigation into that contract prior to bid opening.

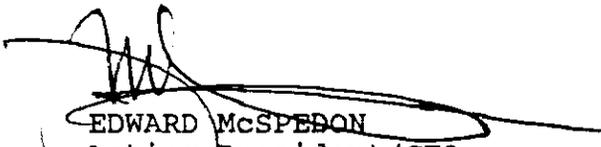
Mr. Ryland presented Chairman Anderson with the first insurance check for \$1 million to start rebuilding the project.

Ms. Hopkinson asked if this contract was assumed by the RCC on July 1, 1990. Mr. McSpedon stated it was assumed by the LACTC to be managed by the RCC during this past week.

Mr. Anderson again stated that the Board is on record commending staff, consultants, contractors for a superb response to the crisis and also commending the L.A. County Fire Department.

Chairman Anderson asked for any questions from the audience.

Meeting adjourned.



EDWARD McSPEDON
Acting President/CEO

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