

RE:LAX

The LAX Capital Improvement Program Newsletter

FALL 2010

LAX/LAFD Aircraft Rescue Firefighting Station No. 80 Completed

ART MOCHIZUKI/LADWP



The newly completed LAFD Aircraft Rescue Firefighting facility provides Los Angeles International Airport with enhanced rescue capabilities to accommodate larger new-generation aircraft. Specialized rescue vehicles, equipment and personnel can now be housed under one roof in one of the largest LAFD installations in the City of Los Angeles.

The new LAX /LAFD Aircraft Rescue and Firefighting (ARFF) facility No. 80 was inaugurated November 22 during a ceremony with Los Angeles Mayor Antonio Villaraigosa, elected officials and airport executives. The \$13.5-million facility received \$10.8 million in federal stimulus funding from the American Recovery and Reinvestment Act through a grant from the Federal Aviation Administration.

The new station will provide LAX with the most comprehensive rescue capabilities among U.S. airports. Station 80 is situated on the airfield midway between the north and south airfield

complexes and is able to accommodate LAX operations associated with larger, new-generation aircraft. The new Station 80 is double the size of the previous one with 28,000 square feet with seven bays to house and maintain ARFF vehicles and emergency response equipment. It can also accommodate 14 highly trained firefighters per each 24-hour shift.

The relocation of ARFF Station 80 is vital to the construction of the Bradley West Project, which will add new-generation aircraft gates and a Great Hall on the west side of the Tom Bradley International Terminal (TBIT).

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RE-ARRANGE
RE-DEDICATE

Interim Bus Gates Completed for Bradley West Project



DAVID KIM/LAWA

The newly built Interim Bus Gates on the northern end of TBIT allow for construction, while maintaining normal bussing operations to remote gates on the west side of LAX.

Operations associated with bussing passengers to and from remote gates have been relocated from the center of the existing Tom Bradley International Terminal core building to a newly-built 43,425-square-foot temporary bus gate facility on the northern edge of the construction zone.

The new facility comfortably accommodates international passengers with six departure gates and six arrival gates along with various food and retail choices. Once finished, the Bradley West Project will eliminate the need to bus international passengers to remote gates by adding new gates to the west side of the existing TBIT building. These gates will also have greater capacity for new-generation aircraft.

The new bus gates are just one of many enabling projects necessary for the actual construction of the Bradley West Project. Much like the movements associated with the turning of a Rubik's Cube puzzle, the project necessitates carefully coordinated phasing of on-going airport operations and construction activity. Ongoing work includes realigning existing service roads, creating new exits for the existing TBIT, and rerouting utilities. In addition, mass excavation for the Bradley West Great Hall and installation of overhead steel has begun.

Elevators and Escalators Replacement/Upgrade Project Improving Passenger Convenience

The movement of passengers to their boarding gates safely and efficiently with energy-saving, sustainable technology is improving on a daily basis at LAX, as part of the nearly \$175-million, Phase I elevator and escalator replacement/upgrade project. Many of the aging units have exceeded their 25-year operational life span.

The first 12 of 16 new Phase I elevators are already in service at Terminals 3, 5, 6, 7, 8, Parking Structure 2A, the Badging Office and the Airport Police Building. Currently, elevators in Terminal 7 and Parking Structure 2A are being installed and will be operational prior to the December holidays.

All elevators have improved safety features, such as 3D infra-red light curtains that operate during door movements. The detectors emit green light as doors open, and flash and turn red as doors close. These features enhance traveler safety and convenience.

Also the first seven of 32 new escalators located in Terminals 2, 3 and 5 were installed and completed in early October. Work has started on the next seven escalators located in Terminals 2, 3, 5 and 8. Five of the new units are currently being installed, while the remaining two are undergoing preliminary site modifications. Subsequent rehabilitation and replacement phases will continue until 2012 when all 285 systems are completed in eight of LAX's nine terminals. Travelers can expect construction barricades and rerouting – a temporary inconvenience for a safer, more modern airport.

TOP: Workers prepare to hoist and install a new escalator unit at Terminal 2.

BOTTOM: A new, modern, energy-efficient escalator goes into operation.



DOUGLAS R. MCGADAMS/AIRPORTS DEVELOPMENT GROUP/LAWA

LAX's Green Concrete Plant Program

As part of Los Angeles World Airports' Sustainability Program, construction contractors are required to maintain a concrete plant at LAX that complies with strict environmental regulations. The on-site concrete batch plants are integral to many of the airport's construction projects, among them the South Airfield Improvement Project, the Crossfield Taxiway, and the upcoming Taxilanes S and T projects.

In the interest of pursuing the best environmental practices, the on-site plants have eliminated the need for fleets of trucks going to and from a remote off-airport location to haul mixing components.



JAY BERKOWITZ/LAWA

As one of the greenest in the world, LAX's concrete plant program plays an integral role in mitigating dust, emissions, and traffic in and around the airport while adding to the efficiency of construction projects.

This in turn helps reduce construction-related dust, traffic, and diesel emissions around the airport. The increased efficiency also helps keep projects on schedule. The plants use a double feeder train to increase production and can create enough cement mixture to pave up to 70,000 cubic yards per month.

LAX's concrete plant program is considered one of the greenest in the nation as it requires contractors to adhere to a very unique dust mitigation system. Unlike other plants, contractor-maintained facilities at LAX must have dust filters and tarps that cover conveyor belts, which normally leave sand, gravel and cement powder exposed as it travels into the mixer.

The plants also utilize a vacuum that collects any escaping dust in an attached structure called a "bag house." This component is activated when the mixer pours cement into trucks for transport to the on-airport construction site.

In addition, old concrete is crushed and recycled in an adjacent field, maximizing the efficiency of LAX construction projects. The concrete plant program greatly aids the airport in reaching its environmental goals and is an example of Los Angeles World Airports' commitment to sustainable practices for the benefit of all passengers, tenants and surrounding communities.



Recycling of old concrete and construction materials on-site maximizes the sustainability and efficiency of construction projects at LAX.

JAY BERKOWITZ/LAWA

LAX Construction Projects Garner Industry & Architectural Awards



JENNIFER GATES CPF

TOP:
Aaron Oedewaldt, Tower General Contractors; Jeff Crosier and Kenneth N. Wong, Miyamoto International and LAWA Project Engineer David McCombs at the CPF Awards honoring the LAX Theme Building renovation and Seismic Retrofit Project.

By Lisette Madrid

Two of LAX's recently completed construction projects have garnered industry awards. The TBIT Renovation Project received the "Project Controls-Project of the Year" Award from the Association for the Advancement of Cost Engineering International for its effective cost management practices. Associated General Contractors also recognized the TBIT project team with its 2010 Constructor Award for "Meeting the Challenge of the Difficult Job-Builder Classification" for projects faced with restricted work space and preserving a structure intact.



JAY BERKOWITZ/LAWA

BOTTOM:
The LAX theme Building displays its night colors following a \$12.3-million renovation and seismic retrofit.

The LAX Theme Building Renovation and Seismic Retrofit Project received two prestigious awards from the California Preservation Foundation (CPF) a nonprofit organization preserving California architecture. The Preservation Design Award for Preservation Technology and the Trustees Award for Excellence in Historic Preservation recognize efforts to sustain the original form by using technical innovation and design. The awards also recognize projects deemed important to California architecture or history. The CPF board noted the Theme Building as a great monument to mid-century design.

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Your Opinion Counts!

Los Angeles International Airport has embarked upon an historic and exciting period of construction and modernization. The *Re:LAX Capital Improvement Program Newsletter* is committed to bringing you the latest news and we want to know how to better serve your informational needs. Please take a few minutes to tell us your views on this newsletter. Your answers will be greatly appreciated and will go a long way toward improving the newsletter. Simply click on the link below or type the address into your web browser.

<http://www.surveymonkey.com/s/C7GM5PX>