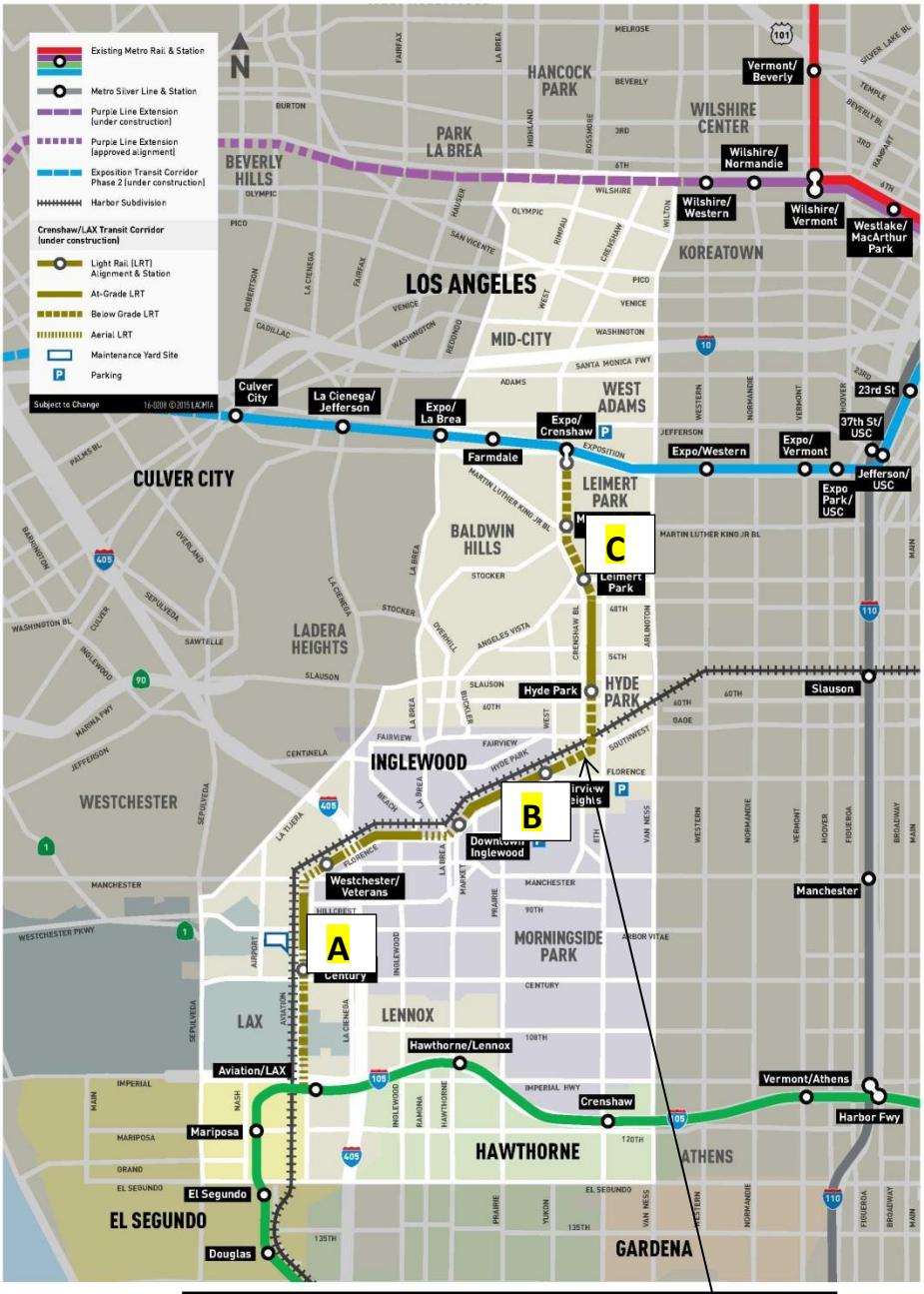
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

August 12, 2020

Crenshaw/LAX Transit Project



Metro

- 8.5 miles Light Rail
- 8 Stations
- $2,058.0 Million (Board approved revised LOP)

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Overview of trackwork progress issues for 07/15/2020 – 8-4-2020
(Please note the attached Trackwork Progress Tracking Report)

Trackwork continues with punchlist and rework activities. Both DF and Ballasted Trackwork that was previously reported as 100% complete may yet require rework. The contractor is in the process of analyzing, planning, and executing the repair and rework required throughout the guideway limits. Remaining incomplete trackwork activities progress will be reported upon the execution of planned rework.

Current Issues:

General Notes: Repair of plinth gap to invert continues at the Green Line Bridge, UG1, 111th Bridge, Century Bridge, Manchester Bridge, I-405 Bridge, and UG4 per NCR-A-111;
Preparation of the Guideway above Wall #202 has begun with the removal of rails, ties, and ballast, and the construction of temporary crossing for equipment to remove sub-ballast to sub-base.

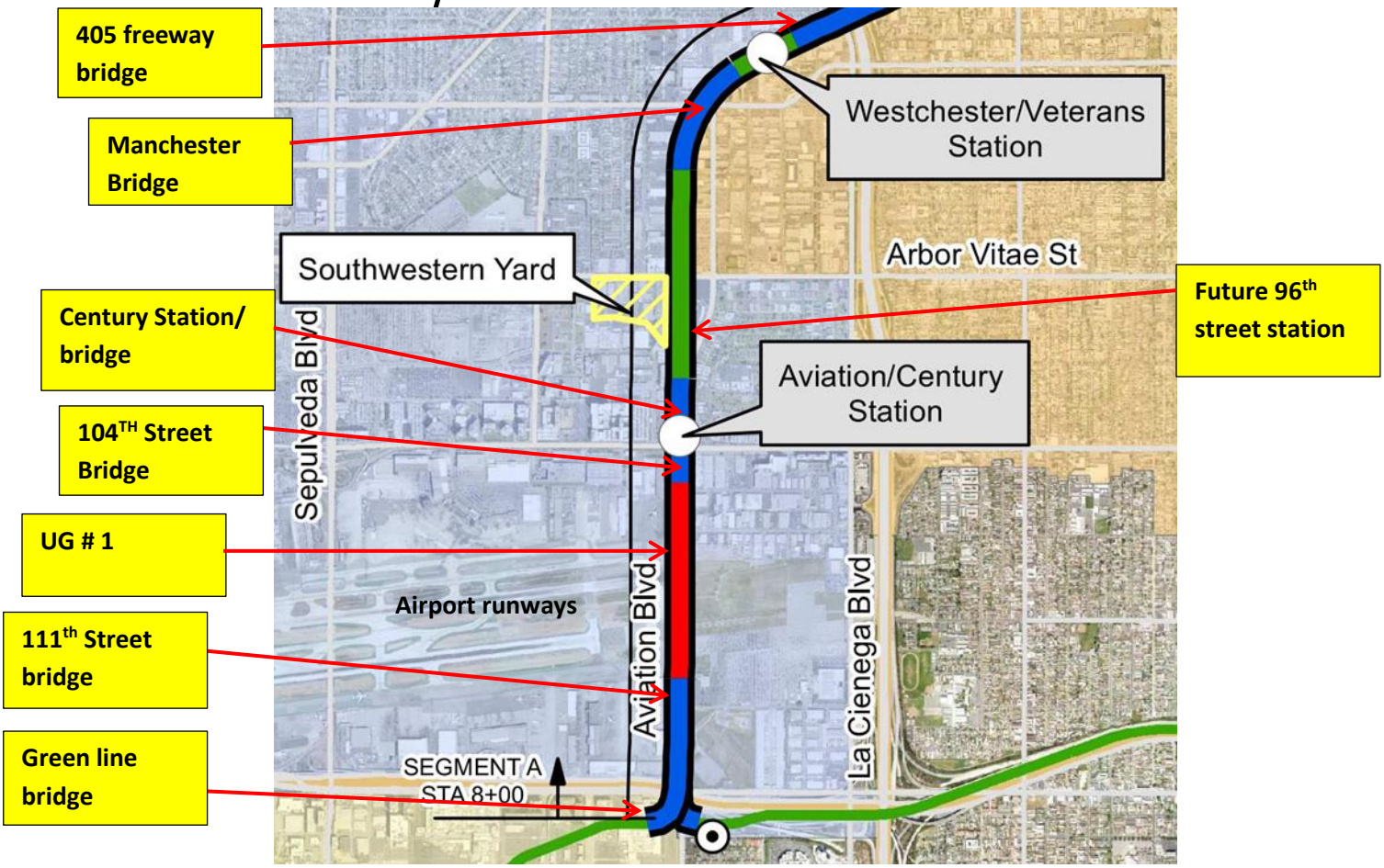
Previous Issues unresolved:
Final Geotechnical Assessment and Jet Grout Procedure submittals for the MSE Wall #202 are in Metro review.

GREEN LINE TIE-IN:

- Green Line Cutover work is completed at this time. Additional coordination is required.

Segment A

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

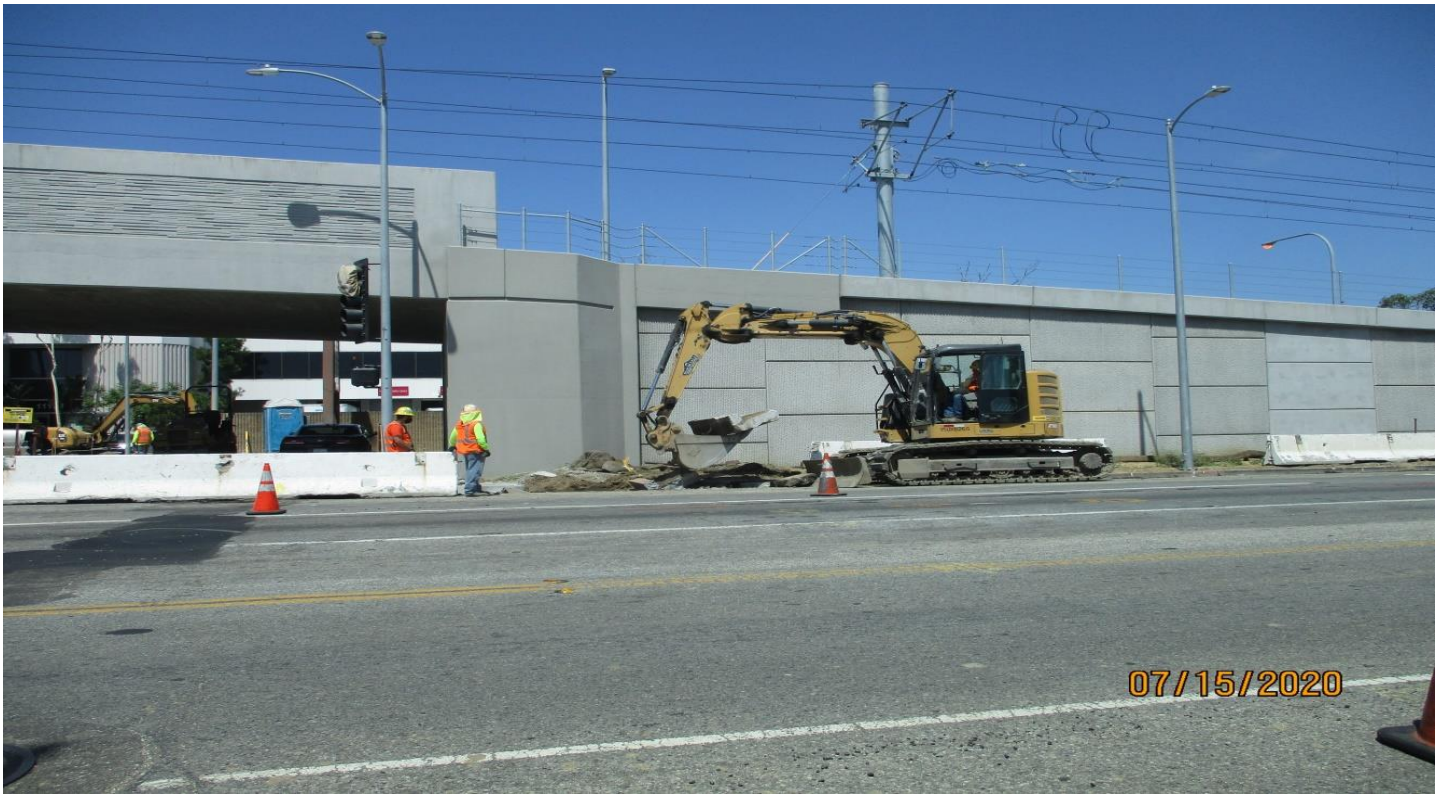


SEGMENT A:

- Rework of plinth gap to invert continues throughout the Segment.
- Punchlist walk with WSCC QC Inspector continues to review current completion status.
- Rework continues for emergency walkway insert plates due to miss-alignment.
- Disturbed ballast due to systems electrical conduit relocations continues to be repaired and re-dressed.

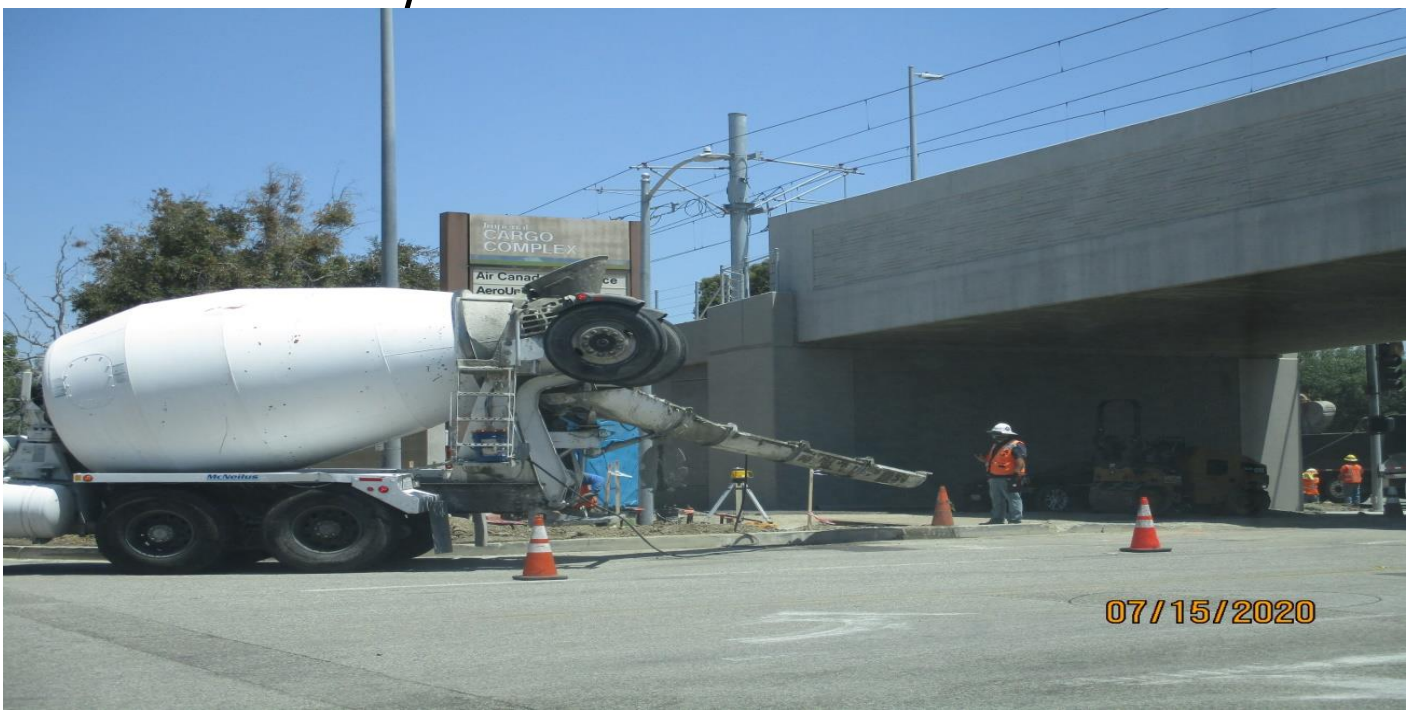
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Manchester Bridge - STA 127+48 TK#3/SB looking north – rail grind validation progress (north of Manchester Bridge



111th Street- Curb and gutter demo on Aviation north of 111th street.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



111th Street - Placing concrete for the curb and gutter at the NW corner of 111th and Aviation.

111th Street- Removal and rebuild of the curb and gutter on Aviation near 111th street.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

111th Street - AC removal and demo at 111th street.

111th Street - AC and subgarde removals at 111th street.

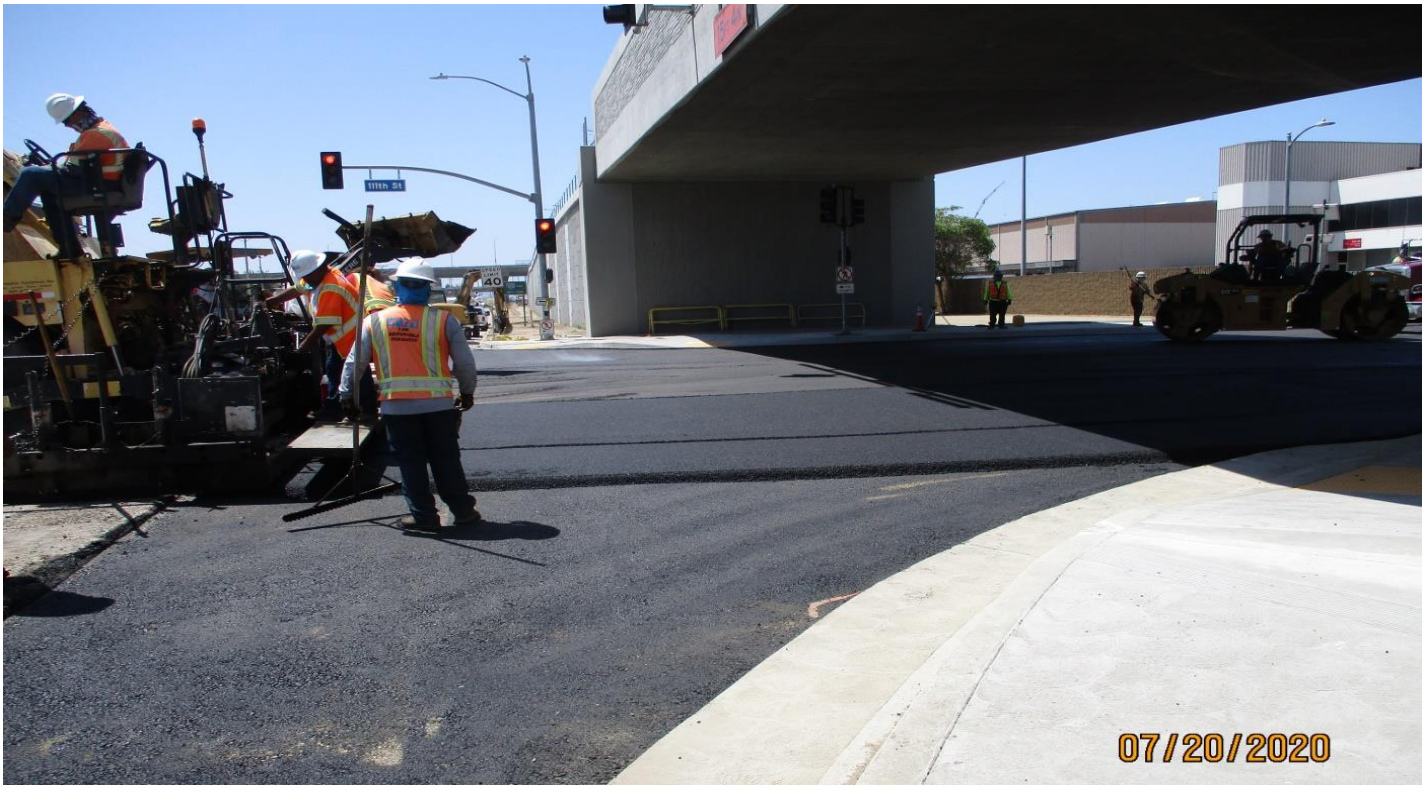
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

111th Street - Base placement and compaction at 111th street.

111th Street - Fine grading the base at the Aviation and 111th street intersection.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

111th Street - Excavating and backfilling base for an traffic signal conduit on Aviation and 111th street.

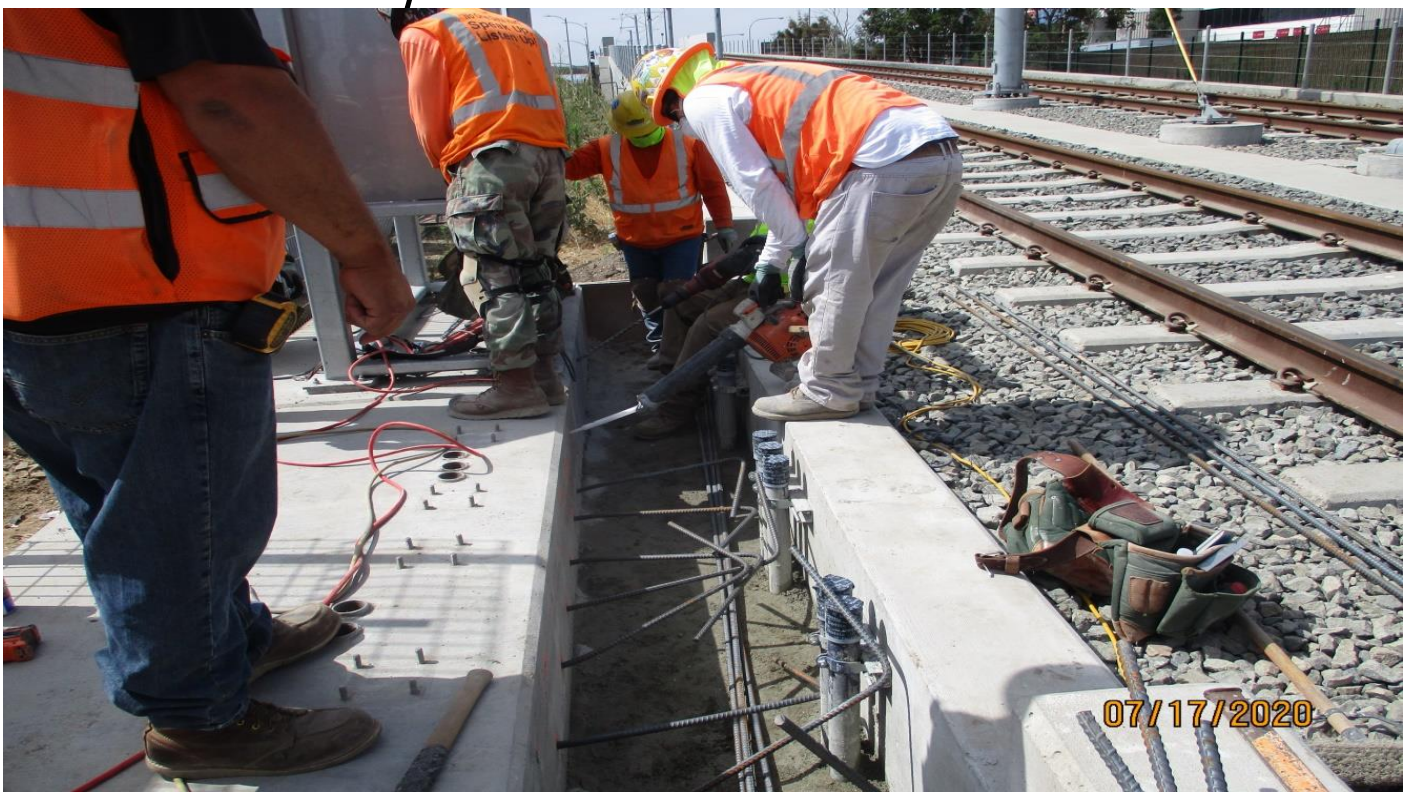


111th Street - Paving the AC cap at 111th street.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

111th Street - Traffic signal wiring at 111th street.

UG1- Drainage swale grading at UG-1.

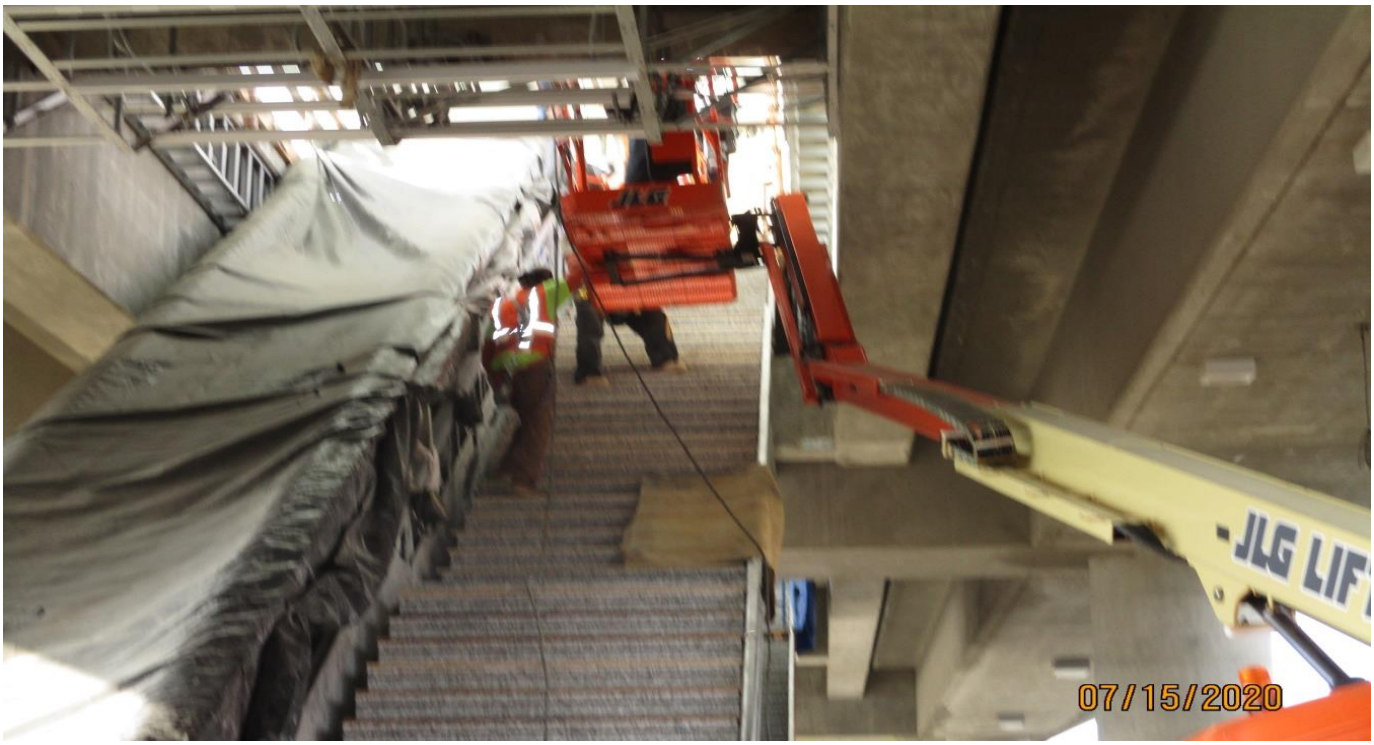


UG1- EMP and BLS pad forming at UG-1.

UG1- EMP and BLS pad forming at UG-1.

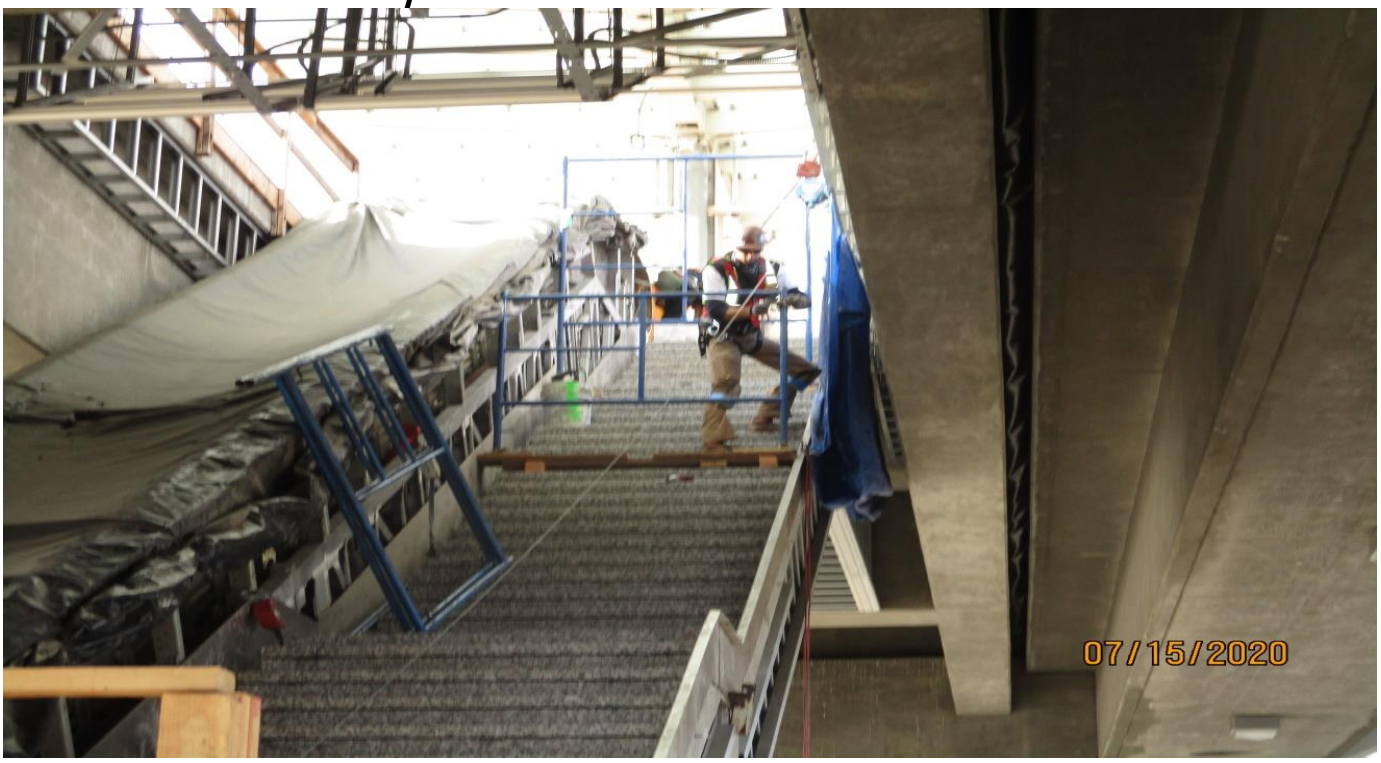
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

UG1- Drainage swale grading at UG-1.



AVIATION/CENTURY - Stairway handrail installation at the Aviation Station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Setting marble tile pavers for the Aviation Station stairway.

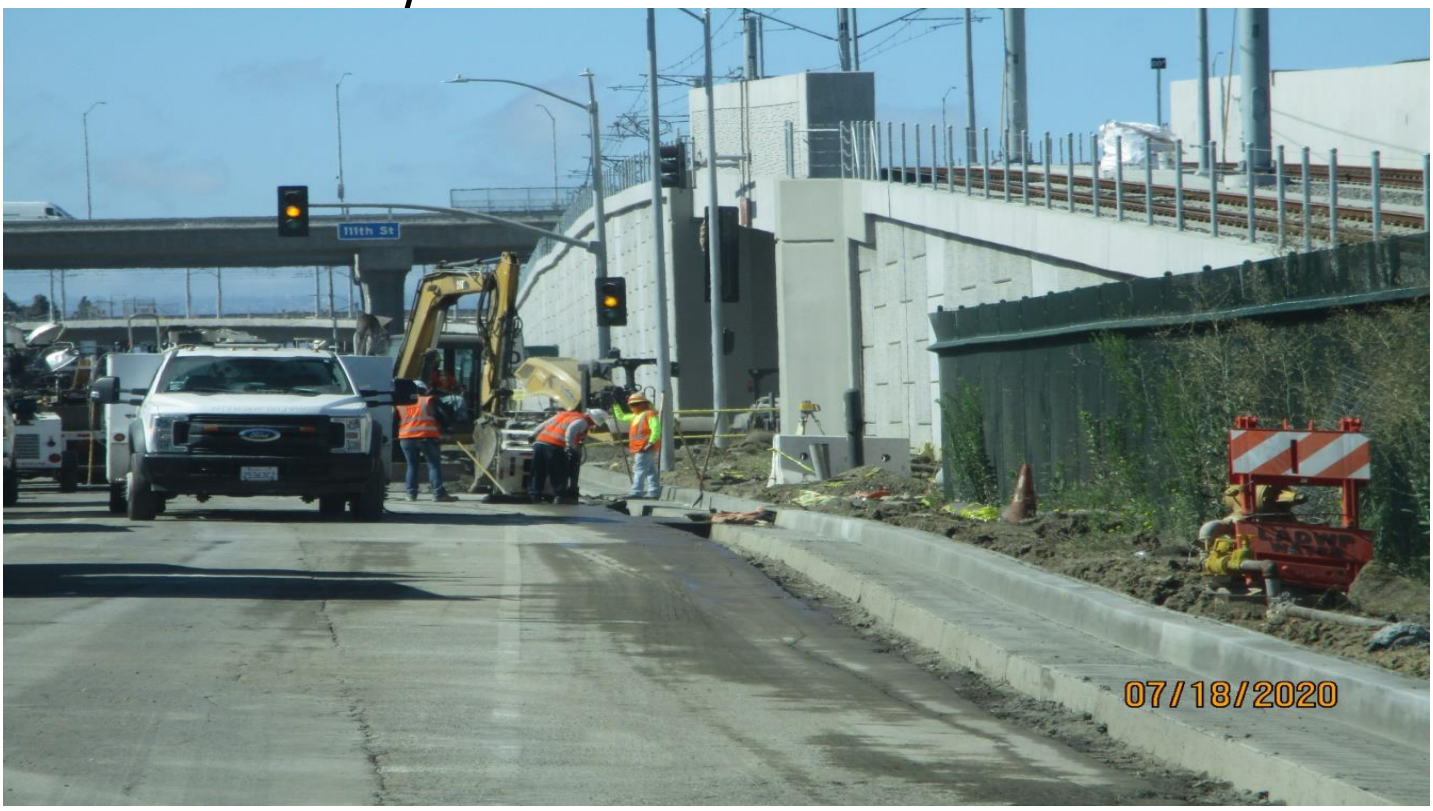
AVIATION/CENTURY- Demo of the TVM pad at the Aviation Station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

AVIATION/CENTURY- Setting marble tile for the middle stairway at the Aviation Station.

AVIATION/CENTURY- Ticket Vending Machine demo at the Aviation Station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Saw cutting the existing AC on Aviation.

AVIATION/CENTURY- Debris clean up on Aviation.

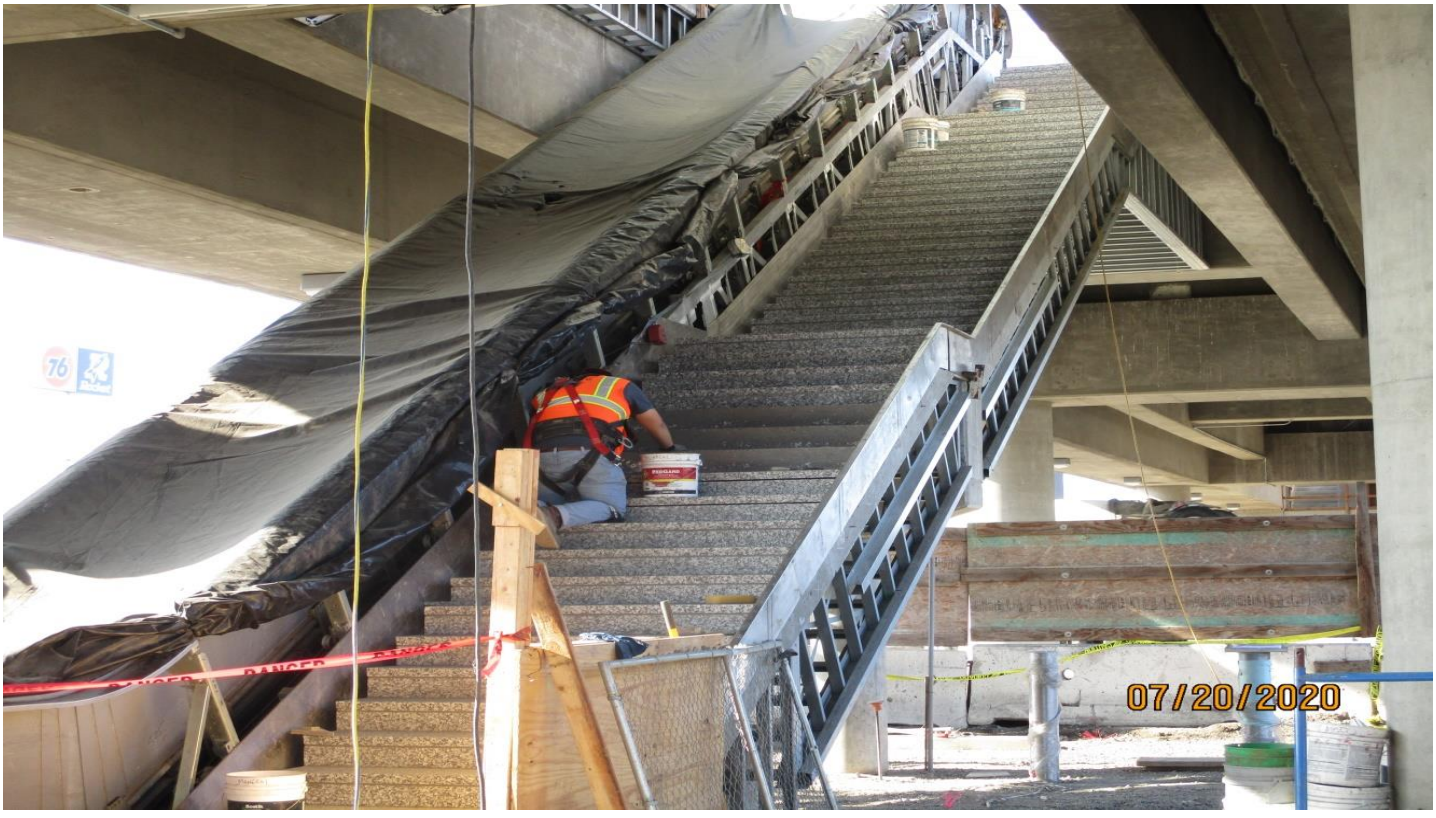
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

AVIATION/CENTURY- Escalator repair at the Aviation Station.

AVIATION/CENTURY- Rough grading the drainage swale on Aviation.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

AVIATION/CENTURY- Base re-grading at the Aviation Station.



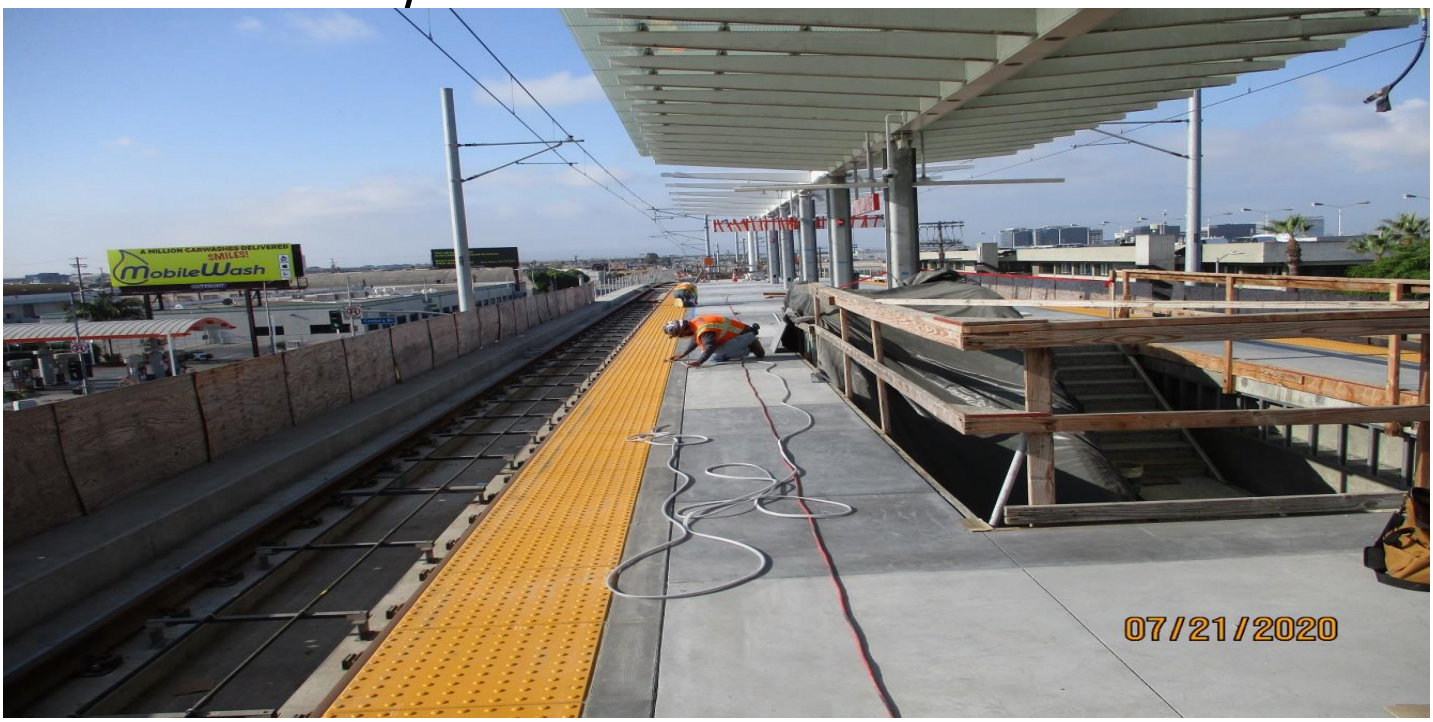
AVIATION/CENTURY- Base re-grading at the Aviation Station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

AVIATION/CENTURY- Base removal and re-grading at the Aviation Station plaza area.

AVIATION/CENTURY- Tile setting and handrail erection at the Aviation Station north stairway.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Foam expansion joint material being installed at the Aviation Station platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

PROJECT WIDE TRACKWORK PROGRESS

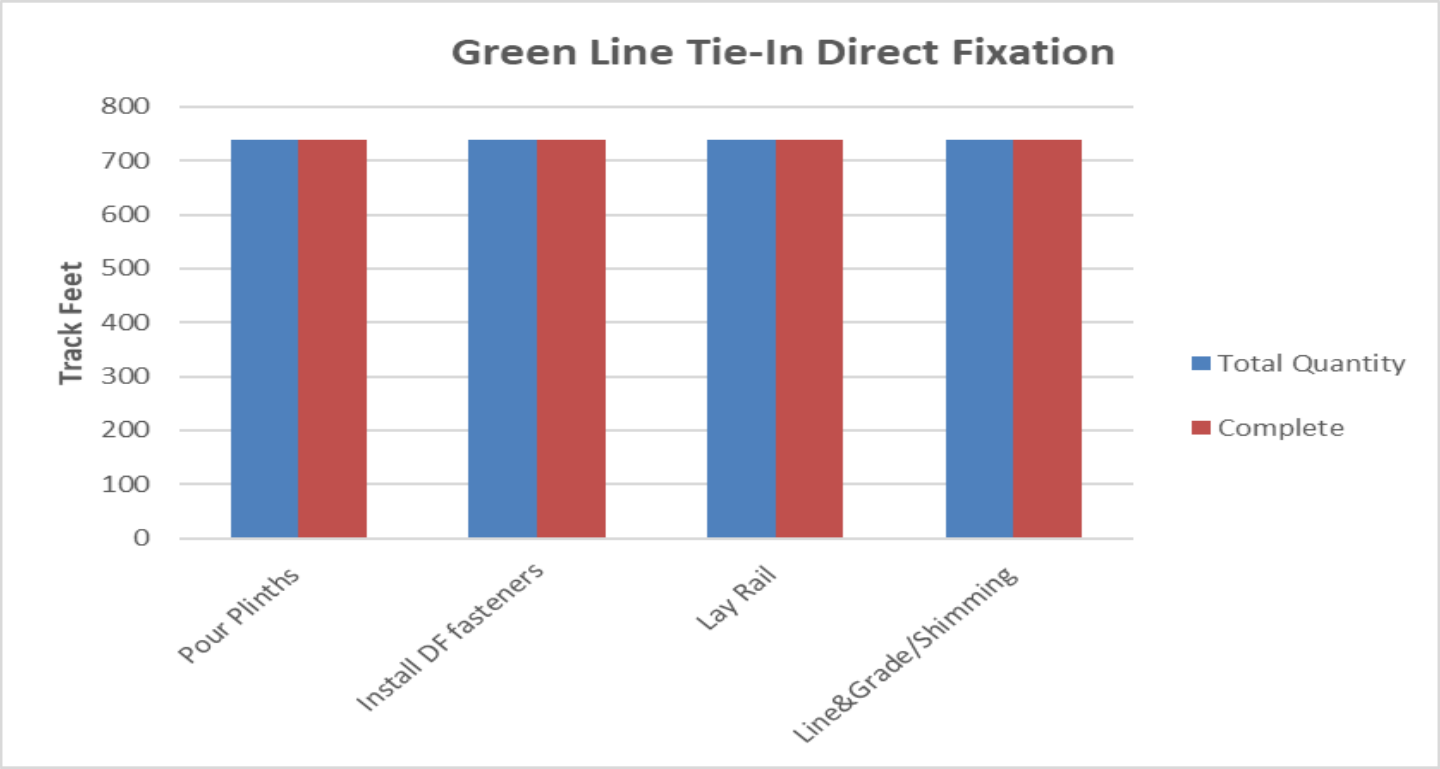
	TRACK TYPE	ACTIVITY	TRACK FEET/QUANTITY	INSTALLED TO DATE	REMAINING	ACTIVITY % PROGRESS	Potential Rework *	Punchlist ** (Complete/Incomplete)
GREENLINE TIE-IN	DIRECT FIXATION	Pour Plinths	738	738	0	100.00%		
		Install DF fasteners	738	738	0	100.00%		
		Lay Rail	738	738	0	100.00%		
		Line&Grade/Shimming	738	738	0	100.00%		
		Weld Rail/ Destress						
		Emergency Walkway	4	4	0	100.00%		INC
		Acceptance for turnover to subcontractors	yes/no	yes				
	SPECIAL TRACKWORK	DF Double Crossovers (Diamond XING 1 & 2)	2	2	0	100.00%		
		Line & Grade / Shimming	2	2	0	100.00%		
		DF Single Crossovers (A/F, B/E, C/F, D/E)	4	4	0	100.00%		
		Line & Grade / Shimming	4	4	0	100.00%		
		Thermite Welds	40	40	0	100.00%		
		Insulated Joints (IJ's)	28	28	0	100.00%	*	
		Acceptance for turnover to subcontractors	yes/no	yes				
SEGMENT A	DF (13,089 TF include 395 TF of K1/K2 XO)	Pour Plinths T3 (1,485 TF @ wye + 4,884 TF + 395 TF K1/K2 XO) (Insert rework continues)	6,763	6,763	0	100.00%	*	
		Pour Plinths T4 (1,449 TF @ wye + 4,877 TF) (Insert rework continues)	6,326	6,326	0	100.00%	*	
		Install DF fasteners T3 (1,485 TF @ wye + 4,884 TF + 395 TF K1/K2 XO)	6,763	6,763	0	100.00%	*	
		Install DF fasteners T4 (1,449 TF @ wye + 4,877 TF)	6,326	6,326	0	100.00%	*	
		Lay Rail T3 (1,485 TF @ wye + 4,884 TF + 395 TF K1/K2 XO)	6,763	6,763	0	100.00%		
		Lay Rail T4 (1,449 TF @ wye + 4,877 TF)	6,326	6,326	0	100.00%		
		Line & Grade / Shimming T3 (1,485 TF @ wye + 4,884 TF + 395 TF K1/K2 XO)	6,763	6,425	338	95.00%		
		Line & Grade / Shimming T4 (1,449 TF @ wye + 4,877 TF)	6,326	6,010	316	95.00%		
		Weld Rail / De-stress (Rework complete)	13,089	13089	0	100.00%	*	
		Emergency Walkway						
		Acceptance for turnover to subcontractors	yes/no	no				
	BALLASTED TRACKWORK (20,551 TF including grade crossing, Yard Leads & Tail Track)	Install Bottom Ballast (T3+T4, and include SYL, NYL & Tail Track)	20,551	20,551	0	100.00%	*	
		Install ties, rail / clips, top ballast T3 (9,480 TF) + SYL (244 TF) + NYL (937 TF)	10,661	10,661	0	100.00%	*	
		Install ties, rail / clips, top ballast T4 (9,475 TF) + Tail Track (415 TF)	9,890	9,890	0	100.00%	*	
		Surface and line / Regulate T3 + SYL + NYL	10,661	10,661	0	100.00%	*	INC
		Surface and line / Regulate T4 + Tail Track	9,890	9,890	0	100.00%	*	INC
		Weld Rail / De-stress	20,550	20,550	0	100.00%	*	INC
		Emergency Walkway	9,176	9,176	0	100.00%	*	INC
		Acceptance for turnover to subcontractors	yes/no	no				
	SPECIAL TRACKWORK	Ballasted Double Crossover (G1/G2, H1/H2)	2	2	0	100.00%		
		DF Single Crossover (K1/K2)	2	2	0	100.00%		*
		Line & Grade / Shimming	2	0	2			
		Ballasted Single Crossover (I1/IEQ, I2/IEQ, M1/M2, N1/N2)	4	4	0	100.00%		
		Install switches (A,B,C,D,E,F,G1,G2,H1,H2,I1,I2,IEQ,S,N1,N2,M1,M2 = 18)	18	18	0	100.00%		
		Thermite Welds	130	130	0	100.00%		
		Insulated Joints (IJ's)	74	74	0	100.00%		*
		Acceptance for turnover to subcontractors	yes/no	no				
	GRADE X-ING	Construct Crossing (Arbor Vitae, Hindry)	2	2		100.00%		

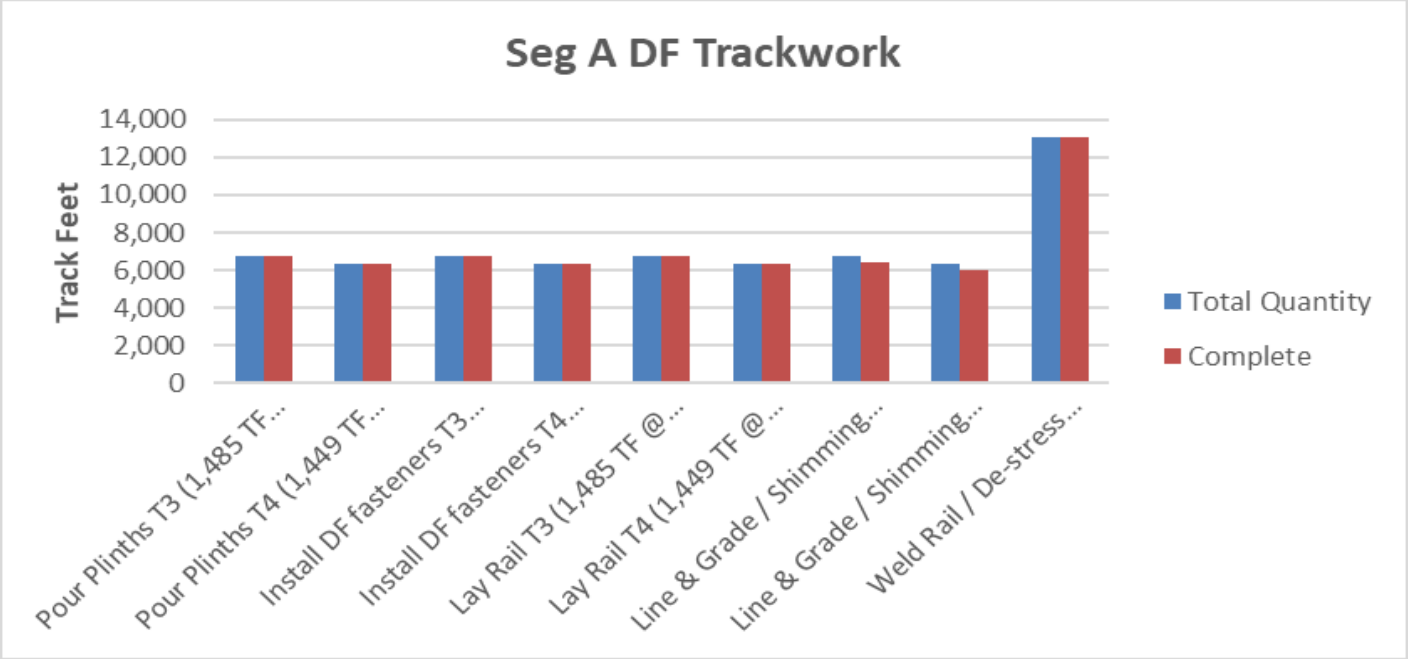
DF =	Direct Fixation
T3 =	Track 3
T4 =	Track 4
TF =	Track Feet

* **Potential for rework based on recent guideway survey. Total impact of rework is unknown at this time.**

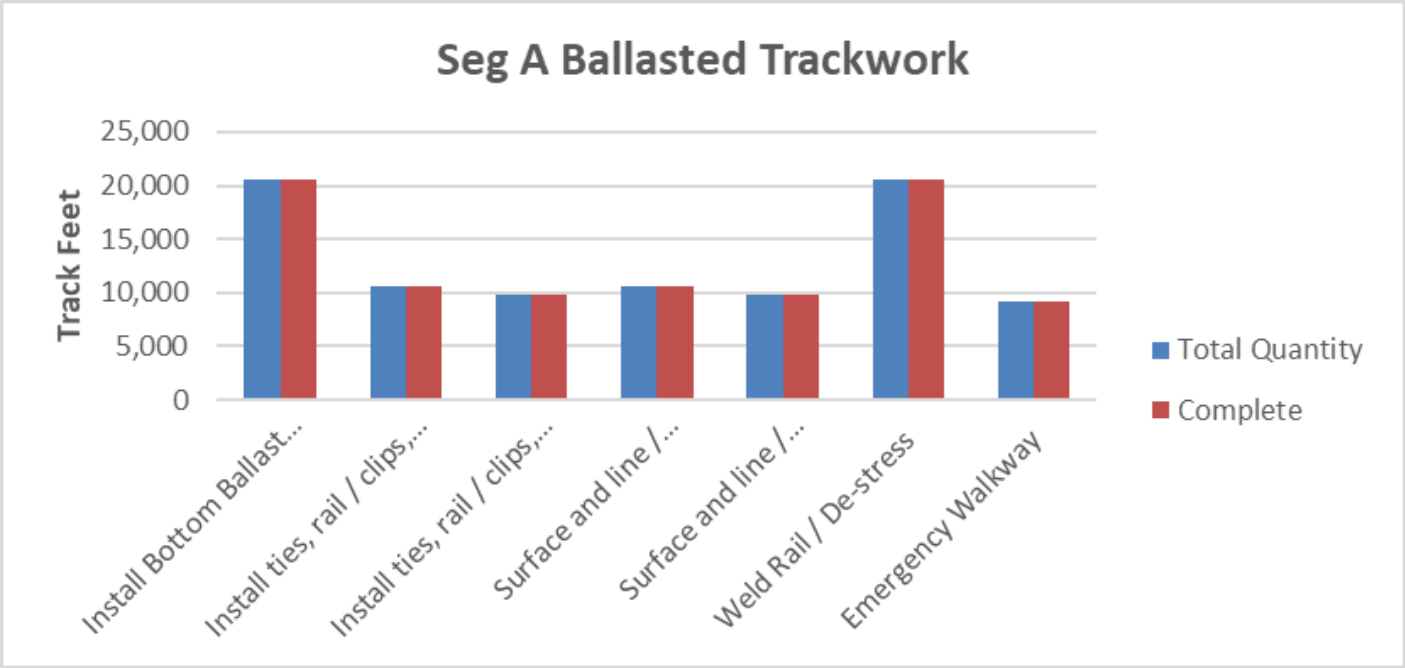
** **Punchlist Complete/Incomplete: Indicates the completion (COMP) or Incompletion (INC) of identified punchlist items**

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

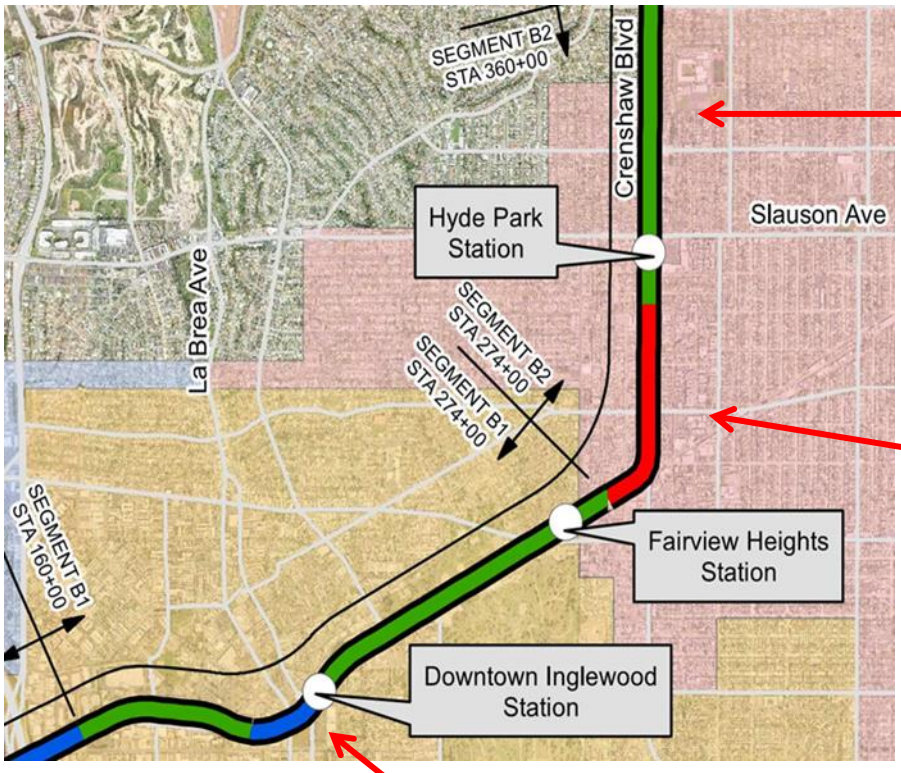




CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Segment B

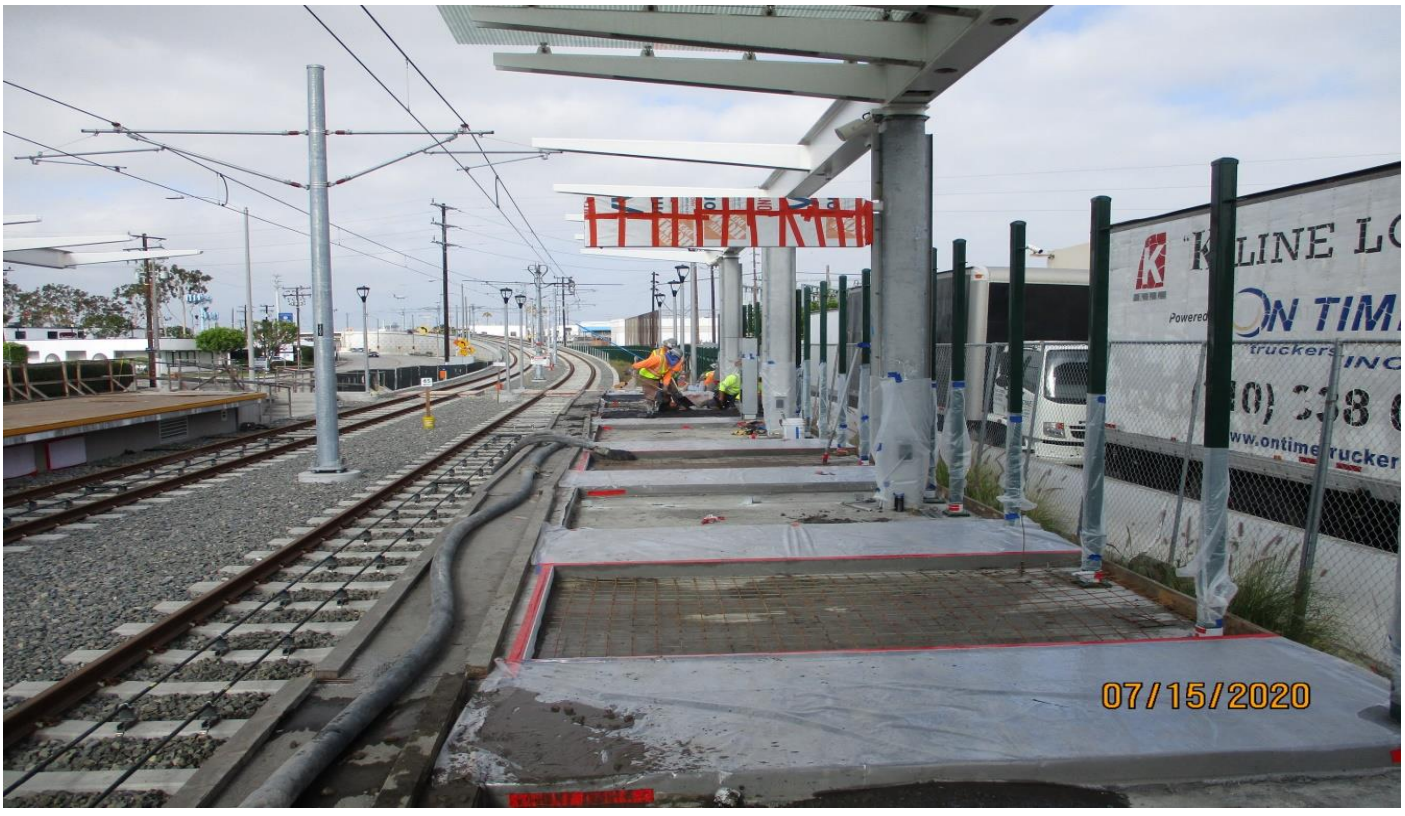


Park Mesa Heights – At Grade Section

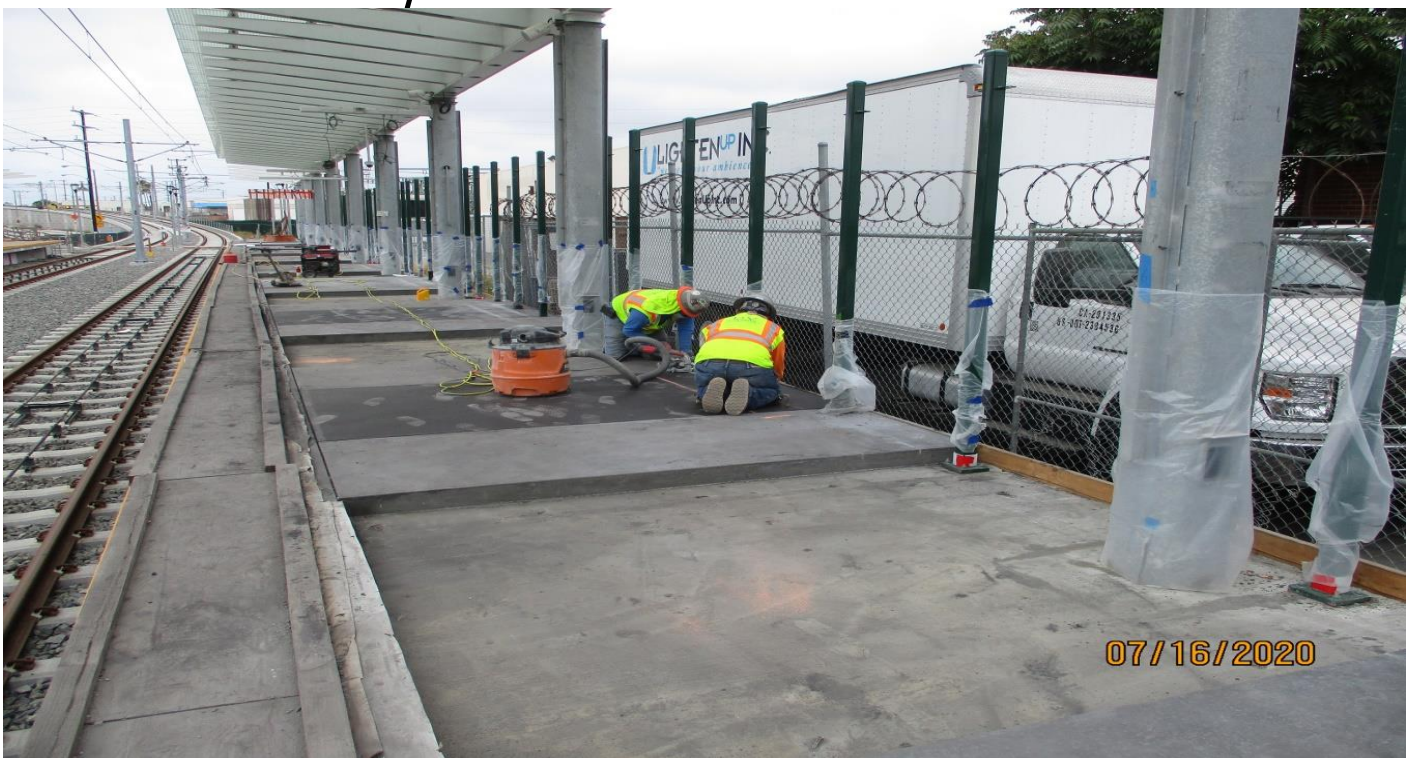
UG # 3 structure

La Brea Bridge

La Brea – Setting bollards at the La Brea Station.



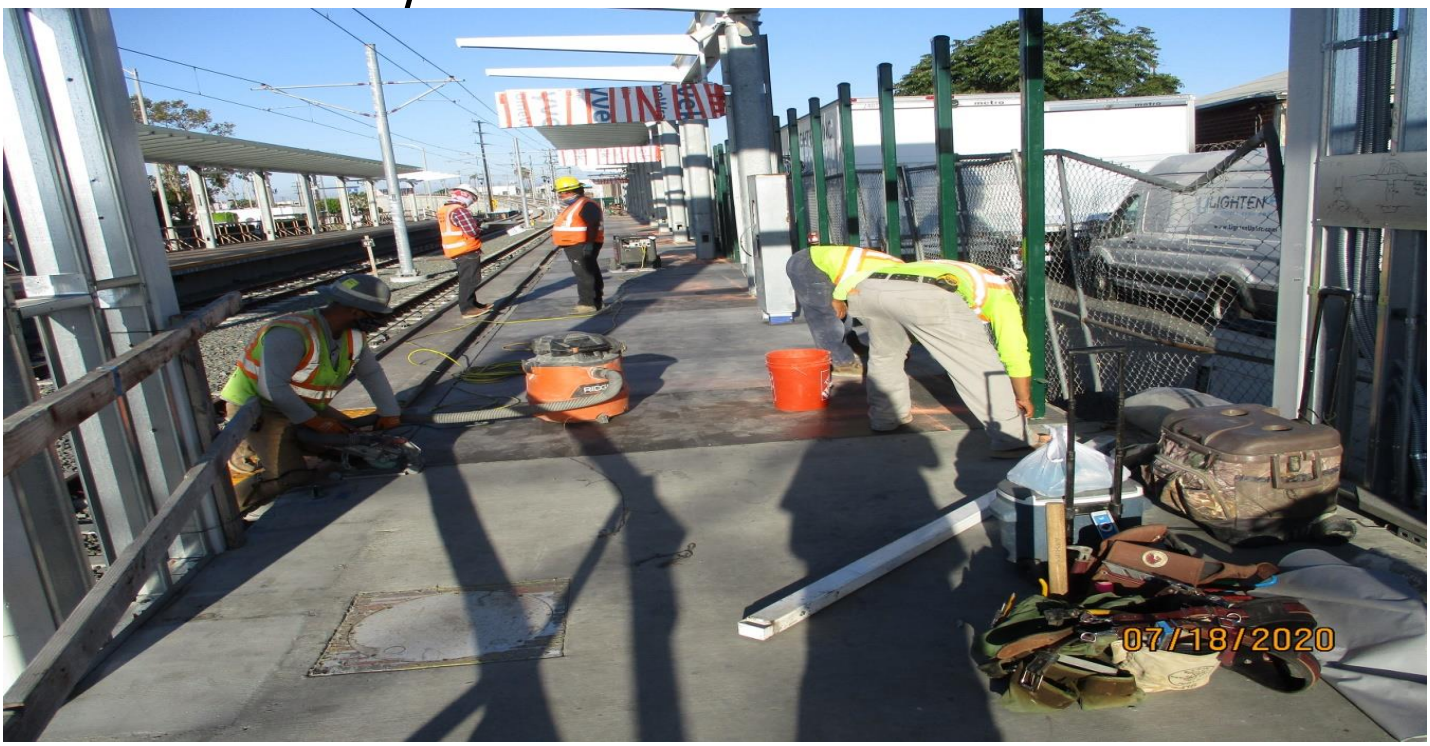
Hindry Station – Placing concrete for the topping slab for the SB Hindry Station platform.



Hindry Station – Cutting expansion joints for the SB Hindry platform topping slab.

Hindry Station – Topping slab concrete placement for the SB Hindry Station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Hindry Station – Saw cutting expansion joints for the SB Hindry platform topping slab.

PARK MESA – Excavating/grading for new sidewalk and ADA ramp installation on the northeast corner of 67th St & Crenshaw Blvd. 7/20/20

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

PARK MESA – Installing formwork for new sidewalk and ADA ramp installation on the northeast corner of 67th St & Crenshaw Blvd.

PARK MESA – Placing mortar in preparation for decorative cobble stone placement on the center median lane at Crenshaw Blvd between 67th St & Victoria Ct. 7/20/20

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

PARK MESA – Continue installing block-out forms for new sidewalk panels on westbound 67th St & Crenshaw Blvd.

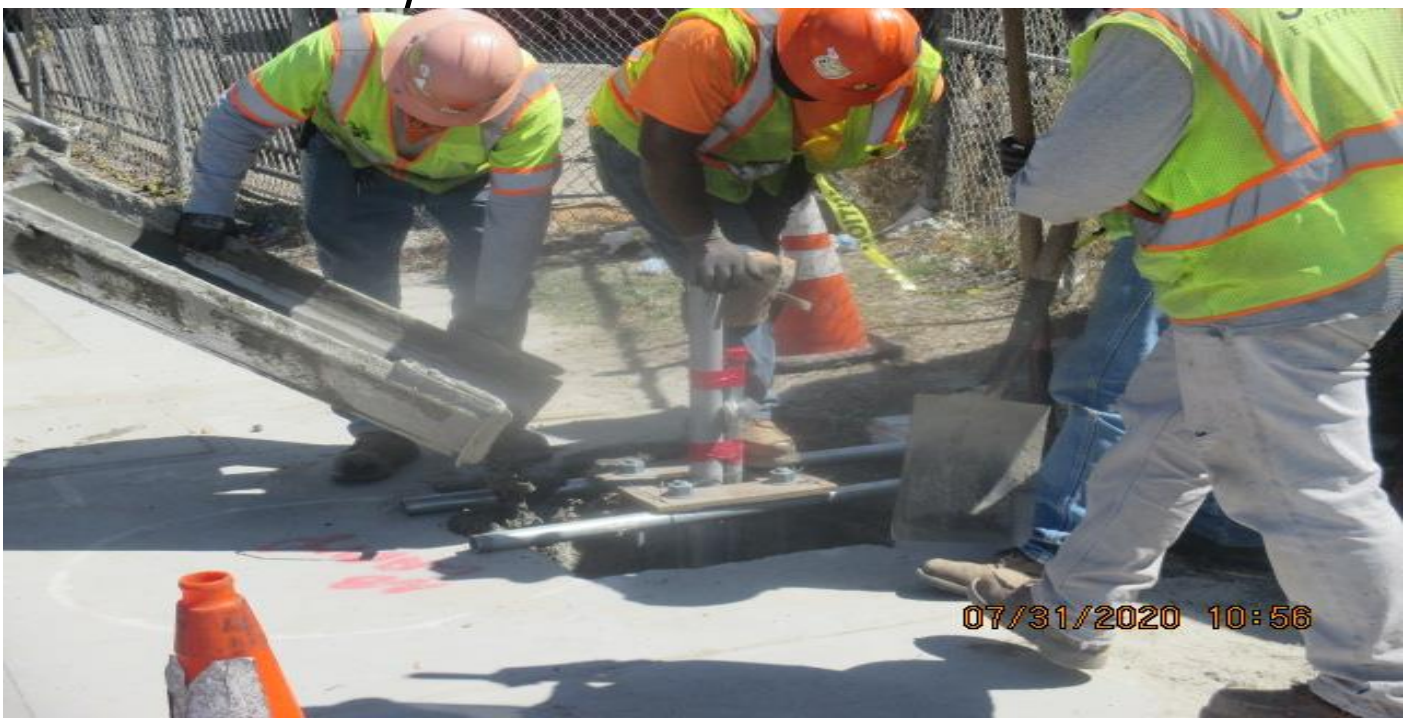
PARK MESA – Continue placing mortar in preparation for decorative cobble stone placement on the center median lane at Crenshaw Blvd between 67th St & Victoria Ct.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

PARK MESA – Continue placing mortar in preparation for decorative cobble stone placement on the center median lane at Crenshaw Blvd between 67th St & Victoria Ct.

PARK MESA – Excavating for light pole foundation installation on northbound Crenshaw Blvd and 67th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Placing concrete for the light pole foundation on northbound Crenshaw Blvd and 67th St.

PARK MESA – Excavating/grading for new sidewalk and ADA ramp installation on the northwest corner of 60th St & Crenshaw Blvd.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

PARK MESA – Installing block out forms for new sidewalk and ADA ramp installation on the northwest corner of 60th St & Crenshaw Blvd.

PARK MESA – Placing concrete for new sidewalk installation on the southeast corner of 60th St & Crenshaw Blvd.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

PARK MESA – Sack and patching Catch Basin #33 on the northwest corner of Crenshaw Blvd and 57th St.

PARK MESA – Sack and patching Manhole #19 on southbound Crenshaw Blvd and 57th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

PARK MESA – Removing weeds in preparation for landscaping on the southbound median of Crenshaw Blvd from 54th St to 57th St.

PARK MESA – Excavating/removing section of pavement for restoration on southbound Crenshaw Blvd and 54th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

PARK MESA – Leveling/compacting for new concrete pavement installation on southbound Crenshaw Blvd and 54th St.

PARK MESA – Installing Street light poles on northbound Crenshaw Blvd between 48th St. and 50th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

PARK MESA – Removing weeds in preparation for landscaping on the northbound median of Crenshaw Blvd from 48th St. and 50th St.

PARK MESA – Continue removing weeds in preparation for landscaping on the southbound median of Crenshaw Blvd from 48th St. and 50th St.

UG3 – UG3 NB track WSCC drilling & measuring depth top of plinth south portal for rebar dowel install for NCR A-111-B case 2 repair work on end of plinth (looking north) Rework

UG3 – WSCC drilling through top of plinth down into invert for rebar dowel pin install on NB track UG3 NCR-A 111-B case 2 (looking southeast) Rework

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

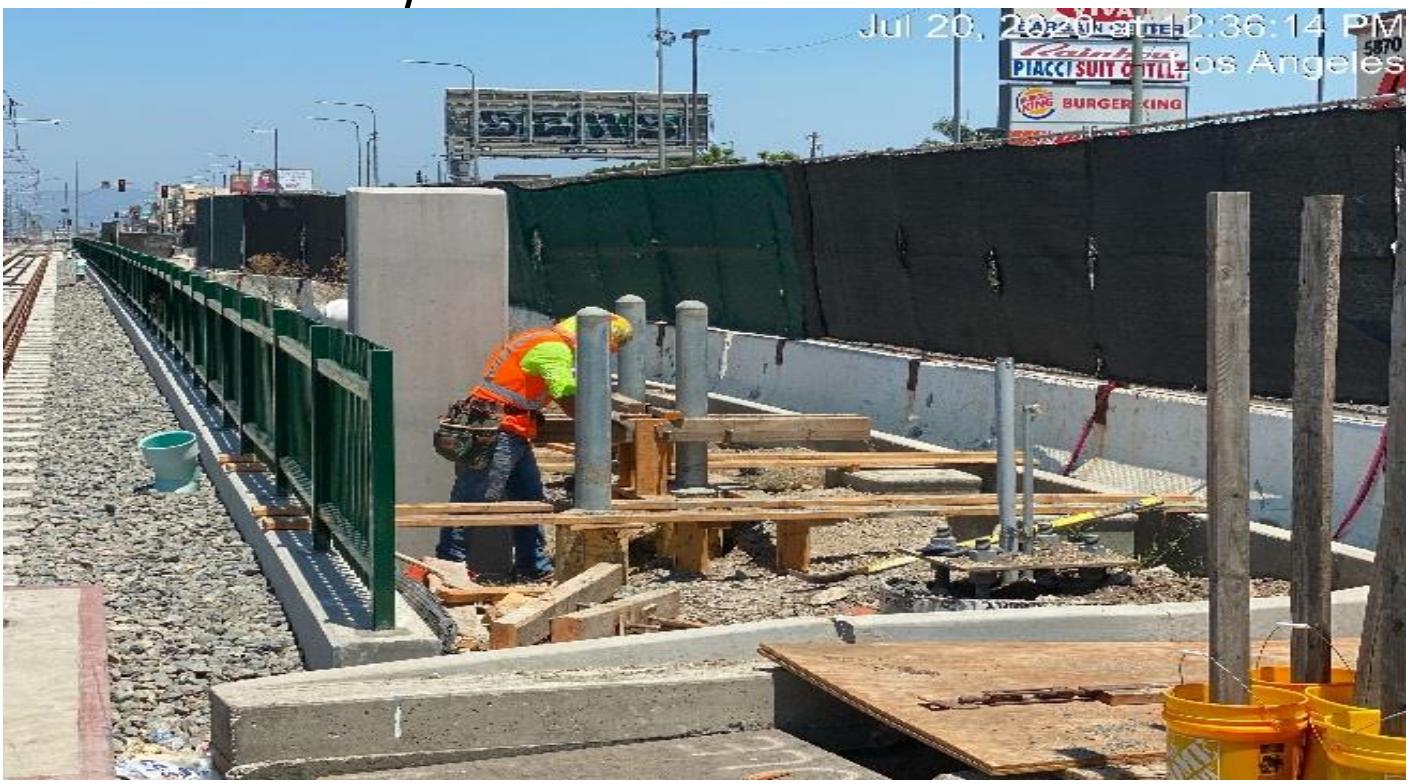
UG3 – WSCC at north portal 59th Pl. fabricating temp. slobber plates & preparing rail cart for the day's work in UG3 (looking south)

UG3 – WSCC drilling through top of plinth down into invert for rebar dowel pin install on SB track UG3 NCR-A 111-B case 2 (looking south) Rework

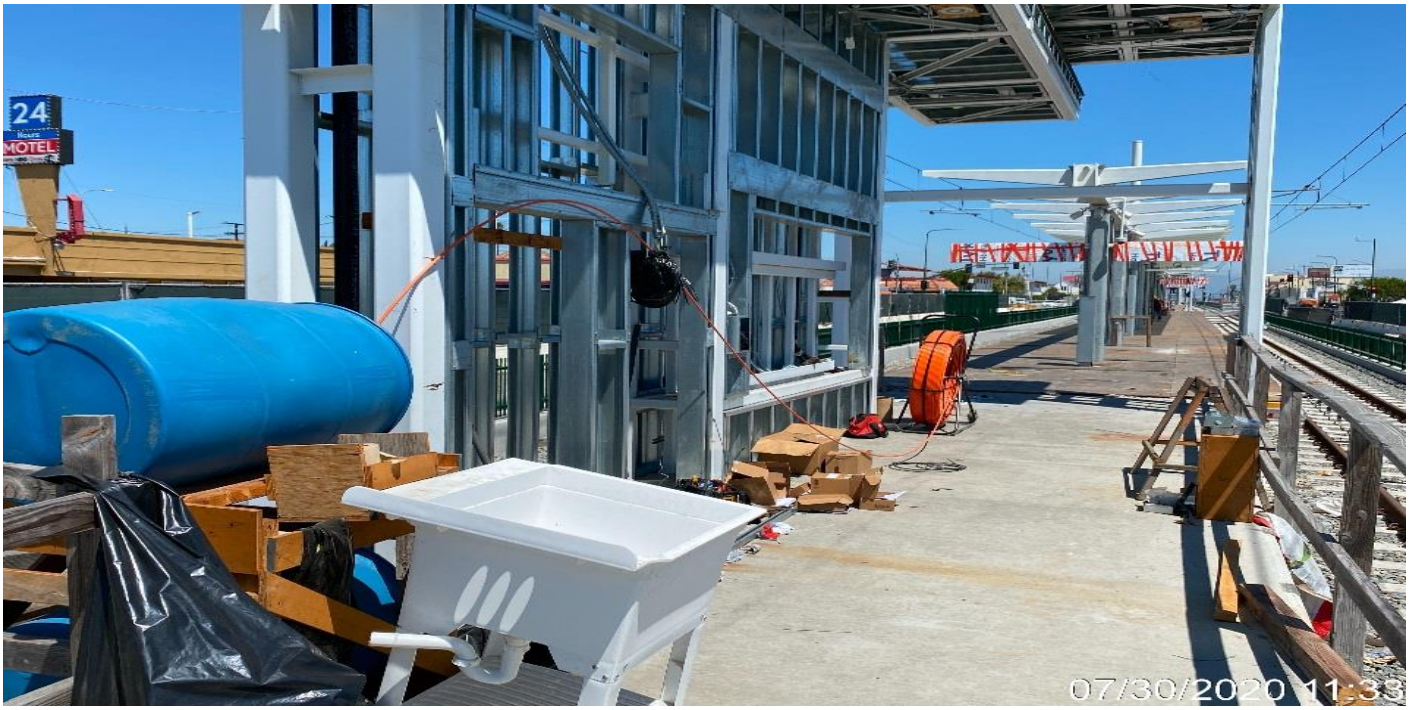
UG3 – STA 292+00 TK#3,SB looking north – left plinth demolition NCR-A-111B Case #4 where Case #2 failed due multiple drills UG3

UG3 – STA 293+50 TK#4/NB looking north – left plinth demolition NCR-A-111B Case #4 UG3.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Hyde Park Station – Forming and setting stainless steel bollard foundations on the northbound side of the track level.



Hyde Park Station – Pulling cable to the uninterruptible power supply for the station at the platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

SEGMENT B1:

- Disturbed ballast due to systems electrical conduit relocations continues to be repaired and re-dressed.
- WSCC submitted the Final Geotechnical Report for Wall 202.
- WSCC has completed the removal of SB rails, ballast, and ties above the wall and excavated to expose the AC cap.
- Investigation of rail flaws continues.

PROJECT WIDE TRACKWORK PROGRESS

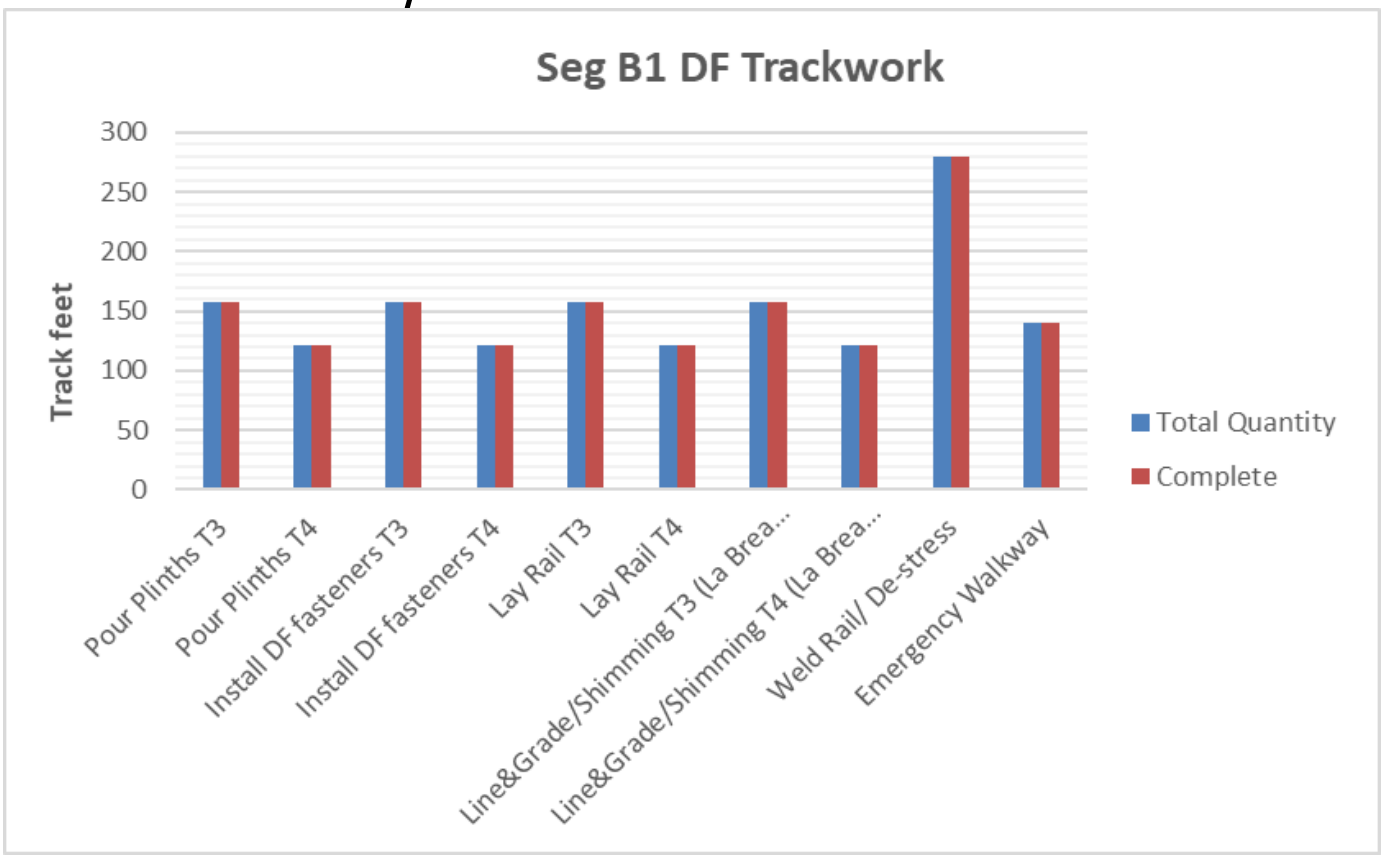
	TRACK TYPE	ACTIVITY	TRACK FEET/QUANTITY	INSTALLED TO DATE	REMAINING	ACTIVITY % PROGRESS	Potential Rework *	Punchlist (Complete/Incomplete) **
SEGMENT B1	DF (279 TF)	Pour Plinths T3	158	158	0	100.00%		
		Pour Plinths T4	121	121	0	100.00%		
		Install DF fasteners T3	158	158	0	100.00%	*	INC
		Install DF fasteners T4	121	121	0	100.00%	*	INC
		Lay Rail T3	158	158	0	100.00%		
		Lay Rail T4	121	121	0	100.00%		
		Line&Grade/Shimming T3 (La Brea Bridge)	158	158	0	100.00%		
		Line&Grade/Shimming T4 (La Brea Bridge)	121	121	0	100.00%		
		Weld Rail/ De-stress	279	279	0	100.00%		
		Emergency Walkway	140	140	0	100.00%		
		Acceptance for turnover to subcontractors	yes/no	no				
	BALLASTED TRACKWORK (23,506 TF including grade crossings and Siding track)	Install Bottom Ballast (T3+T4 and Siding)	23,506	23,506	0	100.00%	*	INC
		Install ties, rail / clips, top ballast T3 + Siding	12,184	12,184	0	100.00%	*	INC
		Install ties, rail / clips, top ballast T4	11,322	11,322	0	100.00%	*	INC
		Surface and line / Regulate T3 + Siding	12,184	11,575	609	95.00%		
		Surface and line / Regulate T4	11,322	10,756	566	95.00%		
		De-stress	23,506	23,506	0	100.00%		
		Emergency Walkway	12,506	12,000	506	95.95%	*	INC
		Acceptance for turnover to subcontractors	yes/no	yes		N/A		
	SPECIAL TRACKWORK	Ballasted Single Crossover (O1/O2, P1/P2, Q1/Q2, T1/T2)	4	4	0	100.00%		
		Install switches (M, O1, O2, P1, P2, Q1, Q2, R, T1, T2 = 10)	10	10	0	100.00%		
		Thermite Welds	104	104	0	100.00%	*	
		Insulated Joints (IJ's)	43	43	0	100.00%	*	
		Acceptance for turnover to subcontractors	yes/no	No				
	GRADE X-ING	Construct Crossing (~~Oak/Cedar/Eucalyptus/Ivy/Centinela~~, ~~High (50%)~~, ~~West~~, ~~Brynhurst~~)	8	8		100.00%		

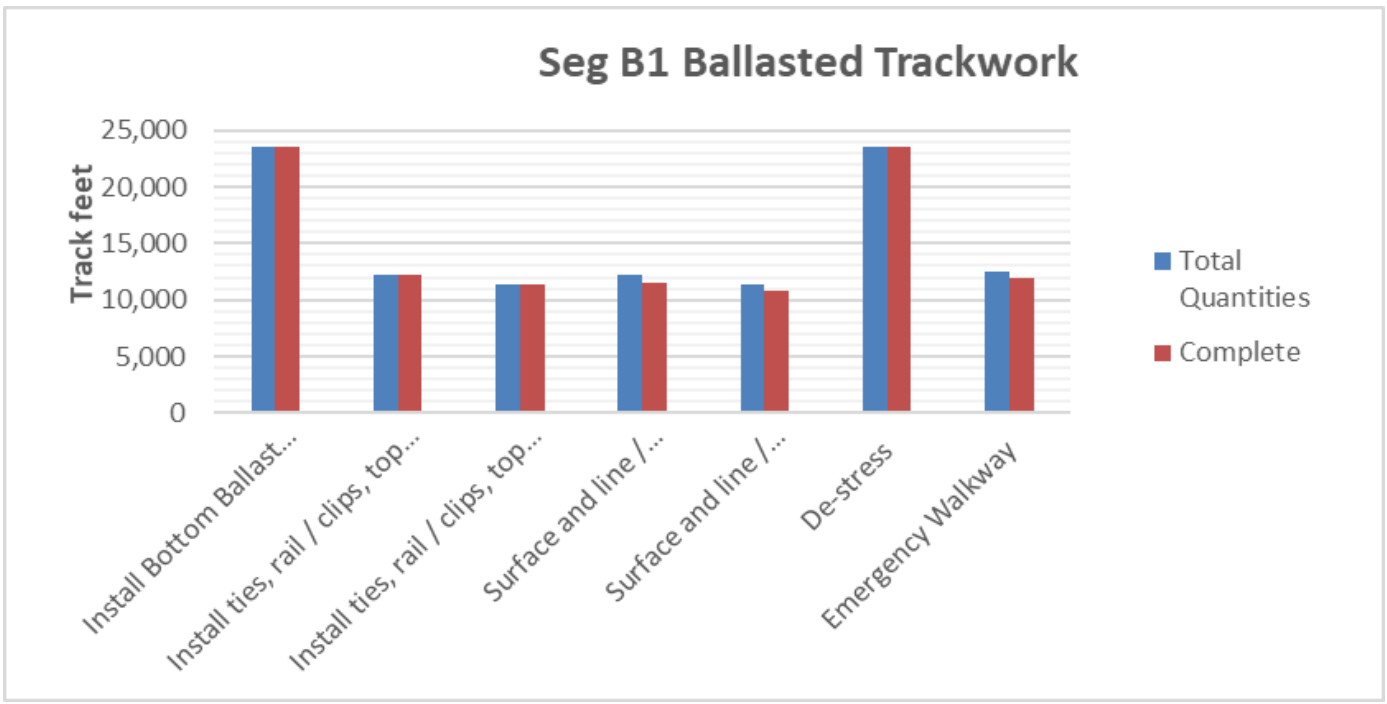
DF = Direct Fixation
T3 = Track 3
T4 = Track 4
TF = Track Feet

* **Potential for rework based on recent guideway survey. Total impact of rework is unknown at this time.**

** **Punchlist Complete/Incomplete: Indicates the completion (COMP) or Incompletion (INC) of identified punchlist items**

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



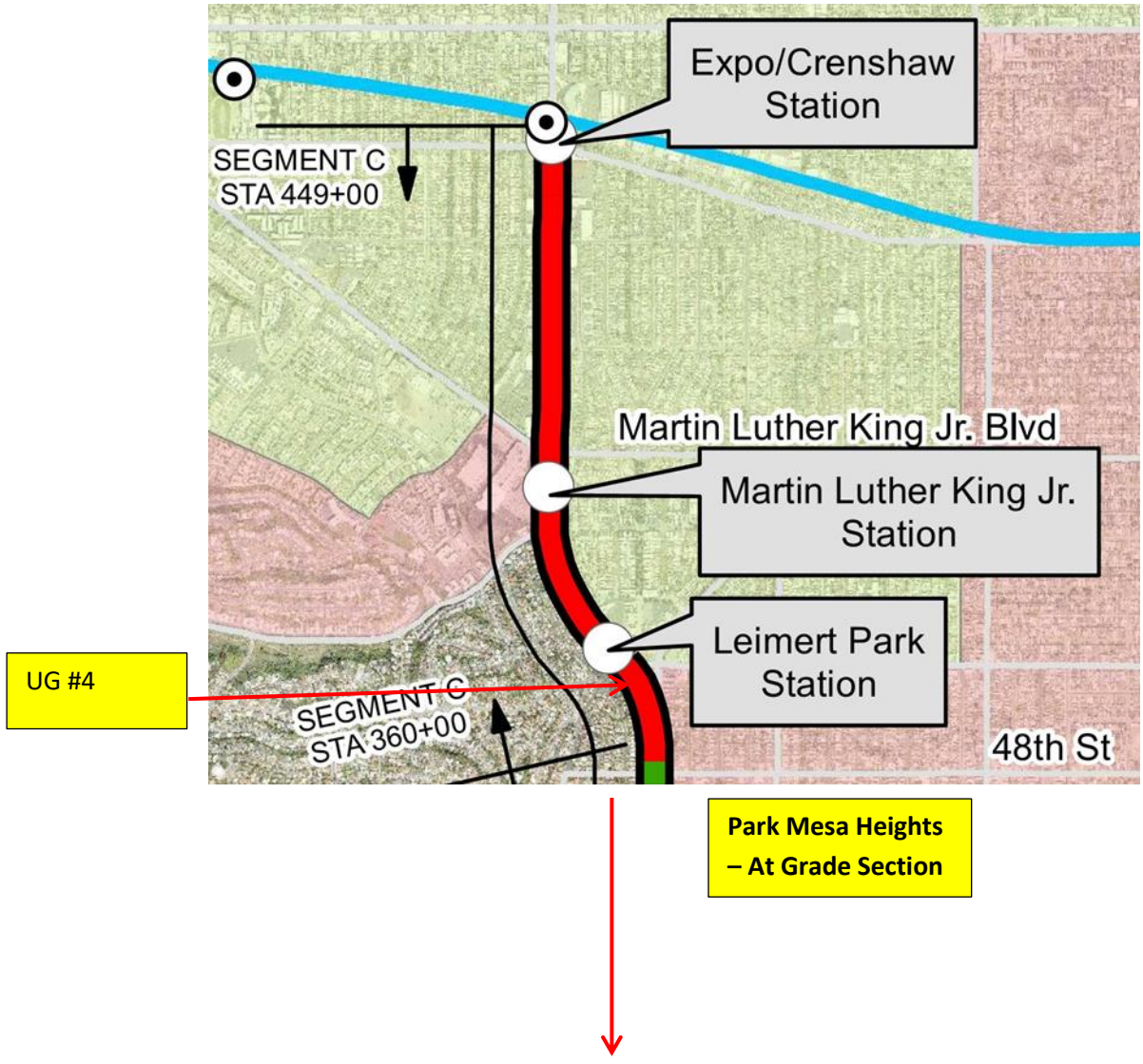


CRENSHAW/LAX PHOTOGRAPHIC UPDATE

SEGMENT B2:

- Disturbed ballast due to systems electrical conduit relocations continues to be repaired and re-dressed.
- Rework of plinth gap to invert continues throughout the Segment.
- New ballast disturbances for missing electrical conduits and connections are noted near the Slauson St. Crossing.

Segment C



VERNON STATION- Vernon, Aux power (S) C110, UPS1/S continued 1" GRC pipping from UPS1/S to MCC2/S CIC2/S SCADA

VERNON STATION- Vernon Intermediate deck, Escalators control cabinets ETEL, pipping to device location behind 480v Disconnects.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

VERNON STATION- Vernon Concourse, Emergency Fan room (N) C126 continued pulling of 7/8" Radiax cable support brackets.

VERNON STATION- NB/ Bored tunnel Vernon to MLK Station, begin pulling 1-1/4" Radiax cable to MLK Station at east side of tunnel liner.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – Continue building interior cab walls for Elevators 1&2 at the plaza level.

EXPO STATION – Setting bulkheads for tree wells in preparation for palm tree installation at the south end of the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – Began palm tree installation throughout the plaza level.

EXPO STATION – Continue palm tree installation throughout the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – Excavating/trenching for irrigation backflow at the Bronson Cul-de-sac area.

EXPO STATION – Resume demolishing/removal of existing concrete slab at the northern lot area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – Continue building interior cab walls for Elevators 1&2 at the plaza level.

EXPO STATION – Continue demolishing/removal of existing concrete slab at the northern lot area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – Continue excavating for the installation of underground landscape lighting conduit at the plaza level.

EXPO STATION – Continue building interior cab walls for Elevators 1&2 at the plaza level.

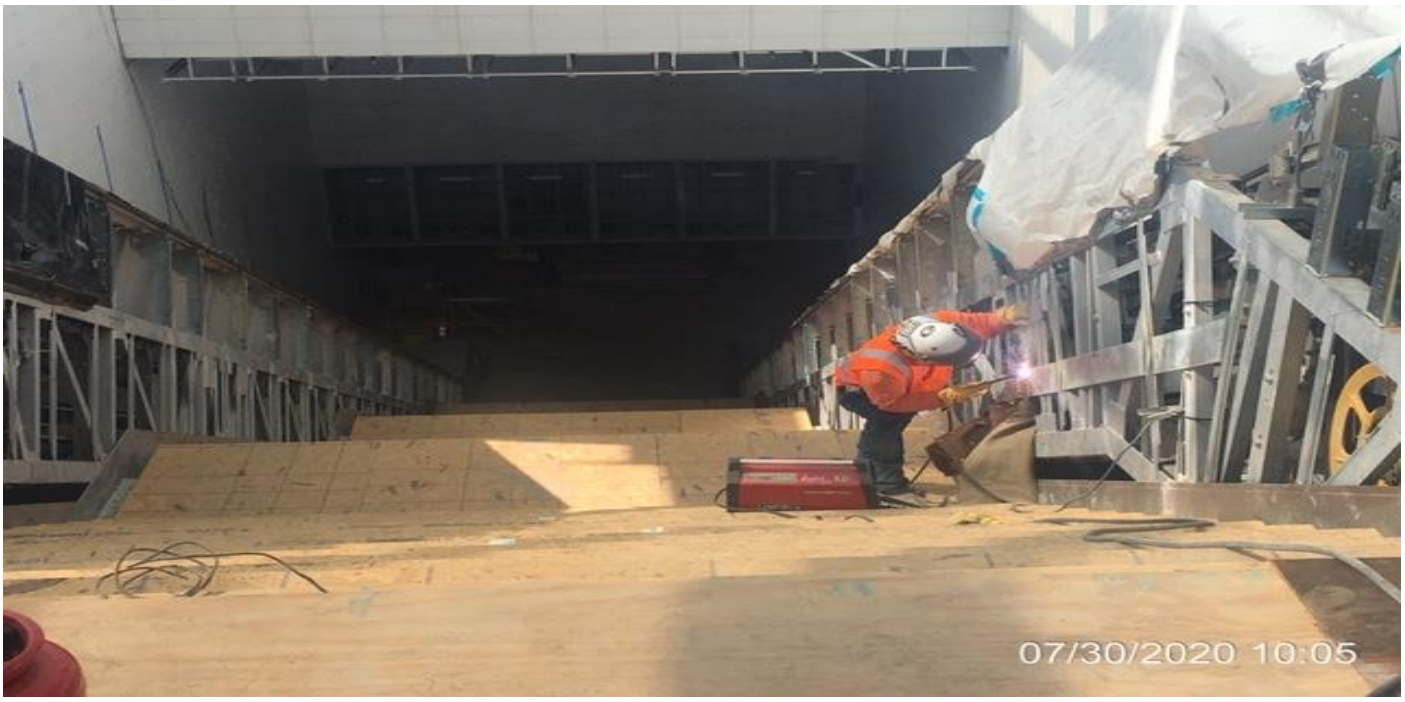
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – Continue excavating for the installation of underground landscape lighting conduit at the plaza level.

EXPO STATION – Continue demolishing/removal of existing concrete slab at the northern lot area.

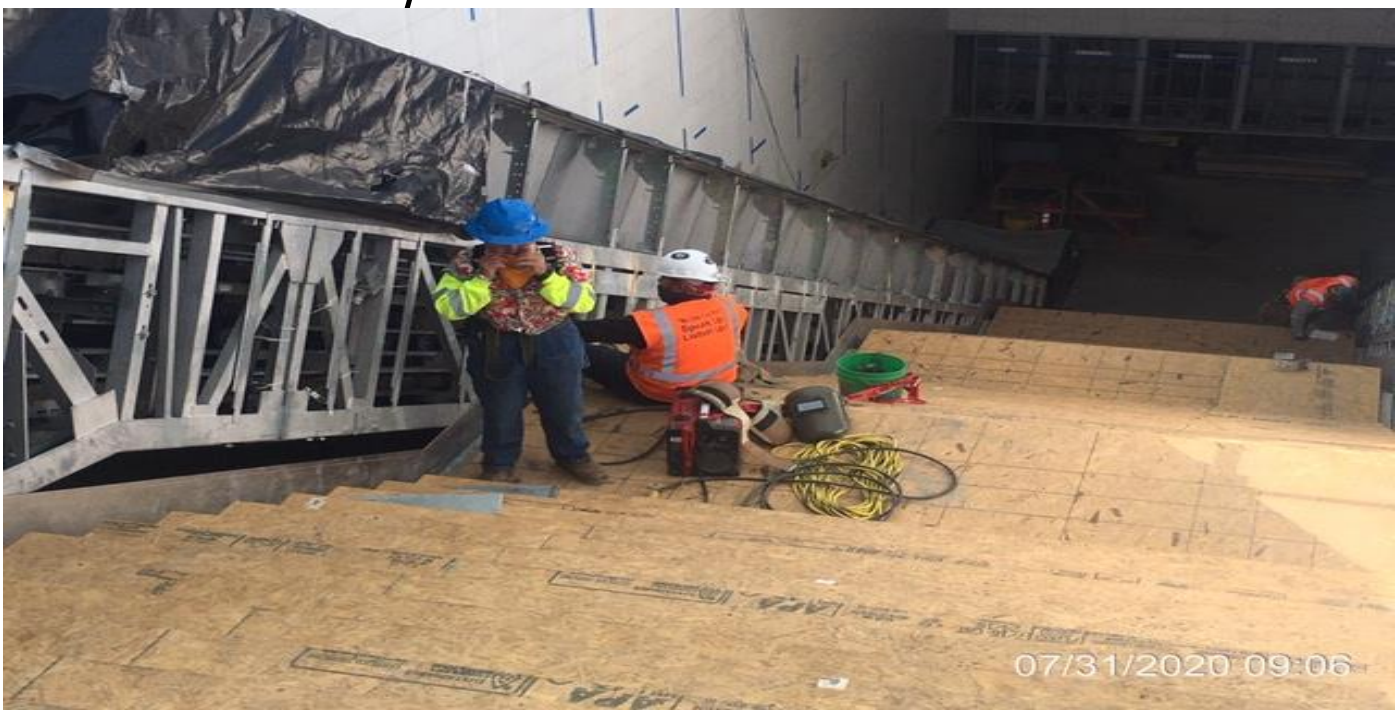
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – Continue demolishing/removal of existing concrete slab at the northern lot area.



EXPO STATION – Installing handrail backer supports to Escalator 1&2 at the main entrance landing

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Continue installing handrail backer supports to Escalator 1&2 at the main entrance landing.

EXPO STATION – Continue demolishing/removal of existing concrete slab at the northern lot area.

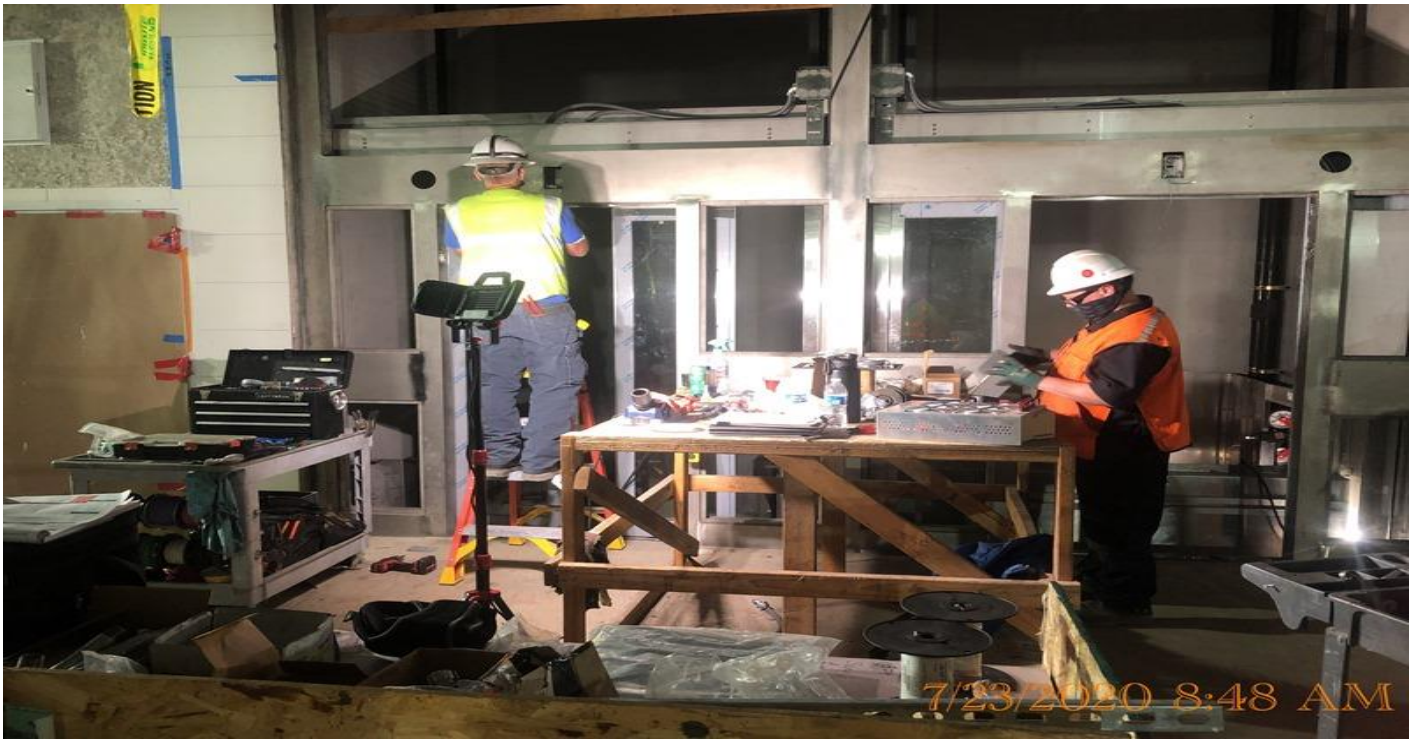
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – Continue building the interior cab walls for all 4 Elevators at the concourse level.

EXPO STATION – Continue building the interior cab walls for all 4 Elevators at the concourse level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – Continue building the interior cab walls for all 4 Elevators at the concourse level.



EXPO STATION – Continue building the interior cab walls for all 4 Elevators at the concourse level.

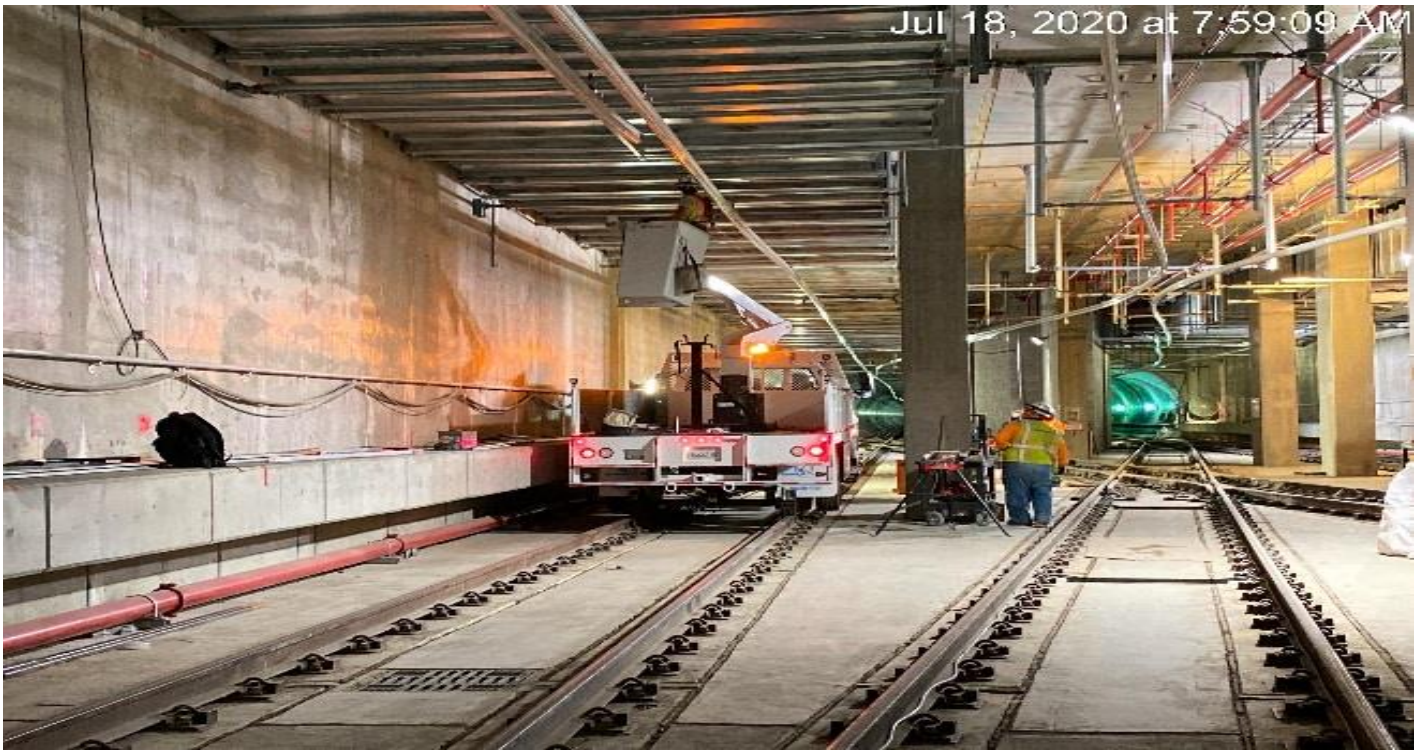
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – Continue building the interior cab walls for all 4 Elevators at the concourse level.

EXPO STATION – Continue building the interior cab walls for Elevators 1&2 at the concourse level.

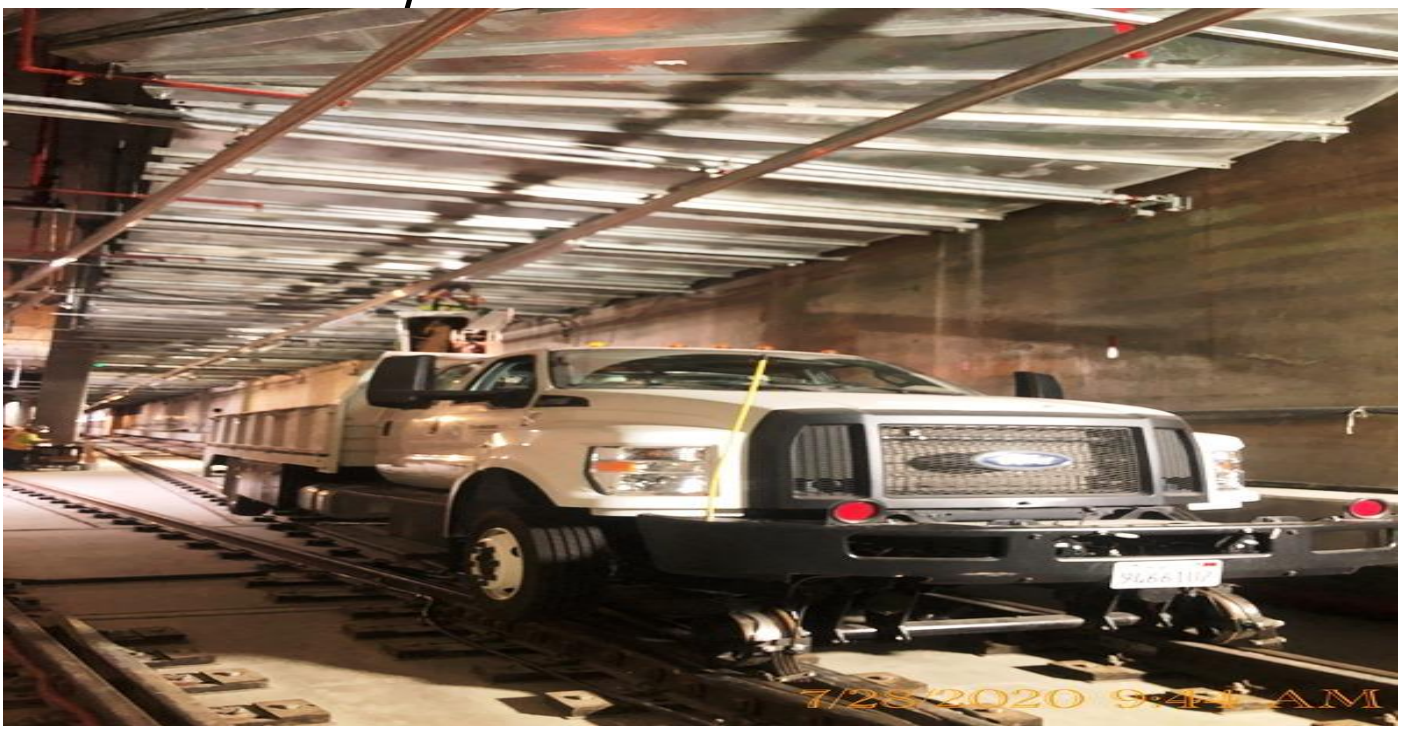
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – Continue building the interior cab walls for Elevators 1&2 at the concourse level.

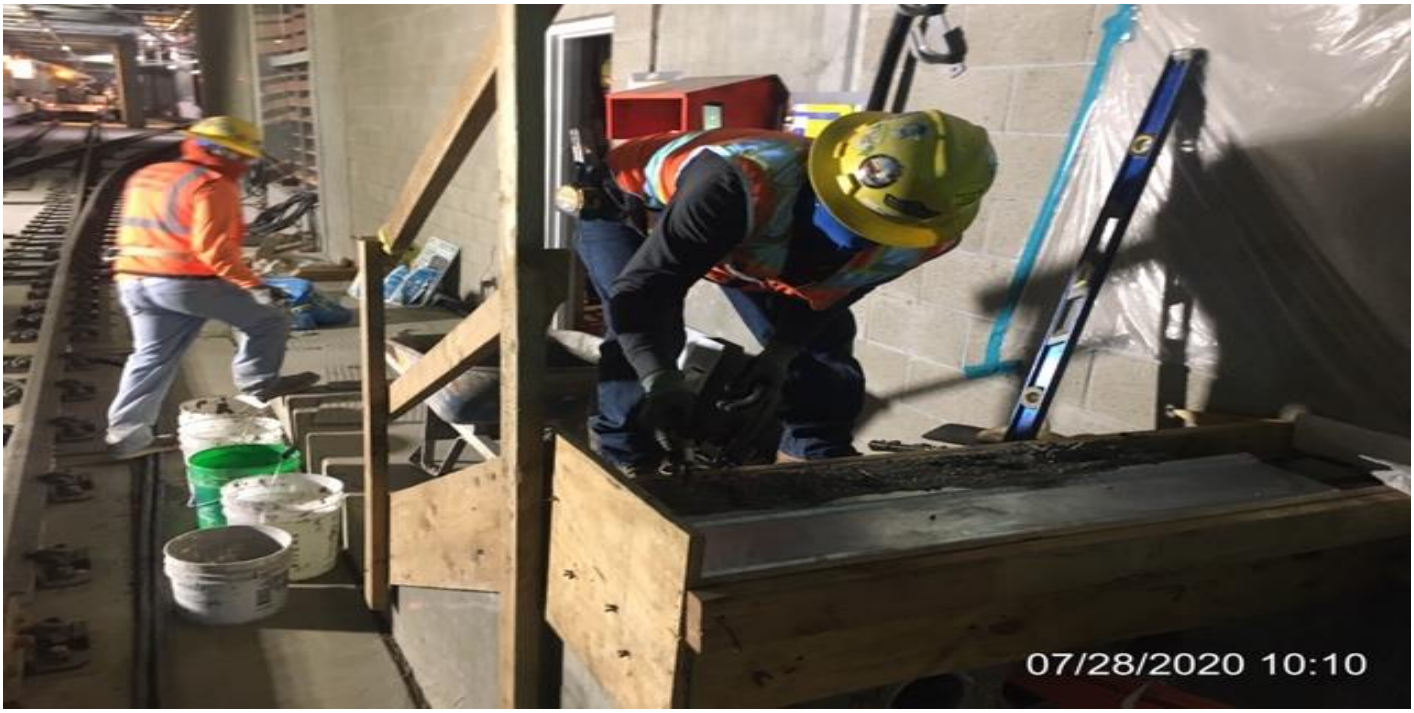


EXPO STATION – Continue installing supports and fixtures for the crossover lighting at the invert level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Continue installing supports and fixtures for the crossover lighting at the invert level.



EXPO STATION – Placing concrete for the embed stair landings on the southbound side of the invert level.

EXPO STATION – Continue installing supports and fixtures for the crossover lighting at the invert level.

EXPO STATION – Continue installing supports and fixtures for the crossover lighting at the invert level.

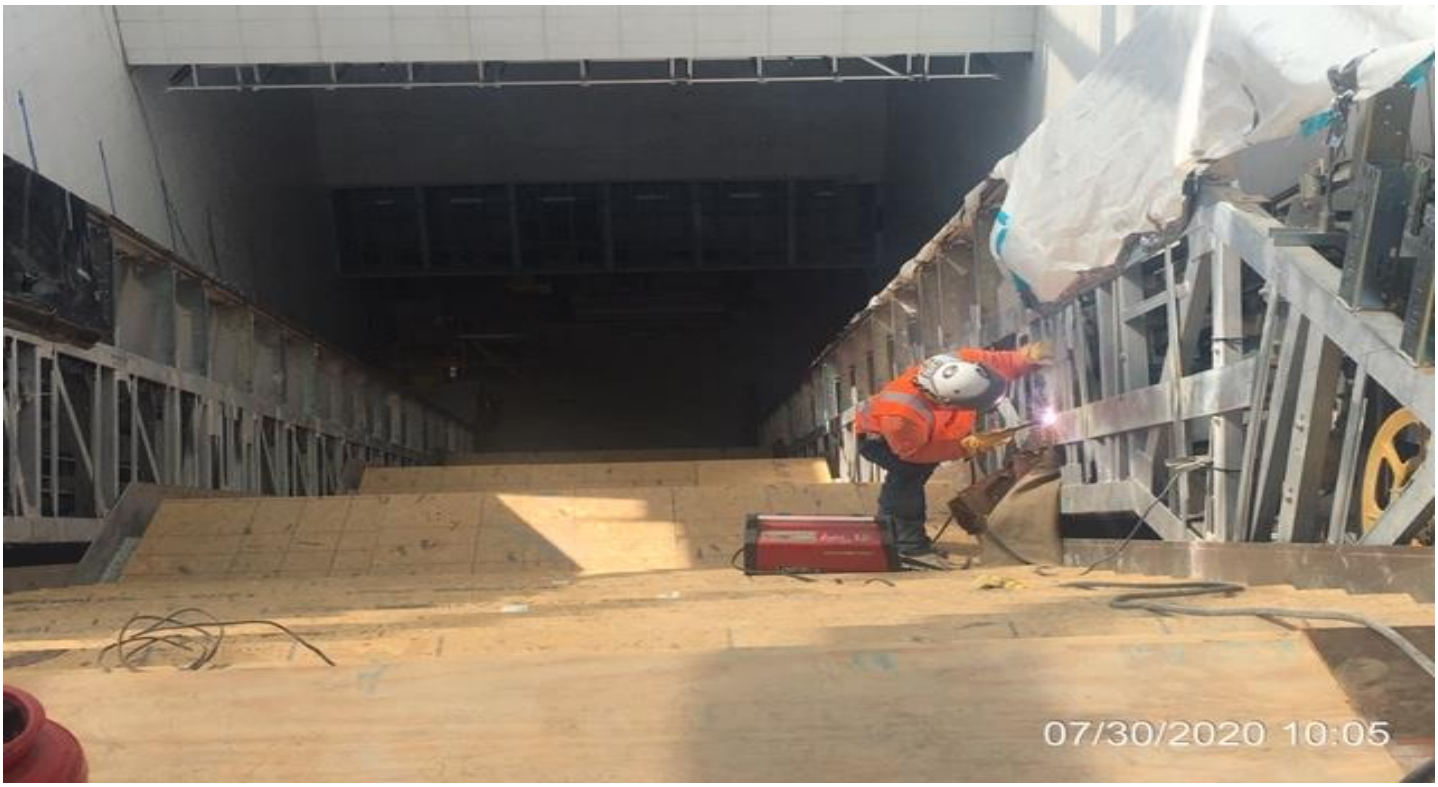
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – STA 440+39 TK#3/SB looking east – 8W2 switch machine demolition UG4 (DXO – Exposition Station).

EXPO STATION – WSCC crew supporting Marina landscaping with tree placement.

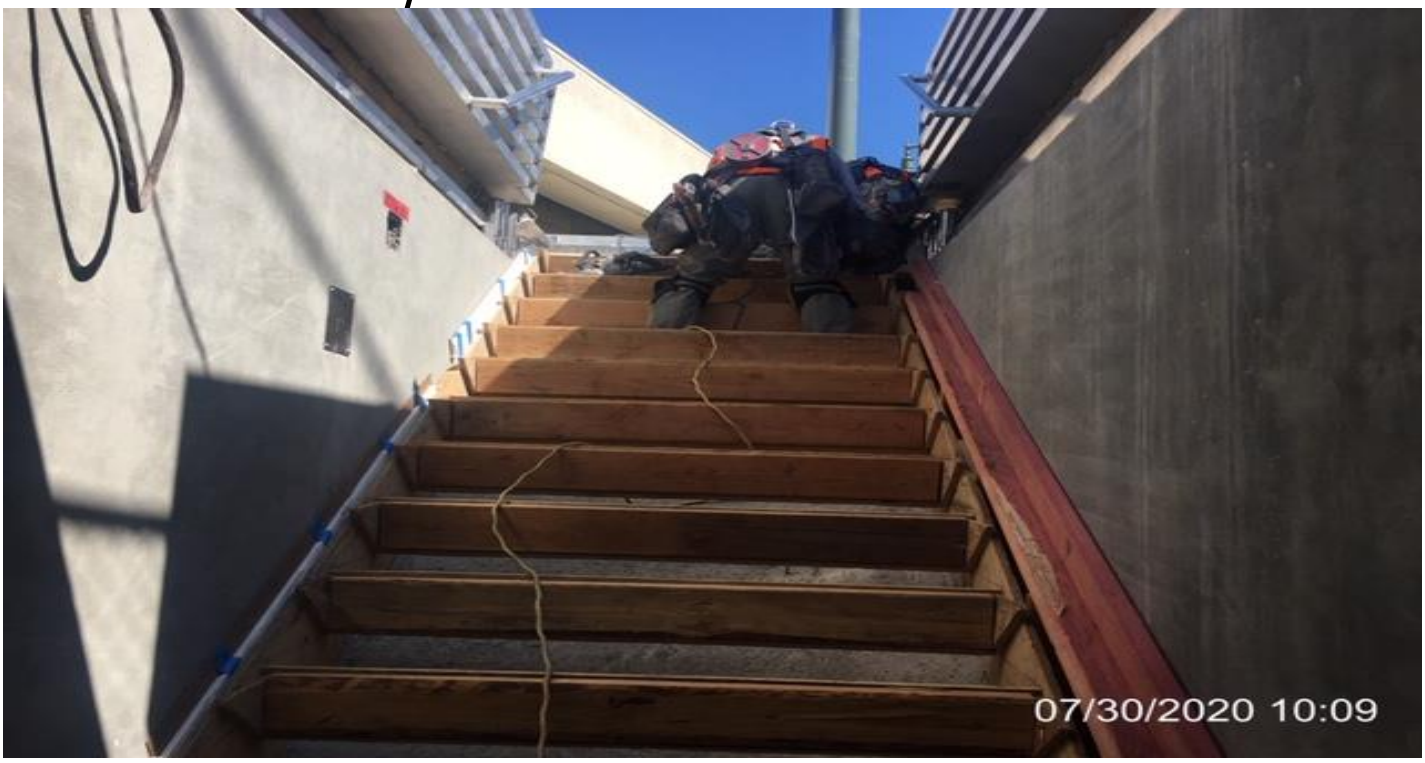
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – WSCC finishers placing concrete plinth.



EXPO STATION – WSCC Ironworkers fabricating and installing hand rail backer at main staircase.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

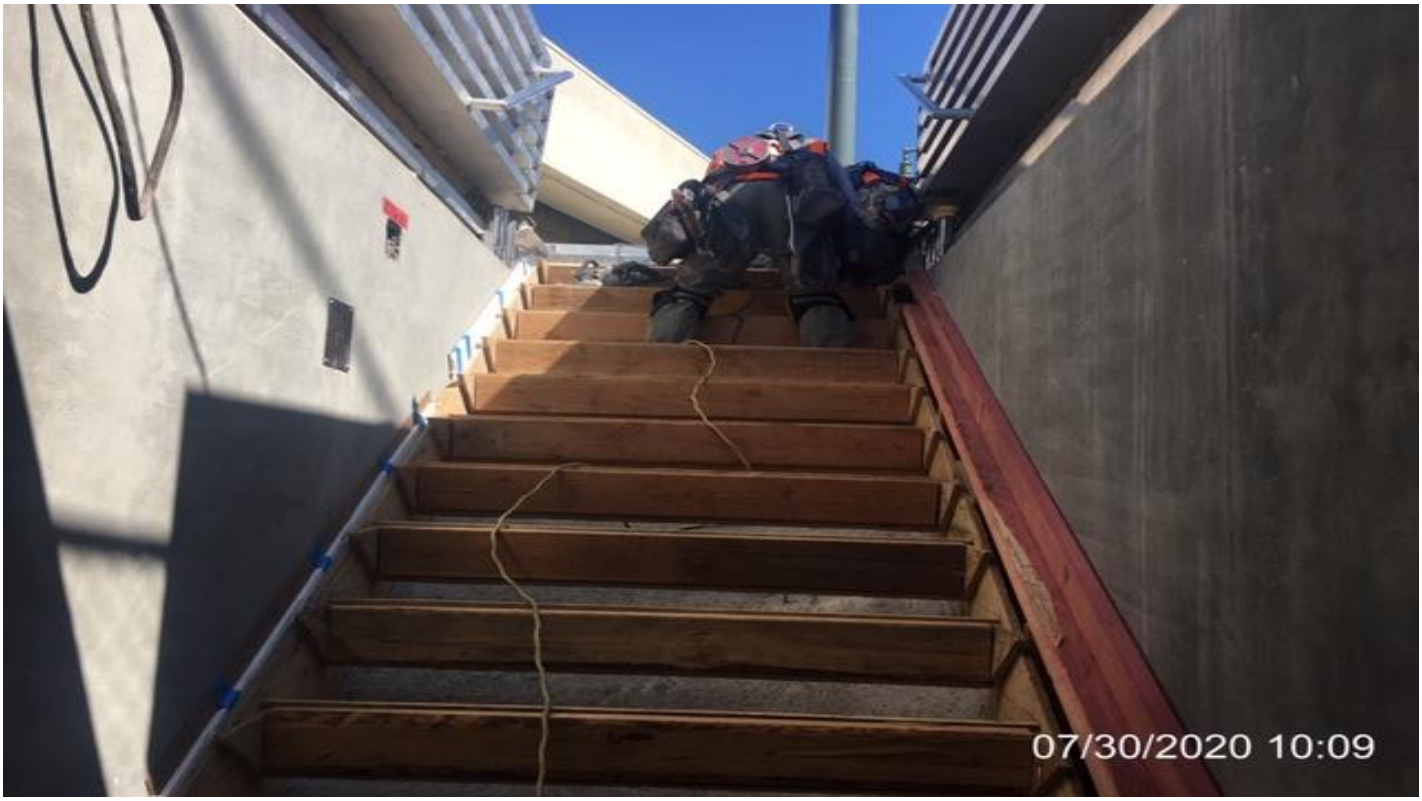


EXPO STATION – WSCC carpenters building formwork for stairs.

EXPO STATION – Electrician drilling and anchoring of un-strut attach.

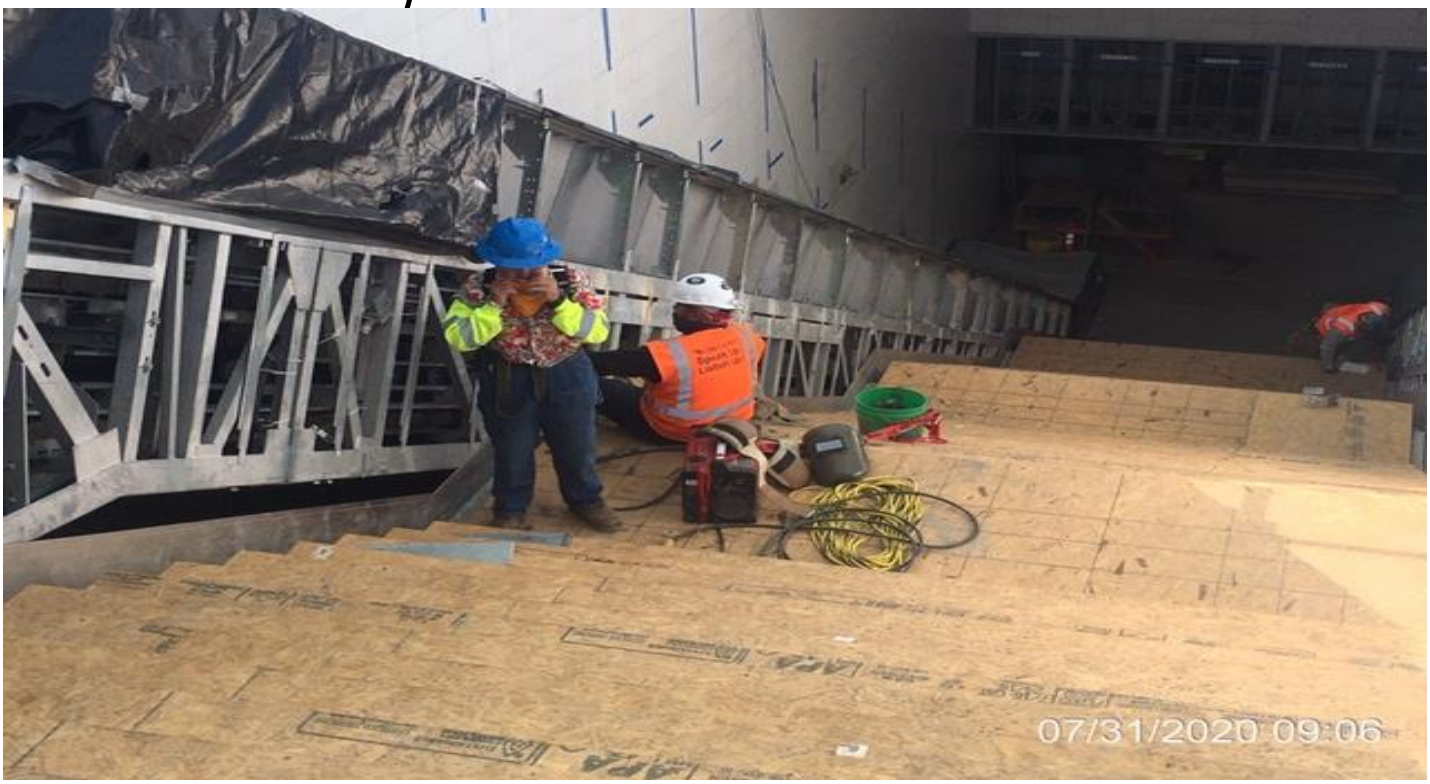
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – Electrician drilling and anchoring of un-strut attach.

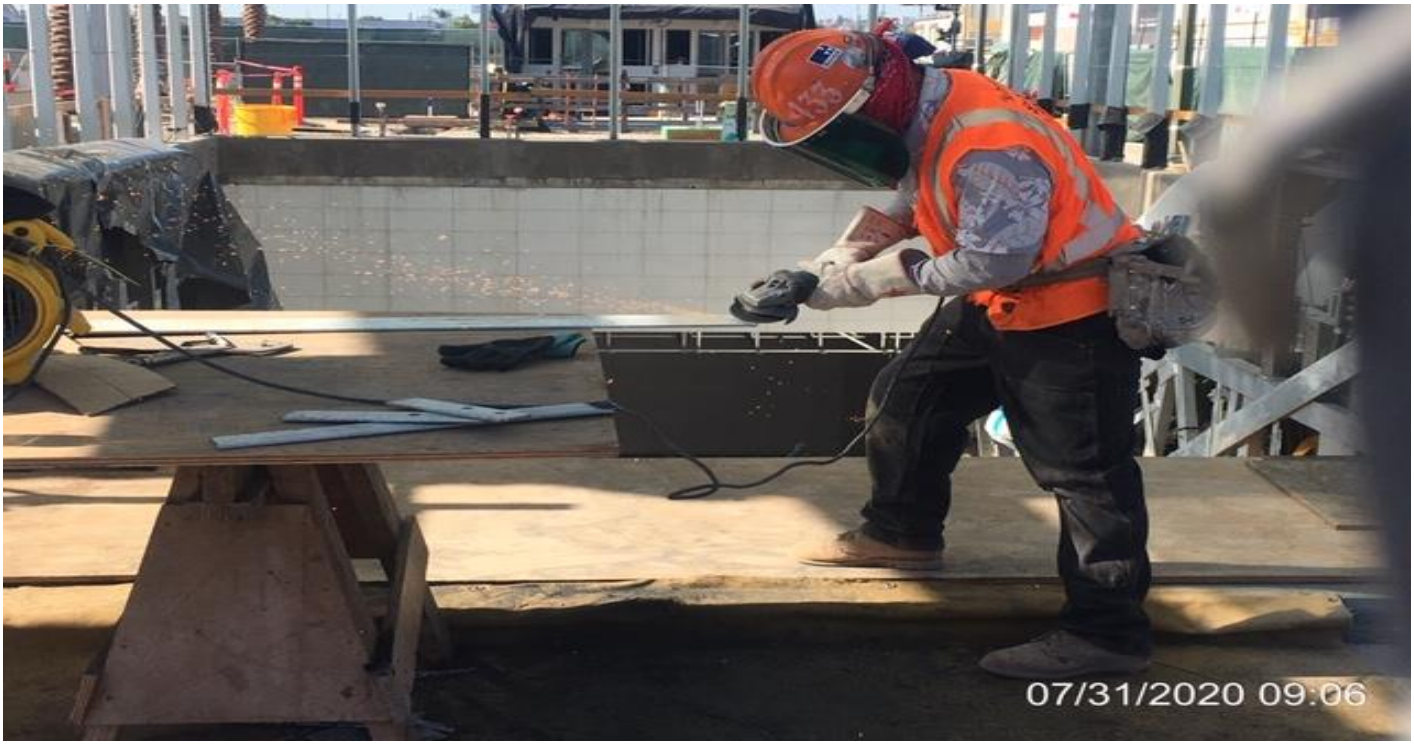


EXPO STATION – WSCC carpenters building formwork for stairs.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – WSCC Ironworkers fabricating and installing hand rail backer at main staircase.



EXPO STATION – WSCC Ironworkers fabricating and installing hand rail backer at main staircase.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

EXPO STATION – WSCC crew stockpiling demoed concrete for removal.

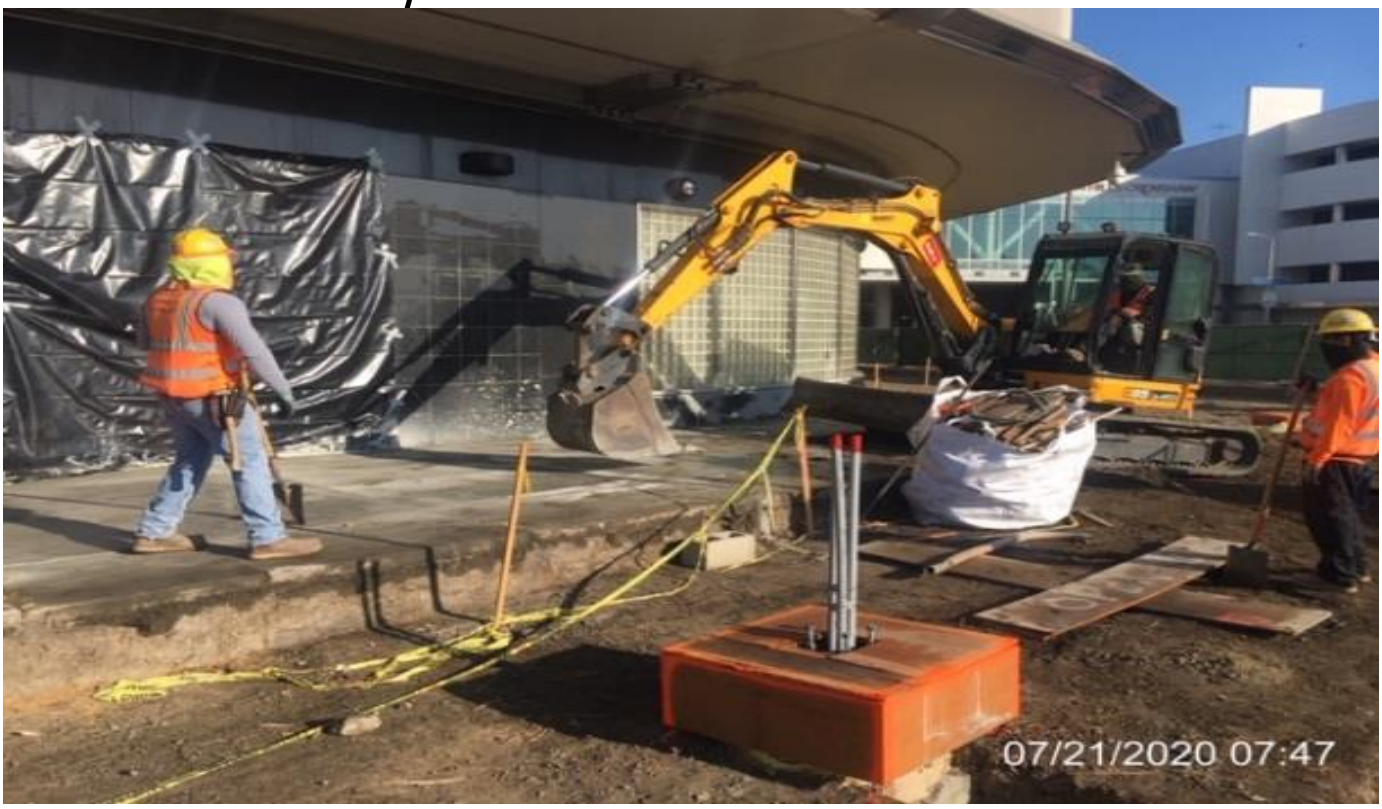
MLK Station - Saw cutting area for pavement restoration on the northwest corner of Crenshaw Blvd and MLK Blvd.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

MLK Station - Continue saw-cutting and excavating area for pavement restoration on the northwest corner of Crenshaw Blvd and MLK Blvd.

MLK Station - Continue excavating/trenching for underground conduit landscaping lighting throughout the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK - Demolishing/removing existing mall sidewalk adjacent to the plaza level.

MLK - Continue installing handrail backer support to Escalator 1&2 at the main entrance landings.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

MLK - Continue installing handrail backer support to Escalator 1&2 at the main entrance landings.

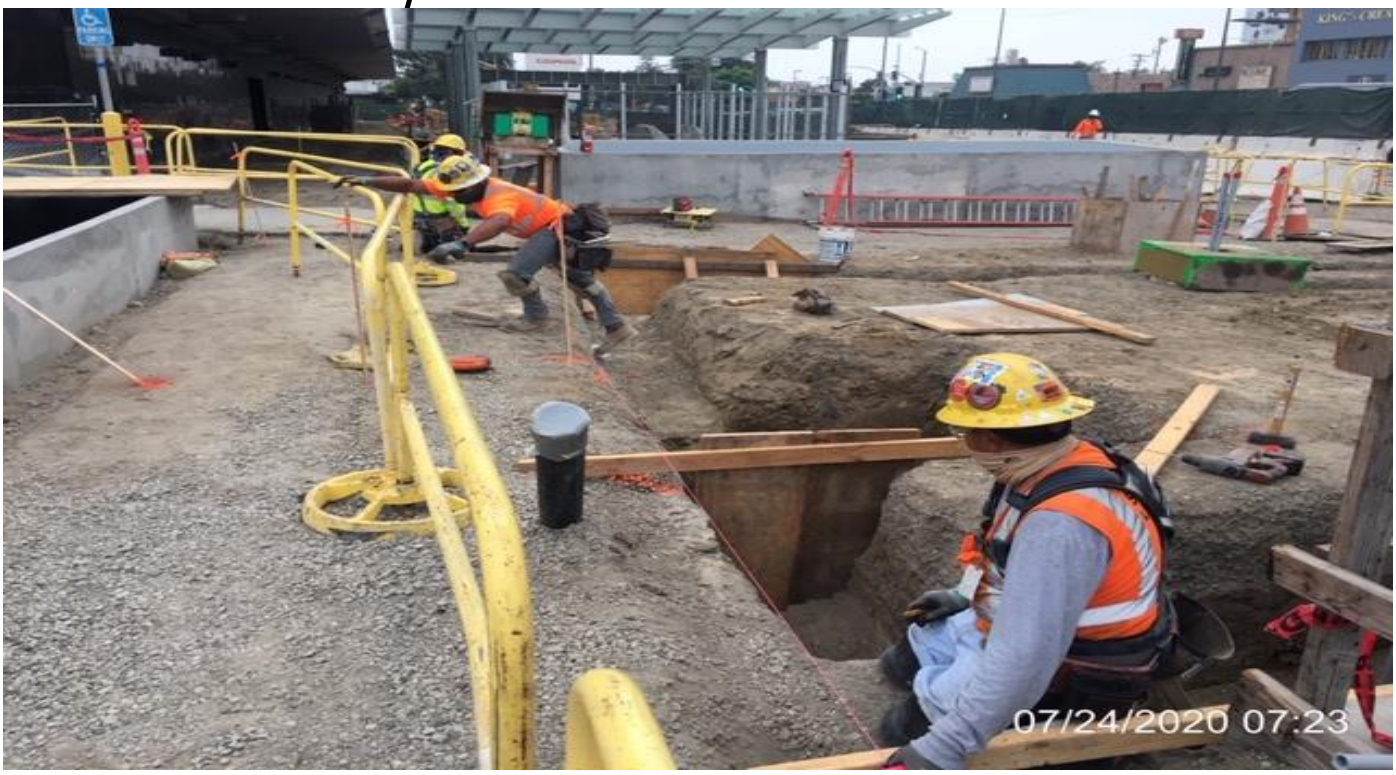
MLK- Continue demolishing/removing existing mall sidewalk adjacent to the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

MLK - Excavating for tree well installation throughout the plaza level.

MLK - Continue excavating for tree well installation throughout the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK - Placing bulkheads for conduit landscaping lighting and tree well separation at the plaza level.

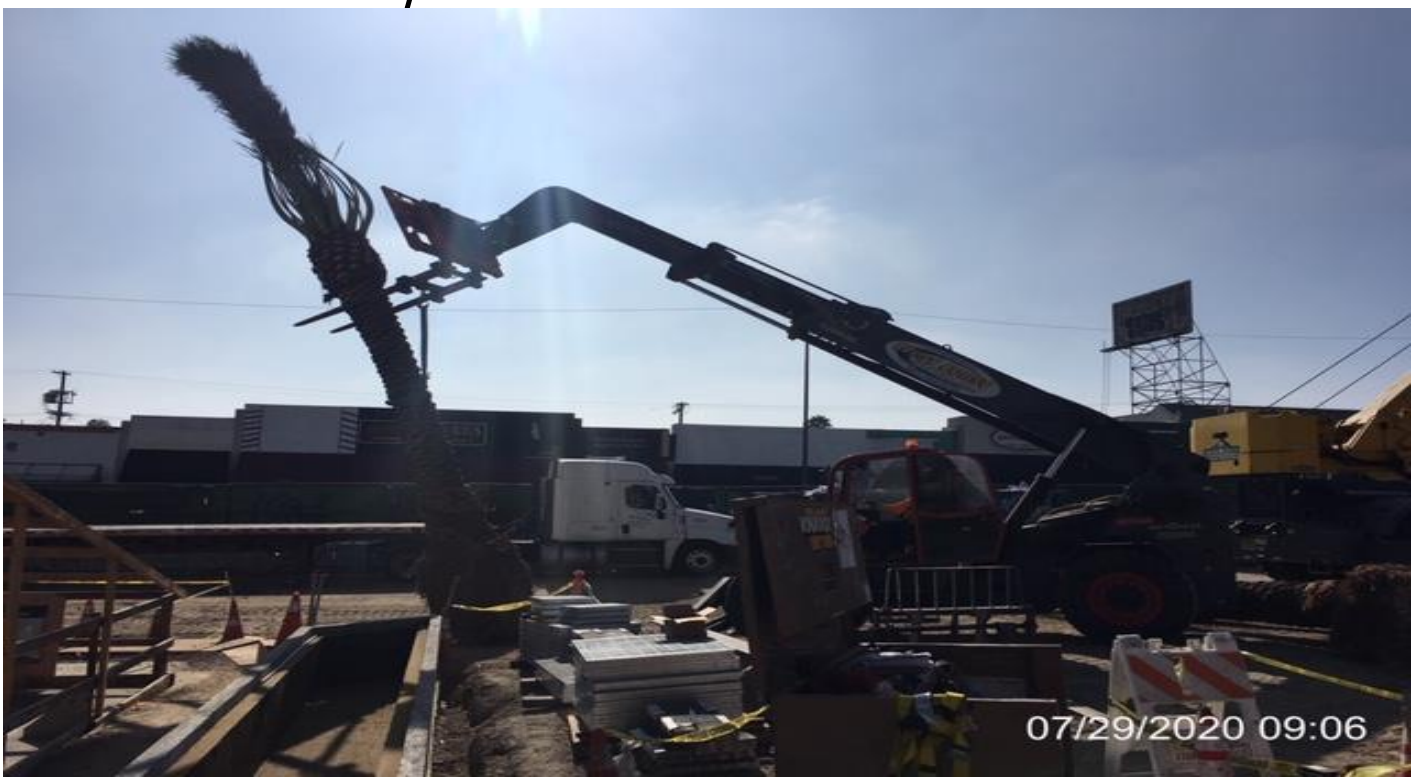
MLK – Continue installing bolt templates for the pedestrian light pole foundations at the west side of the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

MLK – Staging dirt for tree well backfill in preparation for palm tree installation throughout the plaza level.

MLK STATION – Began palm tree installation throughout the plaza level.

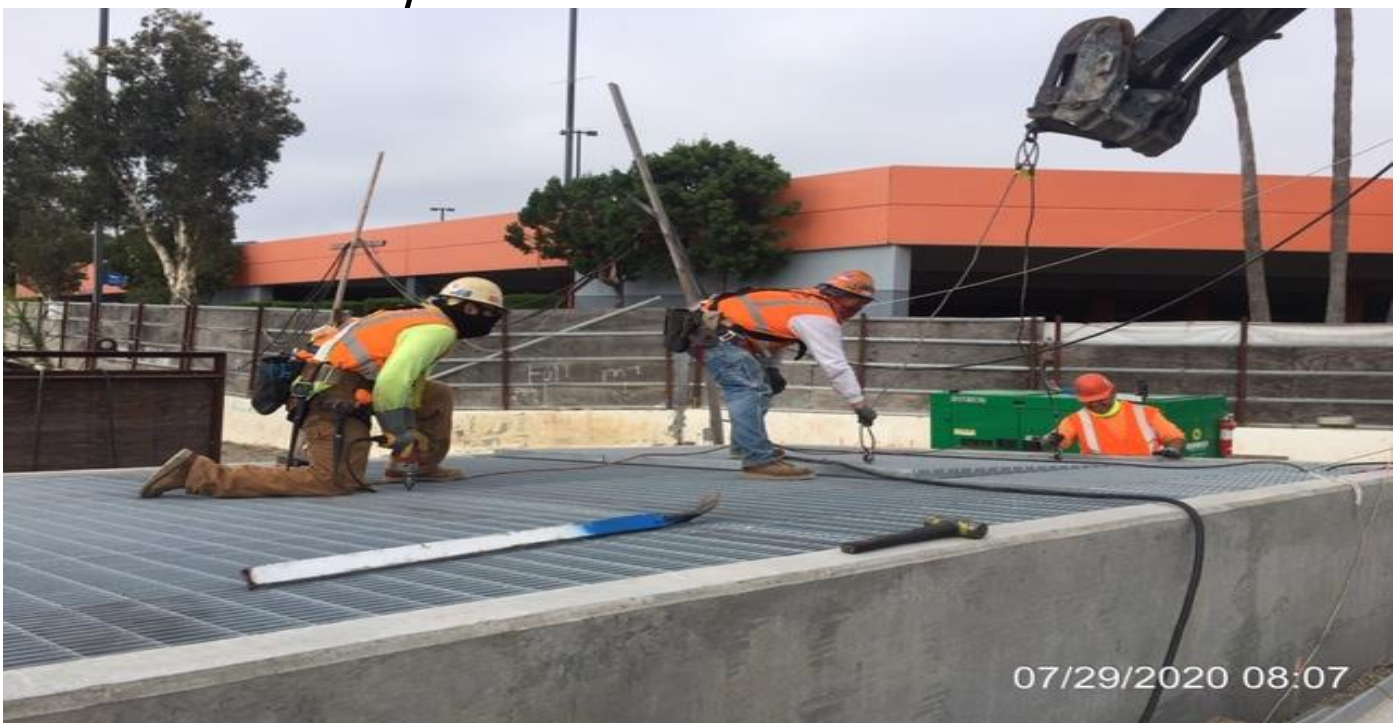
CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue palm tree installation throughout the plaza level.

MLK STATION – Continue excavating for tree well installation throughout the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Installing steel grates onto to the Air Exhaust Shaft at the southwest plaza level.

MLK STATION – Continue installing steel grates onto to the Air Exhaust Shaft at the southwest plaza level.

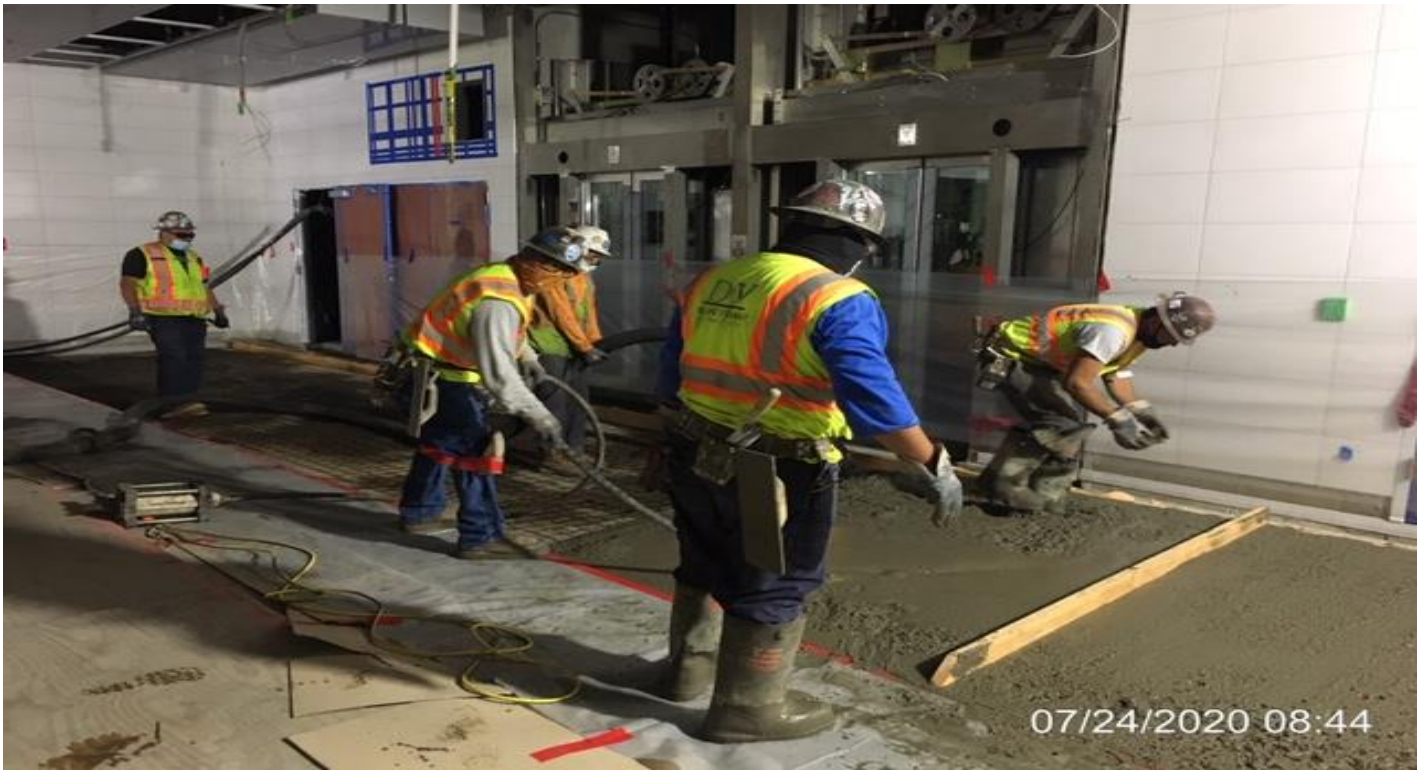
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

MLK STATION – Continue palm tree installation and excavation of tree wells throughout the plaza level.

MLK STATION – Continue backfilling of all palm tree bases throughout the plaza level.

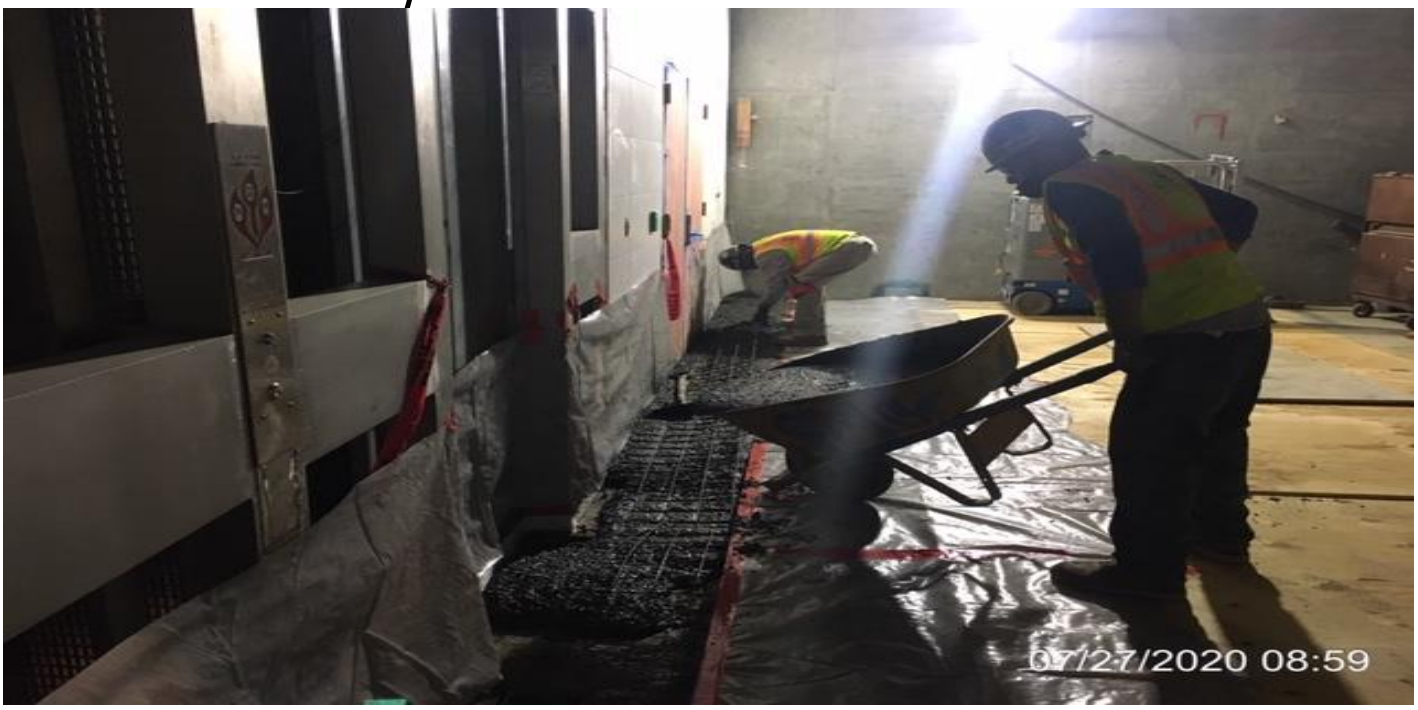
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

MLK STATION – Installing steel grating for methane vents 1&2 near the main entrance of the plaza station.

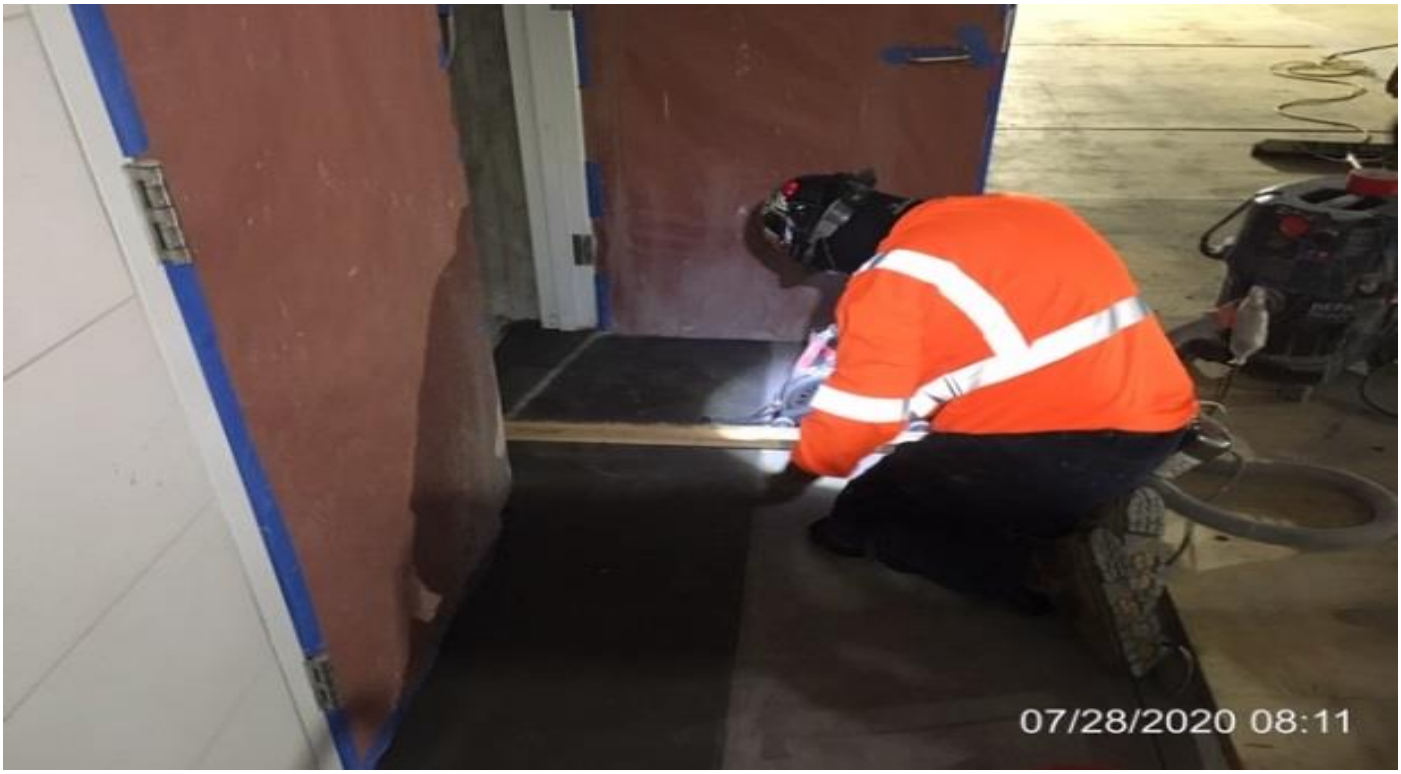


MLK STATION – Placed concrete for the remaining architectural topping slab in front of all the Elevators at the concourse level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

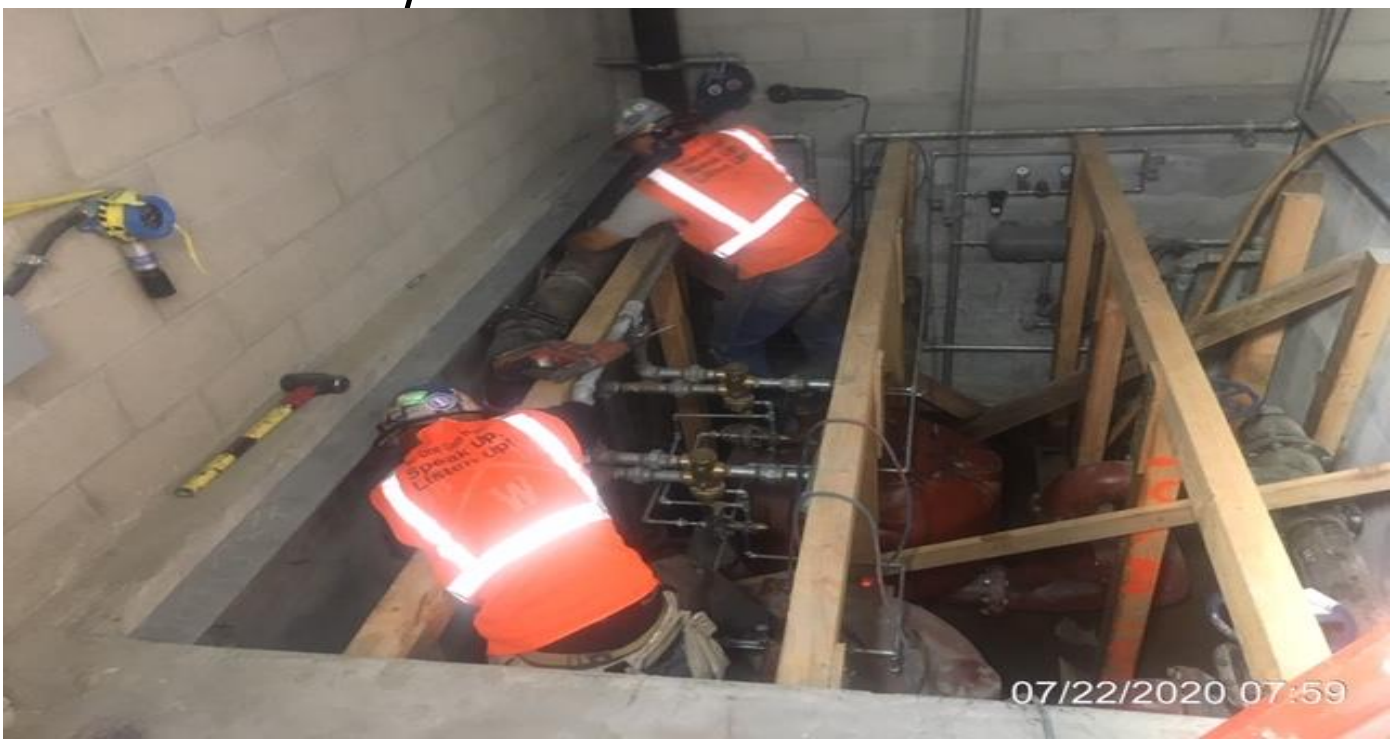


MLK STATION – Continue placing concrete for the remaining architectural topping slab in front of all the Elevators at the concourse level.



MLK STATION – Saw cutting the remaining architectural topping slab in front of all the Elevators at the concourse level.

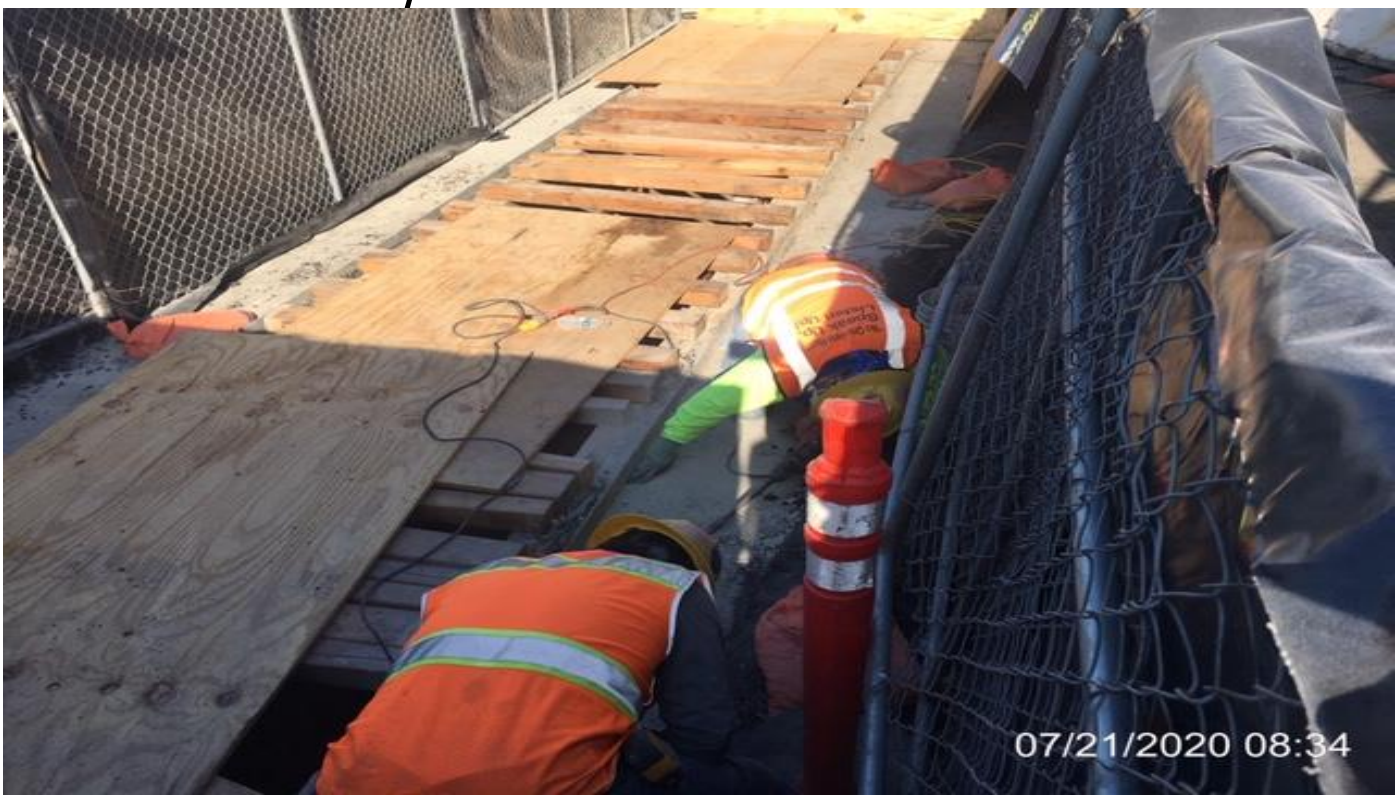
CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Installing frame for steel grates onto the sump pit inside the Ejector Room T-106 at the platform level.

MLK STATION- Continue installing frame and steel grates onto the sump pit inside the Ejector Room T-106 at the platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

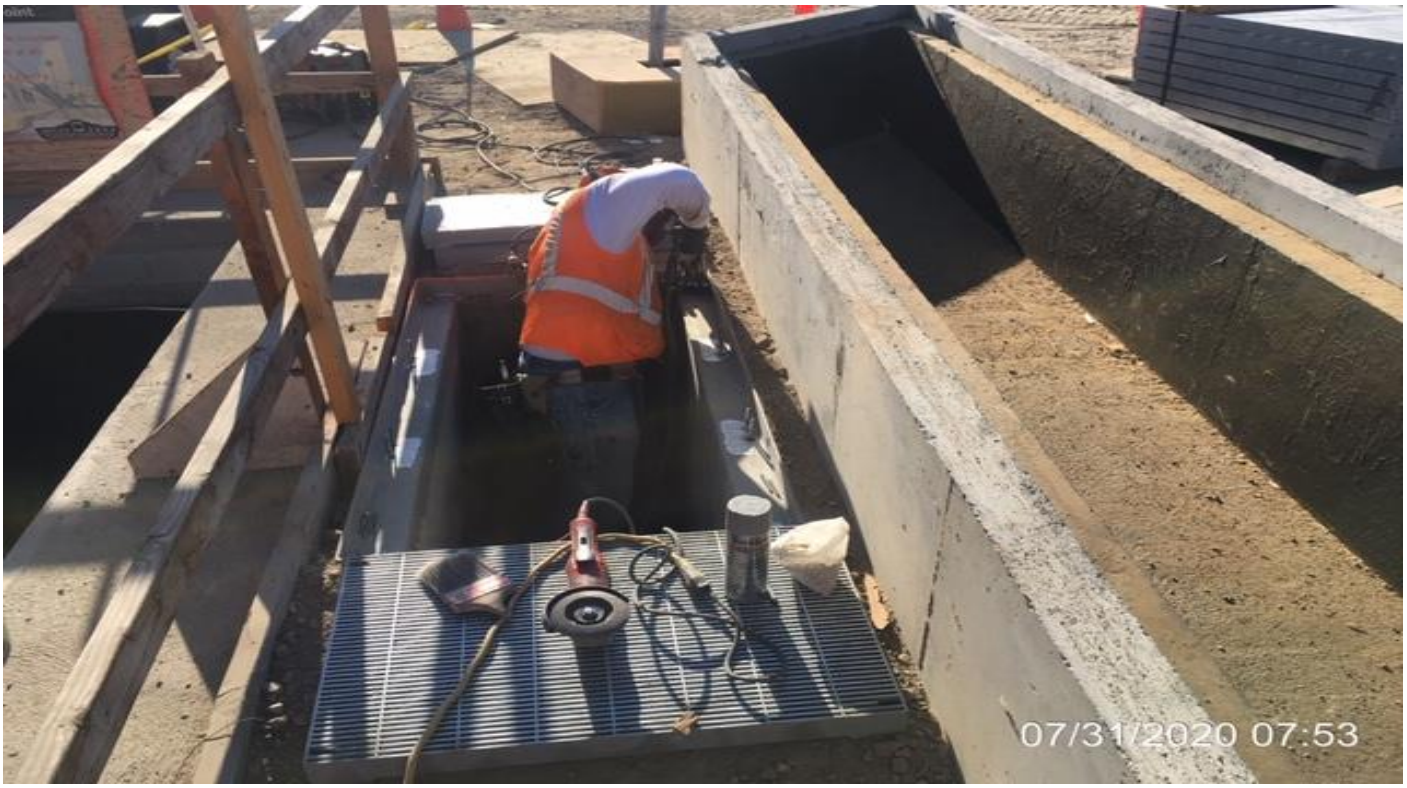


MLK STATION- WSCC finishers chipping at sidewalk at air exhaust shaft #2

MLK STATION – WSCC ironworkers installing grating for SW air exhaust shaft.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

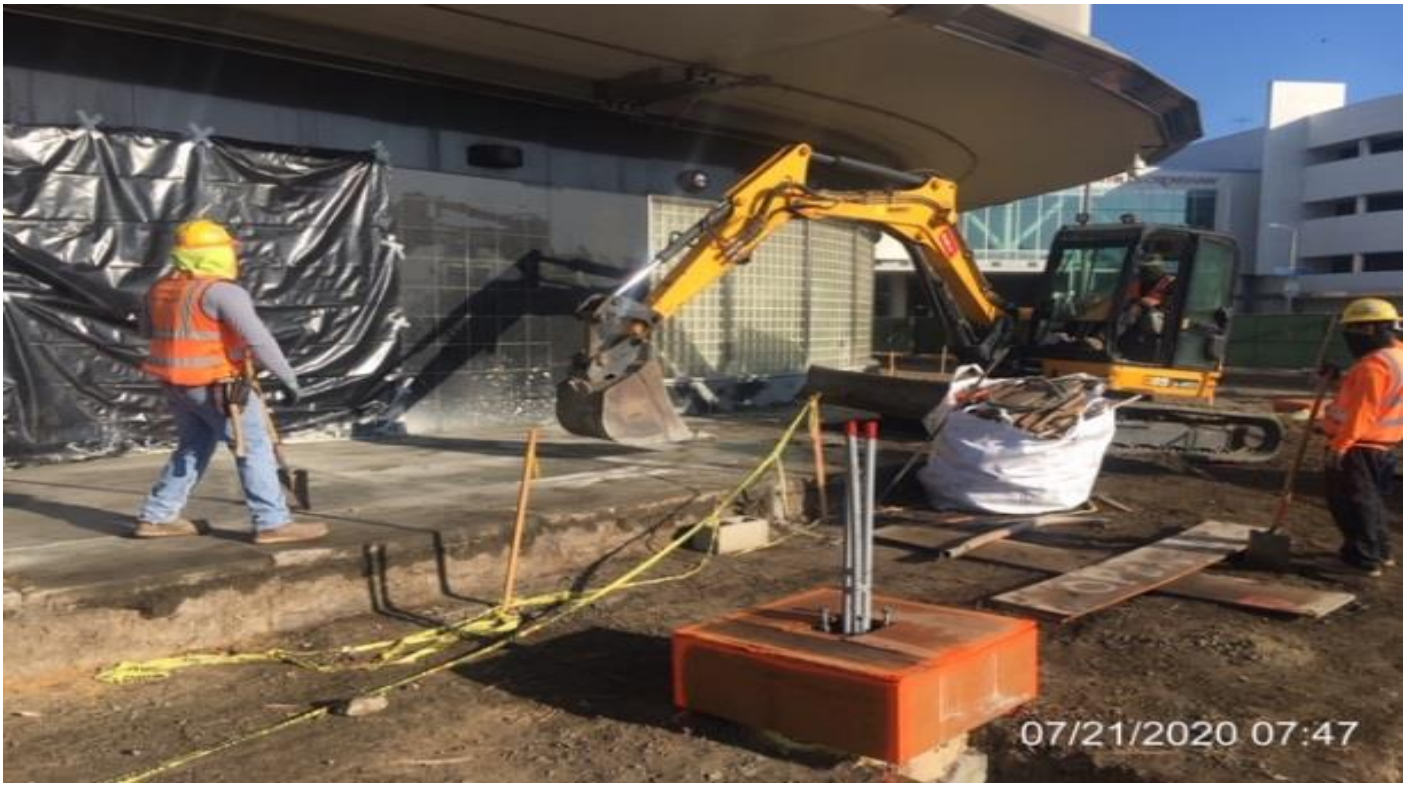
MLK STATION – Marina Landscaping receiving and planting trees assisted by WSCC crew.



MLK STATION – WSCC ironworkers installing grating for methane vent at south end.

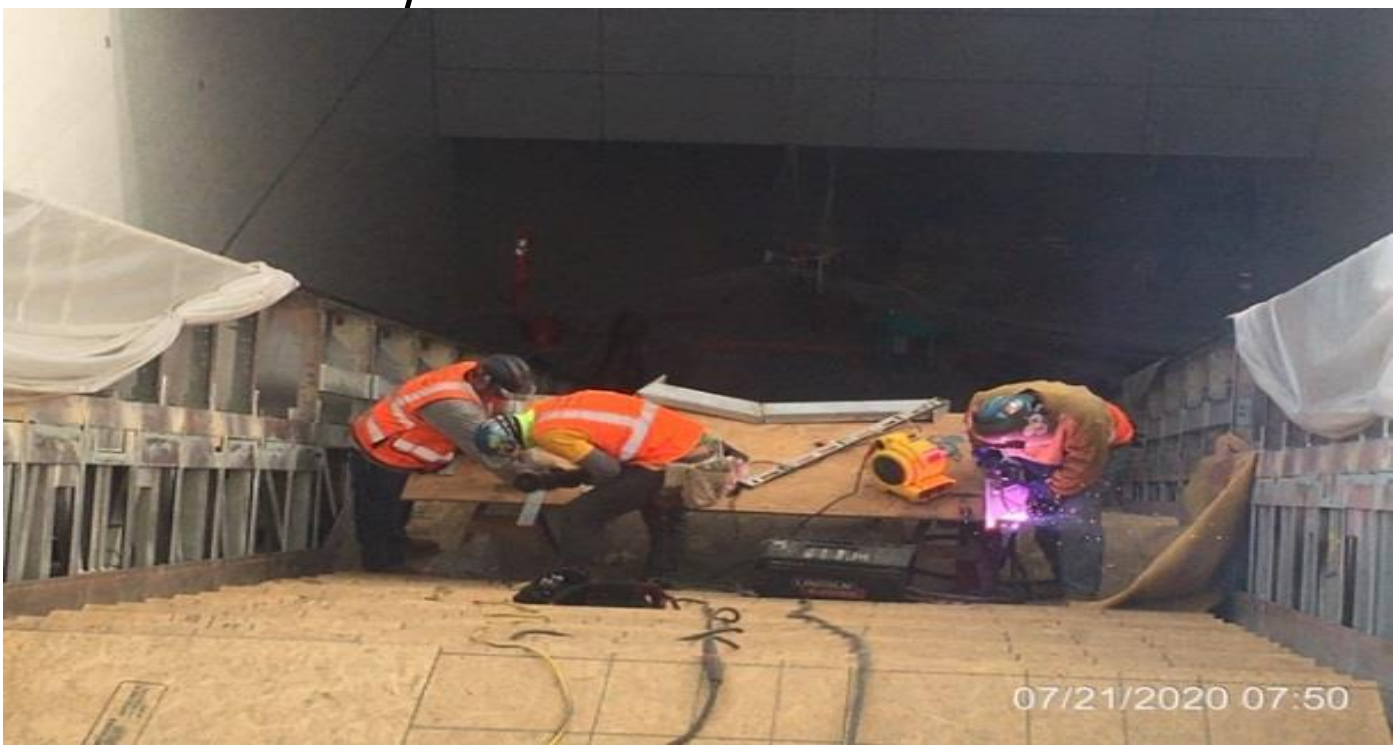
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

MLK STATION – Marina Landscaping backfilling and prepping to install drain pipes.



MLK STATION – WSCC crew demoing and removing existing walkway from Baldwin Hills bldg.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

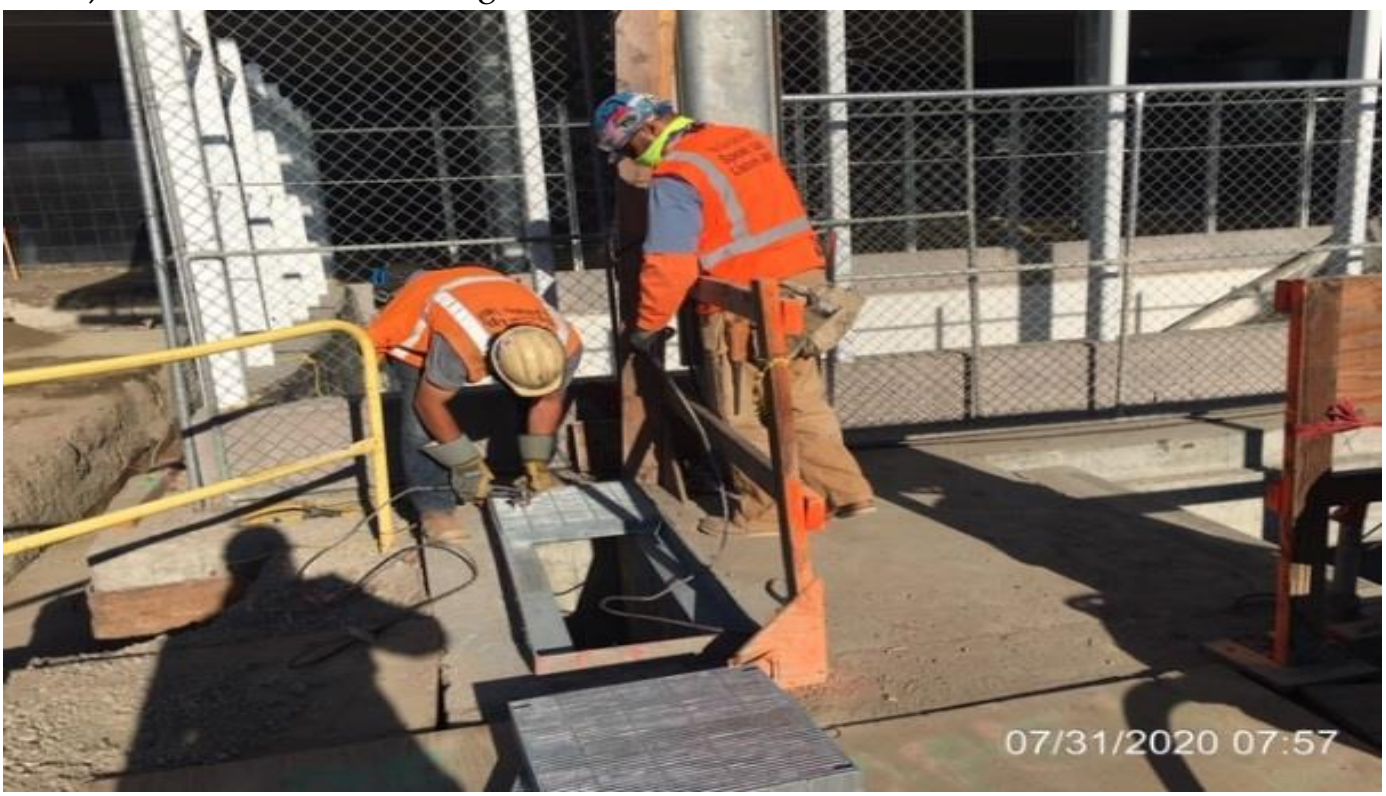


MLK STATION – WSCC ironworkers fabricating and installing escalator hand rail backing.

MLK STATION – WSCC crew excavating for tree wells.

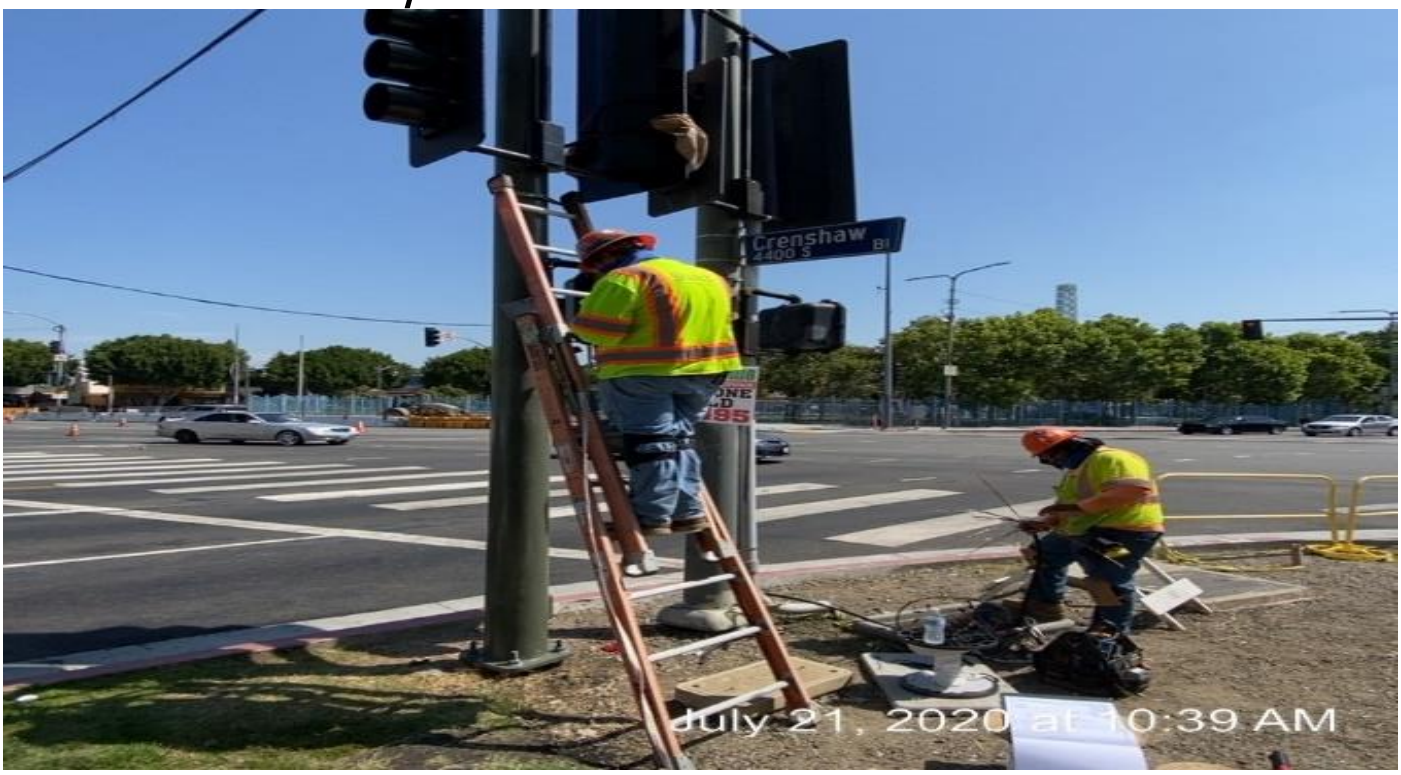
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

MLK STATION – MLK Platform, Ejector room (S) T106 (west door) Begin rough in 1" GRC & 4S JB`s for SCADA door magnets.



MLK STATION – WSCC ironworkers installing grating for methane vent adjacent to main entrance.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Pulling wire to power the traffic signal light poles on southbound Crenshaw Blvd and Vernon Ave.

LEIMERT PARK STATION – Removing existing driveway for new installation on southbound Crenshaw Blvd and 43rd Pl.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

LEIMERT PARK STATION – Preparing to install pedestrian light poles on southbound Crenshaw Blvd between Homeland Dr and 43rd Pl.

LEIMERT PARK STATION – Continue base grading and leveling slopes throughout the entire plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

LEIMERT PARK STATION – Continue base grading and leveling slopes throughout the entire plaza level.

LEIMERT PARK STATION – Placing steel beams onto the Emergency Ventilation Shaft North at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

LEIMERT PARK STATION – Installing steel grates onto the Emergency Ventilation Shaft North at the plaza level.

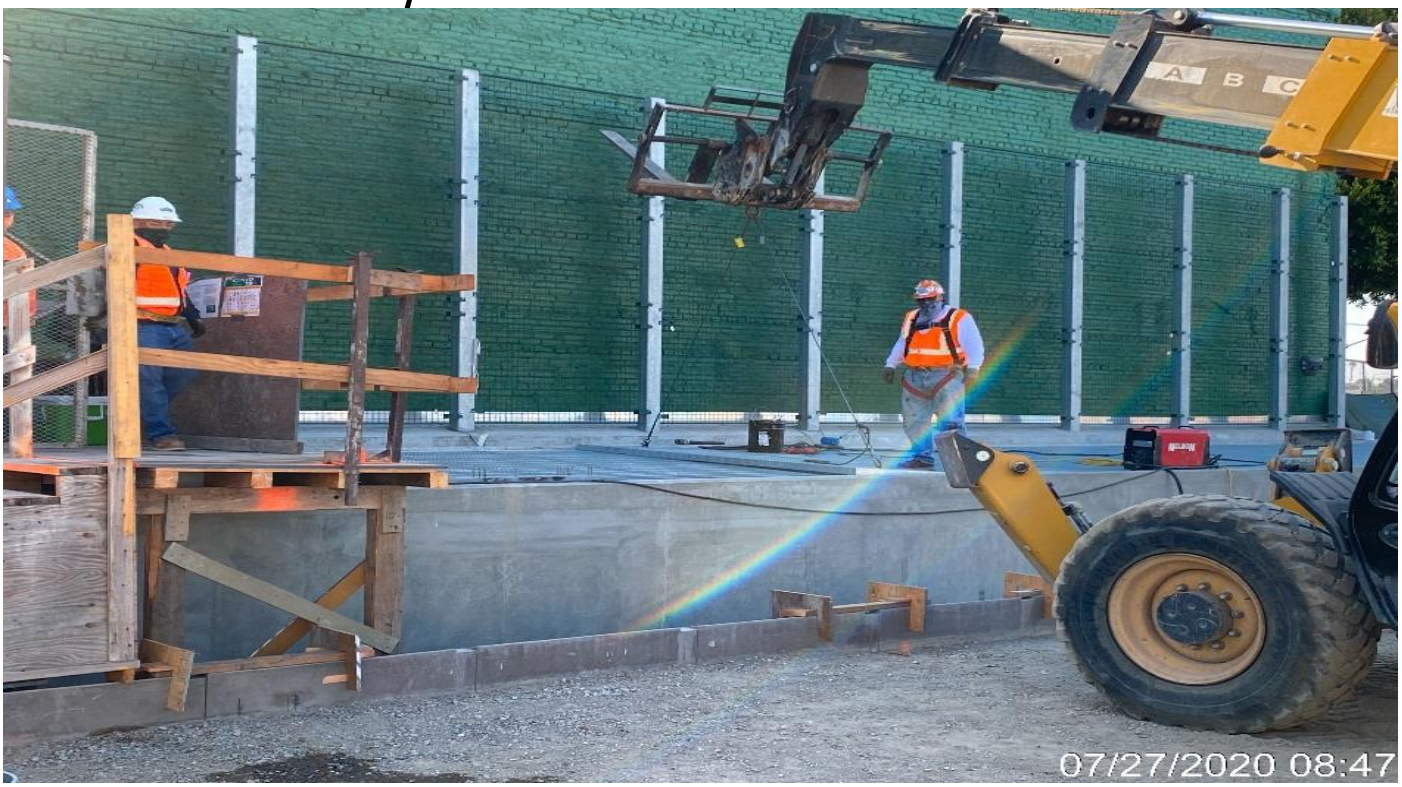
LEIMERT PARK STATION – Continue installing steel grates onto the Emergency Ventilation Shaft North at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

LEIMERT PARK STATION – Continue installing steel grates onto the Emergency Ventilation Shaft South at the plaza level.

LEIMERT PARK STATION – Continue installing steel grates onto the Emergency Ventilation Shaft South at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Continue installing steel grates onto the Emergency Ventilation Shaft South at the plaza level.

LEIMERT PARK STATION – Built formwork for pedestrian light pole foundations south of the plaza level.

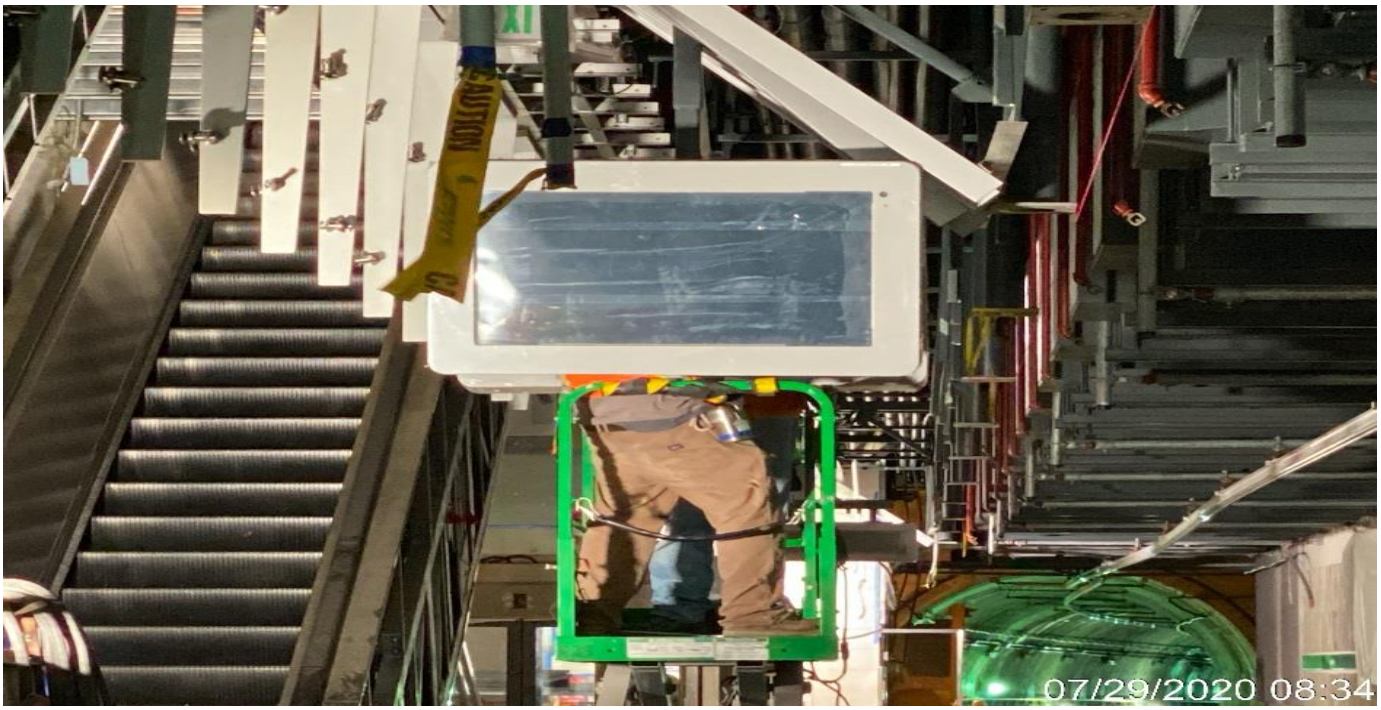
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

LEIMERT PARK STATION – Placing concrete for pedestrian light pole foundations south of the plaza level.

LEIMERT PARK STATION – Welding steel frames for escalator cladding at the platform level.

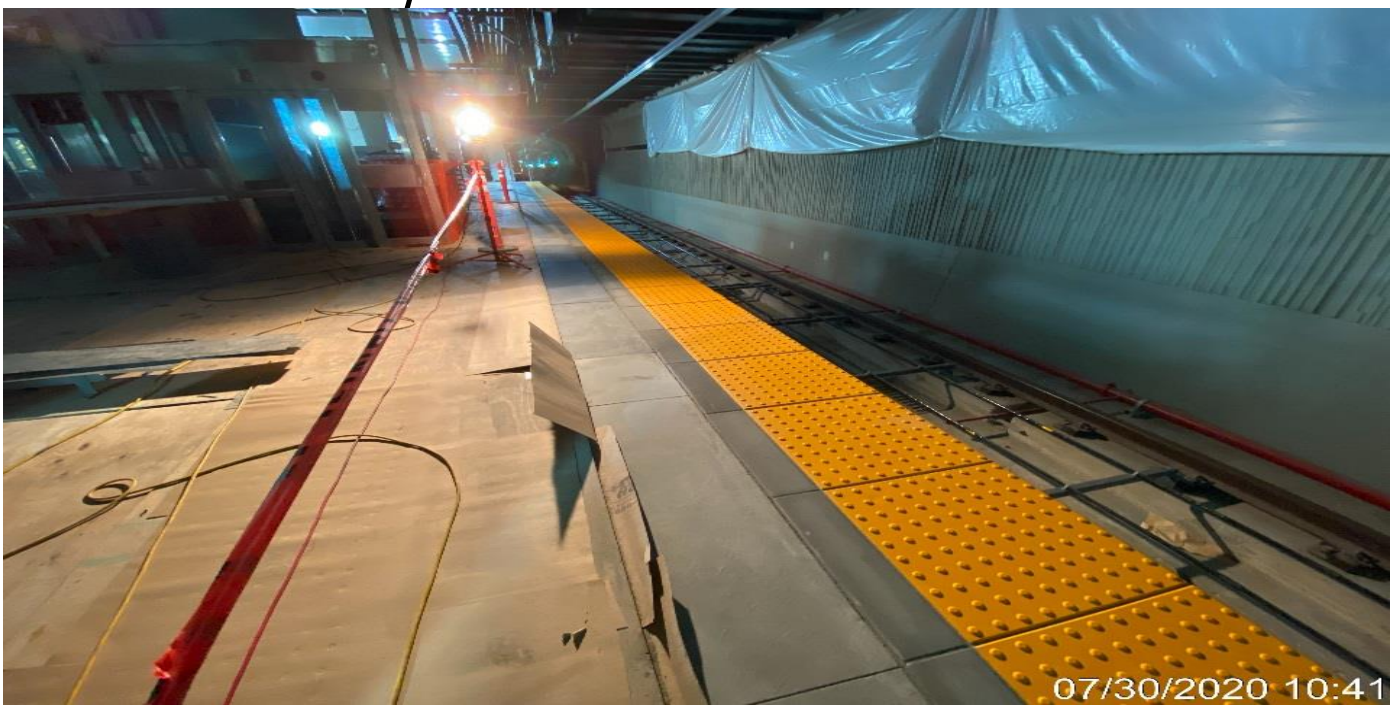
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

LEIMERT PARK STATION – Installing LCD variable message sign monitors along the north and southbound side of the platform level.

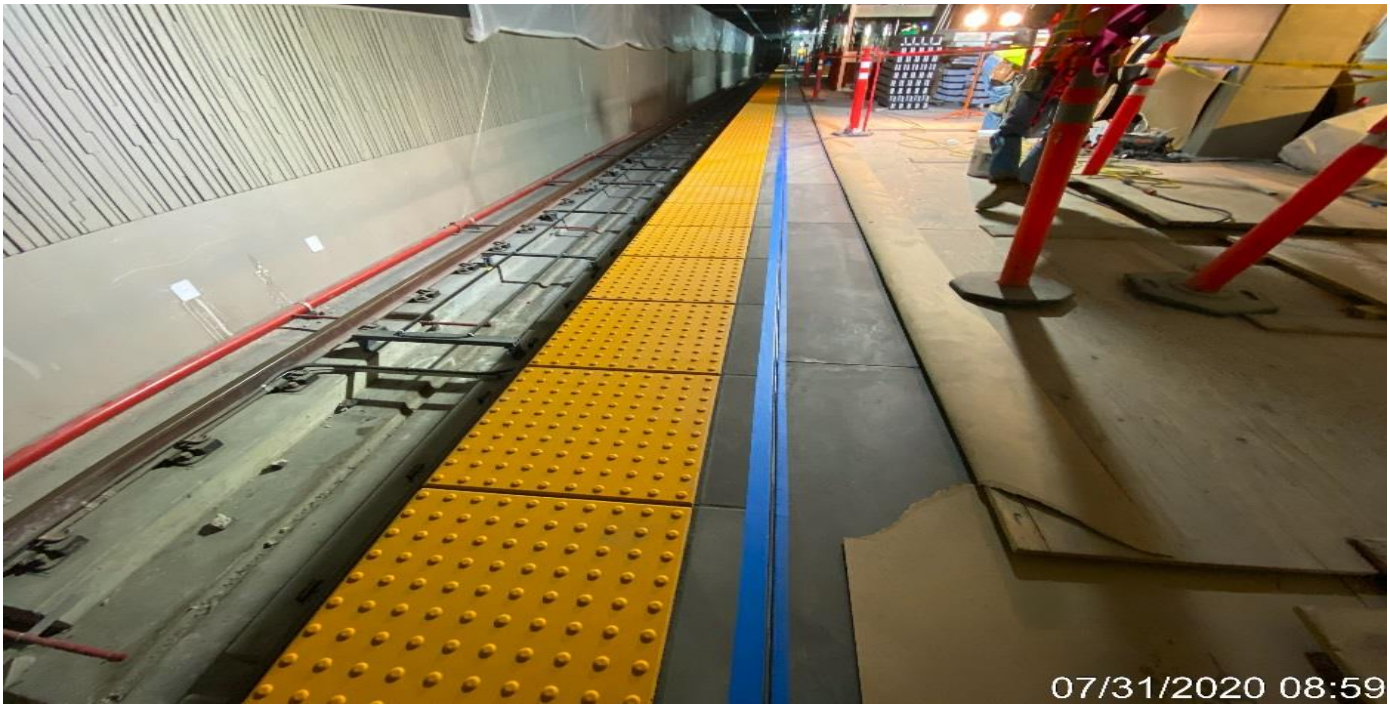


LEIMERT PARK STATION – Continue installing LCD variable message sign monitors along the north and southbound side of the platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Injecting caulking sealant to the dome tactile pavers at the southbound side of the platform level.



LEIMERT PARK STATION – Continue injecting caulking sealant to the dome tactile pavers at the northbound side of the platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

SEGMENT C:

- Rework of plinth gap to invert continues throughout the Segment.
- Rework of VHRF fasteners is still required due to missing shims and incorrect installation.
- Rework of plinths is still required due to damage by chipping and cracks.
- Incomplete plinth work.
- Rework of the Top-of-Rail is still required due to gouges in the rail.
- Replacement of plinths with failed inserts continues; awaiting pull test for new inserts.
- Incomplete plinth work, damaged inserts / broken bolts.

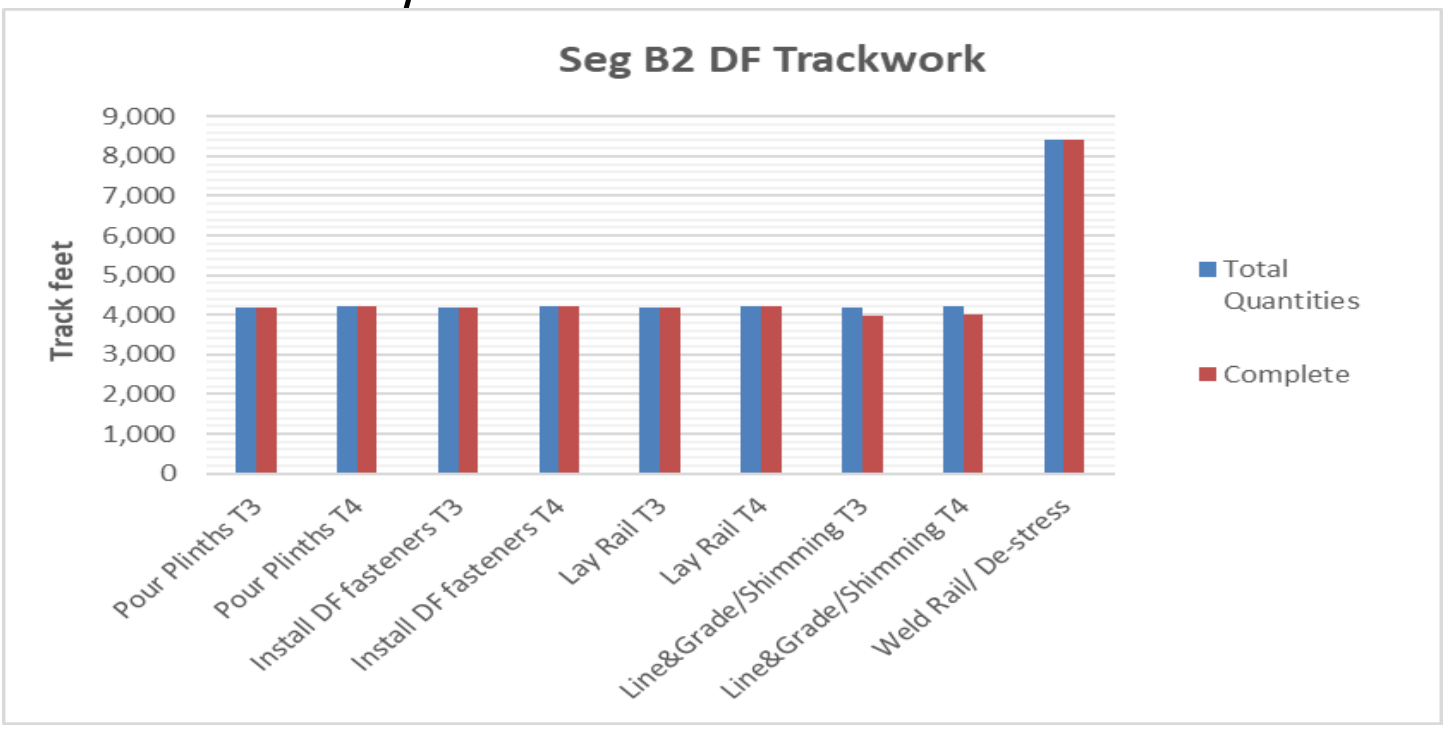
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

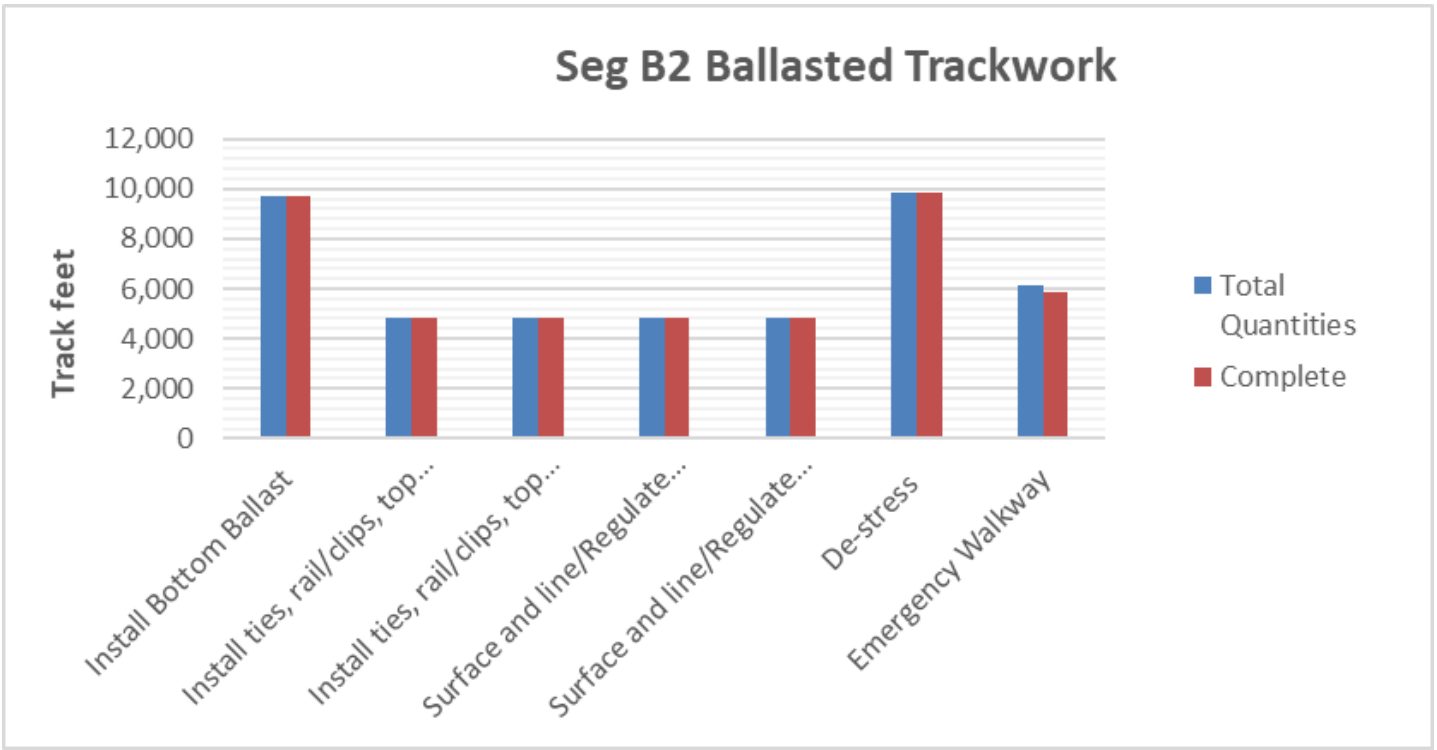
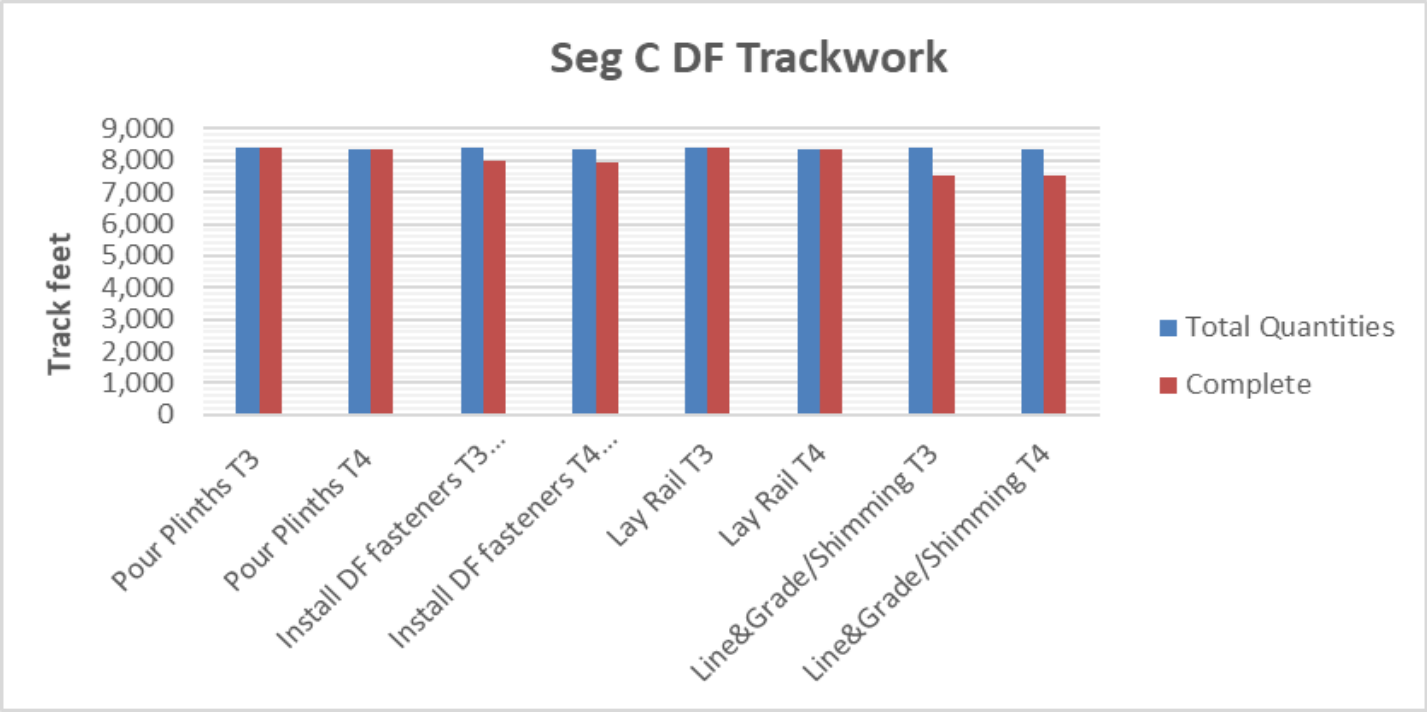
PROJECT WIDE TRACKWORK PROGRESS

	TRACK TYPE	ACTIVITY	TRACK FEET/QUANTITY	INSTALLED TO DATE	REMAINING	ACTIVITY % PROGRESS	Potential Rework *	Punchlist ** (Complete/Incomplet
SEGMENT B2	DF (8,408 TF)	Pour Plinths T3	4,193	4193	0	100.00%		
		Pour Plinths T4	4,215	4,215	0	100.00%		
		Install DF fasteners T3	4,193	4193	0	100.00%	*	
		Install DF fasteners T4	4,215	4215	0	100.00%	*	
		Lay Rail T3	4,193	4193	0	100.00%	*	
		Lay Rail T4	4,215	4215	0	100.00%	*	
		Line&Grade/Shimming T3	4,193	3983	210	95.00%		INC
		Line&Grade/Shimming T4	4,215	4004	211	94.99%		INC
		Weld Rail/ De-stress	8,408	8408	0	100.00%		
		Emergency Walkway						
		Acceptance for turnover to subcontractors	yes/no	no				
	BALLASTED TRACKWORK (9681 TF including grade crossings)	Install Bottom Ballast	9,681	9681	0	100.00%	*	INC
		Install ties, rail/clips, top ballast -T3	4,836	4836	0	100.00%	*	
		Install ties, rail/clips, top ballast -T4	4,845	4845	0	100.00%	*	
		Surface and line/Regulate T3	4,836	4836	0	100.00%	*	
		Surface and line/Regulate T4	4,845	4845	0	100.00%	*	
		De-stress	9,861	9861	0	100.00%		
		Emergency Walkway	6148	5840	308	94.99%		
		Acceptance for turnover to subcontractors	yes/no	no				
	SPECIAL TRACKWORK	Ballasted Single Crossover (U1/U2, V1/V2)	2	2	0	100.00%		INC
		Thermite Welds	56	56	0	100.00%		
		Insulated Joints (IJ's)	12	12	0	100.00%	*	INC
		Acceptance for turnover to subcontractors	yes/no	no				
	GRADE X-ING	Construct Crossing (~~48th~~, ~~50th~~, ~~52nd~~, ~~54th~~, ~~57th~~, 59th, ~~Slauson~~)	7	6	1	85.71%		
SEGMENT C	DF (16,756 TF)	Pour Plinths T3	8,385	8385	0	100.00%	*	INC
		Pour Plinths T4	8,371	8371	0	100.00%	*	INC
		Install DF fasteners T3 (VHRF installed - pending NCR)	8,385	7965	420	94.99%	*	
		Install DF fasteners T4 (VHRF installed - pending NCR)	8,371	7952	419	94.99%	*	
		Lay Rail T3	8,385	8385	0	100.00%	*	
		Lay Rail T4	8,371	8371	0	100.00%	*	
		Line&Grade/Shimming T3	8,385	7546	839	89.99%	*	INC
		Line&Grade/Shimming T4	8,371	7533	838	89.99%	*	INC
		Emergency Walkway						
		Acceptance for turnover to subcontractors	yes/no	no				
	SPECIAL TRACKWORK	DF Double Crossover (Diamond)	1	1	0	100.00%	*	
		Line&Grade/Shimming	1	1	0	100.00%	*	
		Thermite Welds	56	56	0	100.00%		
		Insulated Joints (IJ's)	20	20	0	100.00%	*	
		Acceptance for turnover to subcontractors	yes/no	no				

DF =	Direct Fixation
T3 =	Track 3
T4 =	Track 4
TF =	Track Feet
*	**Potential for rework based on recent guideway survey. Total impact of rework is unknown at this time.**
**	**Punchlist Complete/Incomplete: Indicates the completion (COMP) or Incompletion (INC) of identified punchlist items**

CRENSHAW/LAX PHOTOGRAPHIC UPDATE





CRENSHAW/LAX PHOTOGRAPHIC UPDATE