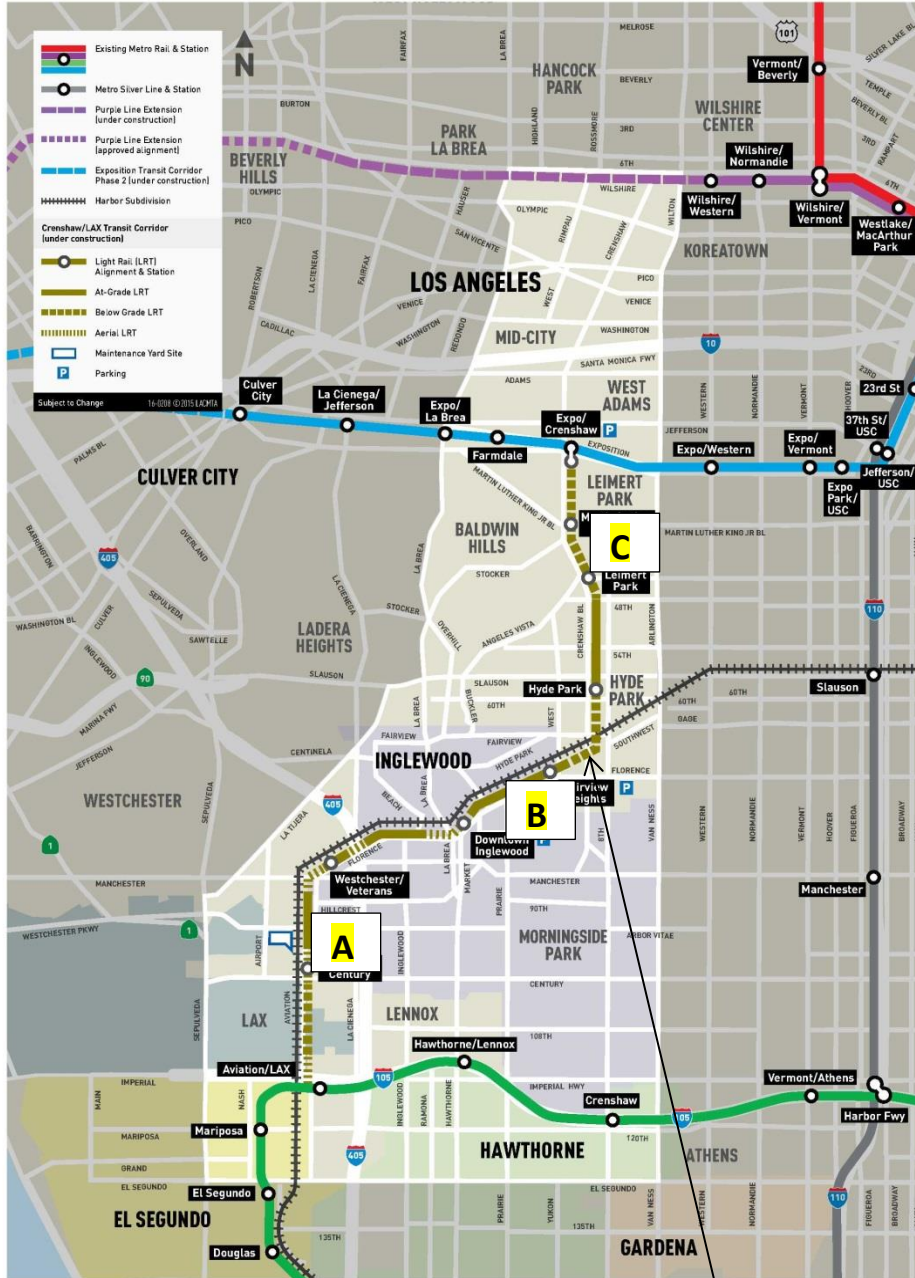


CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Jan 14, 2021

Crenshaw/LAX Transit Project



- 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 12/15/2020 -01/05/21
(Please note the attached Trackwork Progress Tracking Report)

Trackwork continues with punch list 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 with track gauge checking and adjustments and plinth surface finishing per NCR-A-111 in Segments B2, and C has been completed.

Jet Grouting of Wall #202 continues.

Previous Issues unresolved:

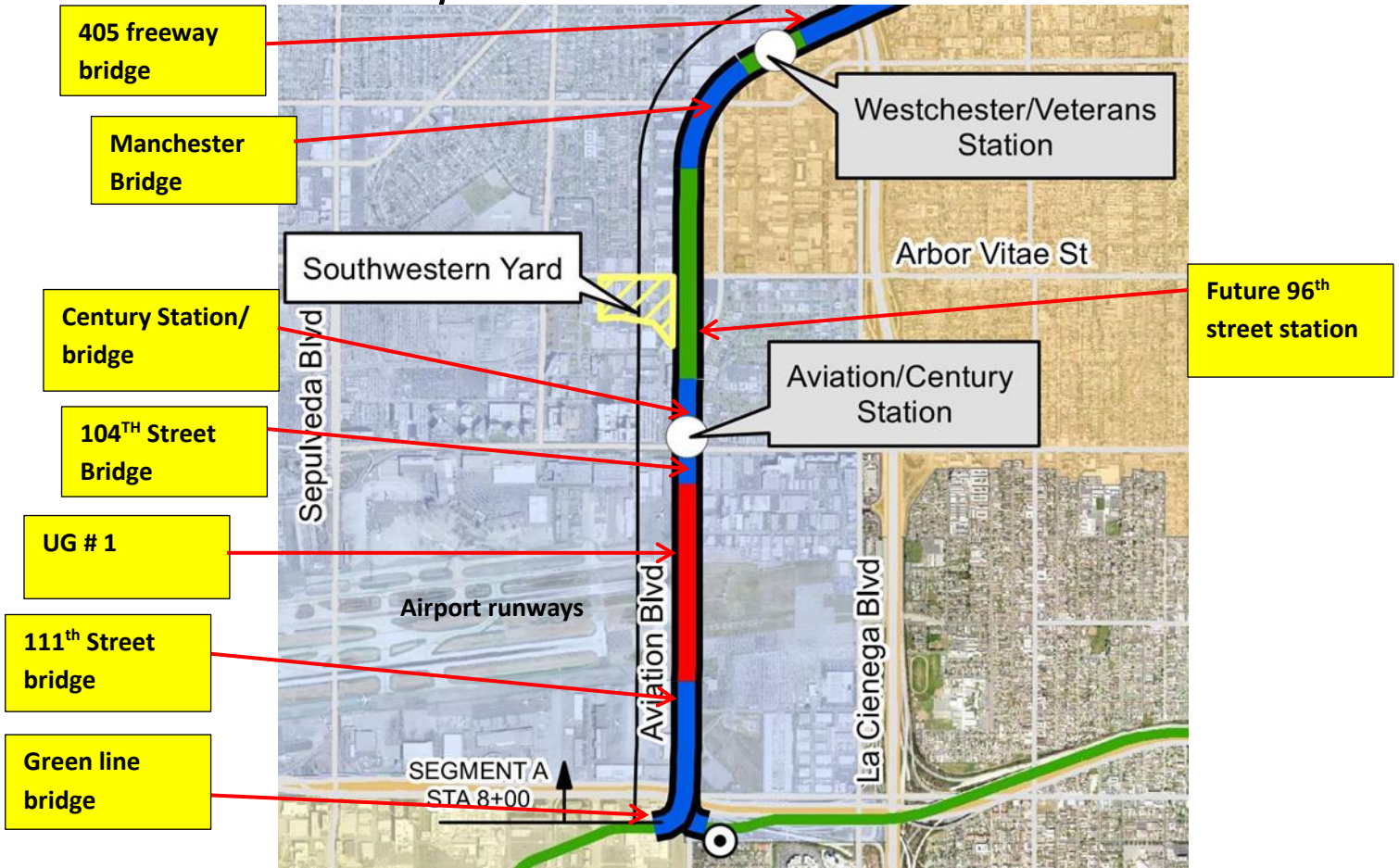
WSSC continues to work on completing open items shown on the BIM360 Metro Punchlist.

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 on the Century Bridge continues following failure of fastener inserts.
- Punchlist walk with WSCC QC Inspector continues to review current completion status.
- Disturbed ballast due to systems electrical conduit relocations continues to be repaired and re-dressed.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Manchester Bridge - DB Excavating conduit trench at Century and Aviation.



AVIATION/CENTURY - DB Excavating conduit trench at Century and Aviation.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- DB Electric Place conduit to controller location at Century and Aviation.



AVIATION/CENTURY- Setting header boards for the service driveway at the Aviation Station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

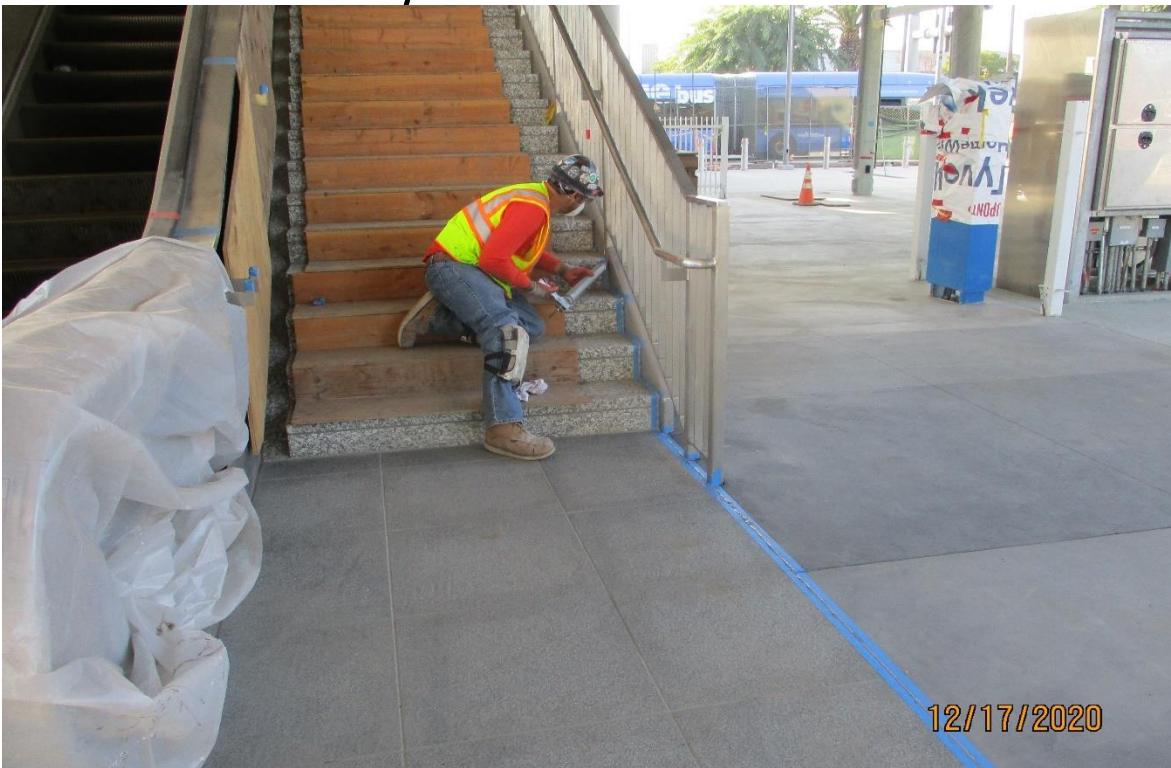


AVIATION/CENTURY- Placing concrete for the sidewalk on the NW corner of Aviation and Century.



AVIATION/CENTURY- Placing concrete for the Aviation Station plaza mow strip

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Caulking the stairway landing tile at the Aviation Station.



AVIATION/CENTURY- Setting forms for the hardscape concrete at the SW corner of Aviation and Century.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Setting header boards for the Aviation Station service road.



AVIATION/CENTURY- Grading for the Aviation Station service driveway.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Rewelding the flanges back onto the Aviation Station fence posts.

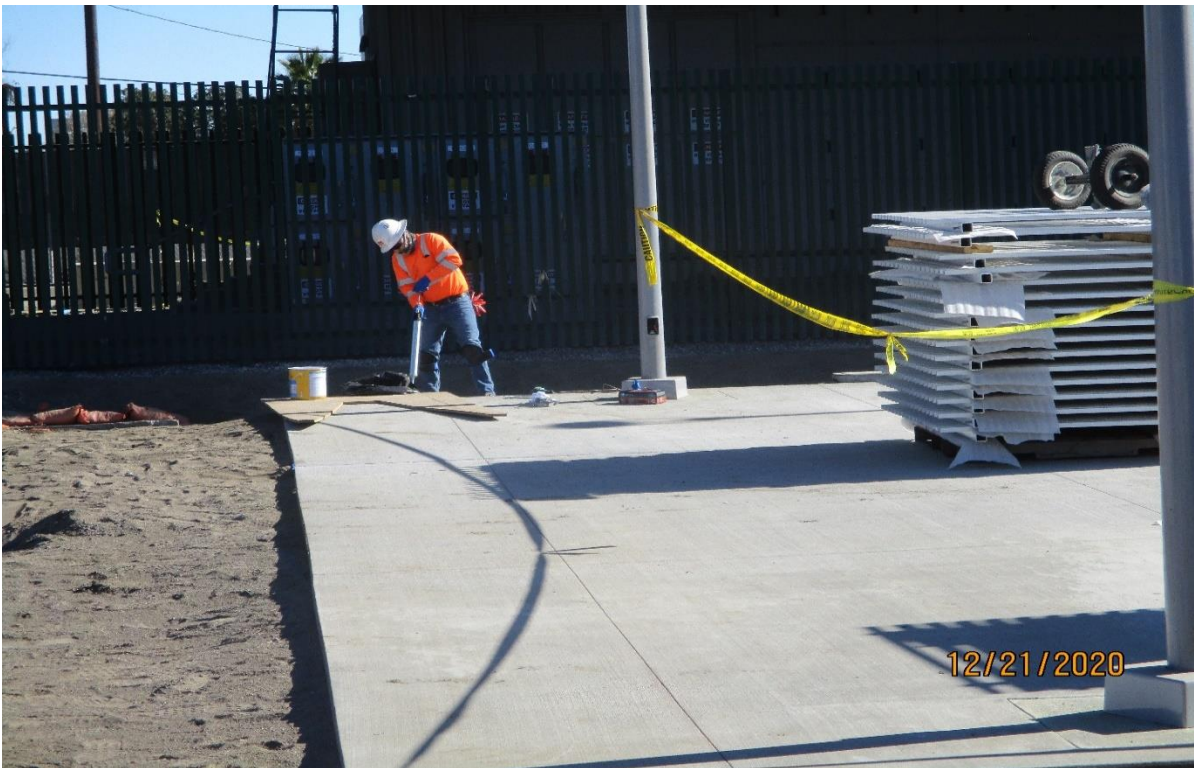


AVIATION/CENTURY- Anchoring benches at the Aviation Station plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

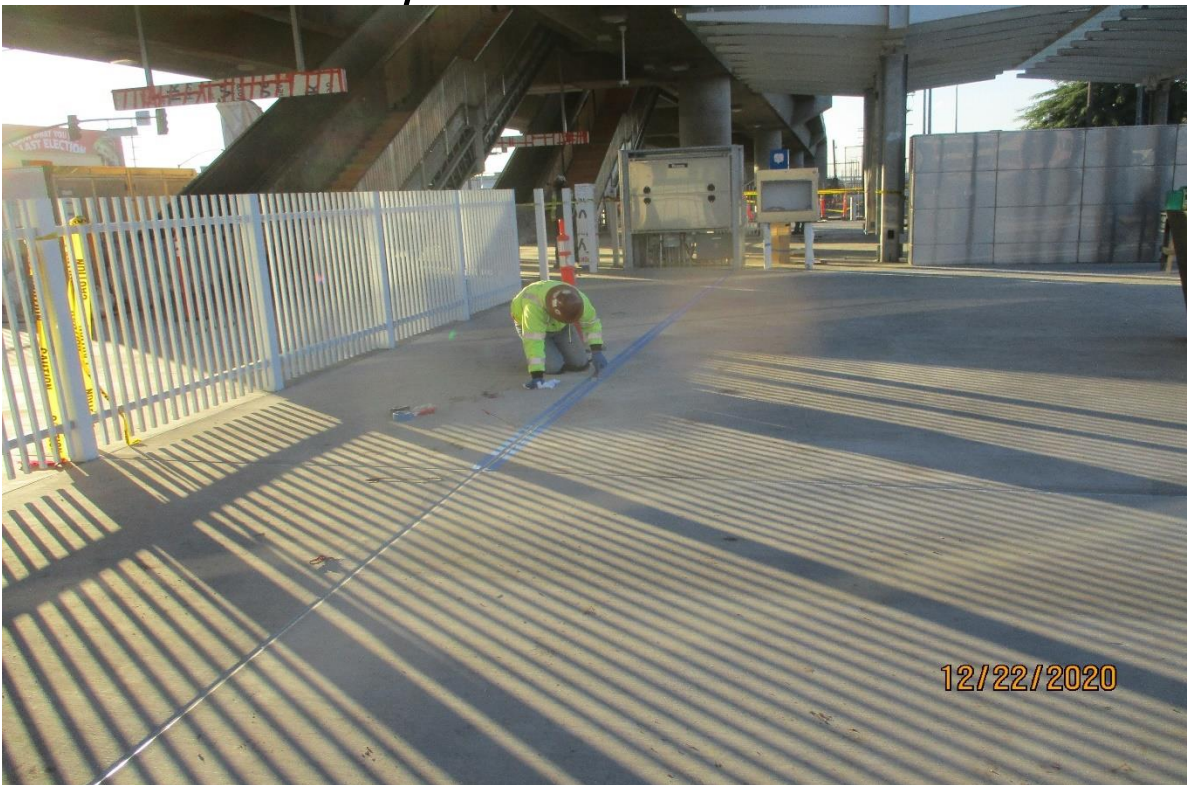


AVIATION/CENTURY- Rewelding the flanges to the fence post at the Aviation Station.

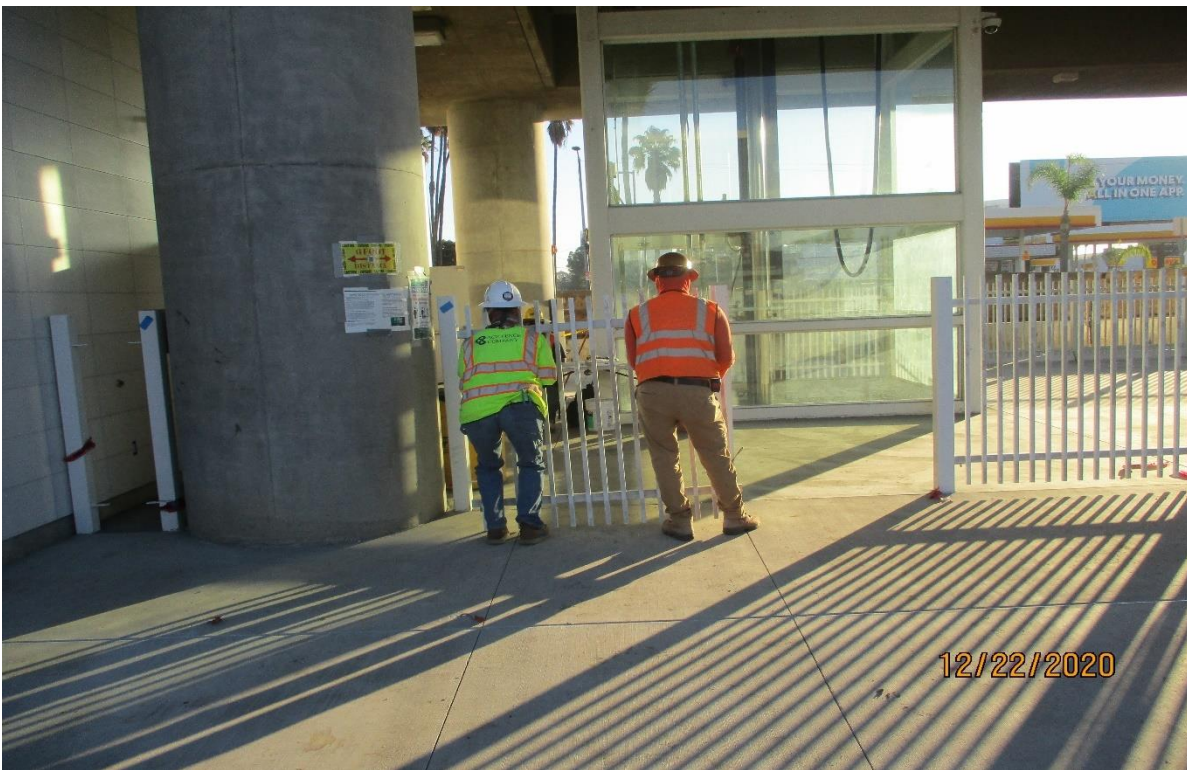


AVIATION/CENTURY- Placing the expansion joint sealer for the Aviation Station plaza hardscape.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Placing expansion joint sealer at the Aviation Station plaza.



AVIATION/CENTURY- Installing the picket fence panels at the Aviation Station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- AC placement for the Aviation Station service driveway.



AVIATION/CENTURY- STA 71+00 looking south – water pond on Century Bridge deck's.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



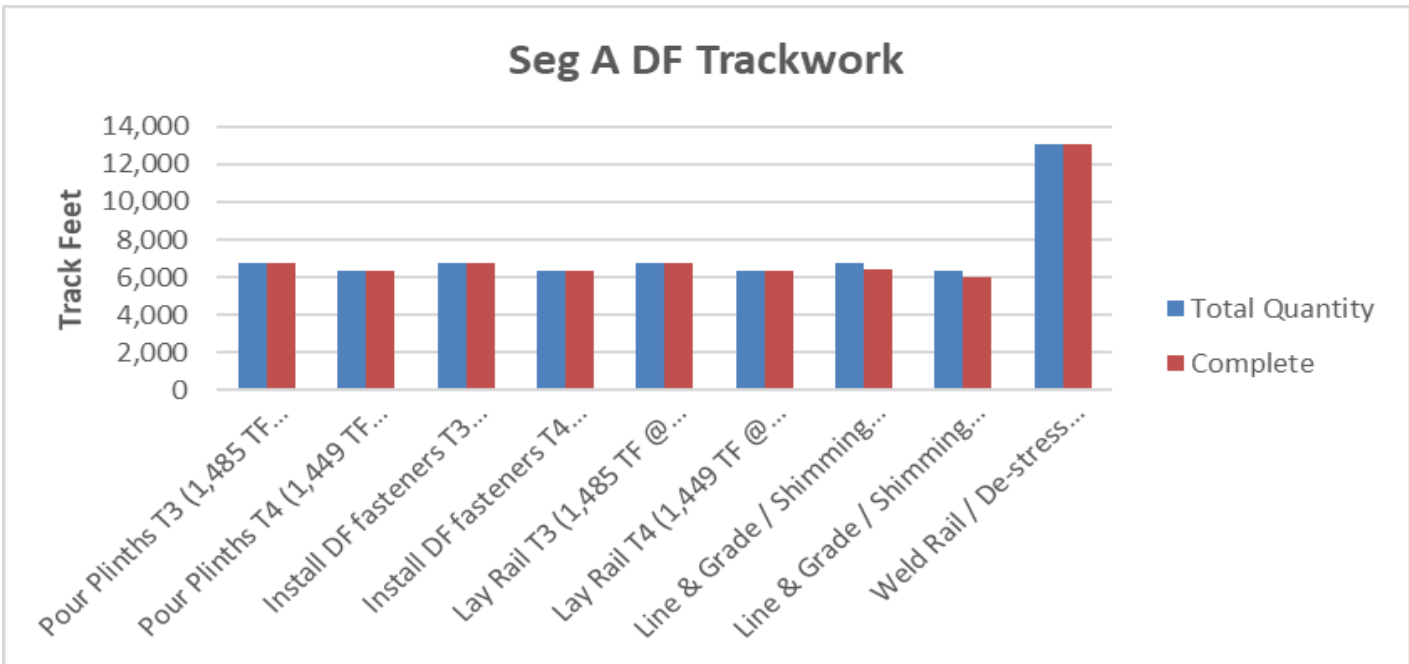
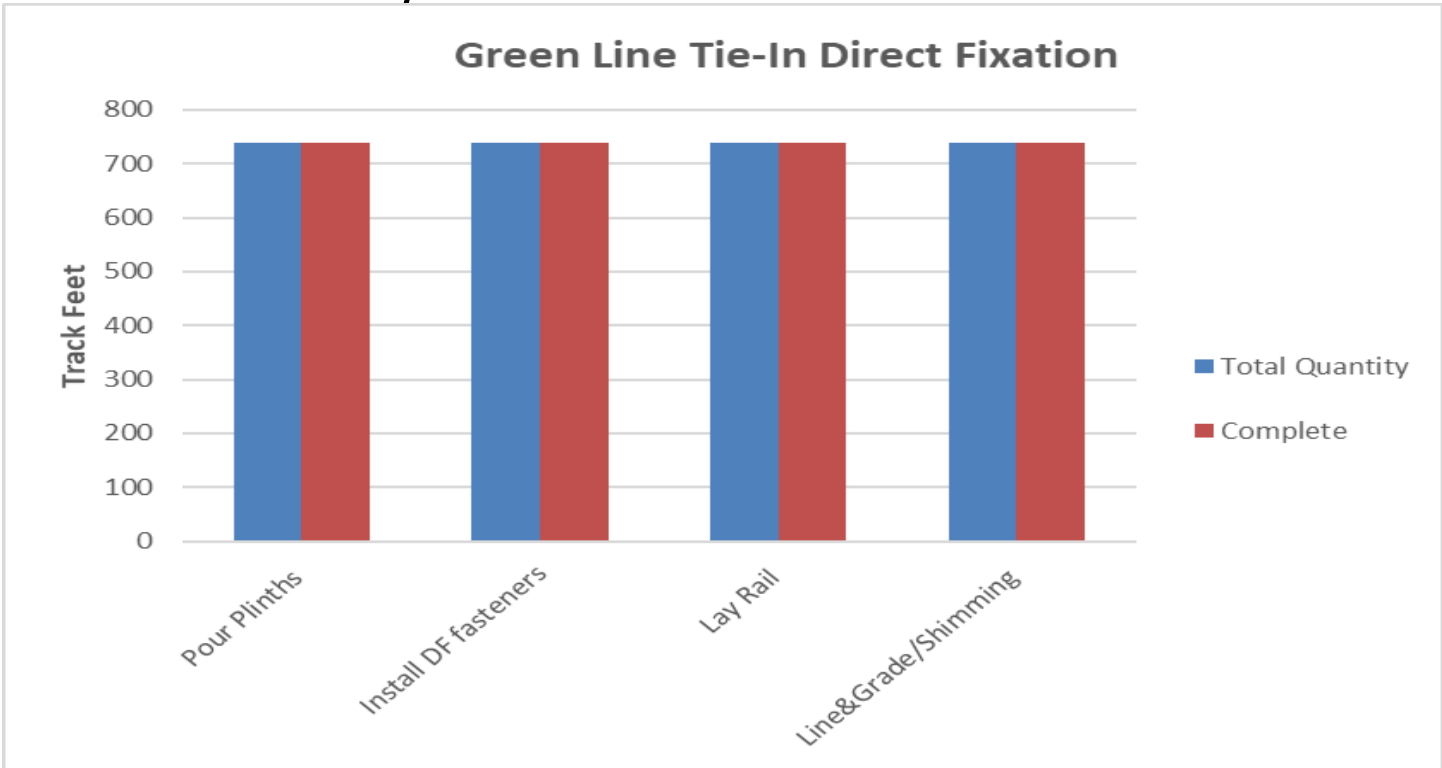
AVIATION/CENTURY- STA 72+10 TK#3/SB looking west – Century Bridge deck joint dismantle , cleaning rubber seal to address leaking

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

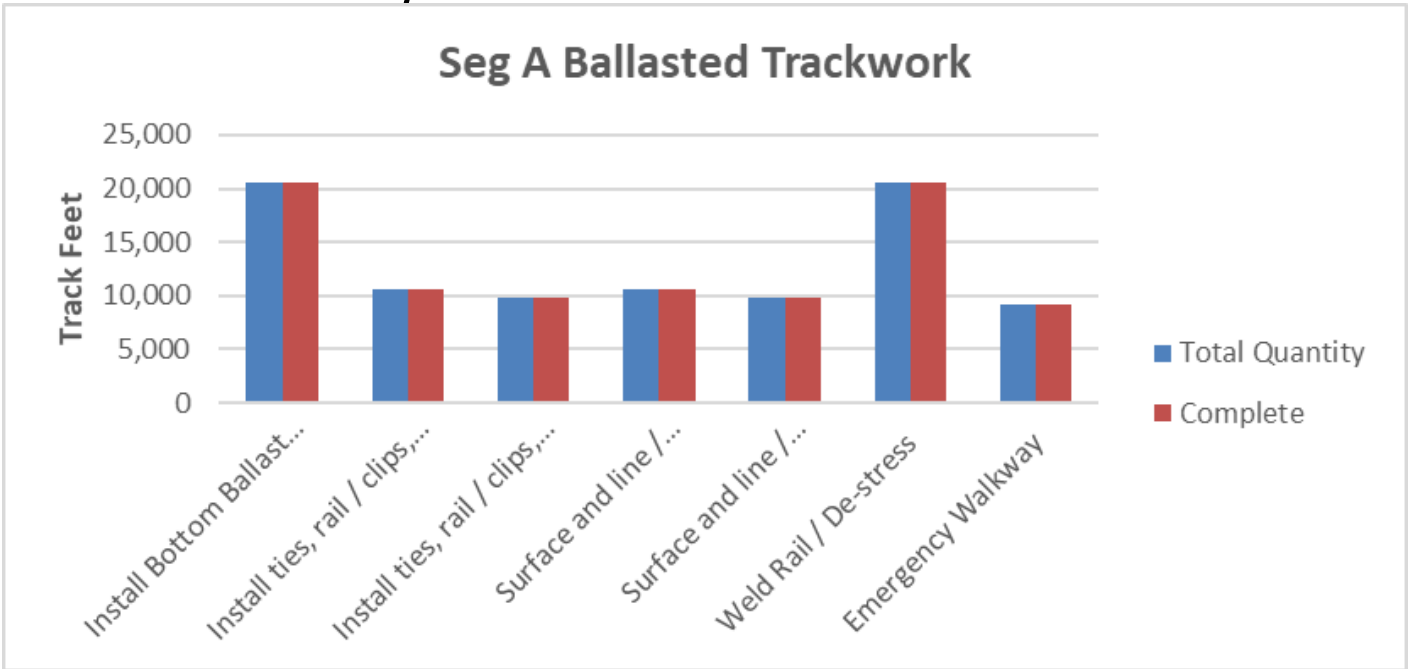
PROJECT WIDE TRACKWORK PROGRESS

	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								

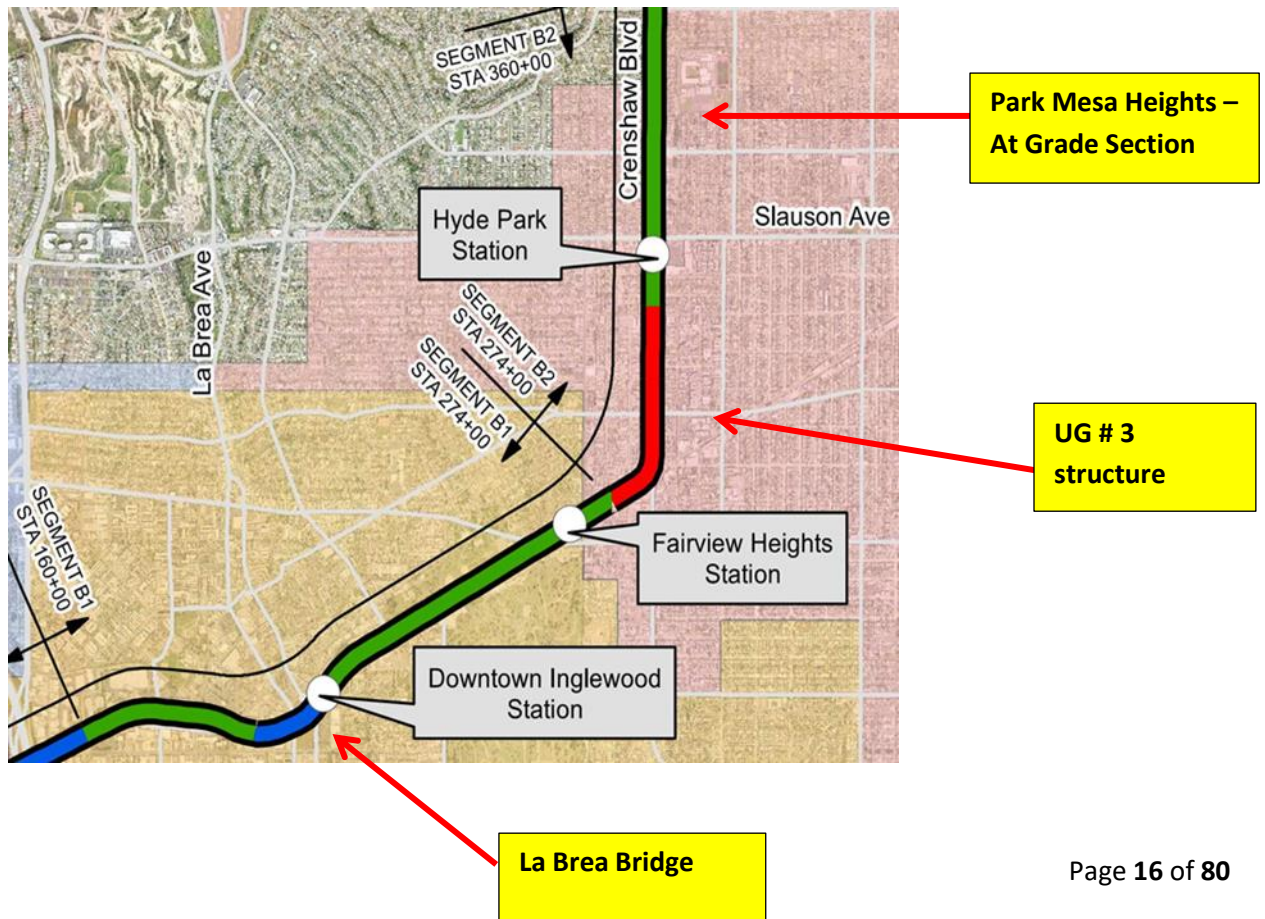
CRENSHAW/LAX PHOTOGRAPHIC UPDATE



CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Segment B



CRENSHAW/LAX PHOTOGRAPHIC UPDATE

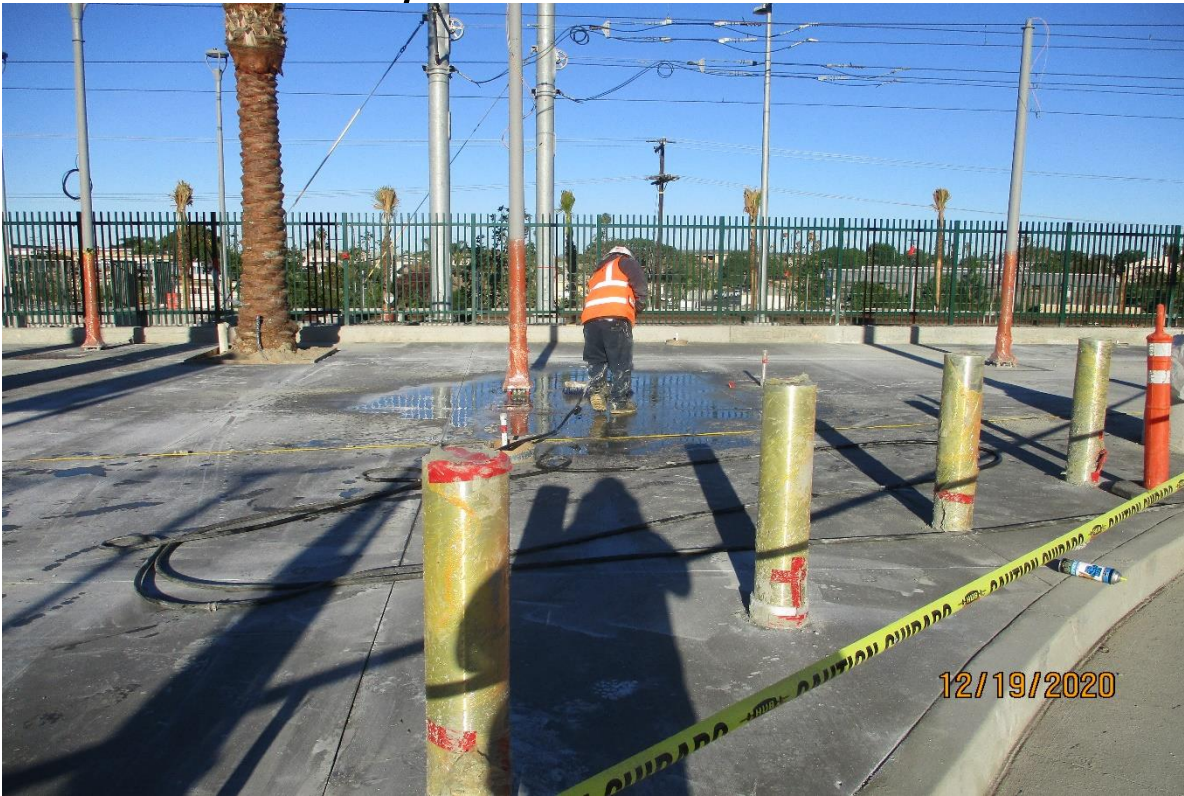


La Brea Station - Placing concrete for the La Brea Station hardscape.

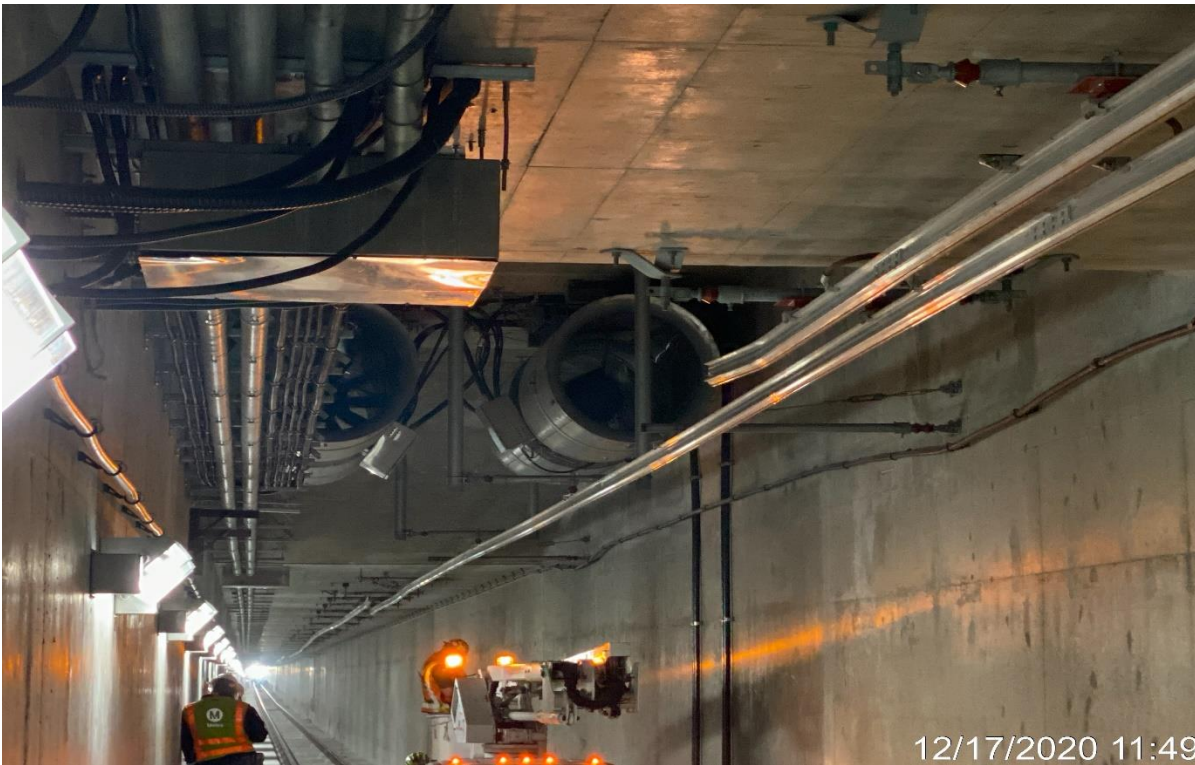


La Brea Station - Traffic loop detector installation at the La Brea Station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

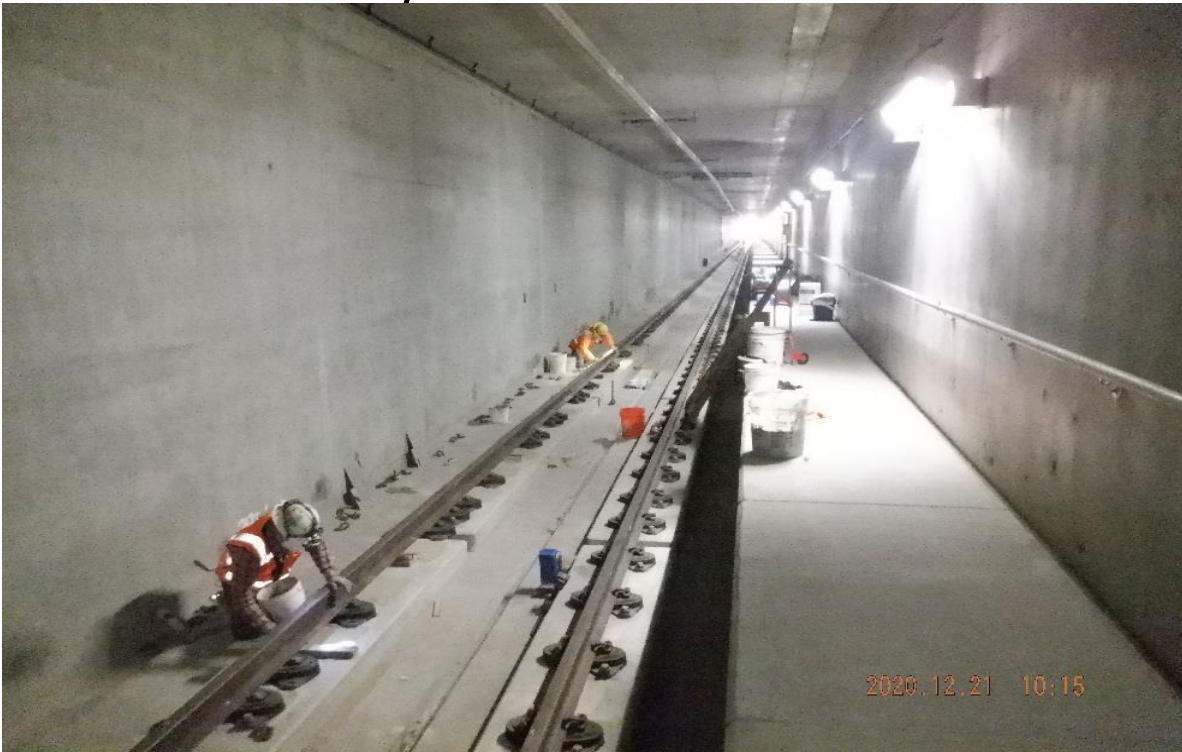


La Brea Station - Cutting expansion joints at the La Brea Station hardscape.

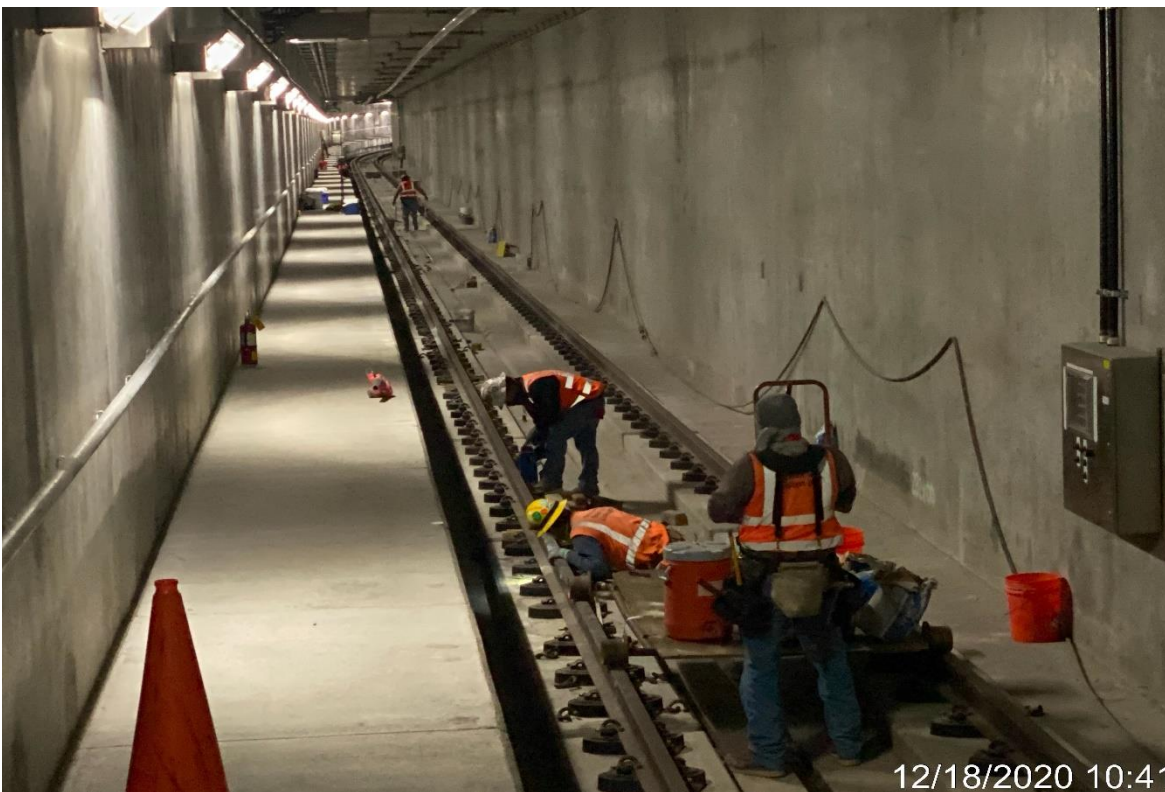


UG3 – Start-up crew inspecting fans at UG-3.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – STA 296+90 TK#3/SB looking north – plinth patch under DF UG3 in progress.



UG3 – WSCC finishers patching plinths at UG-3 SB.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – WSCC resurfacing and patching plinths at UG-3 SB.



UG3 – Robnet preparing to install turnstiles at Vernon.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – Giroux installing glass in elevators 3 and 4 at Vernon.



UG3 – WSCC electricians working on roll-up gate at Vernon.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – Penhall scanning ceiling at Vernon for seismic bracing.



UG3 – Vernon Plaza, GLs 13.8,D, pulling #12 XHHW-2, hot, neutral, grounds switches (3) Metro illuminated disc signs.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – Vernon, between Free Area C129 & Paid area C146 begin leveling & anchoring universal fare gate turnstiles.



UG3 – Vernon, Mechanical room (N) C135, pipping 1” GRC to PAC-ACCP-2 control panel transformer cabinet

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – Vernon, between Free Area C129 & Paid area C146 terminating #12 load conductors & CAT-6 data.



UG3 – Vernon Concourse, Ejector room C134, begin re-pipping 1" GRC from ejector control panel Vernon-SE-6-2XC

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – Vernon Concourse, Ejector room C134, resume pipping 1” GRC (SCADA) between pump & control panel.



PARK MESA – Installing grates to Catch Basin #2 on the northwest corner of Hyde Park Blvd and Crenshaw Blvd.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Removing existing street light foundation on the southwest corner of 60th St and Crenshaw Blvd.



PARK MESA – Continue removing existing street light foundation on the southwest corner of 60th St and Crenshaw Blvd.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



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

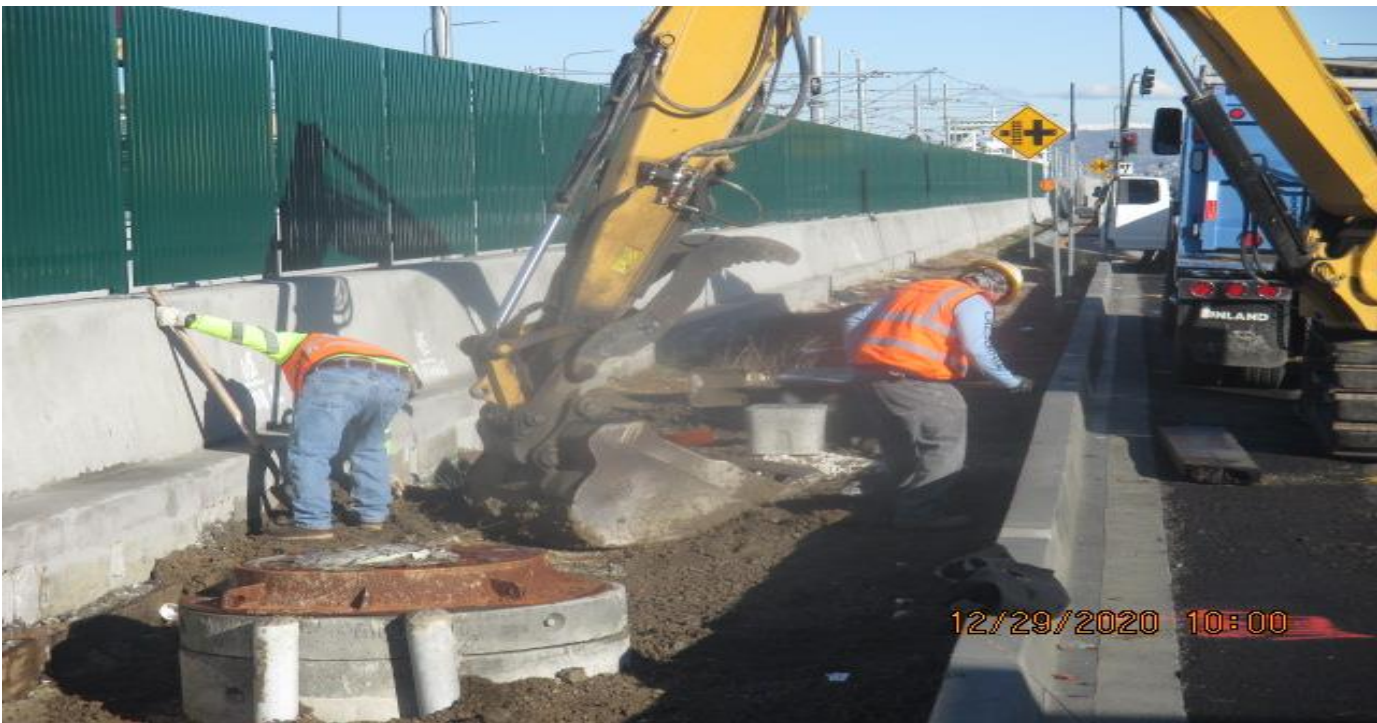


PARK MESA – Continue grading for new sidewalk and ADA ramp installation on the northwest corner of 60th St and Crenshaw Blvd.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Saw cut new sidewalk and ADA ramp and performed general clean-up on the northwest corner of 60th St and Crenshaw Blvd.

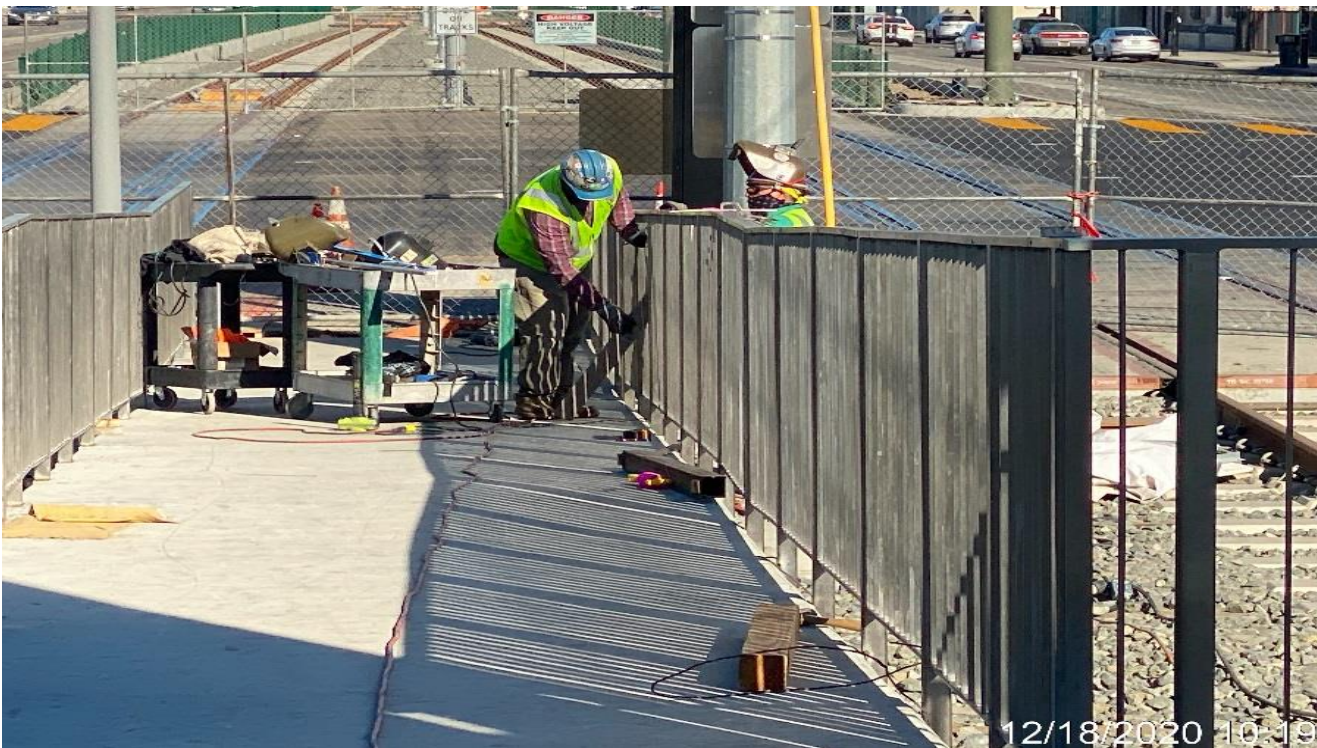


PARK MESA – Excavating/grading northbound median of Crenshaw Blvd from 60th St to 59th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Excavating/grading southbound median of Crenshaw Blvd from 60th St to 59th St.



PARK MESA – Continue guardrail installation at the north entrance ramp.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Continue guardrail installation at the north entrance ramp.



PARK MESA – Mixing and placing mortar base for cobble placement on the southbound median from Slauson Ave to 57th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Placing top soil to tree wells along southbound Crenshaw Blvd between 50th St. and 48th St.



PARK MESA – Continue placing top soil to tree wells along southbound Crenshaw Blvd between 52nd St. and 50th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Continue installing guardrails along the north and southbound side of the south end entrance ramp.



PARK MESA – STA 317+50 TK#4/NB looking west – 59th St at grade crossing – new bollards set-up in the crosswalk between tracks.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – HCC removing DF fasteners visually inspecting concrete bonding to inserts on SB track near 48th Street (looking south)



PARK MESA – HCC on NB track at 48th Street, removing DF fastener plates for investigation of potential loose inserts STA 364+48 (looking West)

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – HCC at 48th Street SB track verifying potential loose inserts on Baffle plinths STA 364+48 (looking south)

SEGMENT B1:

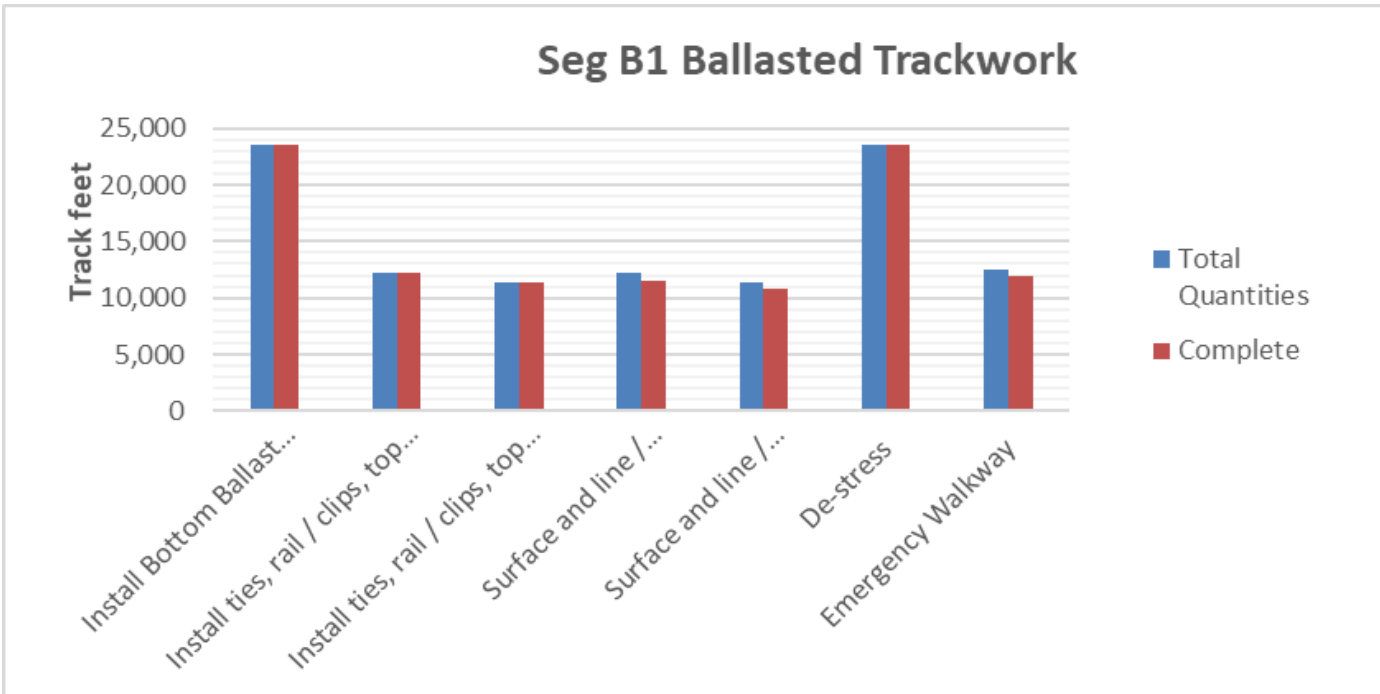
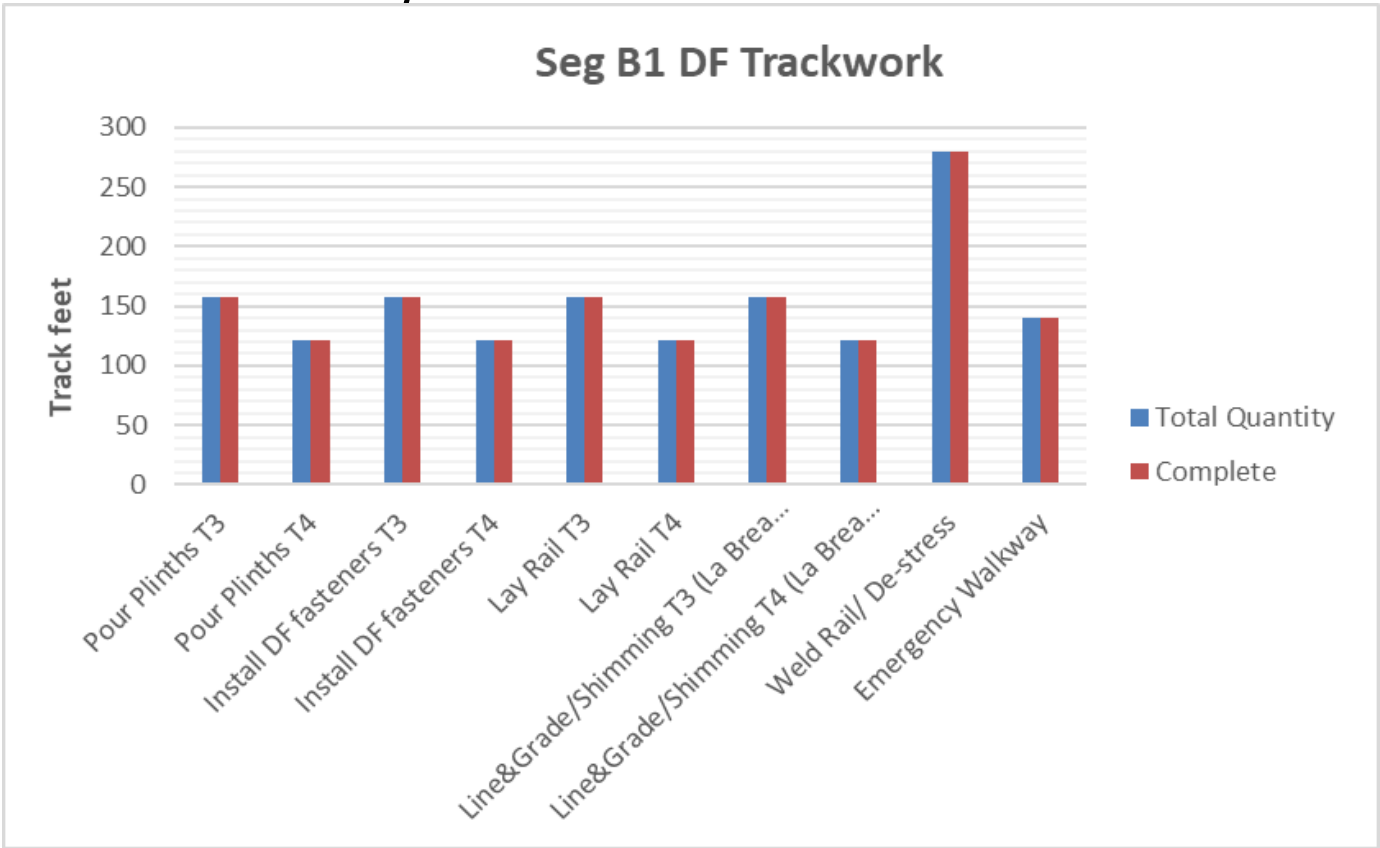
- Disturbed ballast due to systems electrical conduit relocations continues to be repaired and re-dressed.
- WSCC continues the Jet Grouting of MSE Wall 202.
- Investigation of rail flaws continues.

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)
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/Centinea, 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

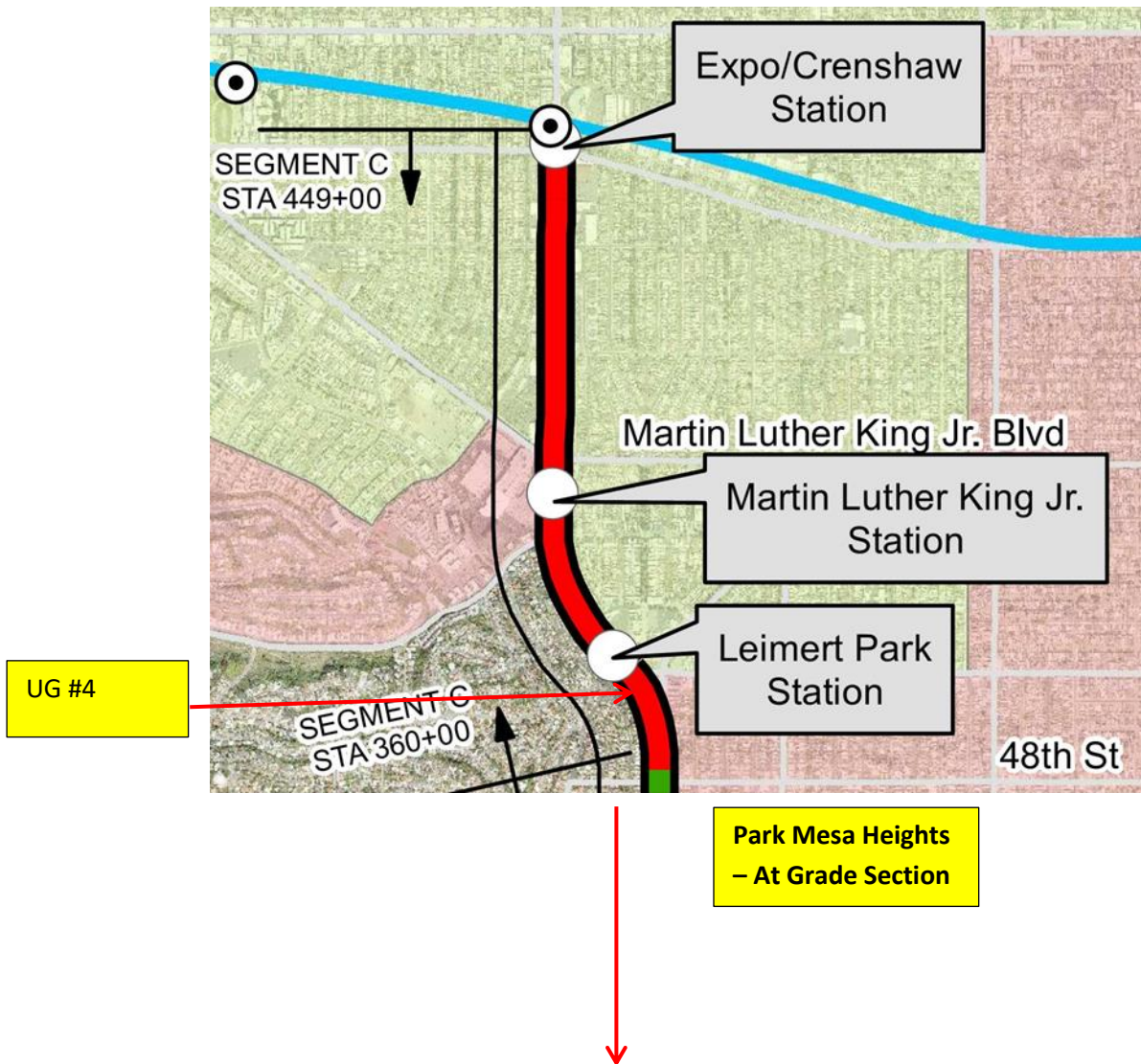


CRENSHAW/LAX PHOTOGRAPHIC UPDATE

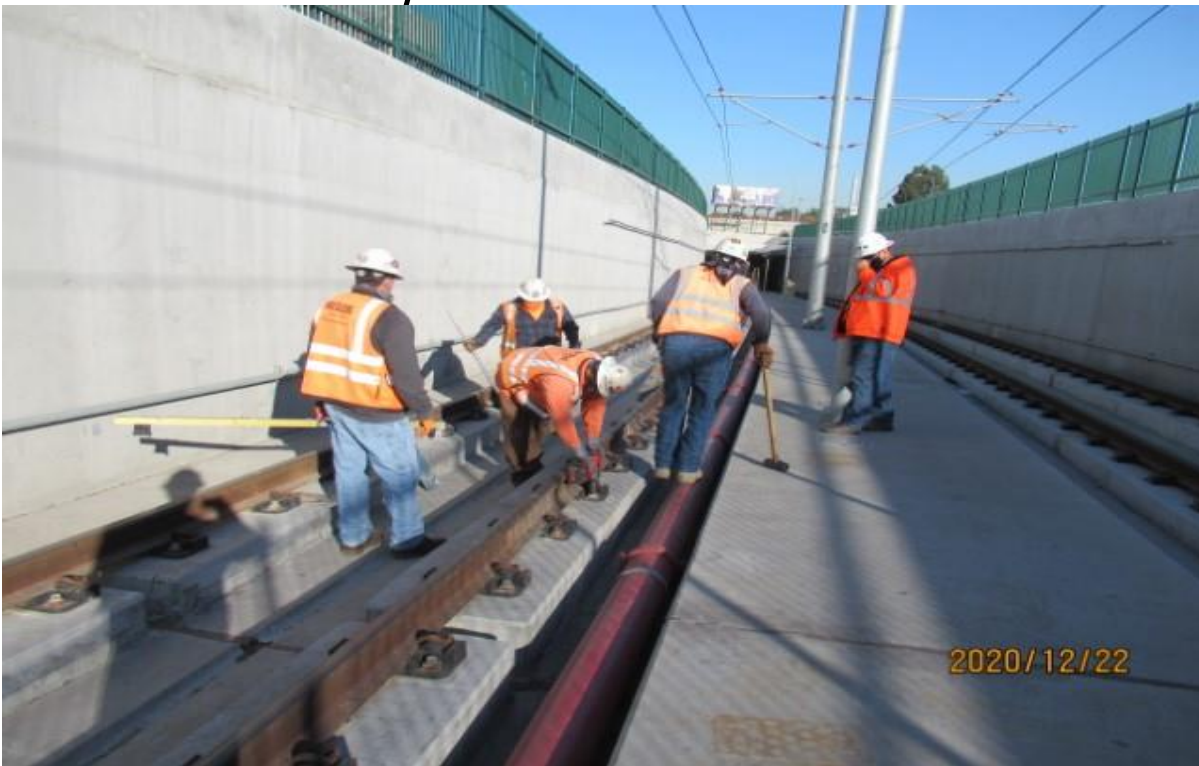
SEGMENT B2:

- 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 resetting and adjusting fasteners, sealing plinth to invert joints, and finishing the surface of the plinths.
- Rework of plinths continues in UG3 due to failed insert pull tests.

Segment C



CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG4 – HCC on SB track UG4 adjusting track alignment & gauge for open issues log 000248 (looking north) log status update to reflect “closed”



UG4 – HCC using plum bob for SB track at UG4 alignment on open issues log 000253 log status update to reflect “closed” Rework

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

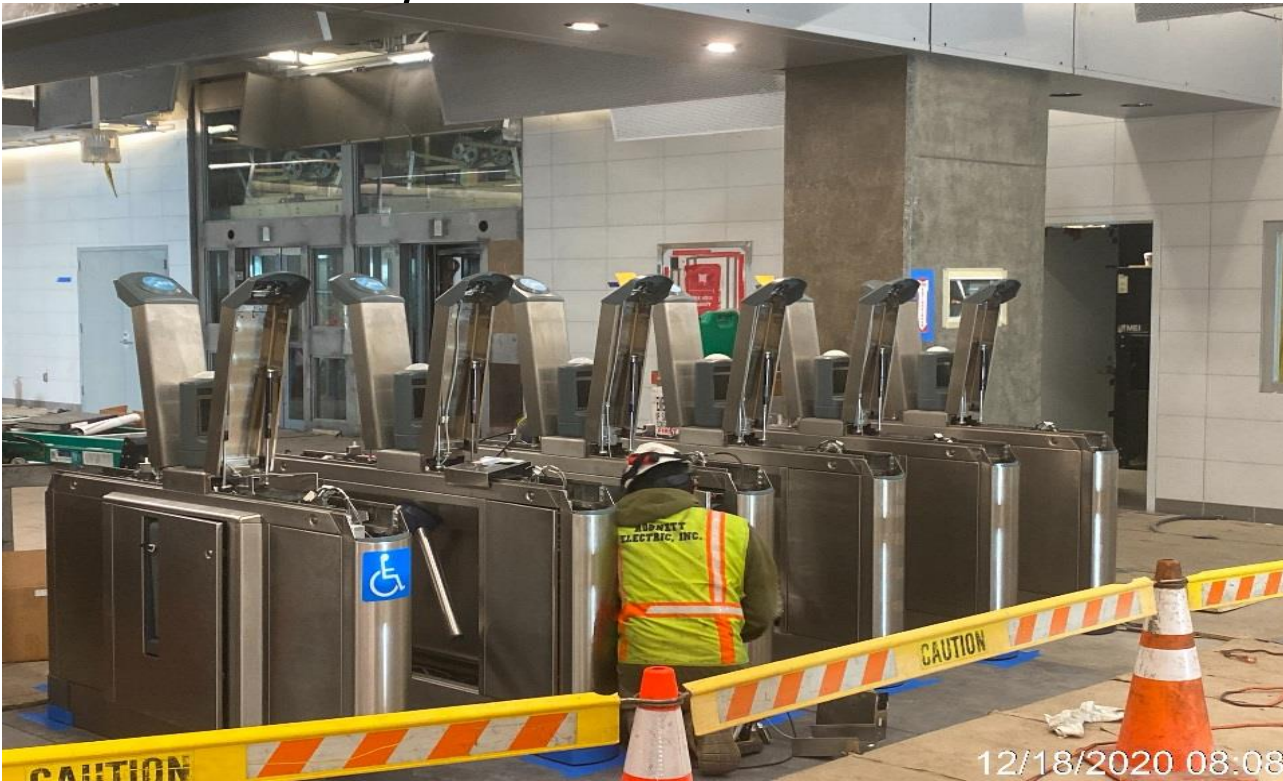


LEIMERT PARK STATION – Placed concrete for sidewalk section along northbound Crenshaw Blvd between 43rd Pl and Homeland Dr.

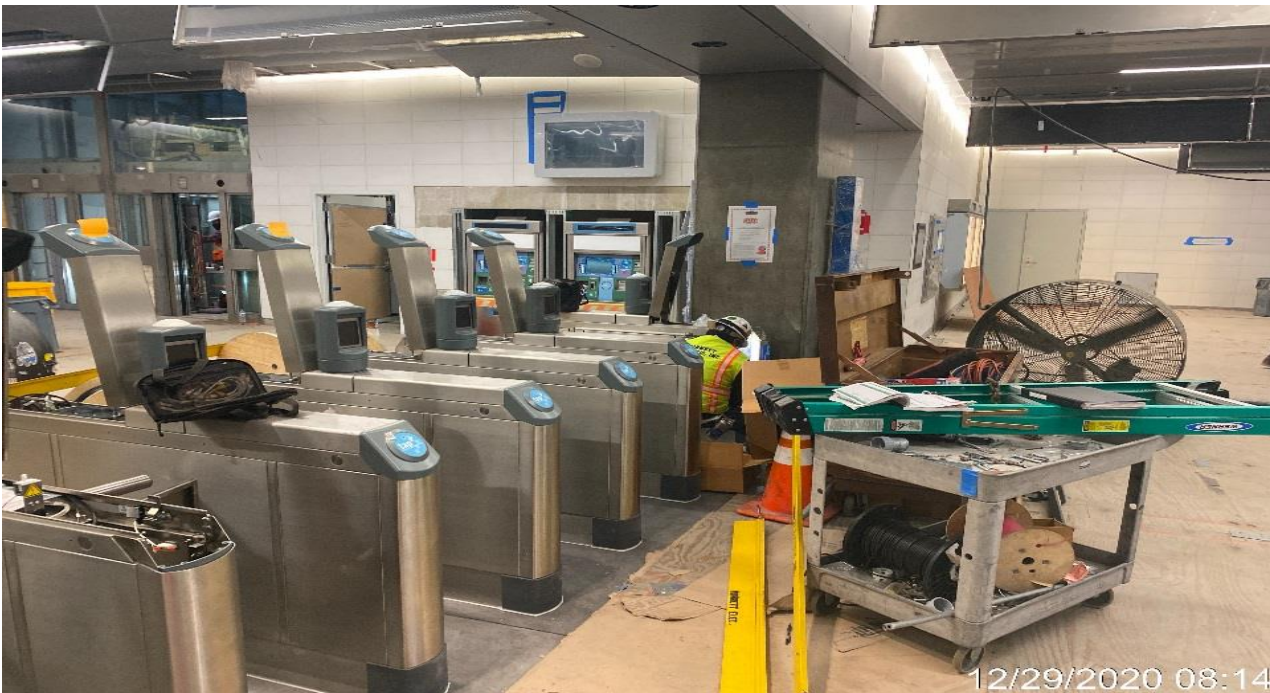


LEIMERT PARK STATION – Saw cutting pavement for vehicle detection loops on northbound Crenshaw Blvd and 43rd Pl.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Performing electrical work to the turnstile fare gate system at the Paid & Free Area.



LEIMERT PARK STATION – Continue performing electrical work to the turnstile fare gate system at the Paid & Free Area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Continue performing electrical work to the Fare Gate/TVM system at the Paid & Free Area.



LEIMERT PARK STATION – Performing layout and coring for ticket vending machine installation at the Free Area..

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Mobilizing and preparing for ticket vending machine installation at the Free Area.



LEIMERT PARK STATION – Continue installing and wiring the ticket vending machines at the Free Area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

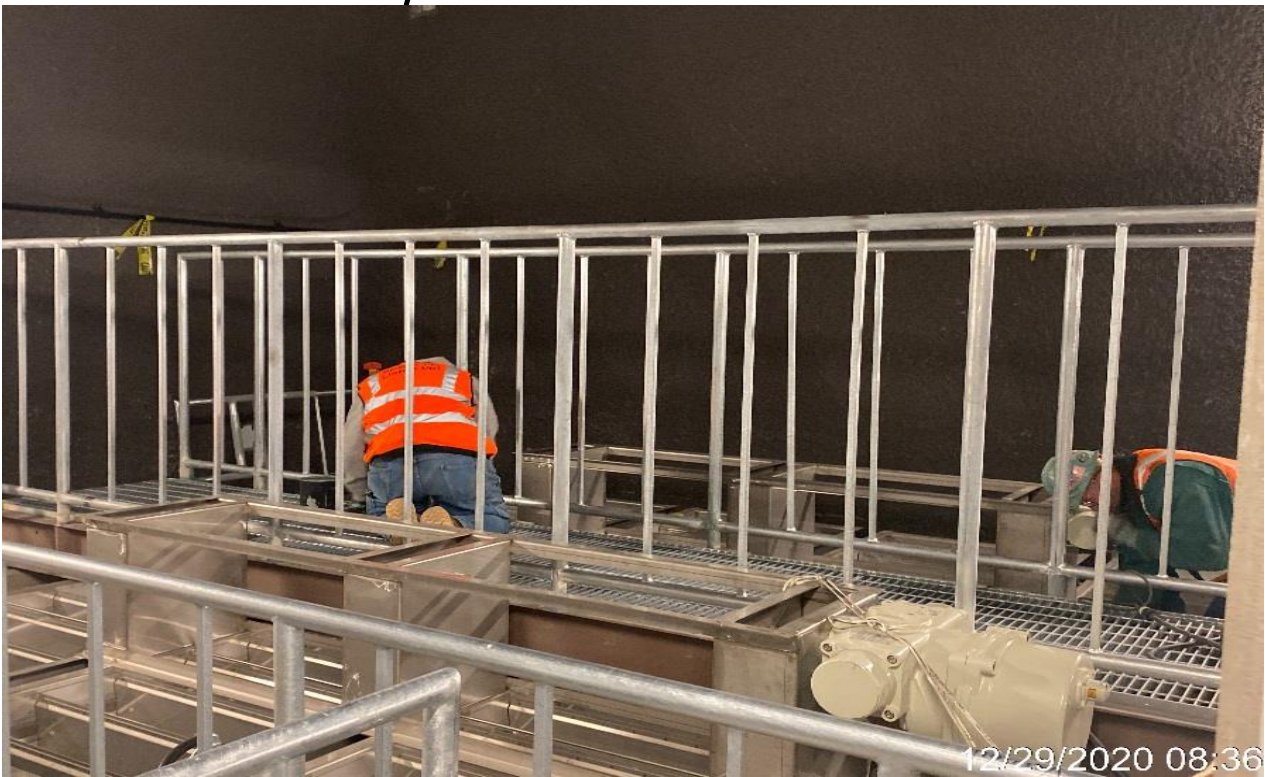


LEIMERT PARK STATION – Drilling and setting guardrails around the dampers inside the Emergency Ventilation Shaft/OTE Plenum North C-127 and South C-101.



LEIMERT PARK STATION – Continue drilling and installing guardrails around the dampers inside the Emergency Ventilation Shaft/OTE Plenum North C-127 and South C-101.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

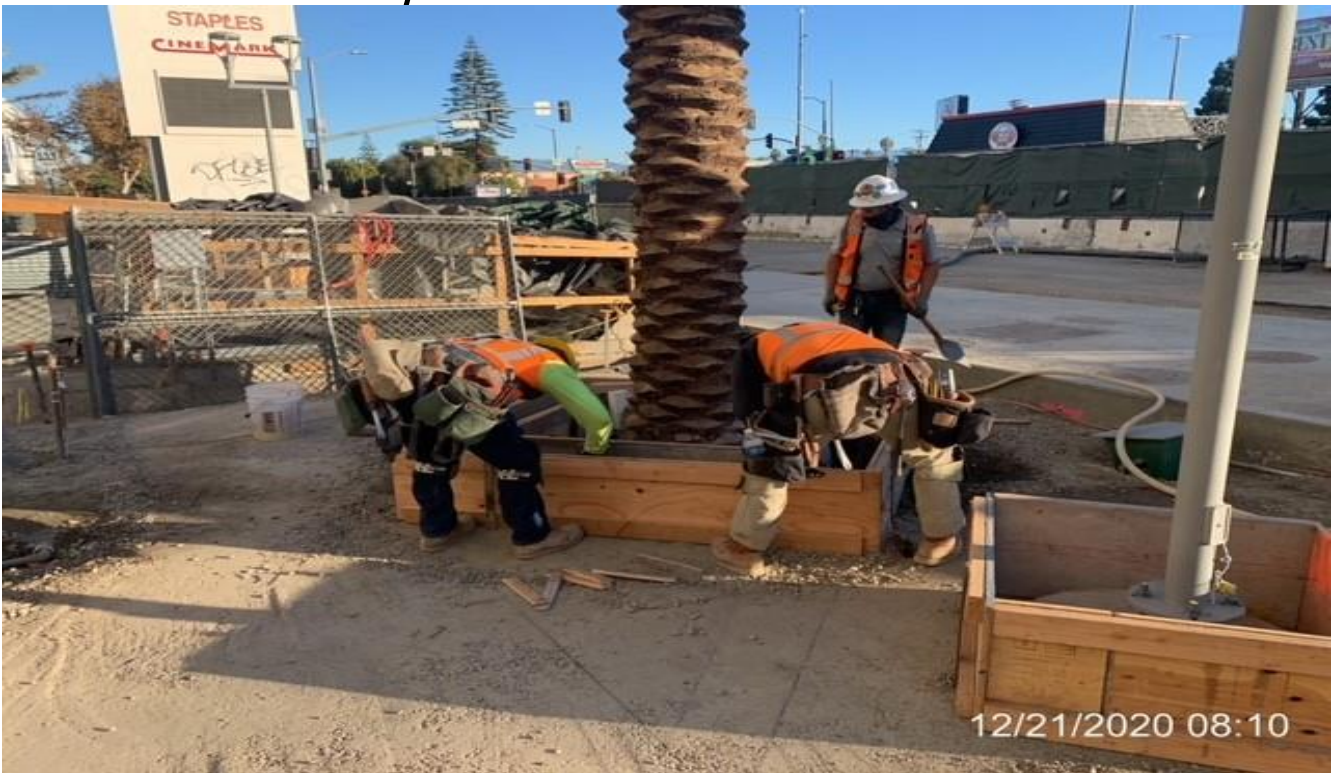


LEIMERT PARK STATION – Continue installing and welding guardrails around the dampers inside the Emergency Ventilation Shaft/OTE Plenum North C-127 and South C-101.



MLK STATION – Setting metal frame heights for palm tree bases at the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue setting metal frames and formwork for palm tree and pedestrian light pole bases at the plaza.

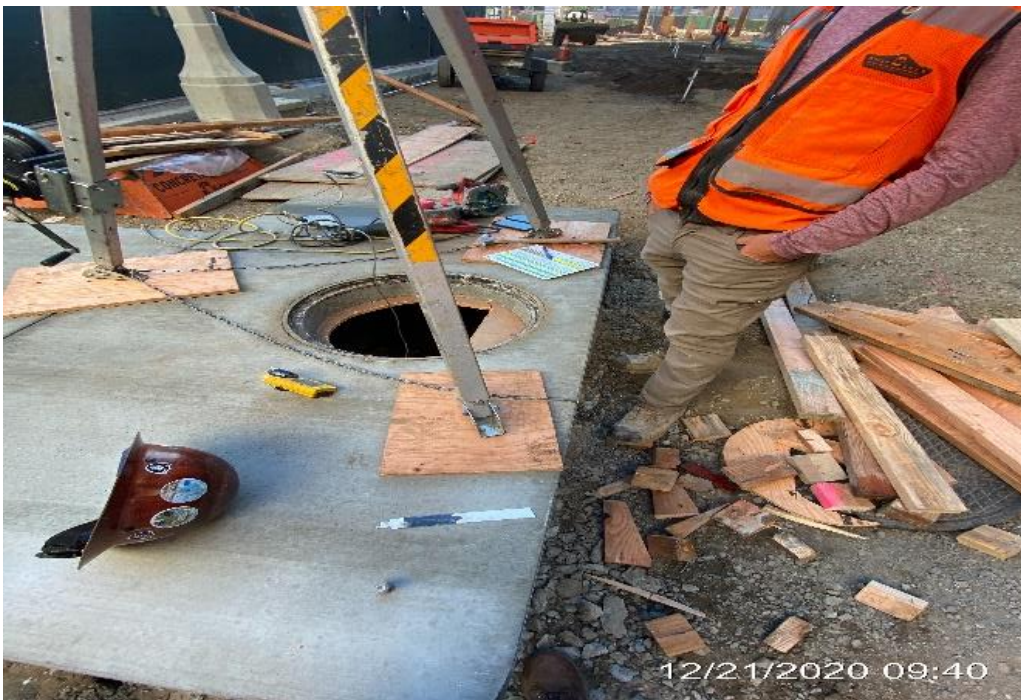


MLK STATION – Continue setting formwork for palm tree and pedestrian light pole bases at the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Removing formwork and power washing top cast paste from palm tree and pedestrian light poles bases at the plaza.



MLK STATION – Removed top section formwork, sack and patched and began steel step installation to Catch Basin #3 at northeast side of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

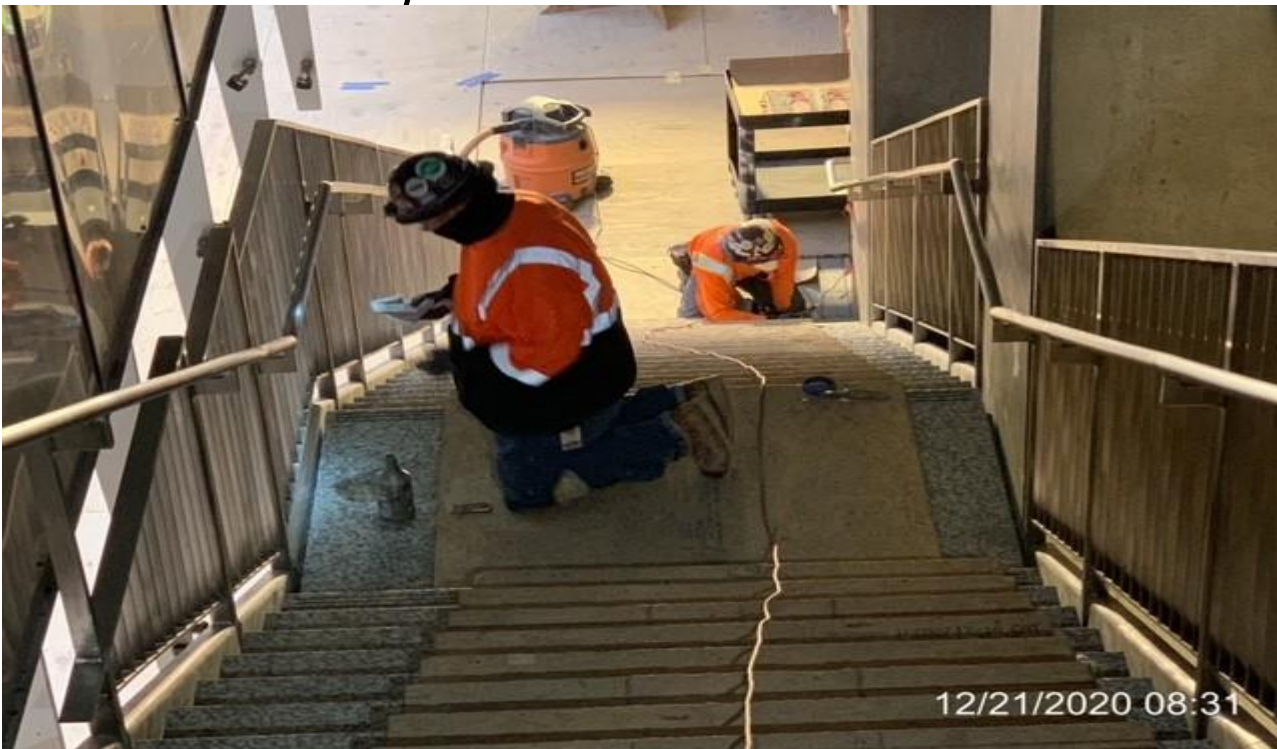


MLK STATION – Placing formwork for new sidewalk installation at the far northwest area of the plaza.

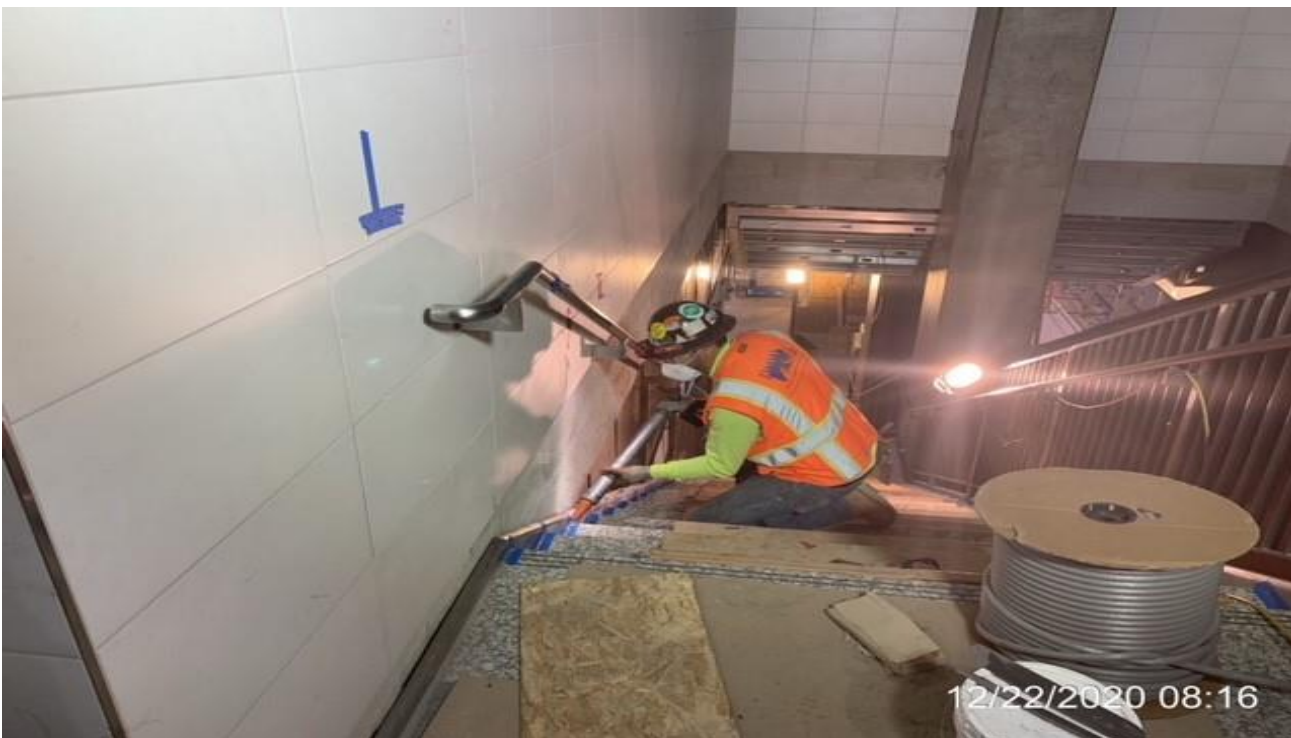


MLK STATION – Setting elevations for new sidewalk and ADA ramp installation on the northeast corner of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Preparing to grout the edges of Staircase 2 from concourse to platform.

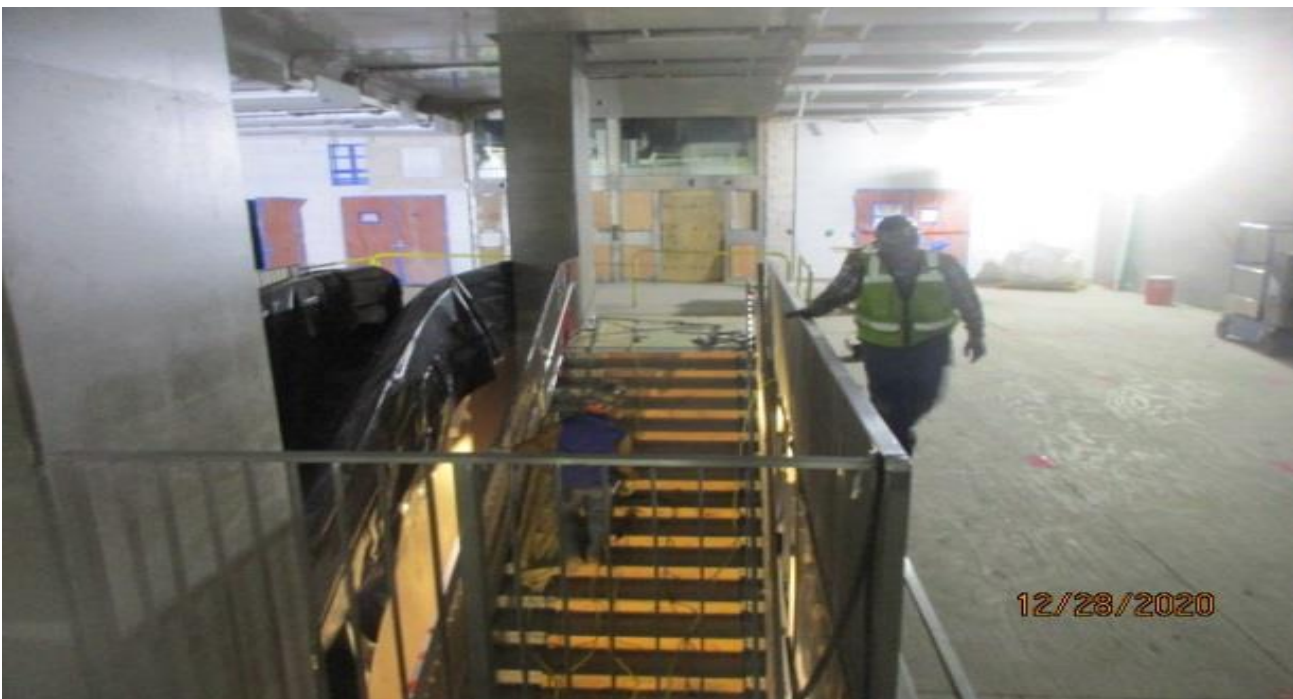


MLK STATION – Preparing to grout the edges of Staircase 2 from concourse to platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Fastening and welding handrails to the guardrails of Staircase 3 from concourse to platform.



MLK STATION – Continue fastening and welding handrails to the guardrails of Staircase 3 from concourse to platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

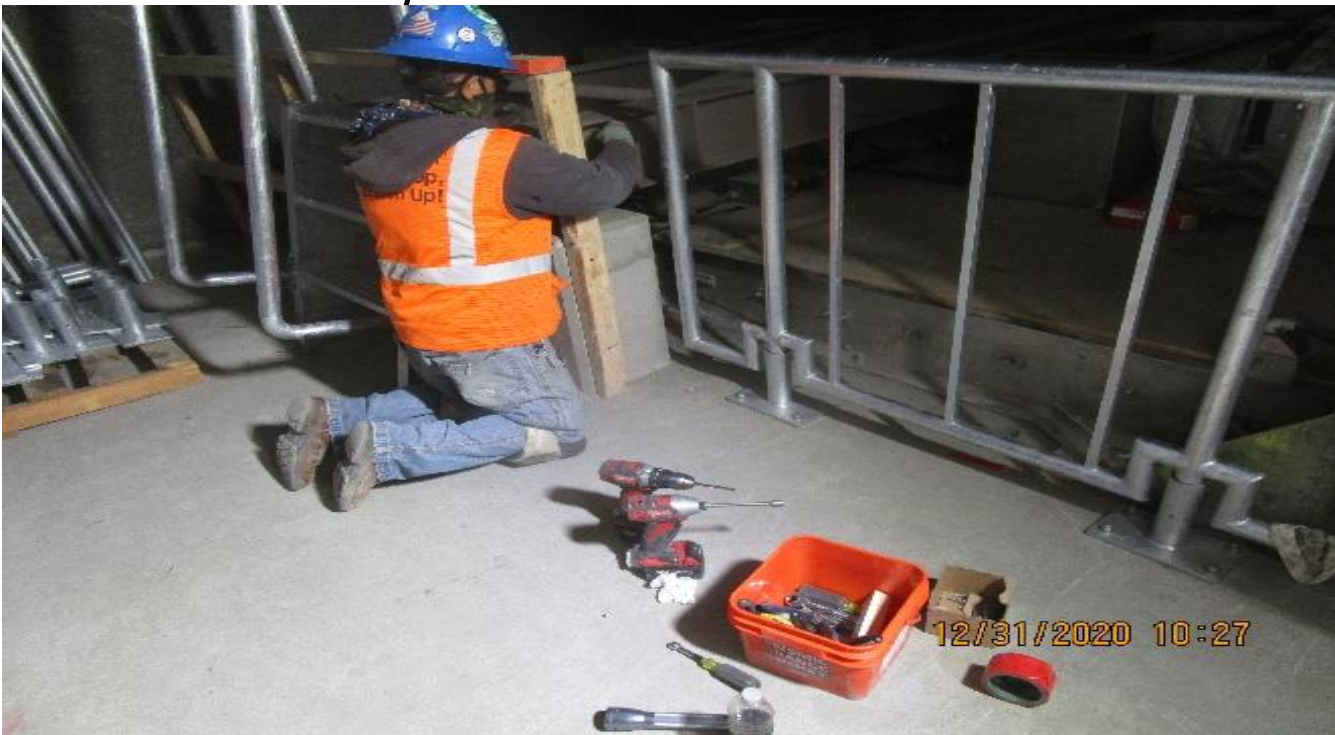


MLK STATION – Mobilizing material for guardrail installation around the dampers inside the Emergency Ventilation Shaft/OTE Plenum North C-143 and South C-101.

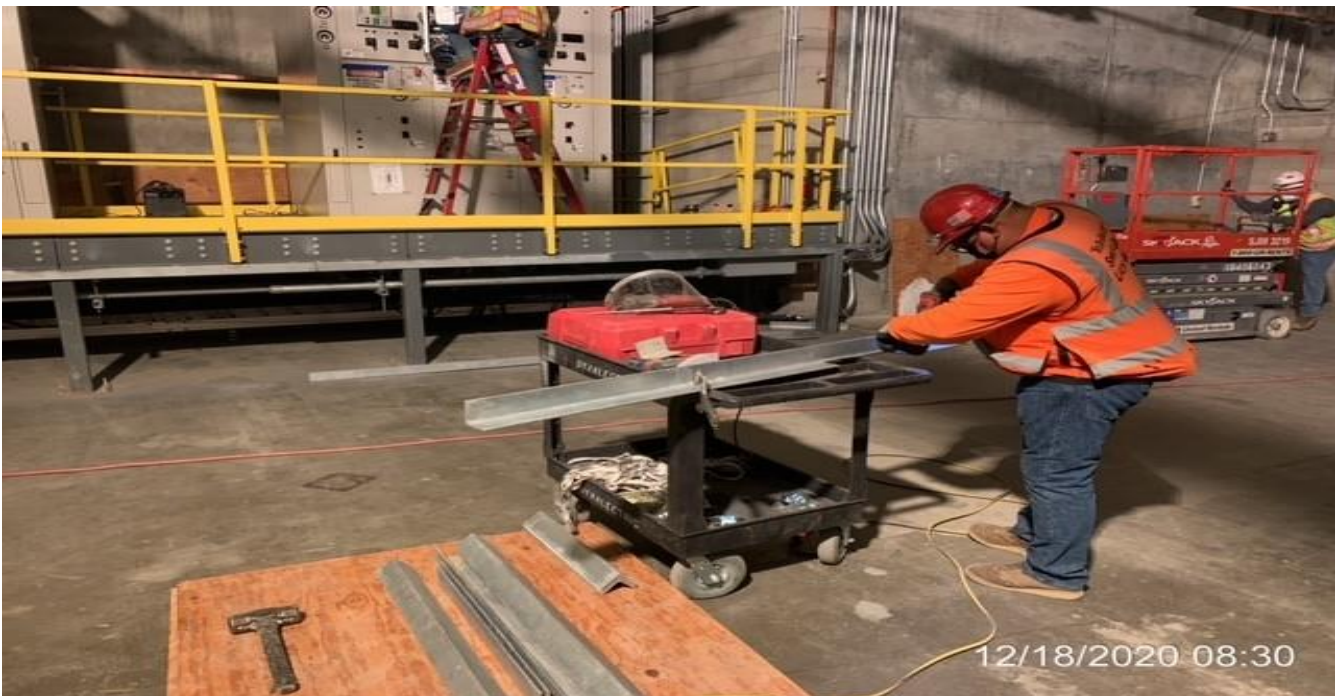


MLK STATION – Installing guardrails around the dampers inside the Emergency Ventilation Shaft/OTE Plenum South C-101.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

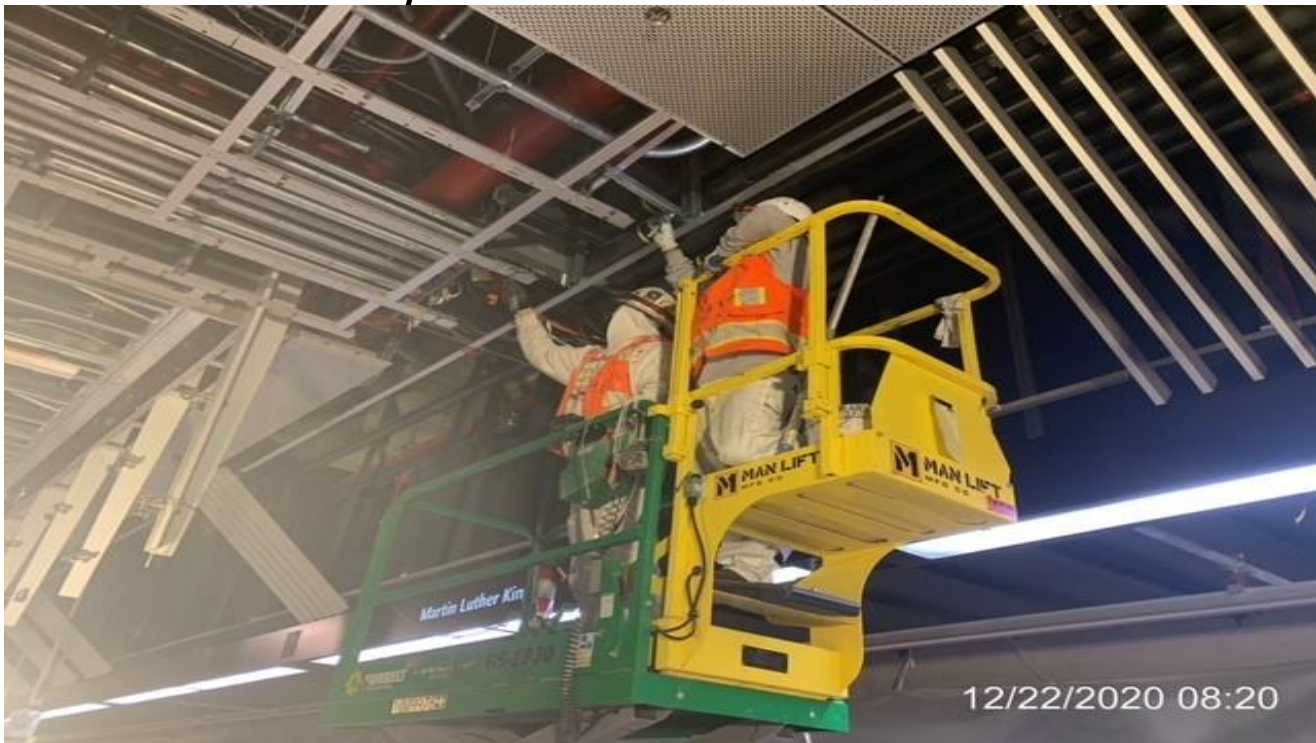


MLK STATION – Fastening and bonding guardrails around the dampers inside the Emergency Ventilation Shaft/OTE Plenum South C-101.



MLK STATION – Fabricating and installing metal skirt plates along the edge of the switchgear platform inside TPSS #9.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Applying primer to conduit and brackets behind the diagonal screen panels along the NB and SB side of the platform.



MLK STATION – WSCC crew placing concrete for short curb wall along north mall wall.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – VNSM caulking between Boca lights at main entrance canopy.

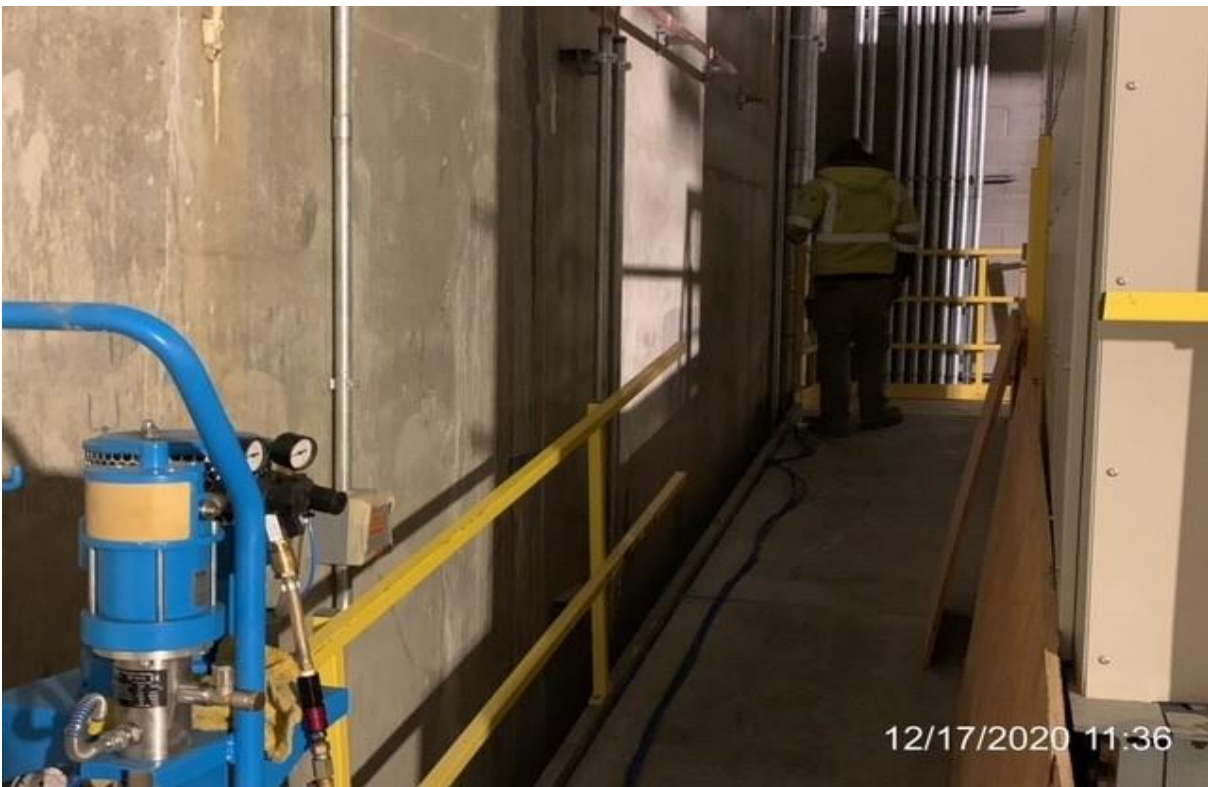


MLK STATION – McMahan prepping guardrails for installation.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC crew removing forms from short curb wall along north mall wall.



MLK STATION – WSCC crew removing forms from short curb wall along north mall wall.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – MLK (S) Plaza, Continued CAD welding #6 aux grounds from 4/0 bare copper CU grounding grid for bicycle racks

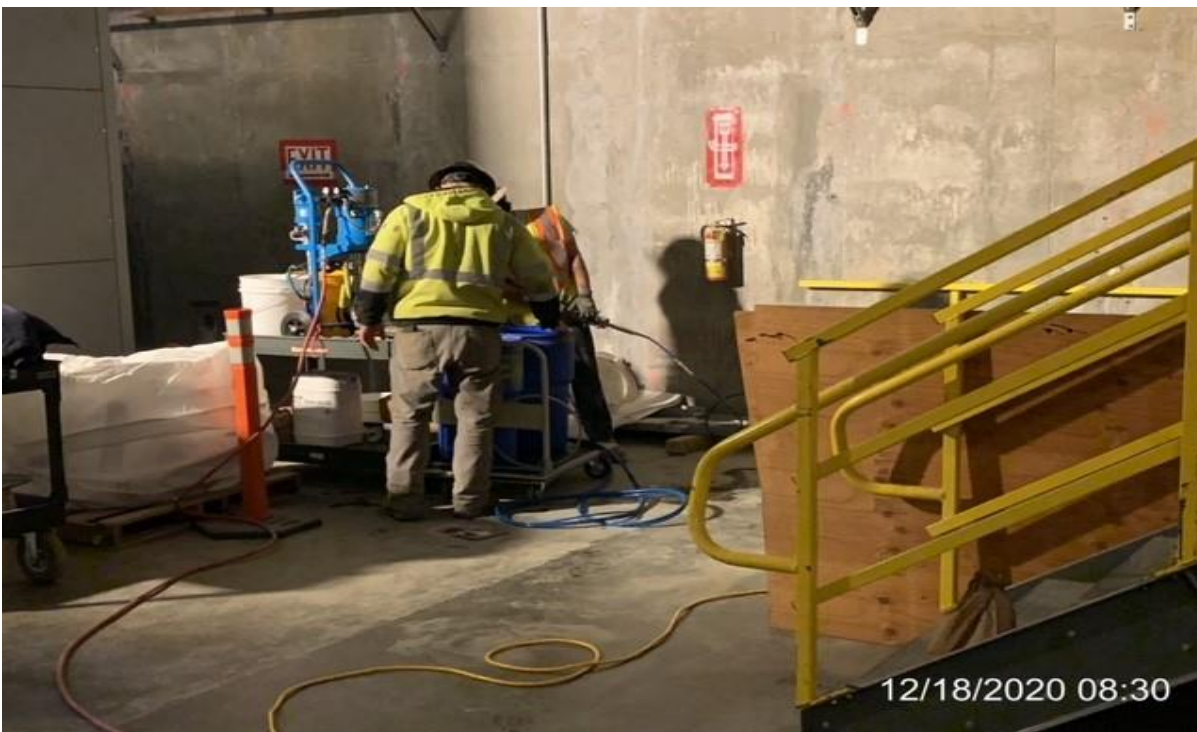


MLK STATION – WSCC carpenters at plaza level setting height for metal tree bases.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC ironworkers installing edge skirt for transformer platform.

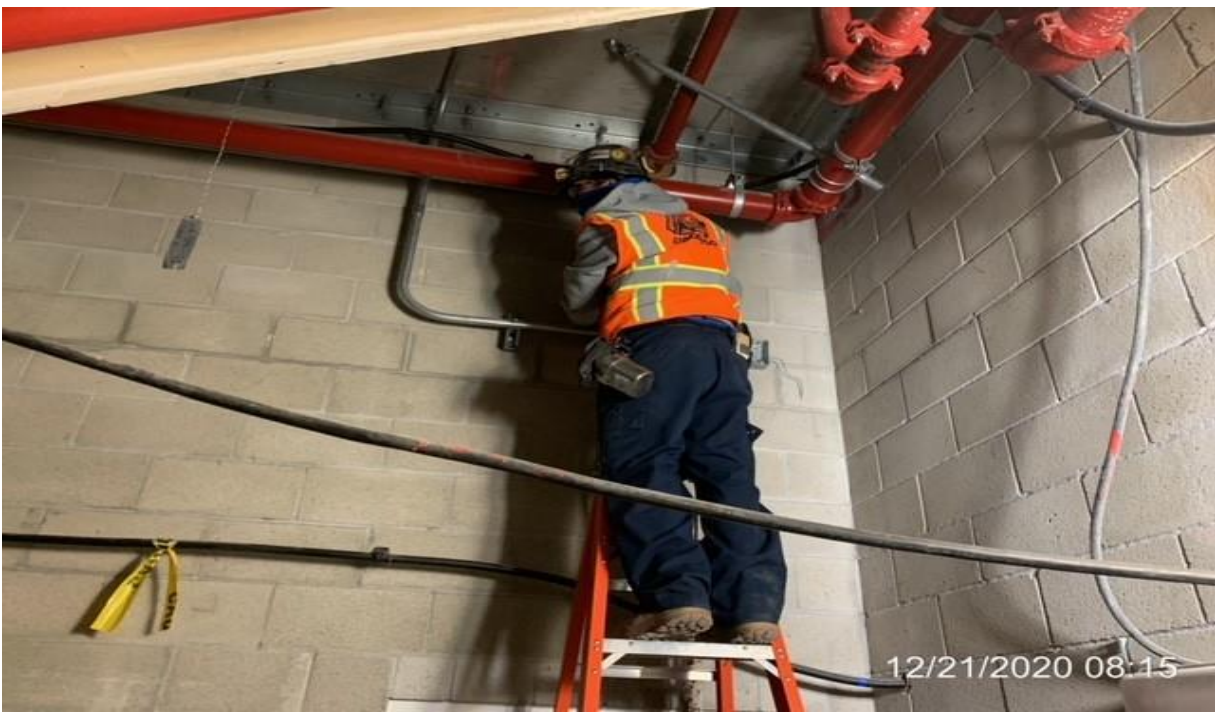


MLK STATION – Installed Capri gas line and backfilling trench with base at the north side of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

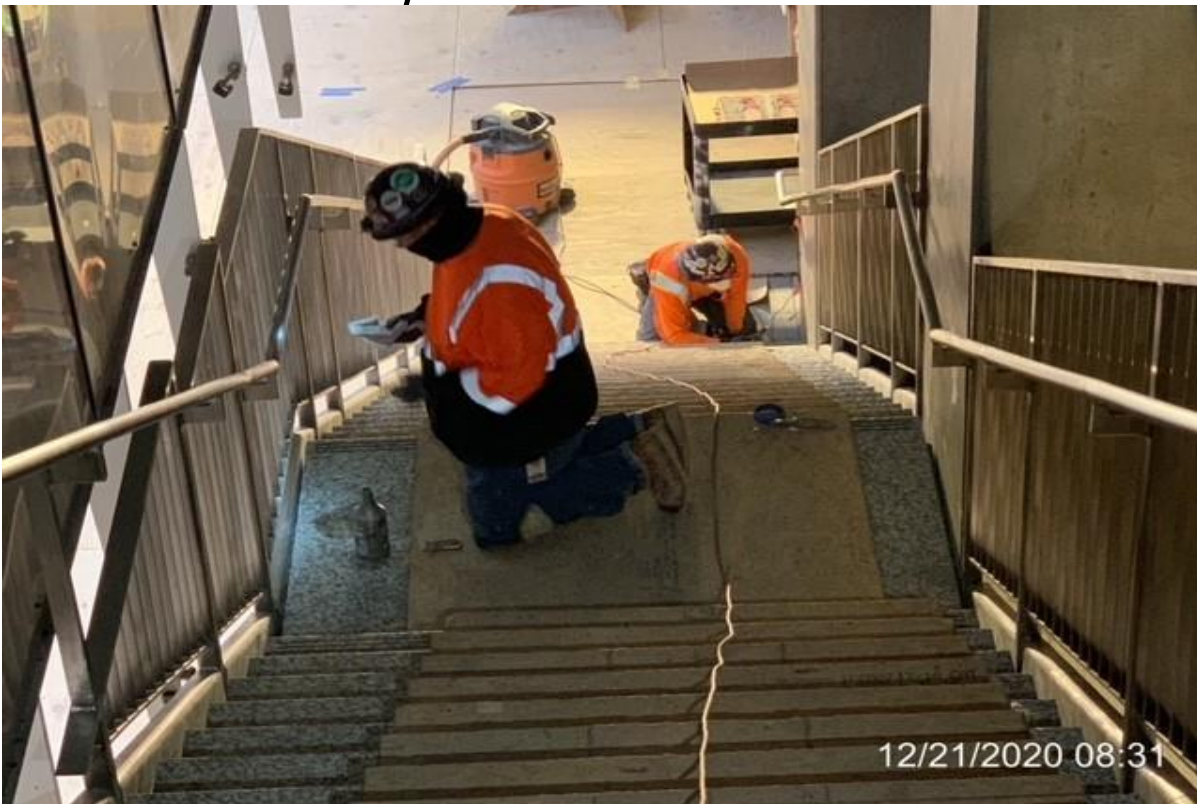


MLK STATION – WSCC carpenters at plaza level setting formwork for tree bases.

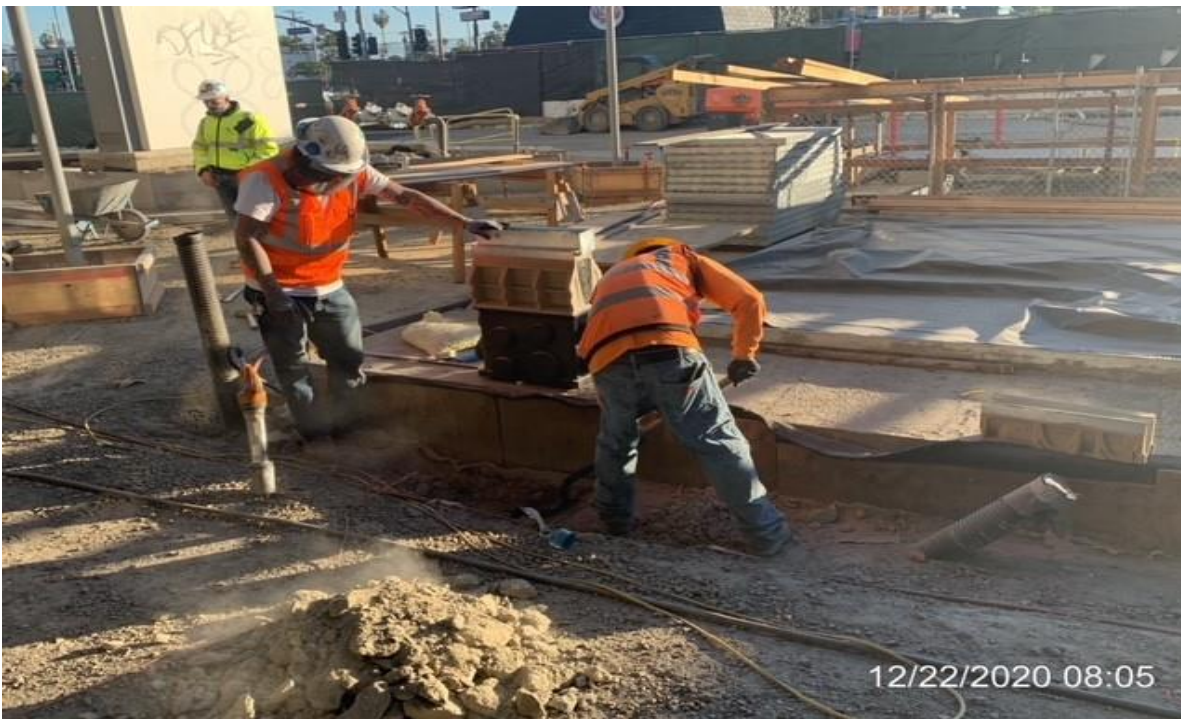


MLK STATION – Bielski caulking unfinished penetrations at emergency exit stair #2 north

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Carrara Marble prepping edge of stair #2 for grout.



MLK STATION – WSCC crew at plaza level digging for slot drain.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

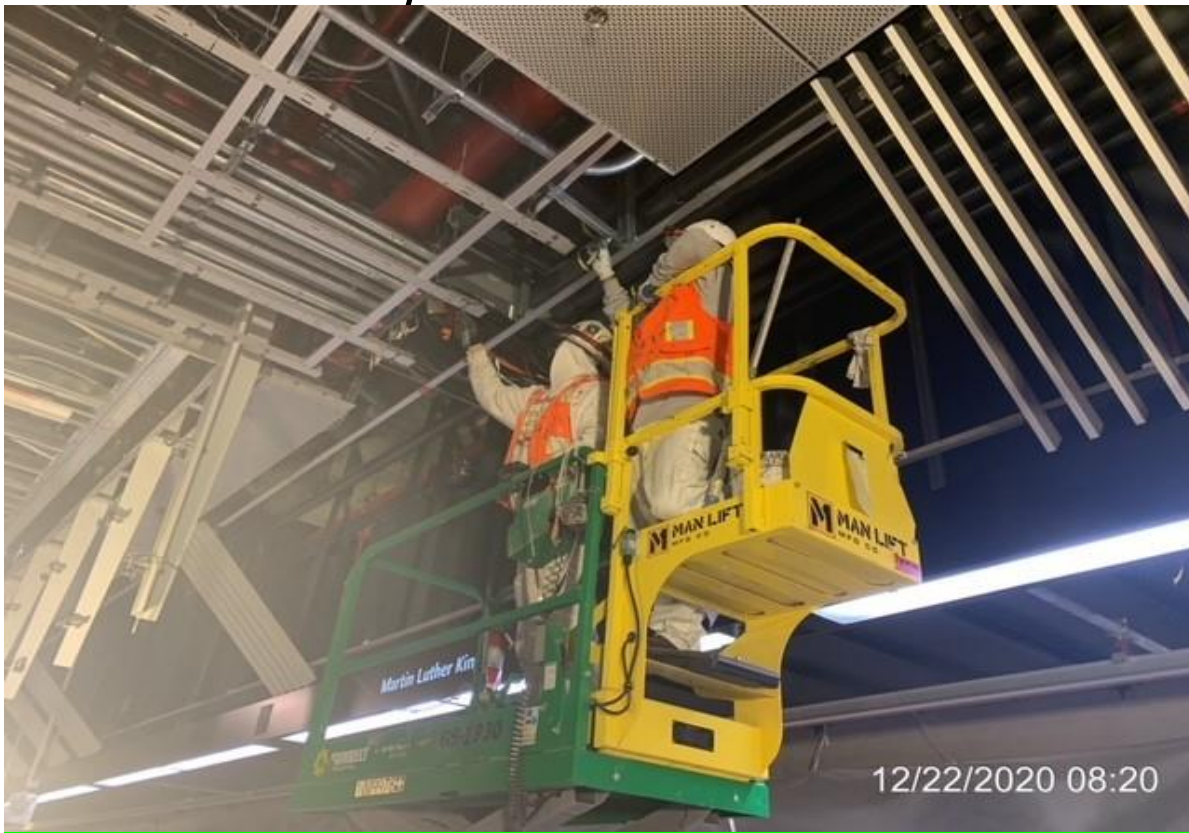


MLK STATION – WSCC carpenters setting formwork for tree and pedestrian light bases.



MLK STATION – Carrara Marble caulking edges of stair #2.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Mariscal Painting applying primer to conduit above ceiling panels.



MLK STATION – WSCC crew removing formwork from tree and pedestrian light bases.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC finisher removing top cast paste from tree and pedestrian light bases.



MLK STATION – McMahon setting handrails for welding at stair #3.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

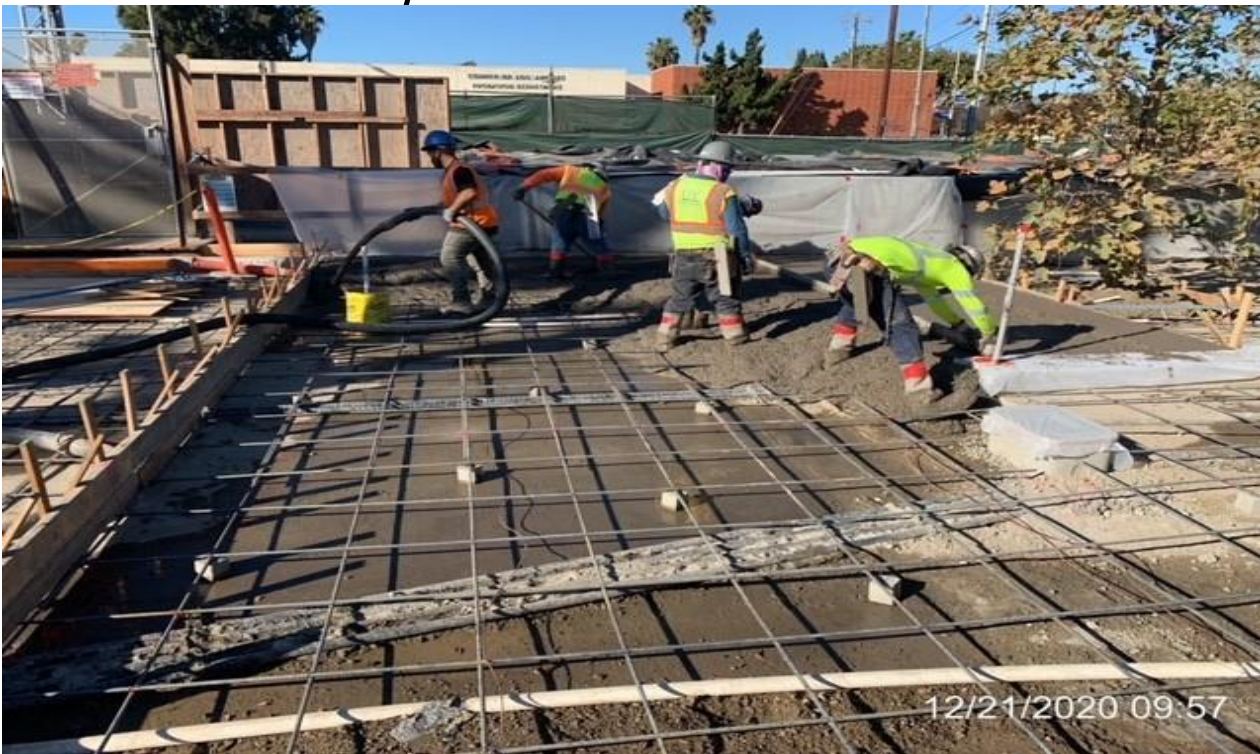


MLK STATION – ACO trench drains K100 type K 4” grate type 470 minimum fall not achieved due to design flaw.



EXPO STATION - Removing and loading out demolished asphalt concrete at the north side of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Placing concrete for the architectural topping slab at the north side of the plaza.



EXPO STATION– Continue building formwork and installing rebar for the architectural topping slab at the north side of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION– Continue placing concrete for the architectural topping slab at the north side of the plaza.



EXPO STATION – Continue ground grid installation at the north side of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Continue building formwork and installing rebar for the architectural topping slab at the north side of the plaza.



EXPO STATION – Saw cutting control joints for new sidewalk and ADA ramp on the northwest corner of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

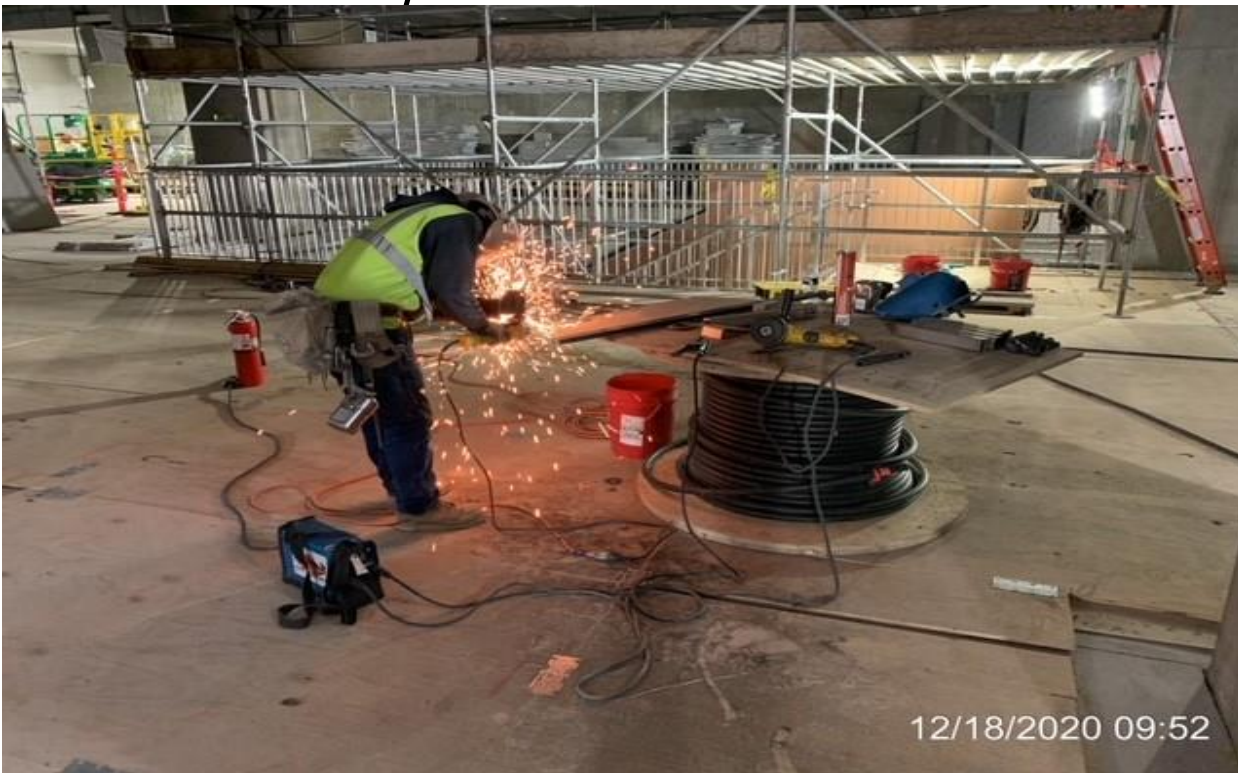


EXPO STATION– Continue placing concrete for the architectural topping slab at the north side of the plaza.



EXPO STATION– Saw cutting control joints for the architectural topping slab at the north side of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

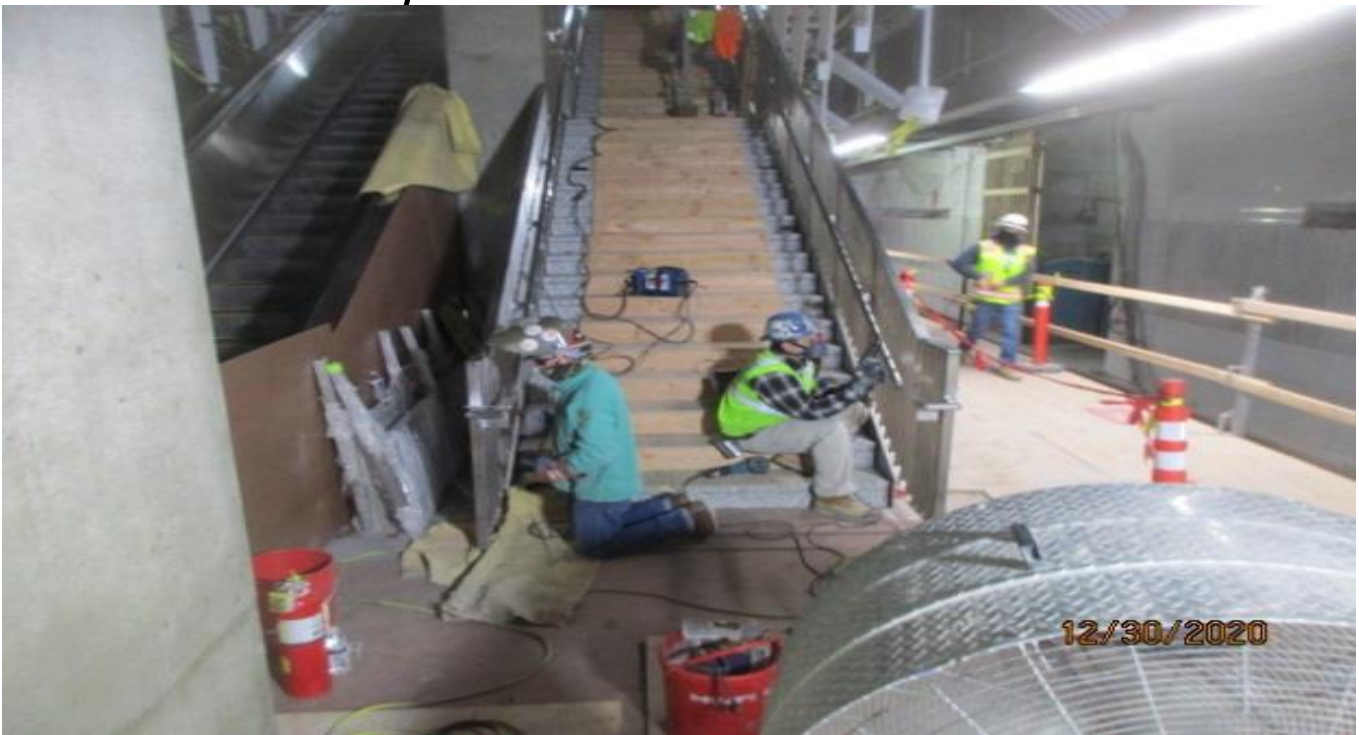


EXPO STATION – Fabricating and installing guardrail posts for Staircase 2 from concourse to platform.



EXPO STATION SITE – Resume handrail installation to the guardrails of Staircase 2&3 from concourse to platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION SITE – Continue handrail installation to the guardrails of Staircase 2&3 from concourse to platform.

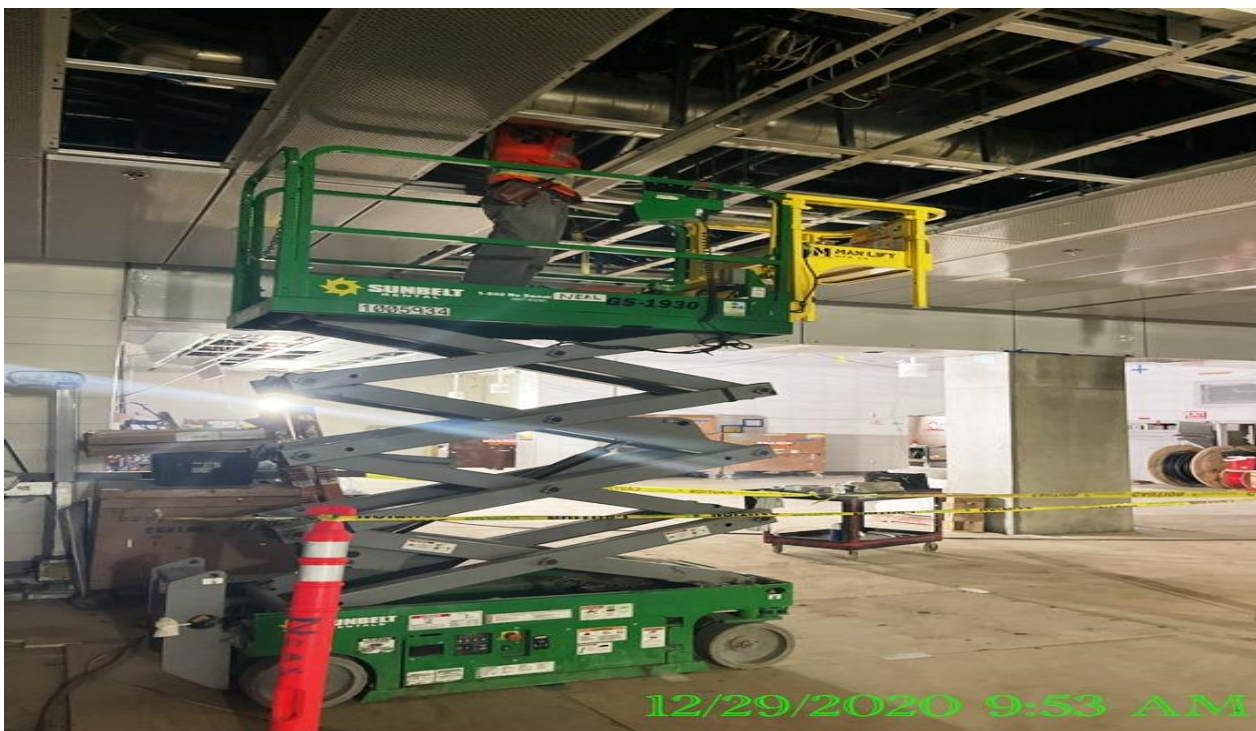


EXPO STATION – Installing ceiling panels above Escalator 3&4 at the Paid & Free Area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Installing LED light fixtures to the drop ceiling of the Paid & Free Area.

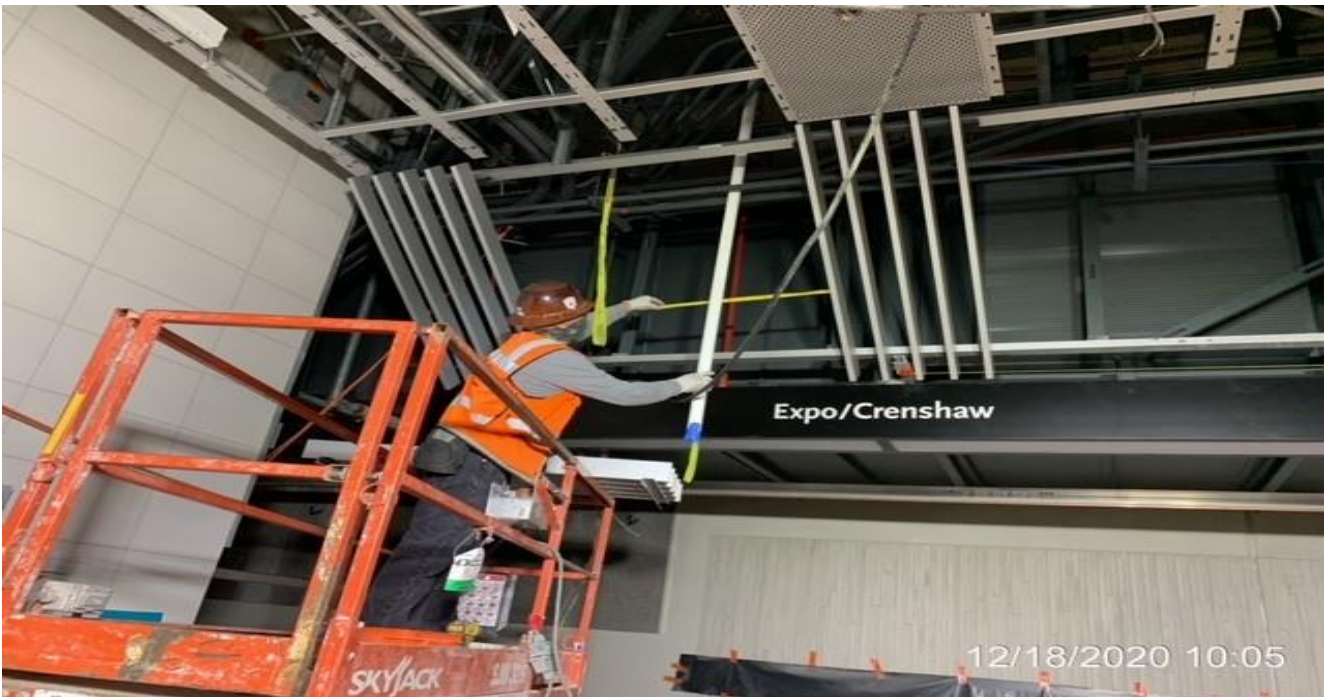


EXPO STATION – Continue installing LED light fixtures to the drop ceiling of the Paid & Free Area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Continue installing LED light fixtures to the drop ceiling of the Paid & Free Area.



EXPO STATION SITE– Installing diagonal screen panels along the north and southbound side of the platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Resume guardrail installation of Emergency Exit Stair 3 at the invert level.

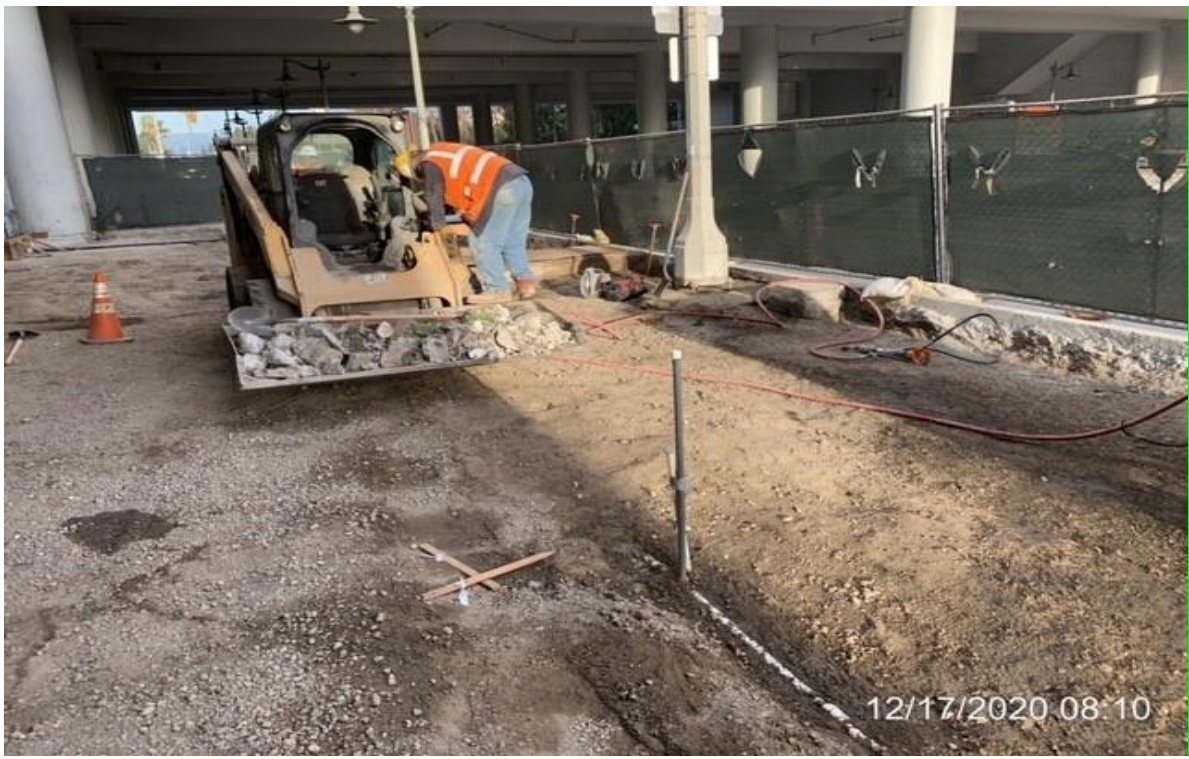


EXPO STATION – WSCC crew grading along north end of station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Premier Tile & Marble removing tile from above stair #2 and escalator #3.



EXPO STATION – WSCC crew grading along north end of station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

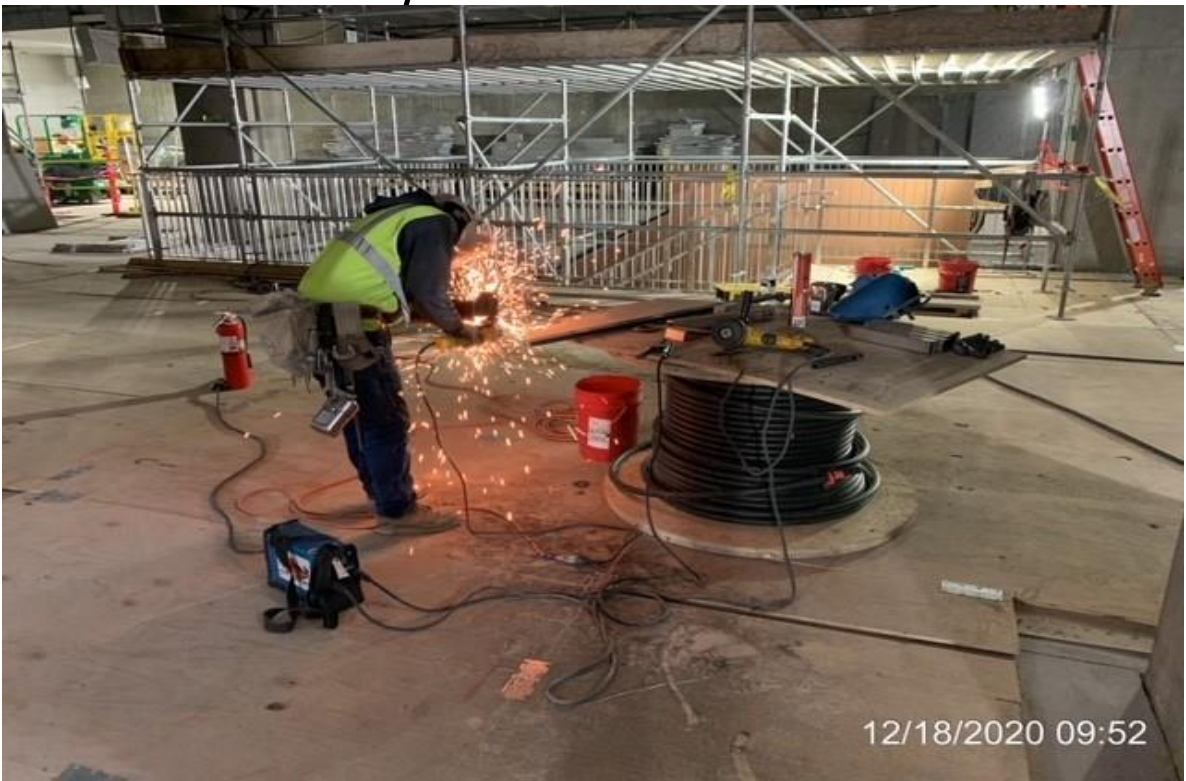


EXPO STATION – PCI installing perimeter for light cove above stair #2..

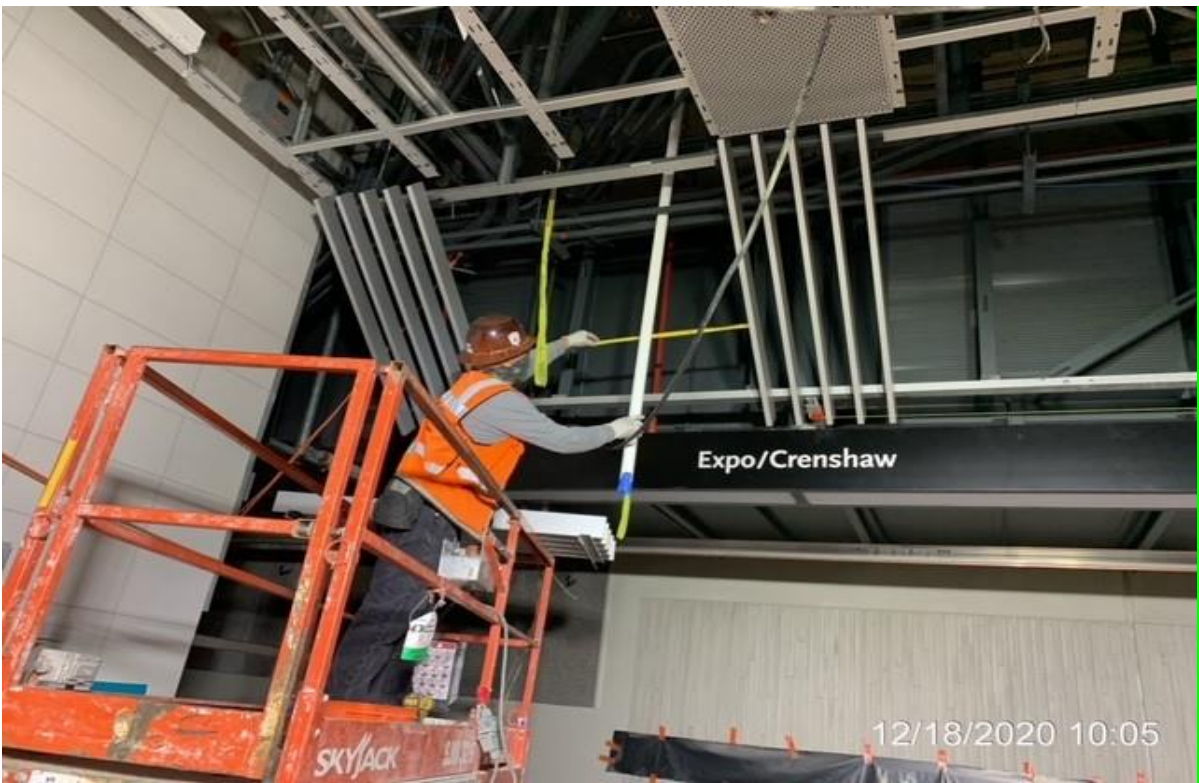


EXPO STATION – Dean Visosky installing formwork and #4 rebar for slab at sec 12 and 13.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – McMahon prepping guardrail post extender for stair #2.

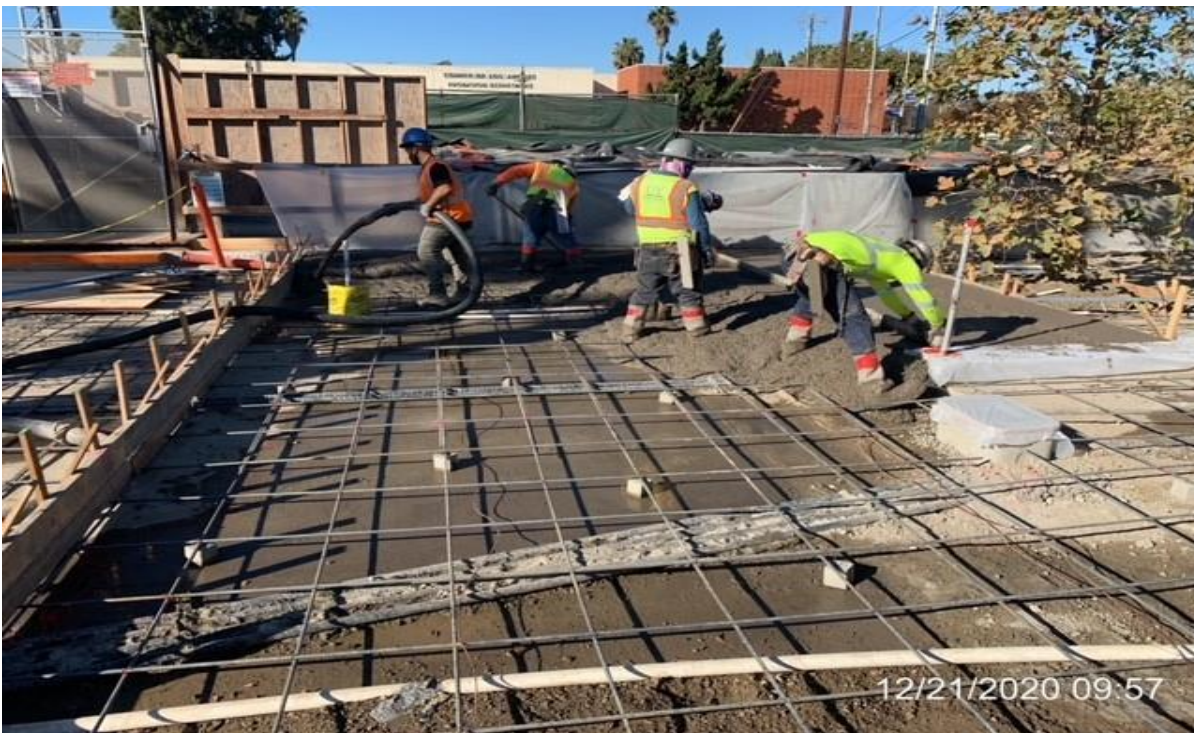


EXPO STATION – PCI installing angle “Barz” panels behind devices.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION - WSCC crew loading out demoed temp AC.



EXPO STATION – Dean Visosky placing concrete slab at section #12

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – PCI installing radius and ceiling panels in paid area



EXPO STATION – Penhall with WSCC laborers removing section of concrete slab to expose conduit.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Dean Visosky forming sec. 12 for concrete slab.

SEGMENT C:

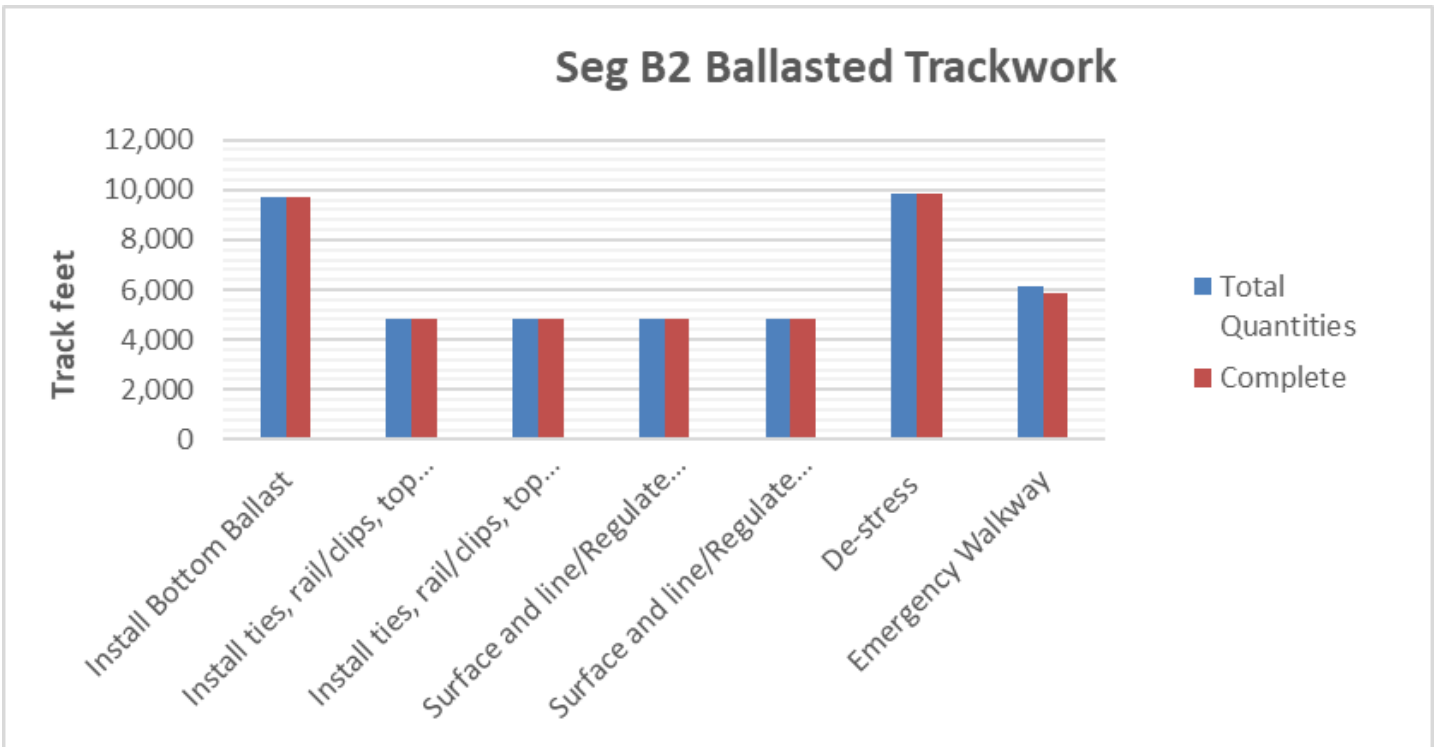
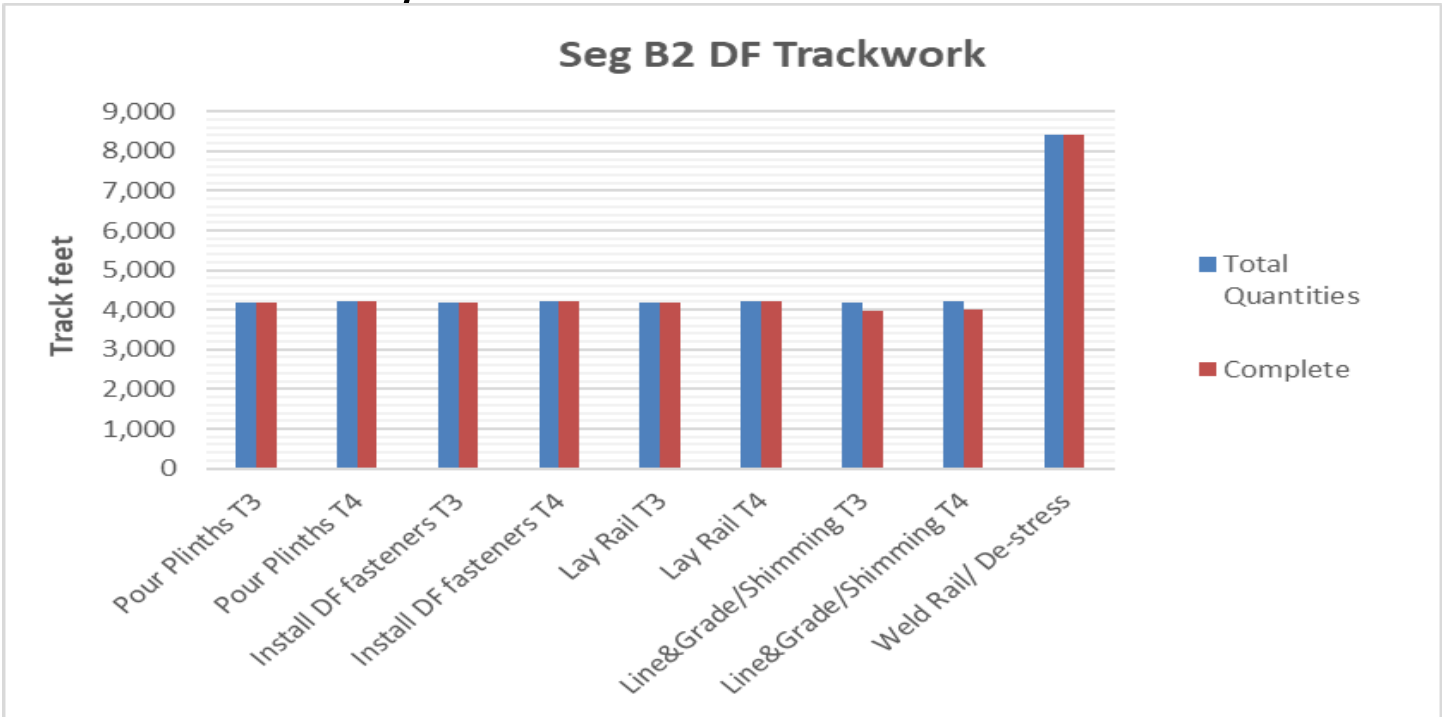
- Rework of plinth gap to invert continues throughout the Segment resetting and adjusting fasteners and sealing plinth to invert joints.
- Rework to replace damaged switch points is complete.
- Rework of VHRF fasteners is still required due to missing shims and incorrect installation.
- Rework of plinths 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.
- Installation of DX switch machine at Expo Station continues.

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)
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, Slausen)	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

