

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

March 2, 2020

## 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 **2/12/2020-03/02/2020**  
(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 Note: WSCC continues the investigation of MSE Wall #202 where track misalignment has occurred. A geotechnical report is in process of being prepared and a repair plan will be prepared by WSCC upon receipt of the final report. WSCC also continues investigating the process to repair the gap between the plinth ends and the invert slab in Segment C.**

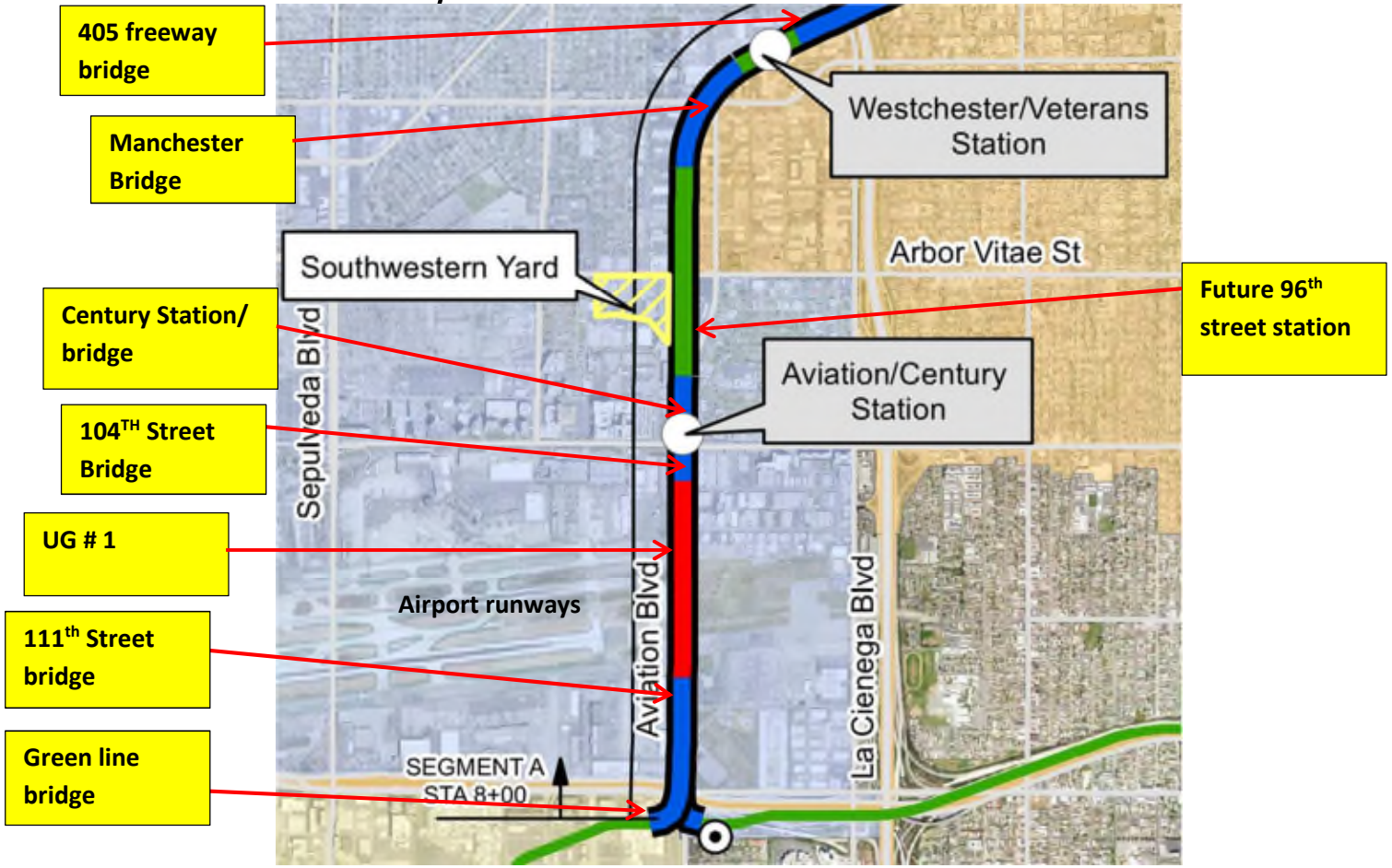
**WSCC has resumed rework of the plinths for the Movable Point Frog on the Green Line Wye and began the relocation of incorrectly placed IJs in Segment B2.**

## **GREEN LINE TIE-IN:**

- Rework is still required for guard rail which had been installed with not-per-plan OTM
- Rework is still required for several temporary Insulated Joints (IJs) from the Green Line Tie-in across the Imperial Bridge to Segment A Guideway STATION 13+00
- Rework is still required for the inserts for the Movable Point Frog STA 13+99
- Rework resumes for the plinths for the Movable Point Frog on the Green Line Wye STA 13+99

## Segment A

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Florence/Hindry – Saw cutting expansion joints and buffing the topping slab at the NB Hindry Station platform.



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Florence/Hindry – Housekeeping at the Hindry Station.



Florence/Hindry – Metal stud installation on the NB Hindry Station platform TVM



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Florence/Hindry – Metal stud framing at the Hindry Station.



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Manchester Bridge – Sidewalk subgrade grading at Manchester.



Manchester Bridge – Sidewalk subgrade grading on Manchester.



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Manchester Bridge – Cutting sidewalk subgrade on Manchester.



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Manchester Bridge – Forming the TPSS #3 drive approach on Manchester.



Aviation/Century – Removal of the rain cover and wood at the Aviation Station elevators.

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Aviation/Century – Vacuum truck exposing the gas line at the SW corner of 111th street and Aviation.



Aviation/Century – Grading and excavating at the Aviation Station plaza area.



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Aviation/Century – Fire line excavation at the Aviation Station.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Aviation/Century – Saw cutting for the demo of the curb & gutter on Aviation & Century.



Aviation/Century – Curb & gutter demo on Aviation & Century.

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Aviation/Century – Subgrade compaction for the curb & gutter on Aviation & Century.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Aviation/Century – Signal conduit installation on Aviation at 111th.



Aviation/Century – Integrity is building rebar cages at the Aviation Station.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Aviation/Century – Curb and gutter grading at 111th and Aviation.



Aviation/Century – Sidewalk subgrade grading at Aviation and Manchester.

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Aviation/Century – Signal conduit installation at 111th and Aviation.

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



**Aviation/Century** – Demo of the median island bull nose at the west quadrant of the Century and Aviation intersection.



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Aviation/Century – WSCC using E-hammer to chip out inserts holes on Century, Aviation bridge SB #3 track STA 66+09

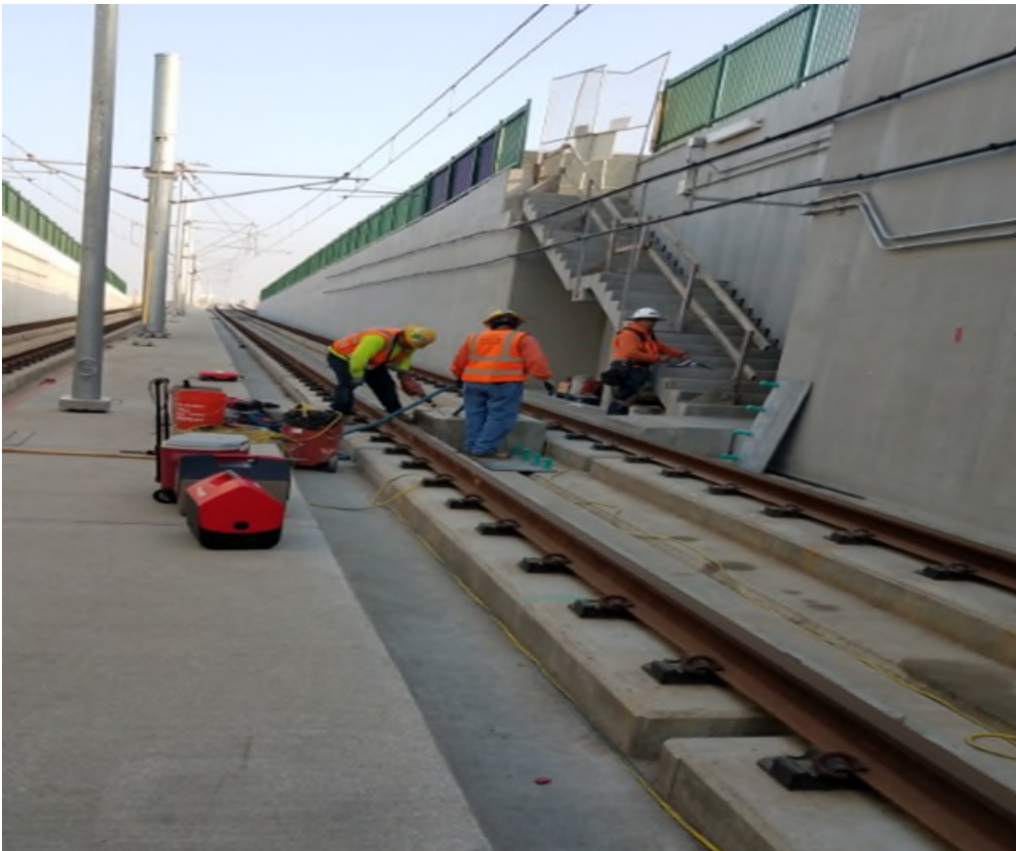


# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

UG - 1 – Crimping wire mesh fence panels near RW #140. Facing west.



UG - 1 – Saw cutting the existing curb & gutter for demo at UG-1. Facing south.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

UG - 1 – WSCC working on NB track in UG1 at crossing STA 56+50



UG - 1 – WSCC using E-hammer to remove inserts on crossing foundation on NB track for repair work, UG1 STA 56+50



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



111<sup>th</sup> Street – Forming the curb & gutter on 111th street. Facing west.



111<sup>th</sup> Street – Start of the concrete placement on 111th street. Facing north.

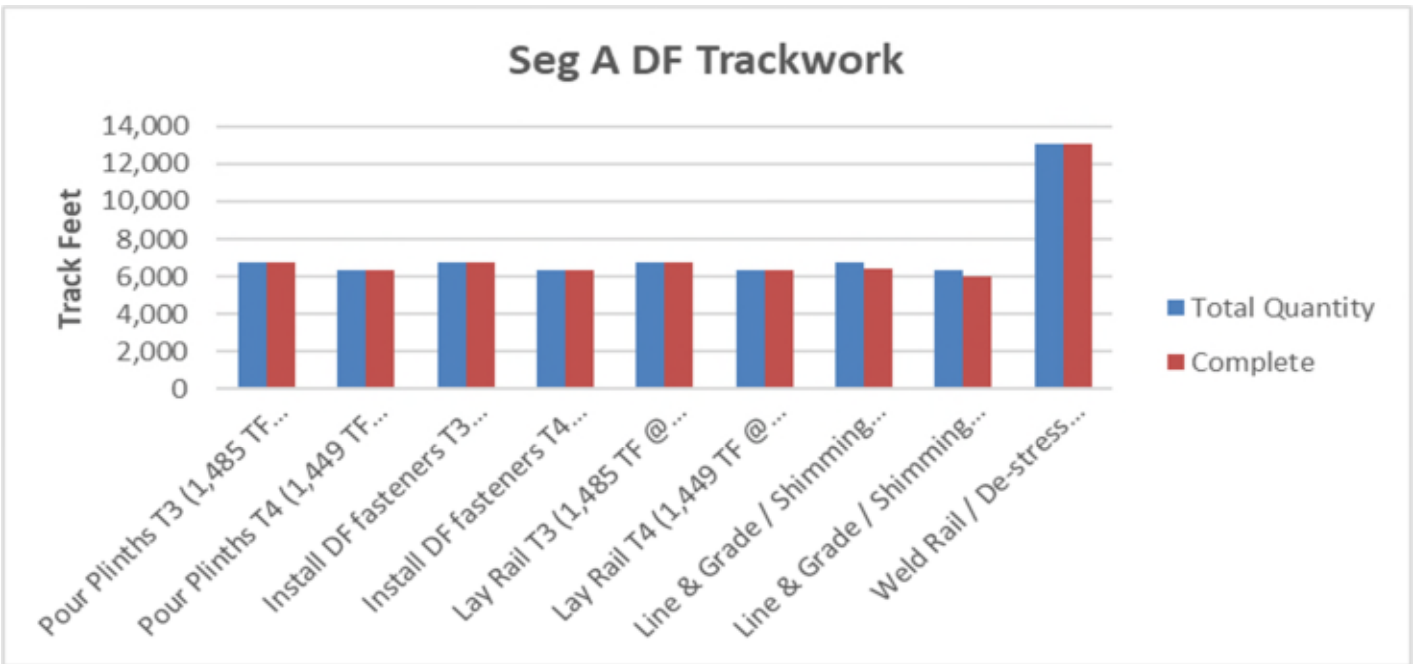
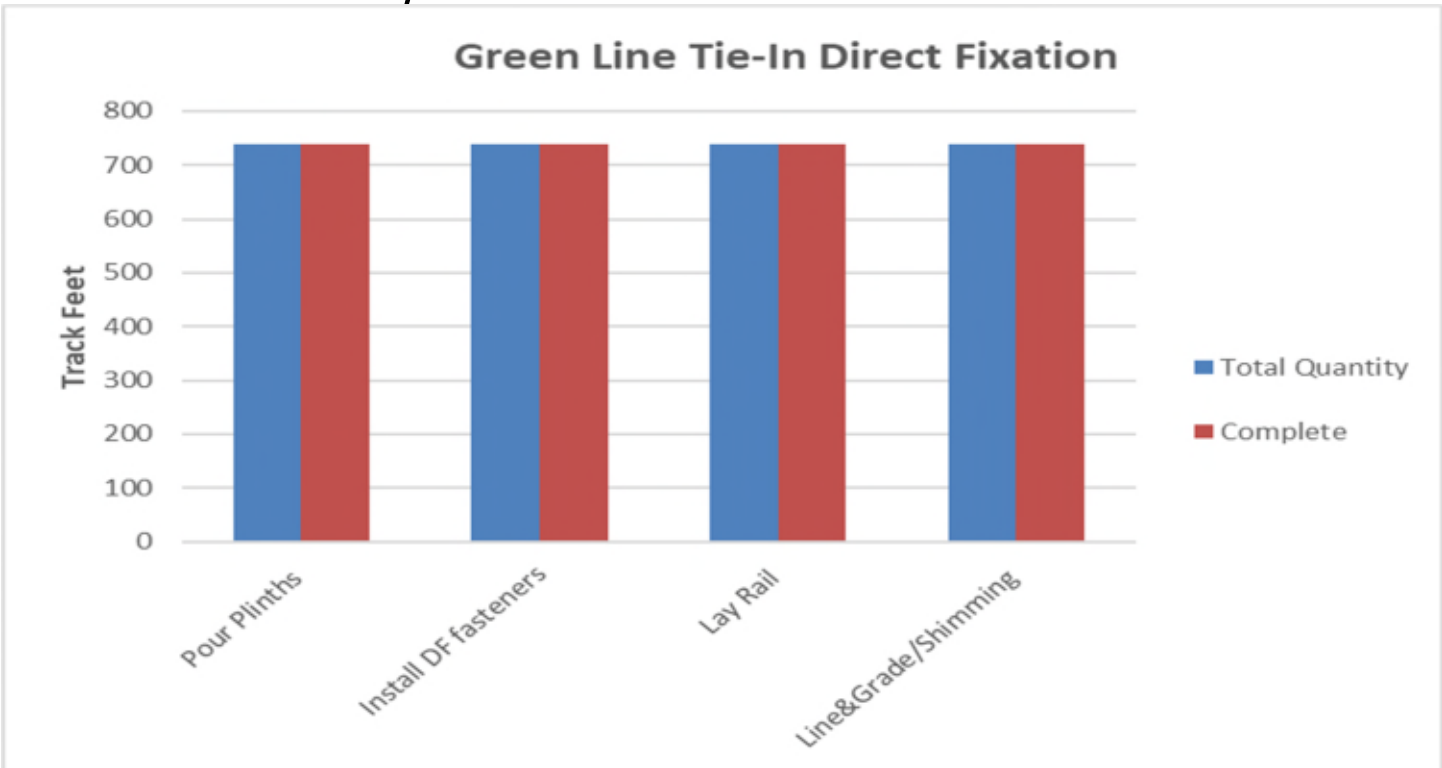
# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

## SEGMENT A:

- Rework is needed for emergency walkway insert plates due to miss-alignment
- Disturbed ballast due to systems electrical conduit relocations continues to be repaired and re-dressed

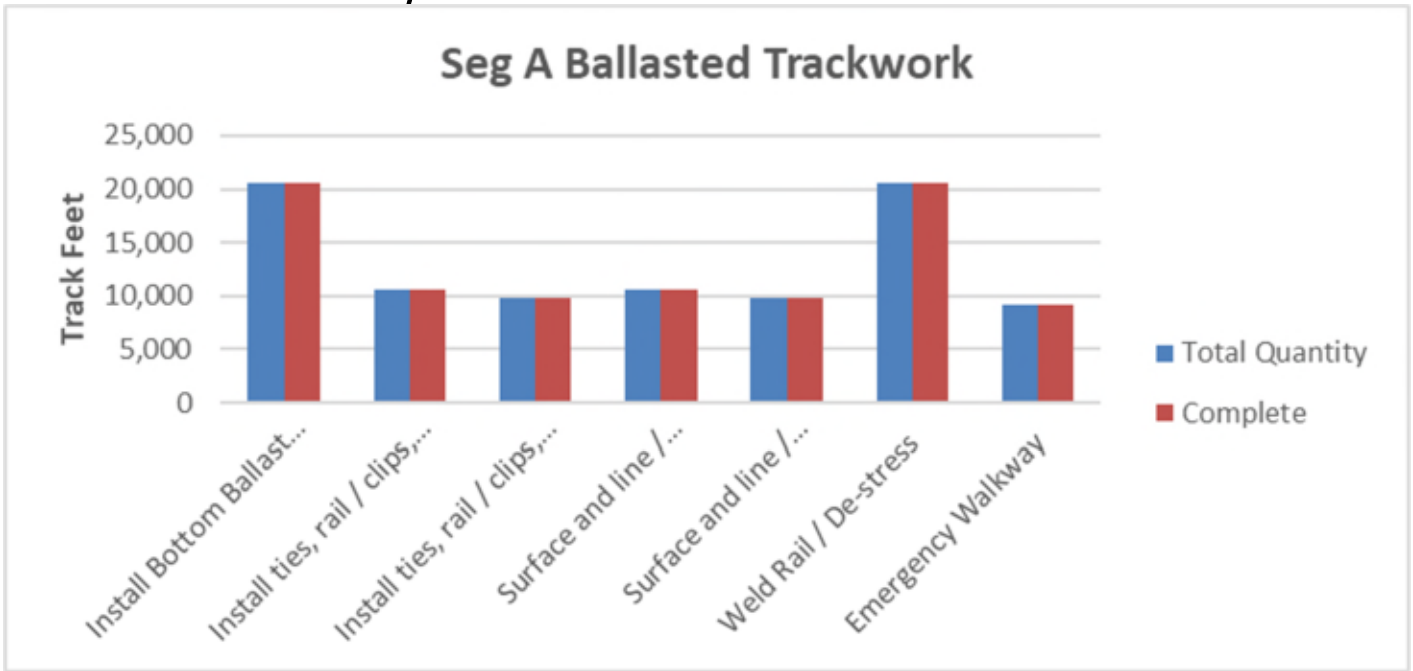
PROJECT WIDE TRACKWORK PROGRESS								
	TRACK TYPE	ACTIVITY	TRACK FEET/QUANTITY	INSTALLED TO DATE	REMAINING	ACTIVITY % PROGRESS	Potential Rework *	Punchlist ** (Complete/Incomplete)
GREENLINE TIE-IN	DIRECT FIXATION	Pour Plinths	738	738	0	100.00%		
		Install DF fasteners	738	738	0	100.00%		
		Lay Rail	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

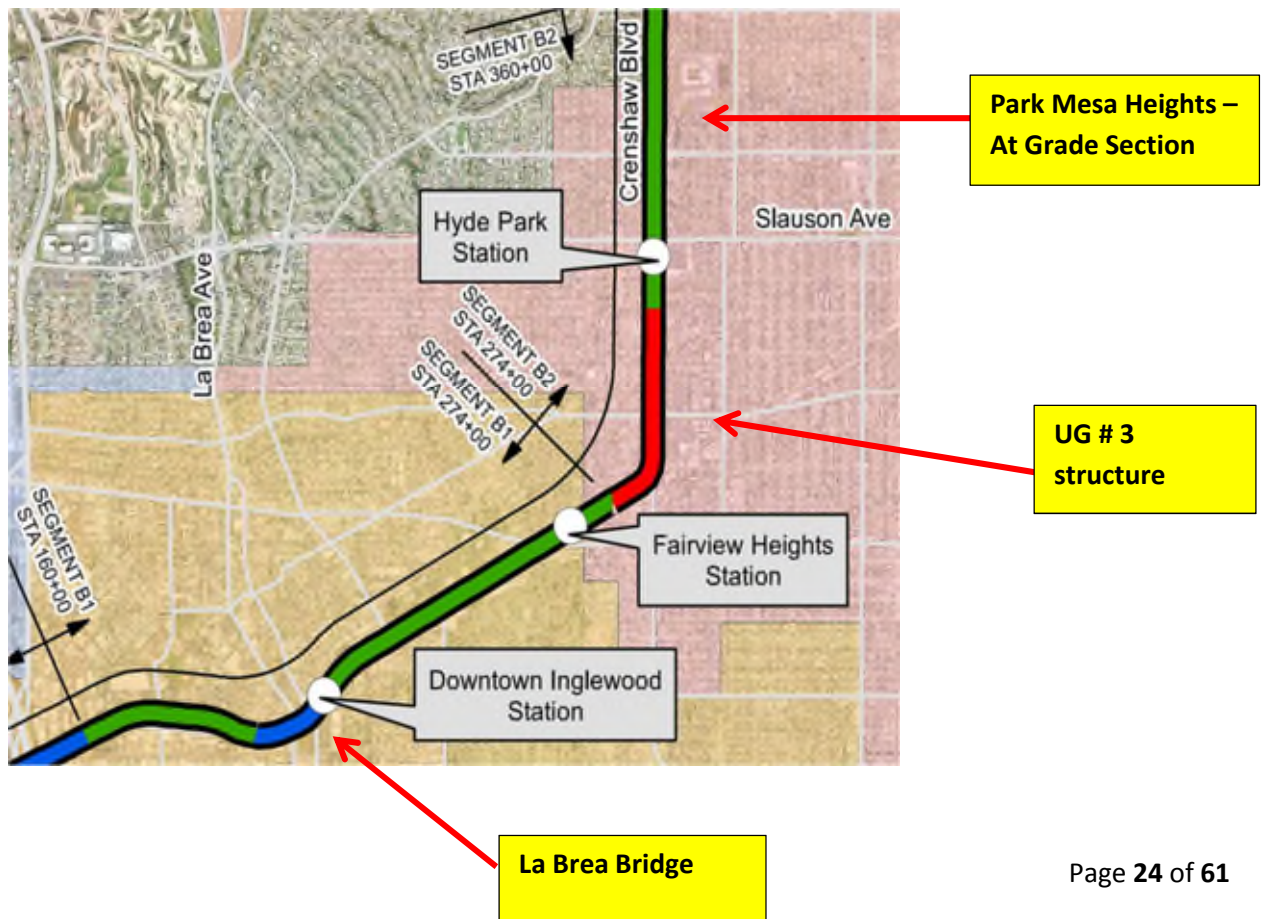




# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



## Segment B



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Centinela Ave. – STA 249+50 TK#3 SB looking north – disturbed track structure @ S461, S462.



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



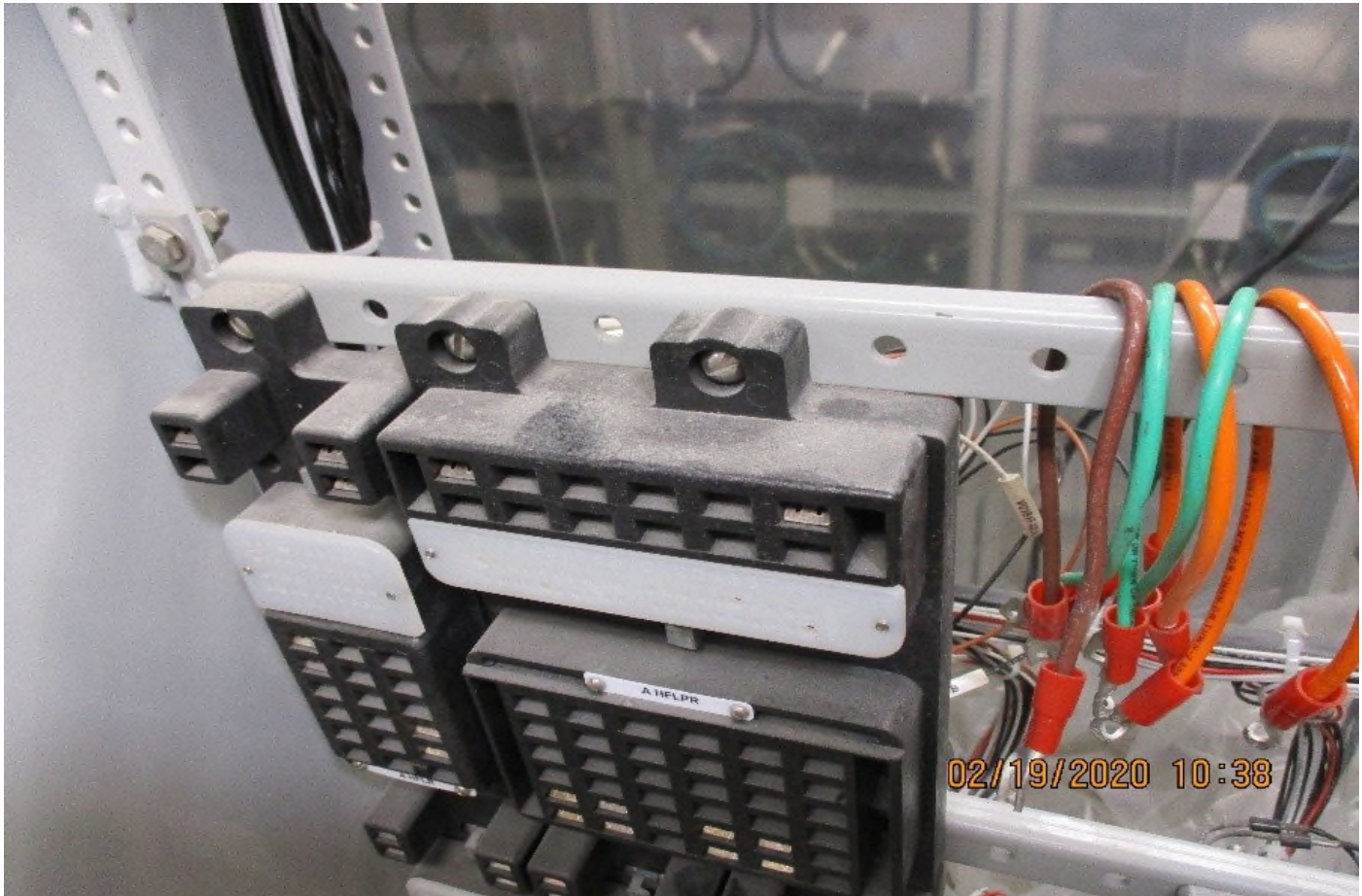
Centinela Ave. – STA 249+74 TK#4 NB looking north – MH#69 rim elevation vs. TOT, damaged cone; no track work.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Hyde Park Station – LKC Personnel Terminating the Cables for Coupling Unit 3CU320, Looking North.



Hyde Park Station – Dust Accumulated in one of the Ports for the Relays, TC&C Room, Looking South



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Florence/West – Cross gutter grading at the West Station park and ride.



Florence/West – WSCC Making fine grade for asphalt at West Sta parking lot.



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Florence/West – STA262+75\_ lookN\_ Landing pad & foundation vacuum excavation status\_ PUNCH LIST.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Florence/West – Sidewalk demo on West Street.



Florence/West – STA262+74\_ lookS\_ Gridding next to ped at gr xing\_sub-ballast migrates in track ballast\_ PUNCH LIST.



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Florence/West – WSCC Making fine grade for asphalt and SWK at West Sta park and ride.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Florence/West – WSCC Placing conc curbs and gutter at West Station Park and Ride.



Florence/West – WSCC Making fine grade for asphalt and SWK at West Sta park and ride.

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Florence/Brea – Catch basin concrete finish work at the La Brea Station.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Florence/Brea – Masonry Concepts Placing grout in block walls at La Brea bathrooms



Florence/Brea – WSCC Preparing light foundations at La Brea.

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Florence/Brea – WSCC Placing conc for light foundations at La Brea park and Ride.

## **SEGMENT B1:**

- Disturbed ballast due to systems electrical conduit relocations continues to be repaired and re-dressed
- Investigation of track mis-alignment due to settlement of MSE Wall #202L is in process

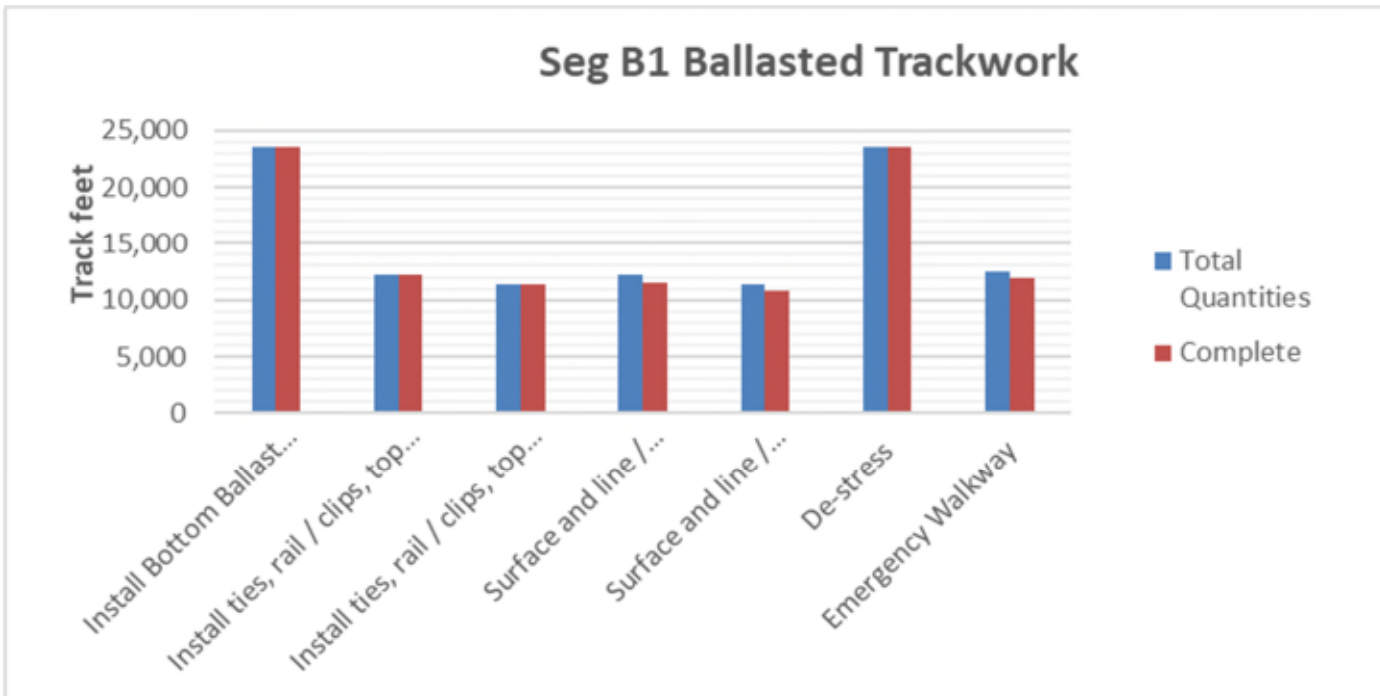
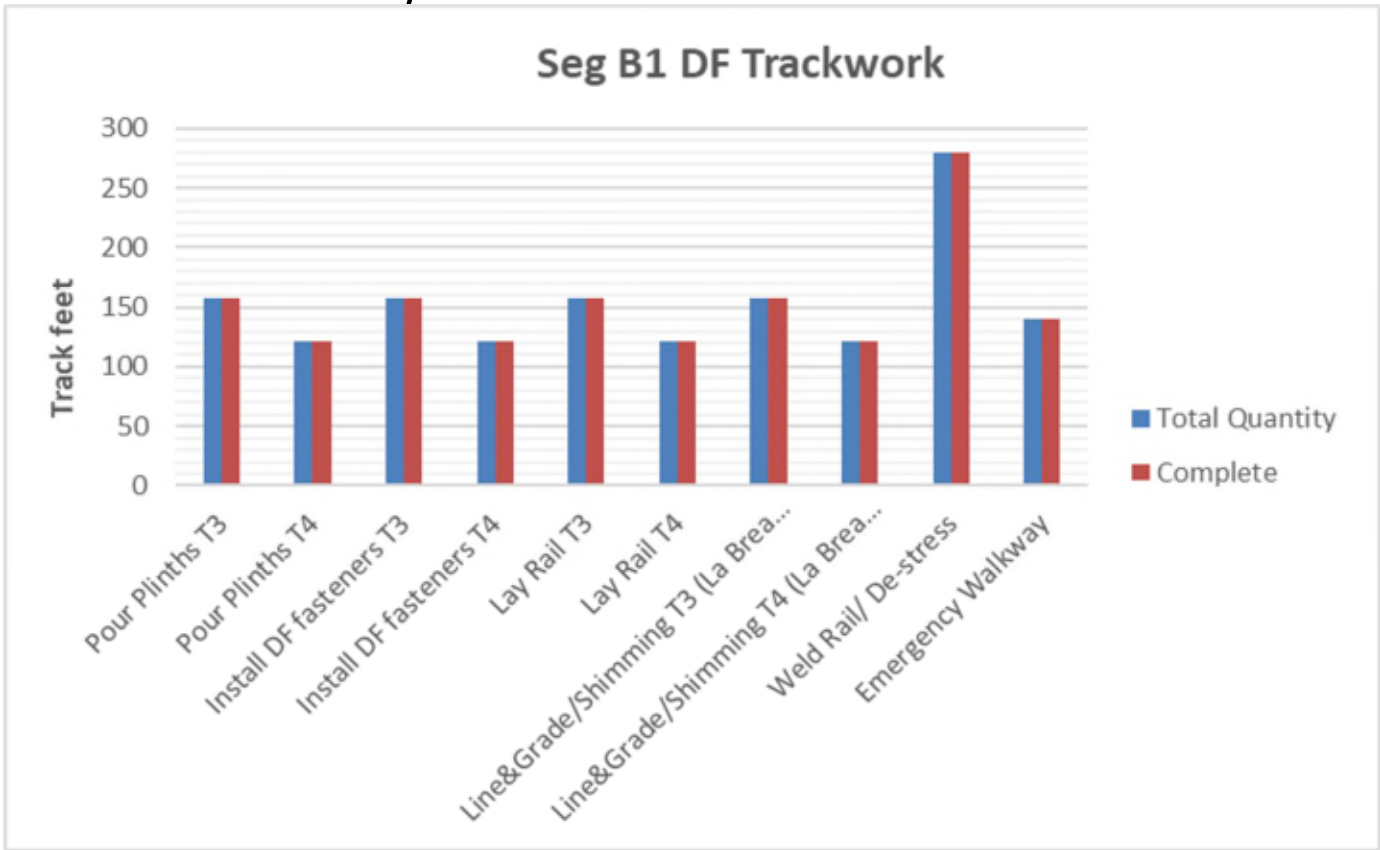


# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

## PROJECT WIDE TRACKWORK PROGRESS

	TRACK TYPE	ACTIVITY	TRACK FEET/QUANTITY	INSTALLED TO DATE	REMAINING	ACTIVITY % PROGRESS	Potential Rework *	Punchlist ** (Complete/Incomplete)
<b>SEGMENT B1</b>	<b>DF (279 TF)</b>	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					
	<b>BALLASTED TRACKWORK (23,506 TF including grade crossings and Siding track)</b>	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			
	<b>SPECIAL TRACKWORK</b>	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					
	<b>GRADE X-ING</b>	Construct Crossing (Oak/Cedar/Eucalyptus/Ivy/Centinel, 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



## SEGMENT B2:

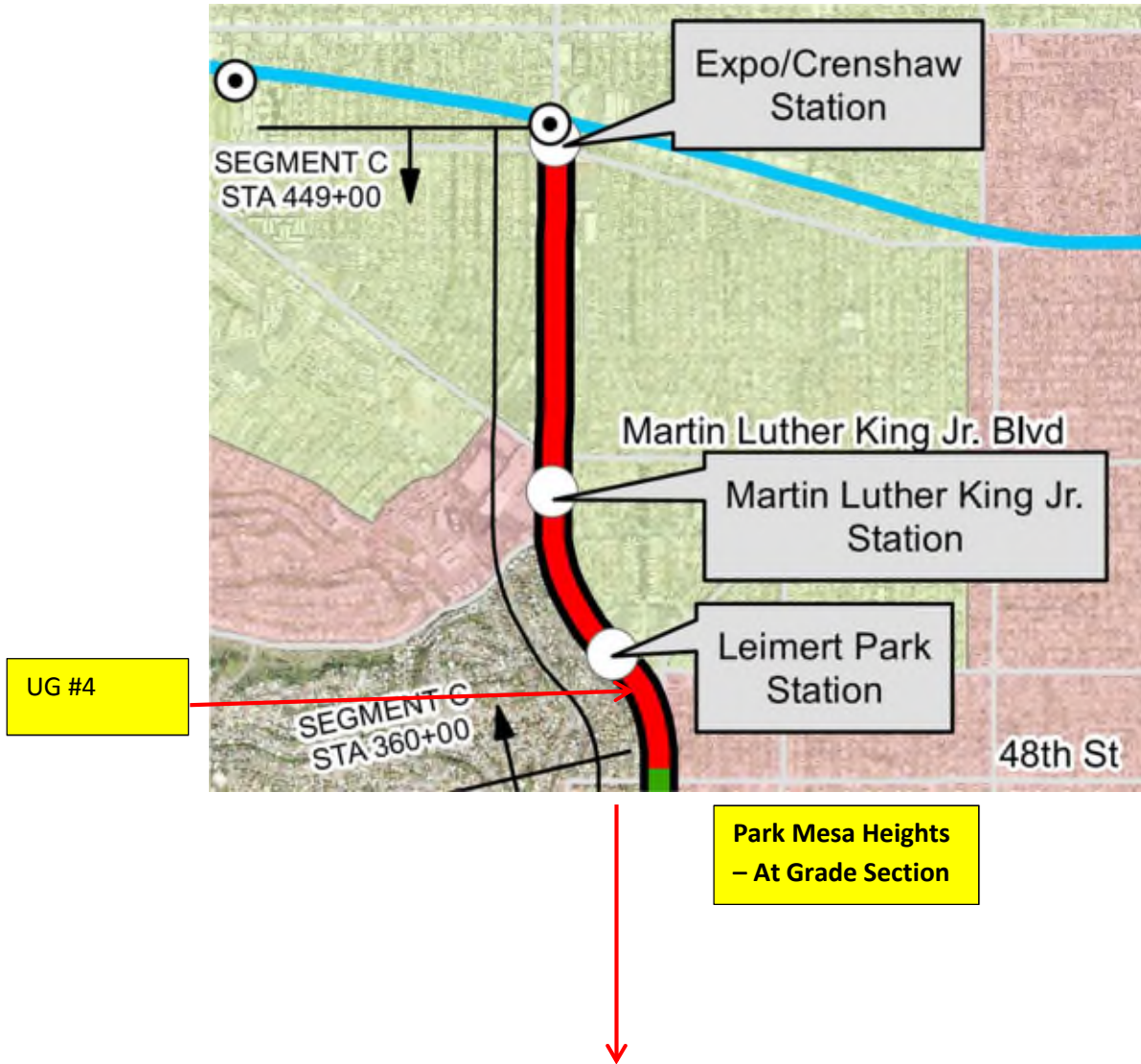
- Disturbed ballast due to systems electrical conduit relocations continues to be repaired and re-dressed



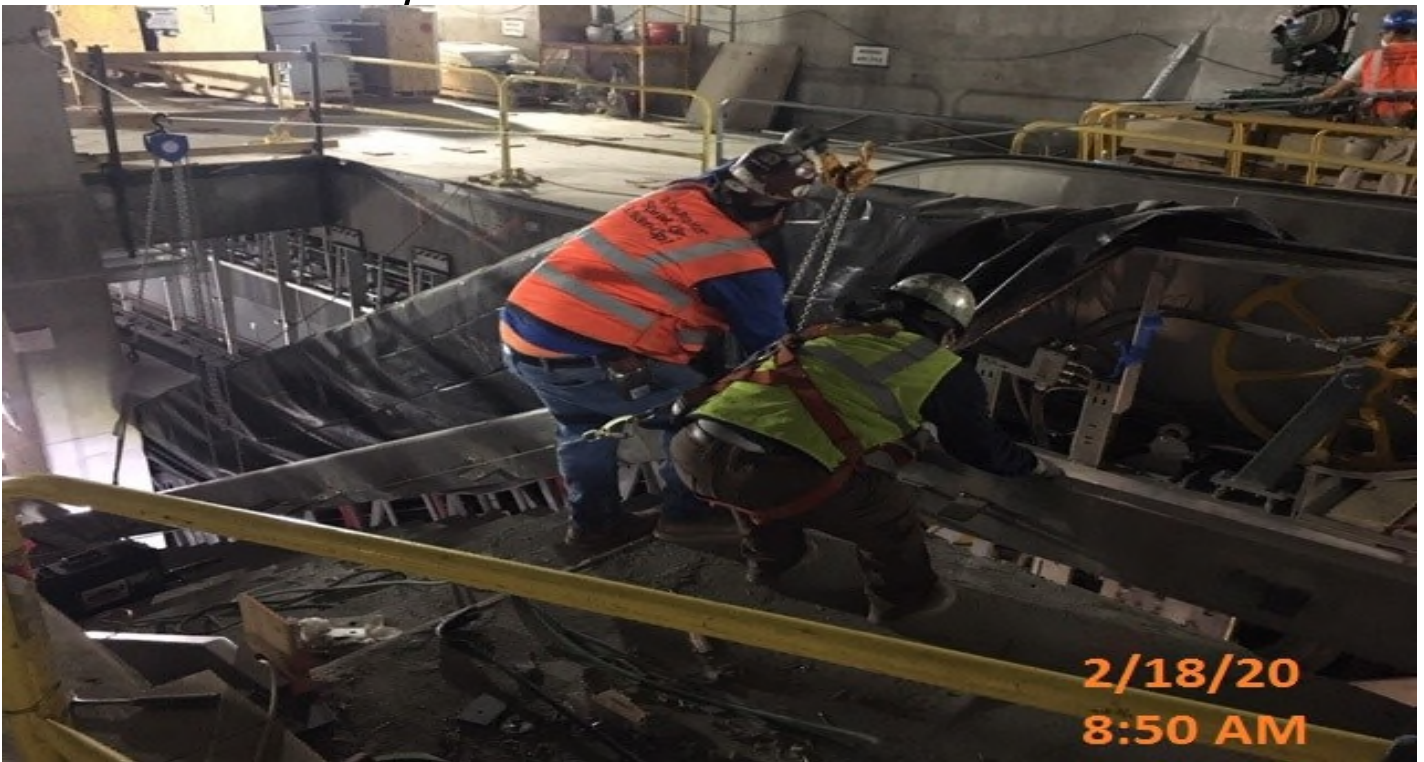
# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

- Rework begins to relocate incorrectly installed Insulated Joints (IJs) for train control on both north and south bound tracks south of 57th Street

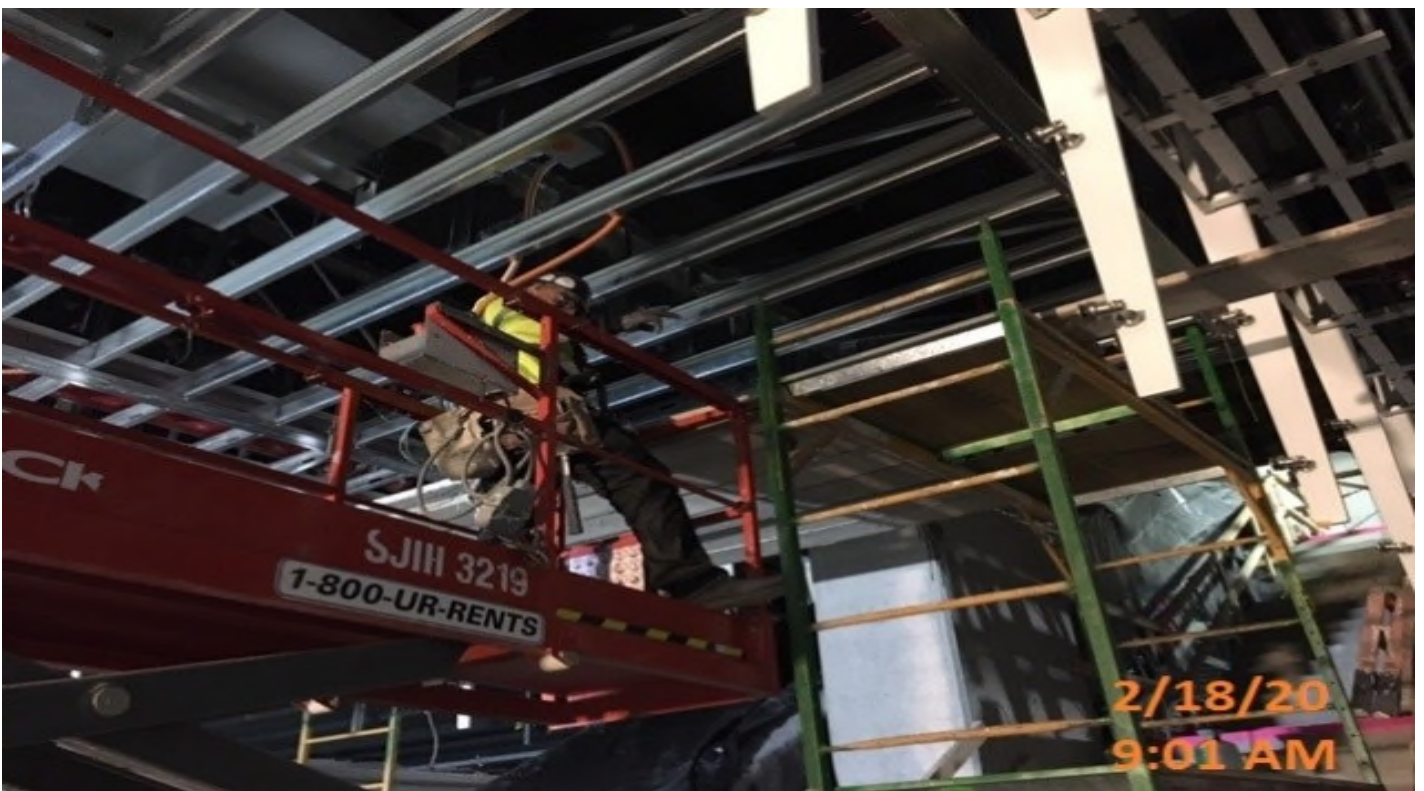
## Segment C



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Crenshaw/Expo - EXPO – McMahon installing edge plate for stair case #3.



Crenshaw/Expo - EXPO – KHS&S continue work on metal framing.



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Crenshaw/Expo - EXPO – McMahon installing divider screens.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Crenshaw/Expo - EXPO – Masonry Concepts making cuts to cinder



Crenshaw/MLK - MLK Station - Faith Electric was supporting and landing high voltage cables in PX1N.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Crenshaw/MLK - MLK – WSCC installing anchors for concrete valve pit top slab.

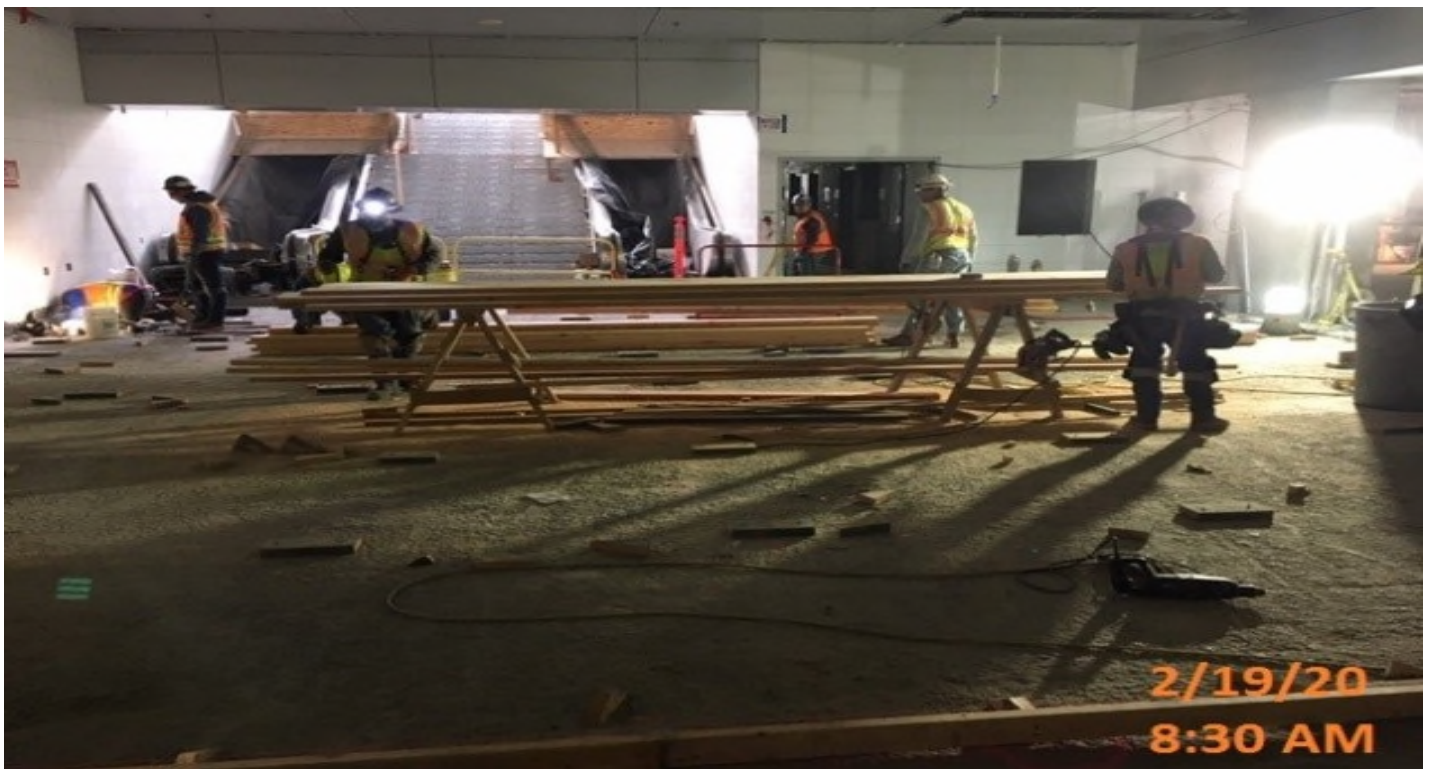


Crenshaw/MLK - MLK Emergency Fan room EVF pull box support rack kickers encroaching into path of travel means of egress.

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Crenshaw/MLK - Northbound track, Equipment load zone P101 continued installing Radiax cable support brackets.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Crenshaw/MLK - MLK – Dean Visosky at concourse building formwork.



Crenshaw/MLK - MLK – MLK – Smithcraft installing hardware and signage.

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Crenshaw/MLK - MLK Emergency Fan room EVF-7-321 Continued at pull box 2 of 2 rough in supports per non approved plan





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Crenshaw/MLK - MLK Concourse, Aux Power C132, Distribution panel VP1A-N  
Continued dressing & terminating FSD power.



Crenshaw/Vernon - Faith Electric was finishing securing and landing cables for PX2N.

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Crenshaw/Vernon - NETE was megger testing elevator disconnects.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Crenshaw/Vernon - Faith Electric was racking and securing a high voltage wall box on track #3 near the platform.



Crenshaw/Vernon - NETE was testing the disconnect switches in the TCC room.

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Crenshaw/Vernon - Faith Electric was landing high voltage cables in PX2S.



Crenshaw/Vernon - Faith Electric was cleaning surge arrestors in PX2S.



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Crenshaw/Vernon - Vernon – Giroux Glass aligning canopy glass.



Crenshaw/Vernon - Tunnel vent plenum (S) 2 C106, begin pulling strobes (1) pair #14) to Equipment access (S) C107 devices.



# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



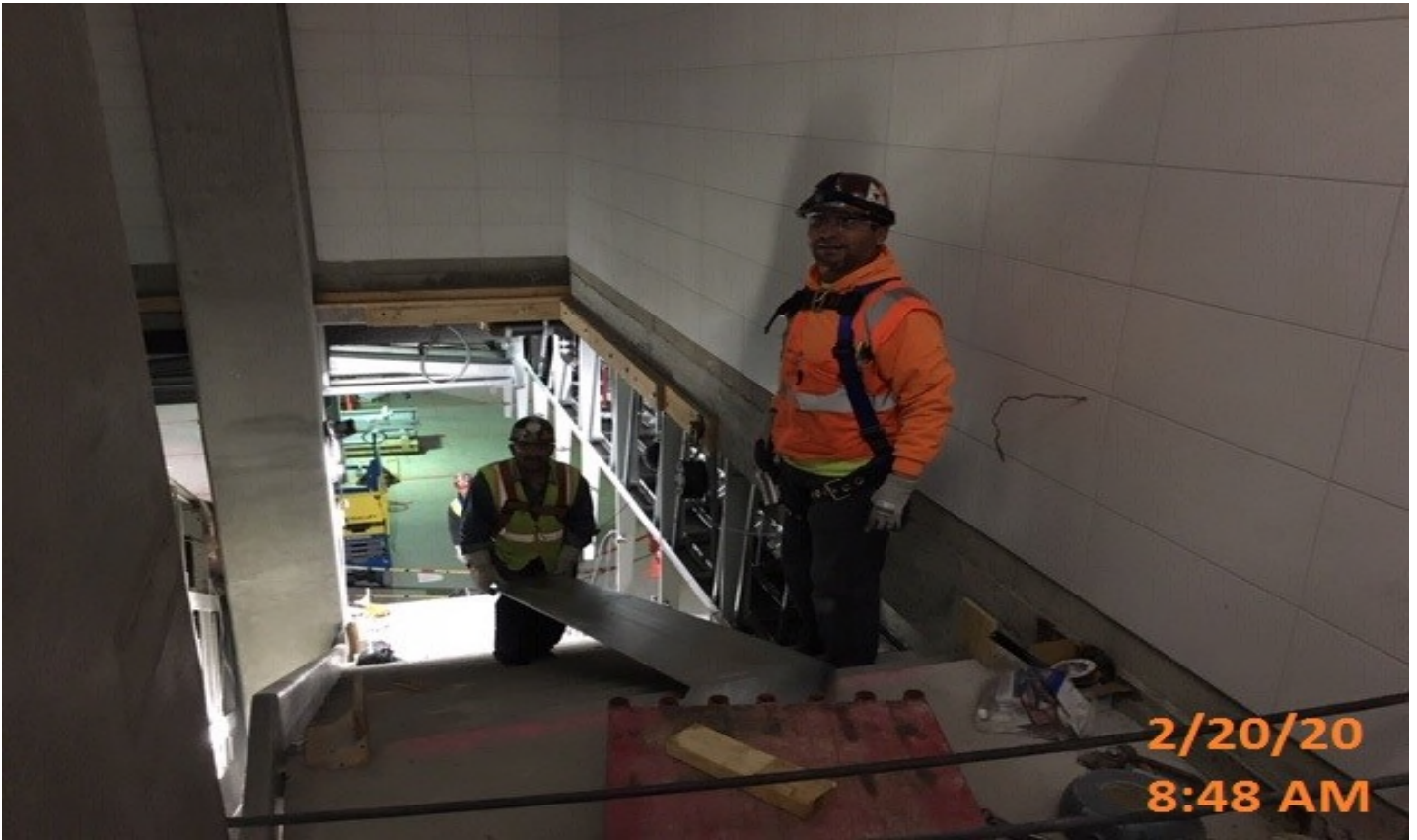
Crenshaw/Vernon - VERNON – Giroux Glass aligning and spacing canopy glass panels.





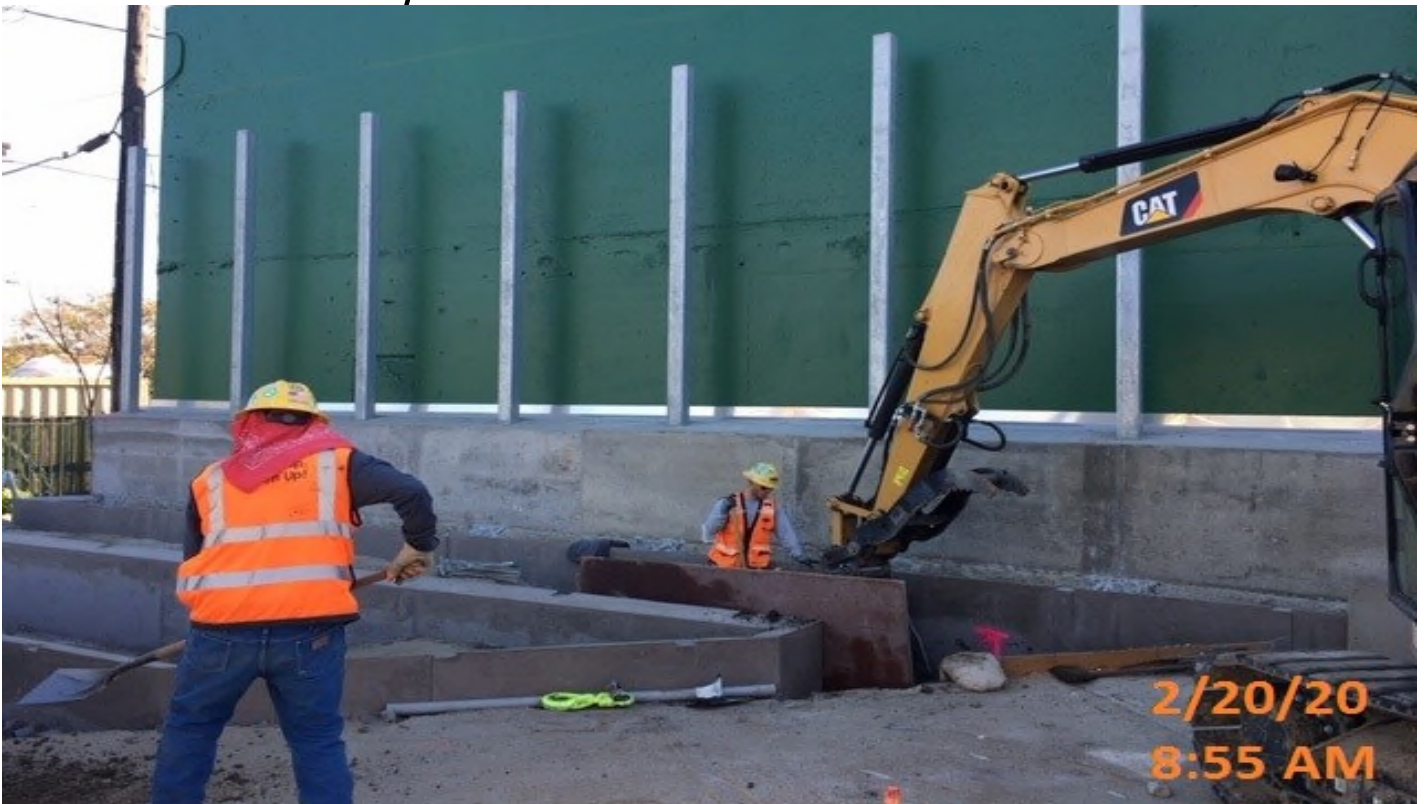
# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Crenshaw/Vernon - VERNON – Iron workers fabricating trim edge.



Crenshaw/Vernon - Vernon – McMahon installing edge plate at stairwell #3.

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Crenshaw/Vernon - Vernon – WSCC excavating ADA ramp.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

UG-4- STA365+12\_ lookE\_ LT plinth drilling\_NCR-A-111\_UG4\_48ST.



UG-4- STA365+12\_ lookE\_ Field LT plinth drilling\_ NCR-A-111\_UG4\_48ST.

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG-4- STA366+45\_ LT plinth patching\_ NCR-A-111\_UG4\_48ST.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

UG-4- STA369+62\_ lookN\_ Protecting drilled holes\_ Drilling RT plinth\_ NCR-A-111\_UG4\_48ST.



UG-4- STA366+00\_ Looking North\_ WSCC QC field meeting\_ NCR-A-111\_UG4\_48ST.

# CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG-4- STA365+12\_ Looking North\_ LT plinth dowel epoxy\_NCR-A-111\_UG4\_48ST.





# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

UG-4- STA364+25\_ Looking North\_ OTM inventory\_ UG4 south ramp\_48ST.



UG-4- STA364+25\_ Looking North\_ OTM inventory\_ UG4 south ramp\_48ST.

## **SEGMENT C:**

- Rework of VHRF fasteners is still required due to missing shims and incorrect installation
- Incomplete Double Crossovers due to parts shortage
- 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
- Investigation of a possible repair process for plinth to invert gap is started

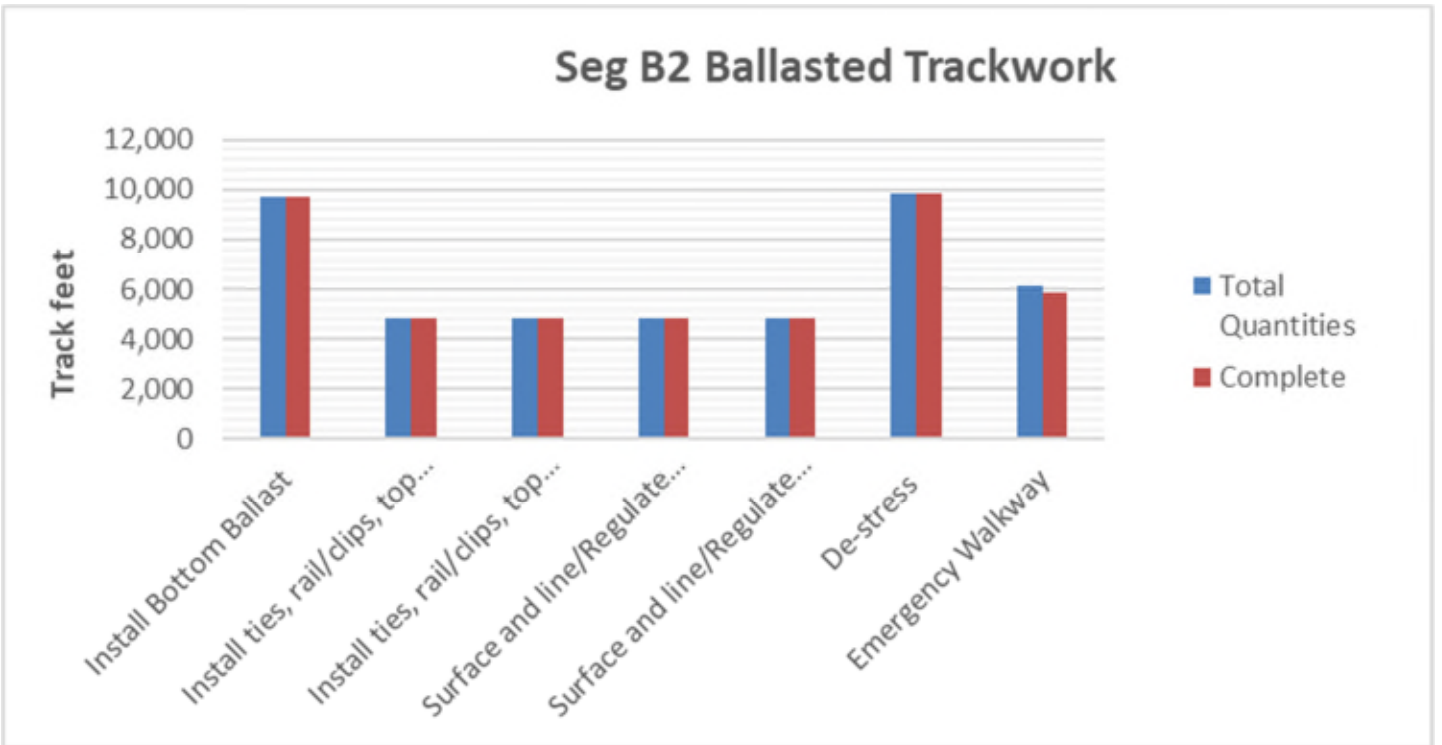
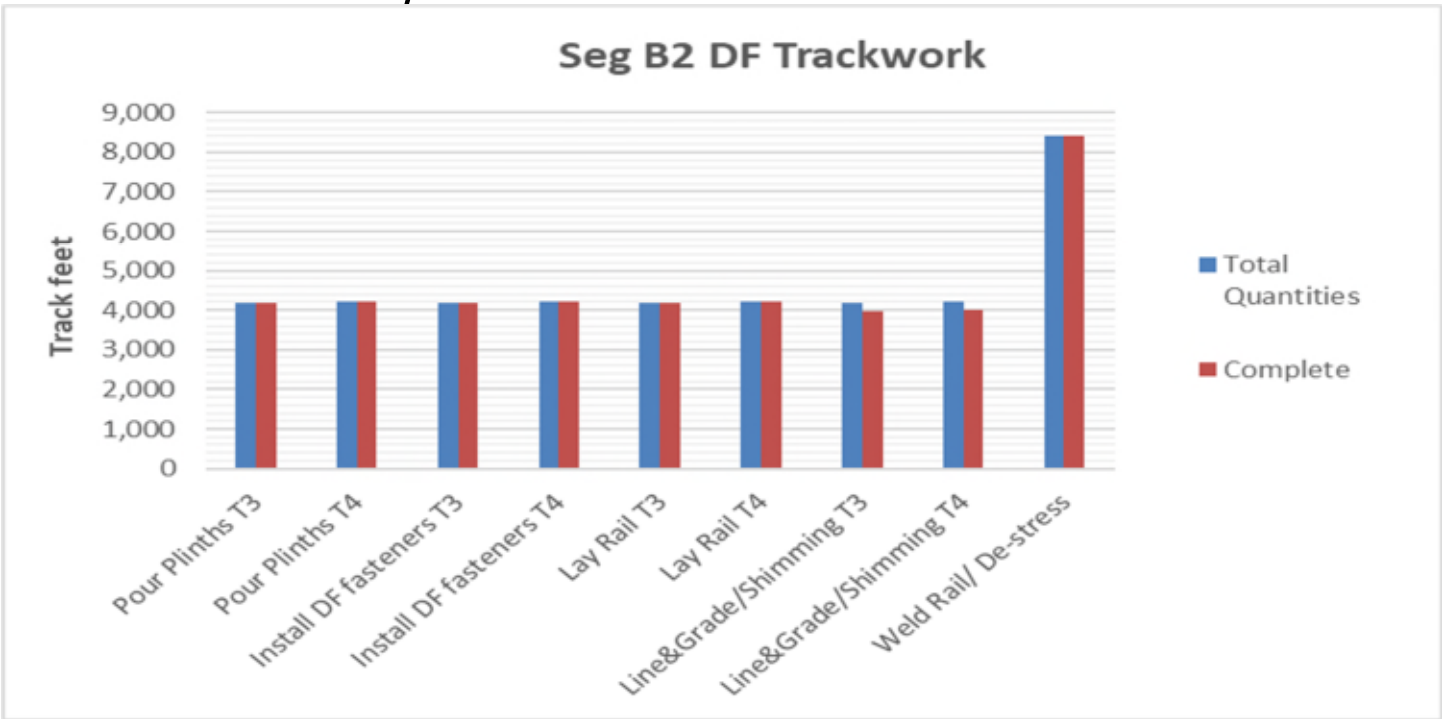
# CRENSHAW/LAX PHOTOGRAPHIC UPDATE

## PROJECT WIDE TRACKWORK PROGRESS

	TRACK TYPE	ACTIVITY	TRACK FEET/QUANTITY	INSTALLED TO DATE	REMAINING	ACTIVITY % PROGRESS	Potential Rework	Punchlist
								(Complete/Incomplete)
<b>SEGMENT B2</b>	<b>DF (8,408 TF)</b>	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					
	<b>BALLASTED TRACKWORK (9681 TF including grade crossings)</b>	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					
	<b>SPECIAL TRACKWORK</b>	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						
<b>GRADE X-ING</b>	Construct Crossing (48th, 50th, 52nd, 54th, 57th, 59th, Slauson)	7	6	1	85.71%			
<b>SEGMENT C</b>	<b>DF (16,756 TF)</b>	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				
	<b>SPECIAL TRACKWORK</b>	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							



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