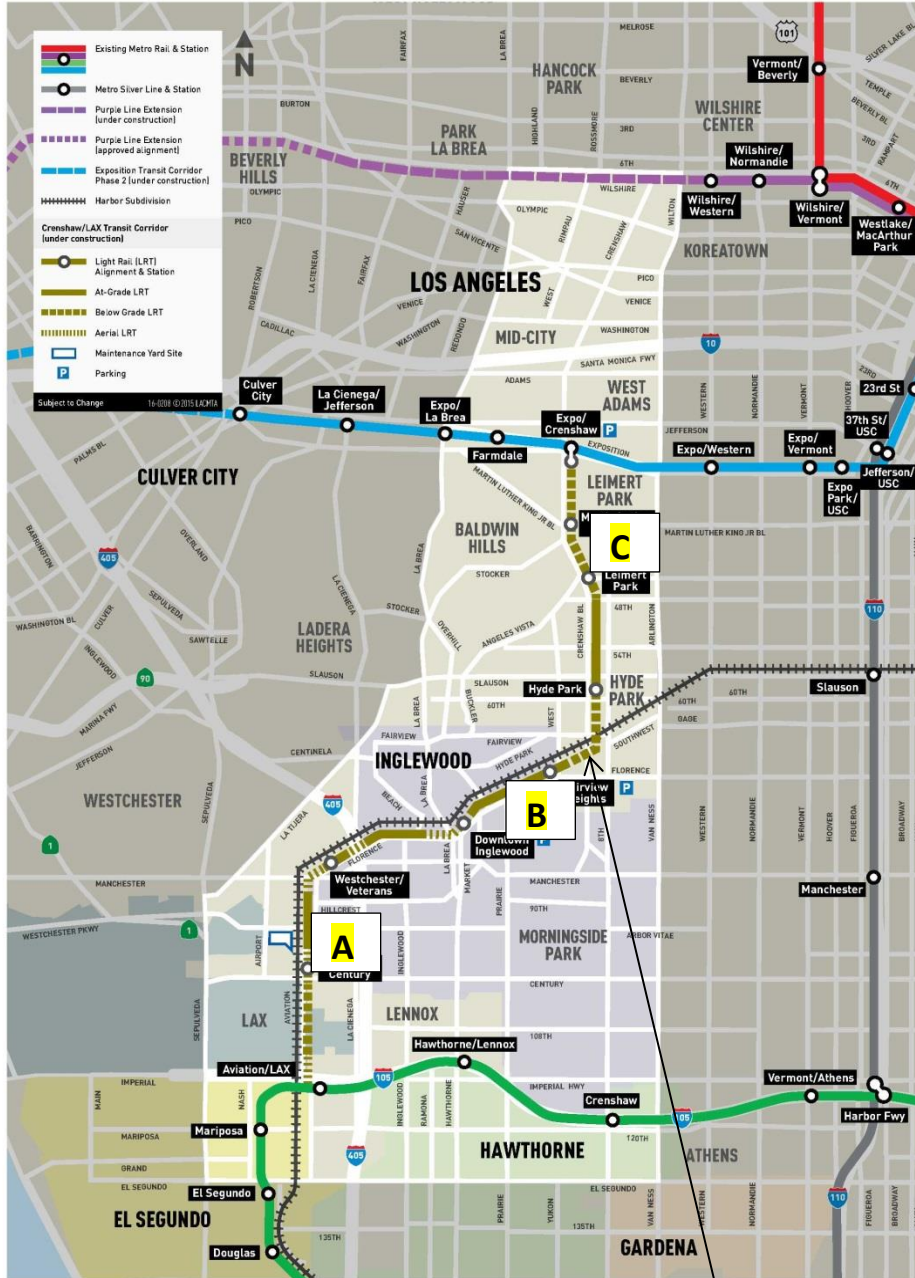


CRENSHAW/LAX PHOTOGRAPHIC UPDATE

October 15, 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 10/1 – 10/15
(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, Century Bridge, I-405 Bridge, UG3, and UG4 per NCR-A-111 B. The remaining work for this NCR is adding the joint sealant in all locations.

Jet Grouting of Wall #202 has begun for grout test samples only.

Replacement of damaged switch points continues throughout Segments B1, B2, and C.

Previous Issues unresolved:

No Unresolved issues as this time.

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:

- Testing and adjustment of the replaced damaged switch points and switch gear was completed from the Green Line Wye northward through Segment A.
- Rework of plinth gap to invert continues throughout the Segment.
- 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



Guideway- OCS pole 1014E at GL Wye Down guy wire still in place over Switch Machine for MPF 3X-ING (looking northeast)



Guideway- LKC & HCC installing & adjusting connecting rods for 10ERH XO at GL Wye (switch point repair) (looking northeast) Rework

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Guideway- OCS pole 1014E at GL Wye Down guy wire still in place over Switch Machine for MPF 3X-ING (looking northeast)



Guideway- WSCC Concrete repair crew on west leg of Wye placing concrete for plinth repair work (looking south) Rework for NCR-A 111-B case 4

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Guideway- WSCC using 5-gal. buckets to place concrete into end of plinth on NBW track
GL Wye, Rework for NCR-A 111-B case 4

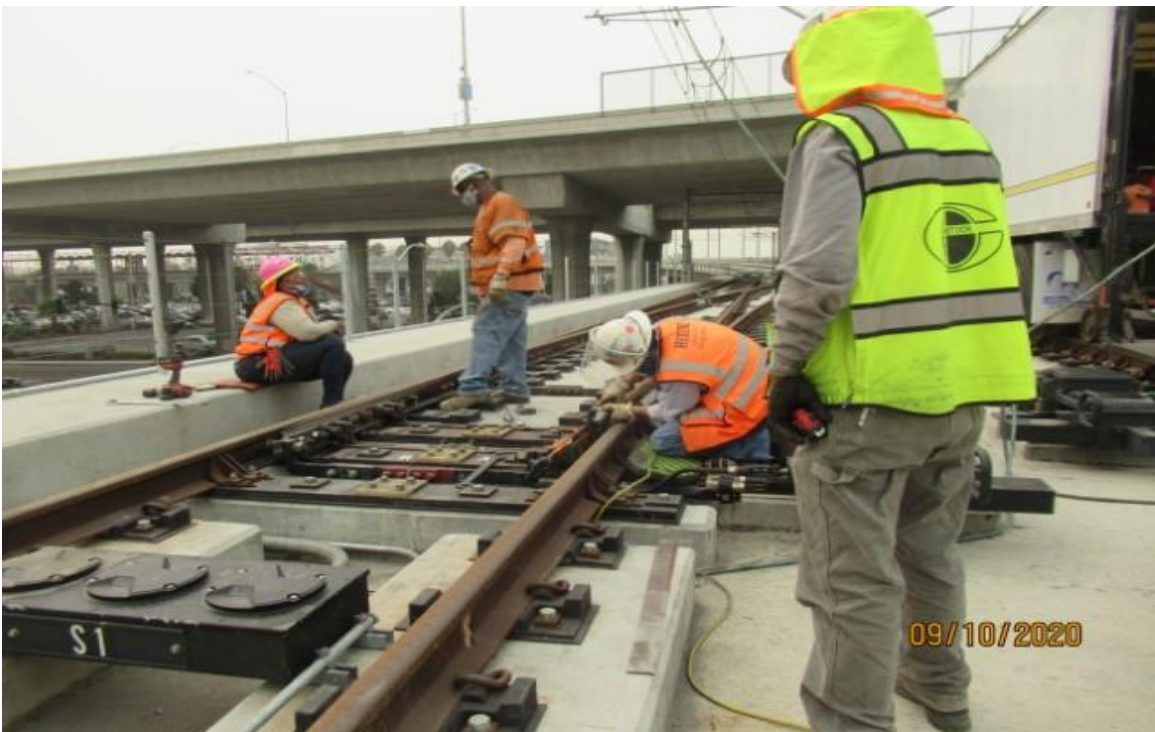


Guideway- WSCC vibrating concrete in repaired plinth on NBW at GL Wye (looking south)
Rework for NCR-A 111-B case 4

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Guideway- HCC Foreman evaluating condition of right (straight) side Switch Point on 0FRHXO NBW track POS STA 15+98 GL Wye (looking southeast) Rework for damaged Switch Point repair

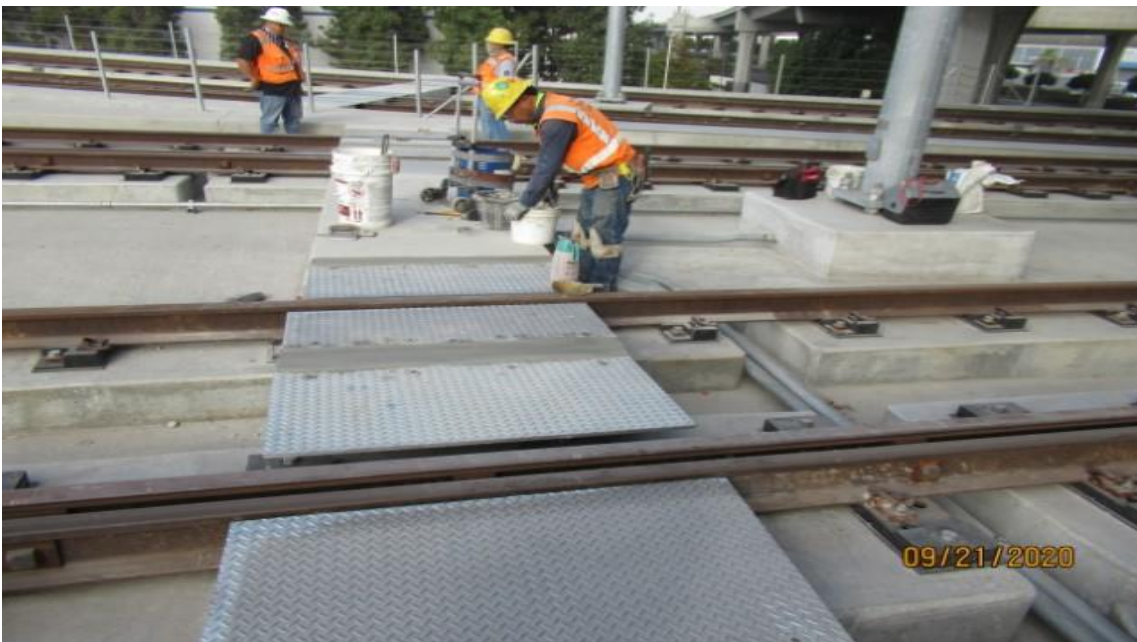


Guideway- HCC & LKC working switch points for 10FRHXO NBW track POS STA 15+98 GL Wye (looking south) Rework for damaged Switch Point repair

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Guideway- WSCC on SBW track at GL Wye left side plinth core drilling concrete sample for re-testing break strength (looking west) Rework



Guideway- WSCC at GL Wye placing grout on Emergency Walkway foundations, east leg of Wye NB & SB tracks STA 12+66 (looking west) Rework

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG1- Drainage swale grading at UG-1.

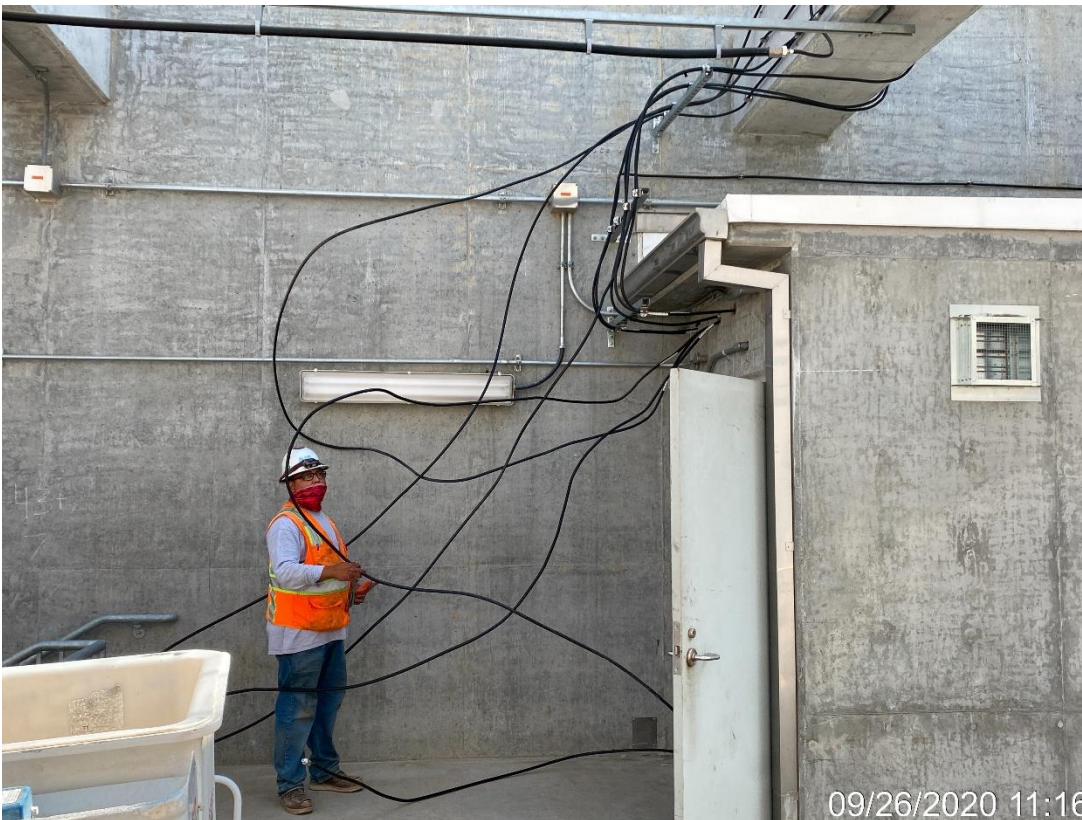


UG1- Crub and gutter removal on Aviation at UG-1.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG1- Curb and gutter removal at UG-1.



UG1- AJK working at UG-1 to adjust Radiax supports.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG1- Drainage swale grading at UG-1.



UG1- WSCC carpenter adjusting concrete foundation forms for Emergency Walkway Crossings at UG1 NB track STA 56+50 Rework

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY - Parking area North of TVM's Century Aviation Station.



AVIATION/CENTURY- STA 70+11 TK#4/NB looking west – 10K1LHXO switch point manganese insert adjustment (Century)

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- STA 70+11 TK#4/NB looking south – 10K1LHXO switch point manganese insert adjustment (Century)



AVIATION/CENTURY- STA 73+95 TK#3/SB looking west – 10K2LHXO switch point manganese insert adjustment (Century)

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Trying to trench through slurry backfill for traffic signal conduit at the NWC corner of Aviation and Century.



AVIATION/CENTURY- Century/Aviation Bridge 10K2LHXO SB track POS STA 73+96 Metro Operations & LKC personal on site for Switch Point ¼" Obstruction (looking south)

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Century/Aviation Bridge NB track STA 66+28 WSCC repair work on Emergency Walkway Crossing plates (looking north)



AVIATION/CENTURY- WSCC setting grout forms on Emergency Walkway Crossing foundations NB track Century/Aviation Bridge STA 74+65

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Traffic signal conduit work at the intersection of Aviation and Century.



AVIATION/CENTURY- Daylighting obstructions for the traffic signal conduit on the NW corner of Aviation and Century.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



104th street- Standing a traffic signal pole at 104th street.



104th street- Excavating for the traffic signal pole at 104th street.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



104th street- Cold planning the existing AC at 104th street.



104th street- Start of the placement of the rebar for the protection slab at 104th street.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



104th street- Vacuum truck excavating for a traffic signal pole at Aviation and 104th.

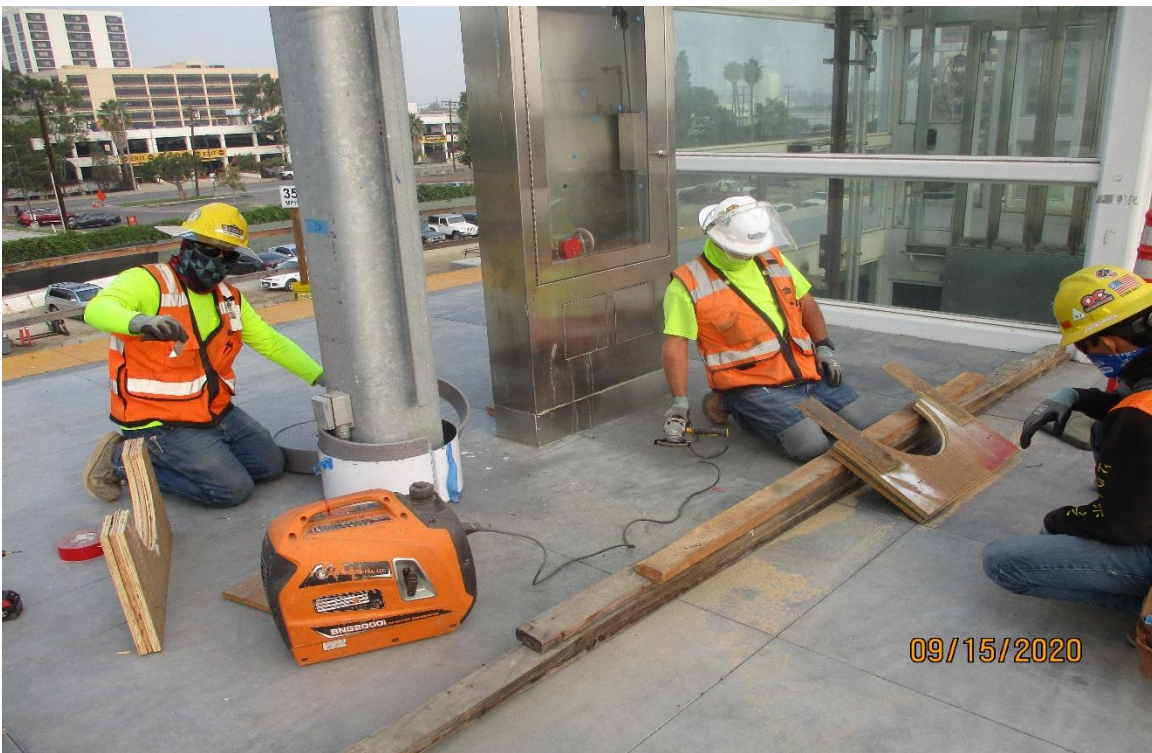


104th street- Abandoned pipe line that conflicts with the traffic signal conduit on the NW corner of Aviation and Century.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



104th street- Stainless steel cladding being installed at the Aviation Station platform columns.



104th street- Building forms for the column bases at the Aviation Station platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



104th street- Placing concrete for the IFF pad at the Aviation Station.



104th street- Obstruction found during traffic signal conduit installation at the NW corner of Aviation and Century

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



104th street- Crack repair at the Aviation Station ticket kiosk slab.



104th street- Erecting the Grand Pylon sign at the Aviation Station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Arbor Vitae- WSCC preparing grade crossing panels to be removed at Arbor Vitae for damaged rail replacement (looking northeast) Rework RFI-01499



Arbor Vitae- HCC using Speed Swing to remove grade crossing panels at Arbor Vitae for damaged rail replacement (looking north) Rework

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Arbor Vitae- LKC removing system loop O-bonds inside Arbor Vitae grade crossing SB track between STA 93+77 & 94+33 (looking south) Rework RFI-01499

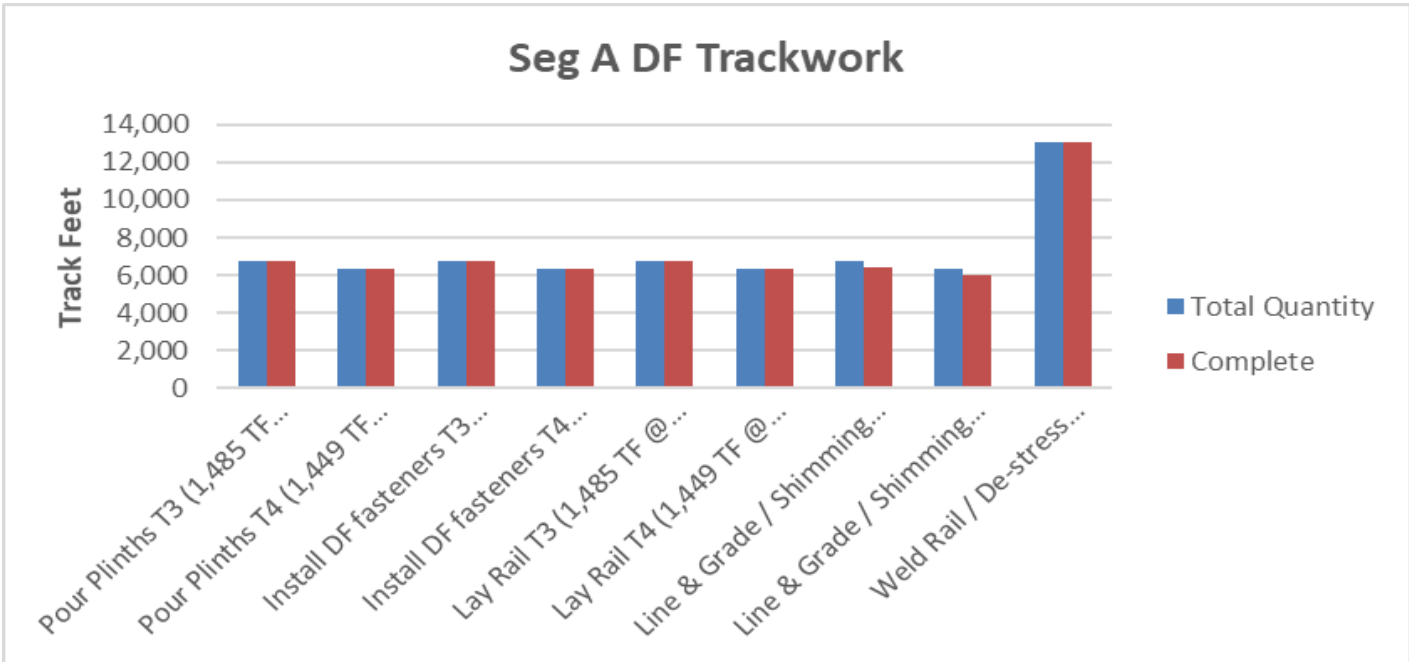
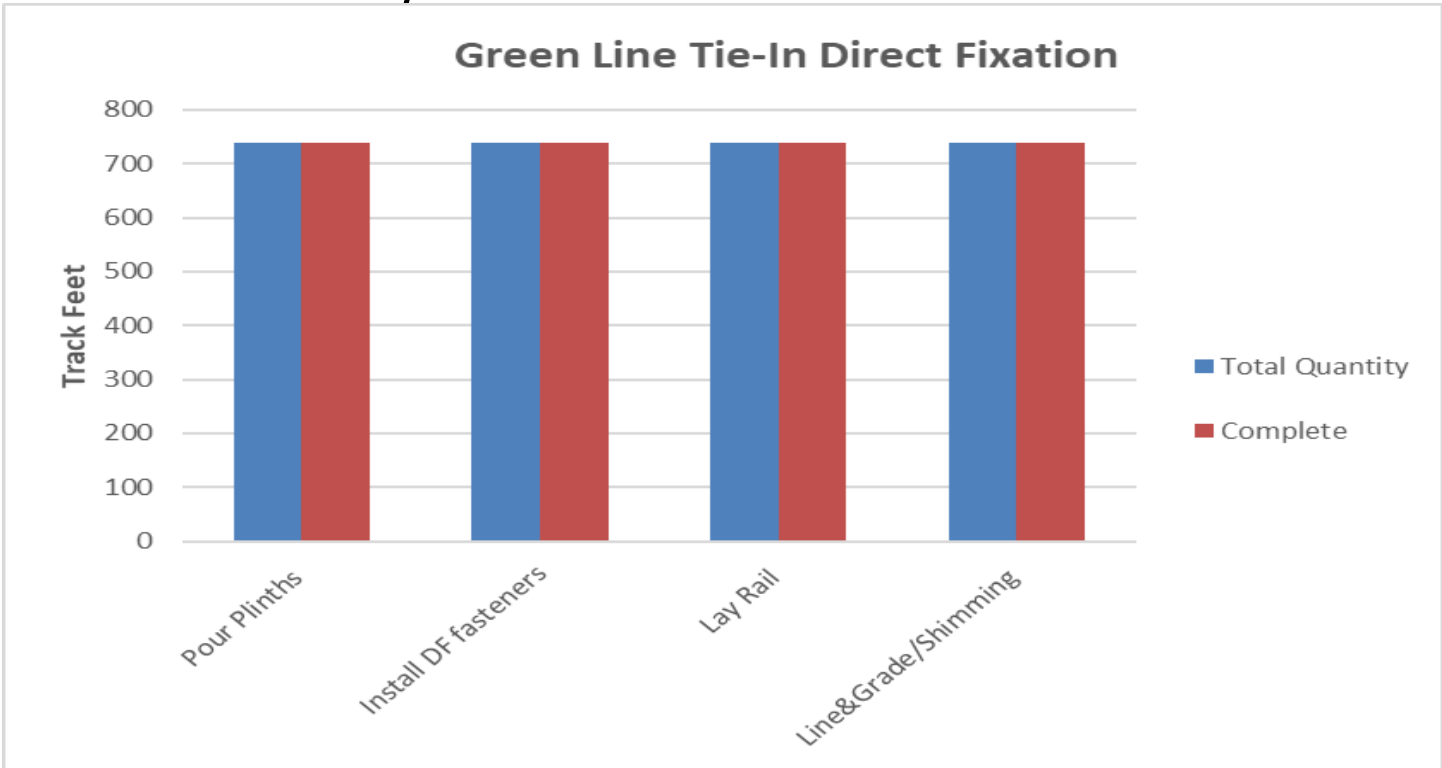


Arbor Vitae- LKC removing system loop O-bonds inside Arbor Vitae grade crossing SB track between STA 93+77 & 94+33 (looking south) Rework RFI-01499

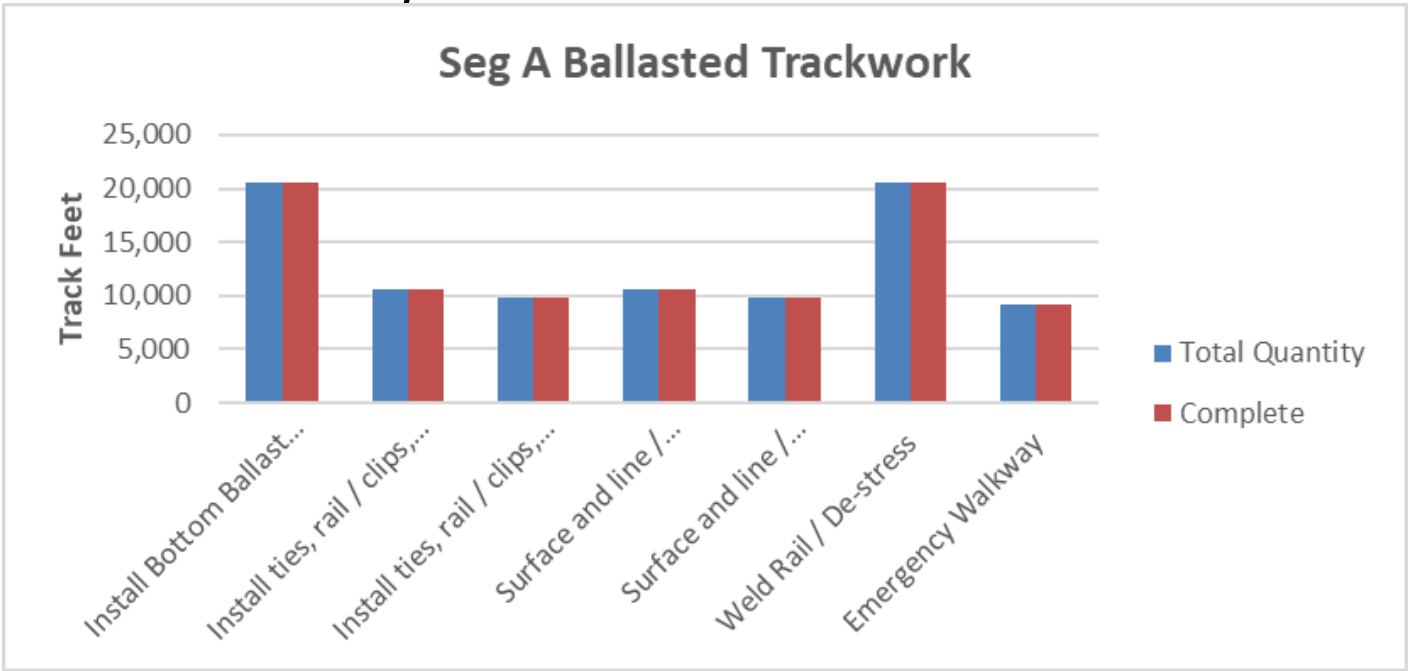
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

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) <i>(Insert rework continues)</i>	6,763	6,763	0	100.00%	*		
		Pour Plinths T4 (1,449 TF @ wye + 4,877 TF) <i>(Insert rework continues)</i>	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								

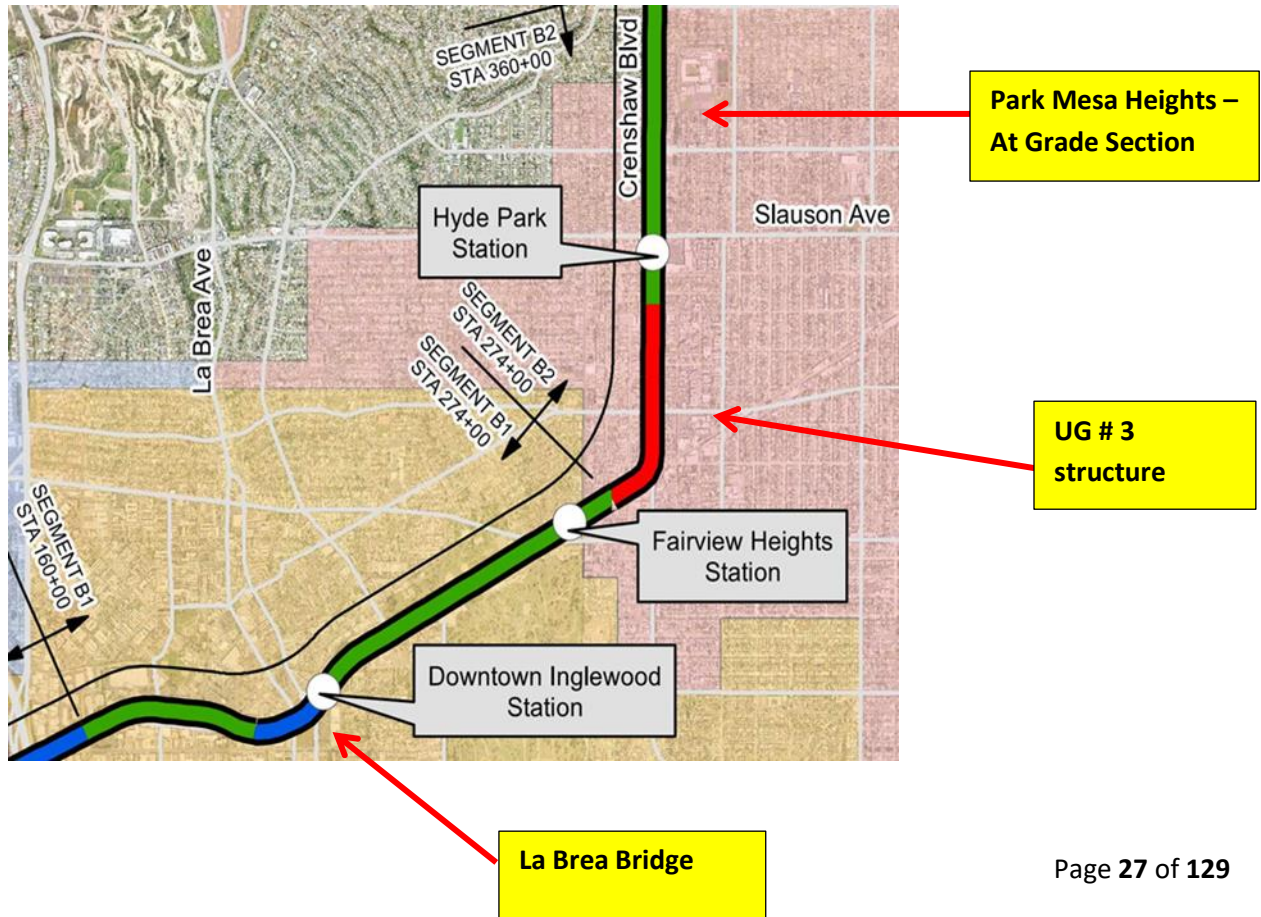
CRENSHAW/LAX PHOTOGRAPHIC UPDATE



CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Segment B



CRENSHAW/LAX PHOTOGRAPHIC UPDATE

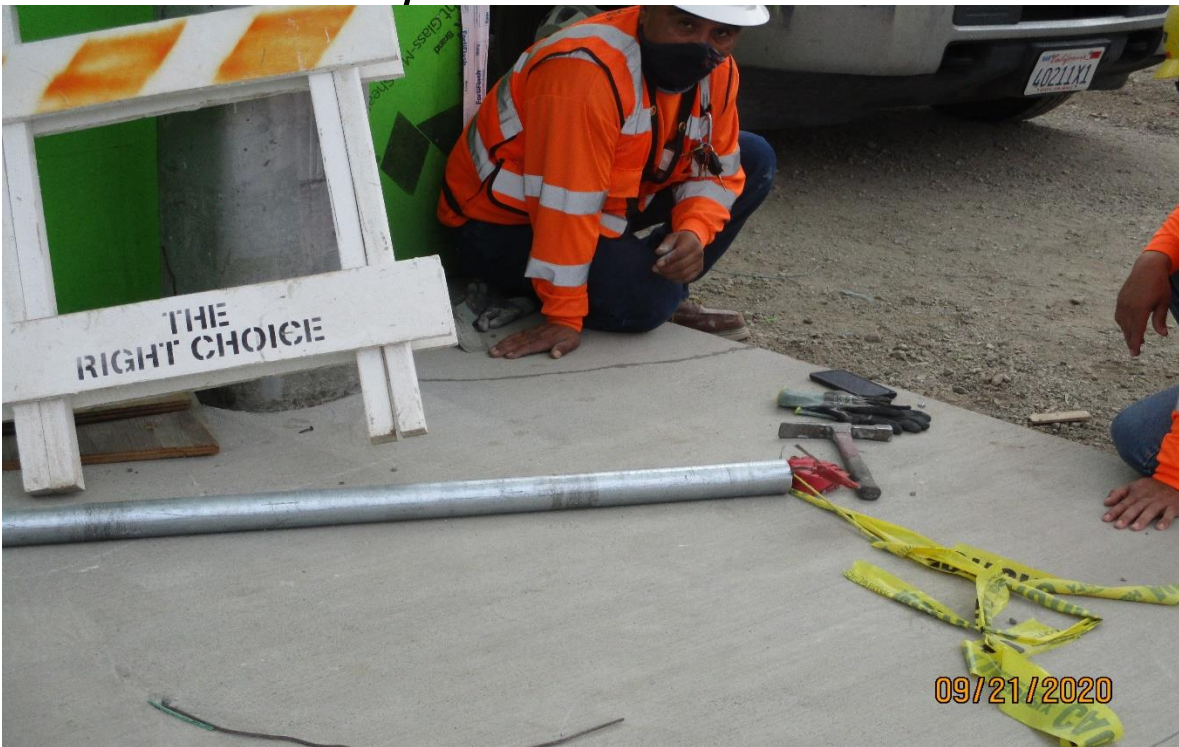


La Brea – La Brea wall 202 WSCC sub-contractor mobilizing & setting up Crain for repair work to be done (looking north) Rework



La Brea – Planting trees at La Brea Station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



La Brea – Crack repair at the La Brea Station east ticket kiosk slab.



La Brea – La Brea wall 202 off NB track at approximate STA 208+25 WSCC assembling pit for Vacuum truck dump area Rework NCR B-089

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



La Brea – WSCC Place padding bases at La Brea Station columns.



La Brea – Marina Deliver amended soil and plant trees at La Brea Sta.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Hindry – Traffic signal controller wiring at Hindry and Florence.



Hindry – Vibe plate compacting the AC on Florence.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Hindry – Installing the street sign on the mast arm at Locust and Florence.

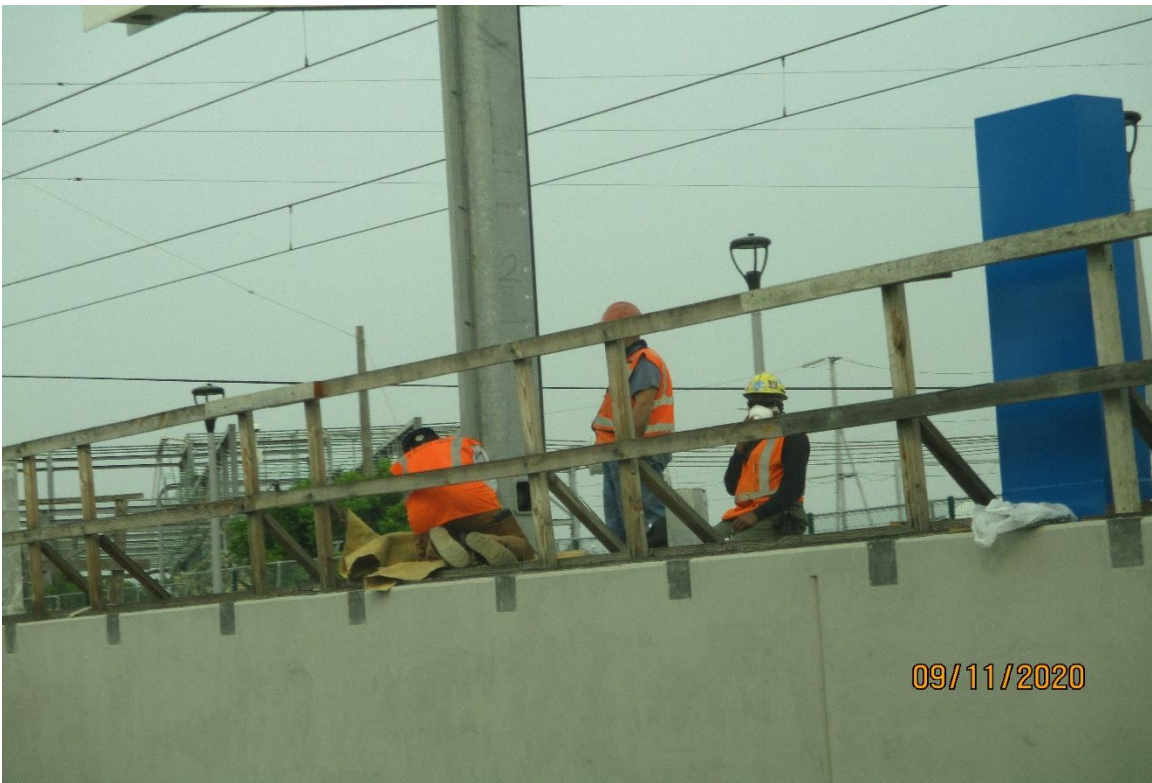


Hindry – Select Electric Remove old controllers at S/WCOR of La Cienerga and Florence..

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

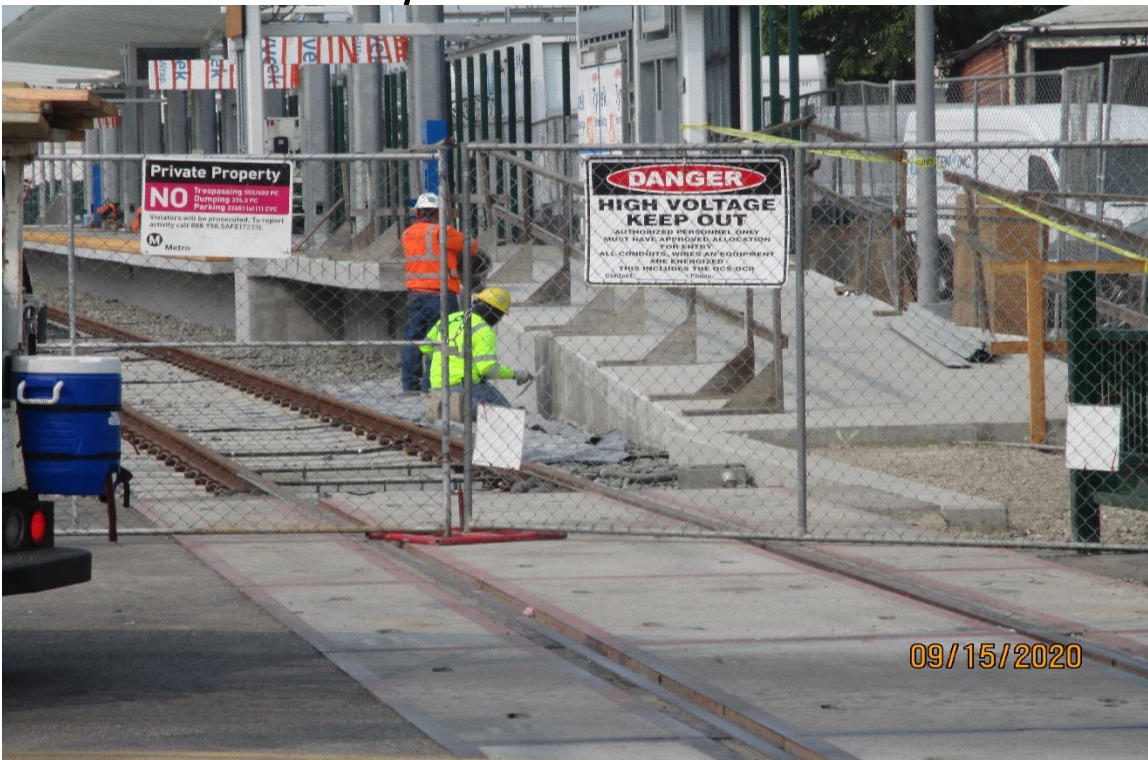


Hindry – Placing concrete to encase some electrical conduit in the west end of the SB Hindry Station platform.



Hindry – Stainless steel cladding being installed at the Hindry Station platform columns

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Hindry – Concrete finish work at the Hindry Station SB platform.



Hindry – Installing angle braces for the Hindry Station wind screen.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – STA 312+95 TK#3/SB looking south – dowels epoxy set-up part of NCR-A-111.B Case #4 UG3 (Victoria)



UG3 – STA 273+30 TK#4/NB looking east – unloading PCC for NCR-A-111.B Case #4 work in UG3 (Brynhurst)

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – STA 279+00 TK#3/SB looking north – NCR-A-111.B – housekeeping after PCC pour and form removal – UG3 (Victoria)



UG3 – STA 281+48 TK#3/SB looking south – NCR-A-111.B – left plinth DF #287 fresh PCC top surface finishing in prog104ress – UG3

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

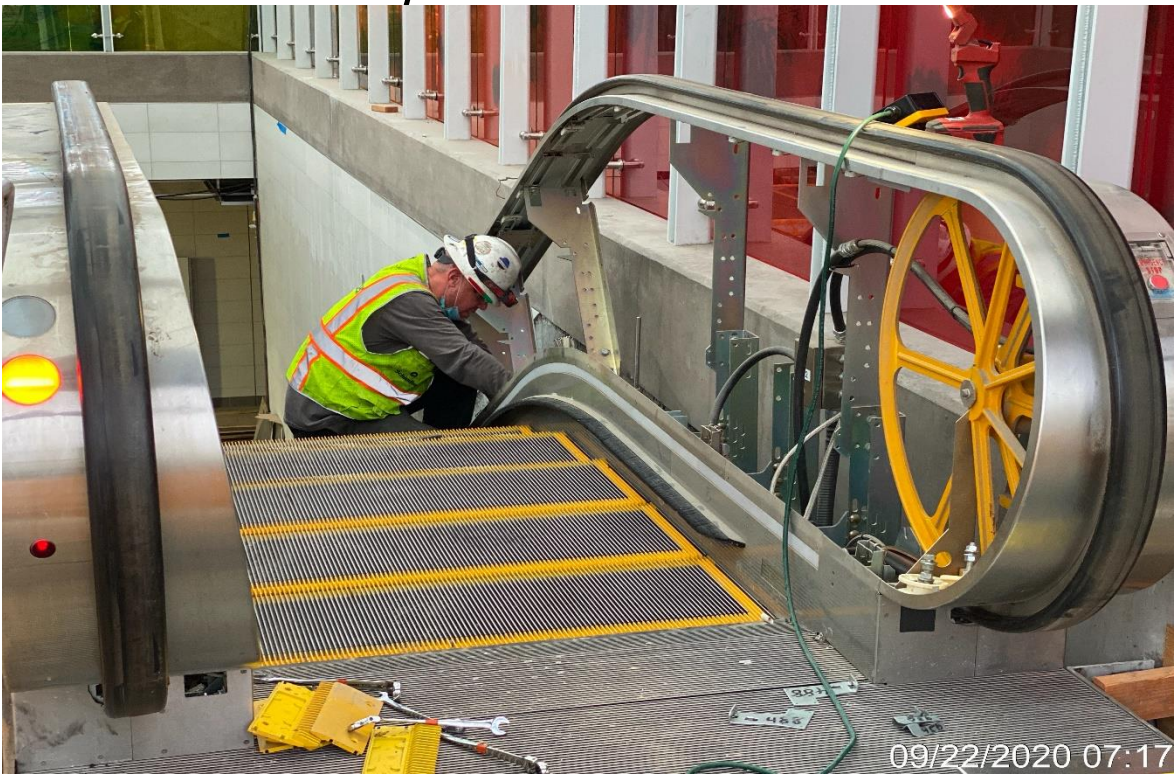


Crenshaw/Vernon – Robnett installing edge lighting at Vernon platform.



Crenshaw/Vernon – WSCC grading south end at Vernon plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Crenshaw/Vernon – Schindler working on escalator power at Vernon.

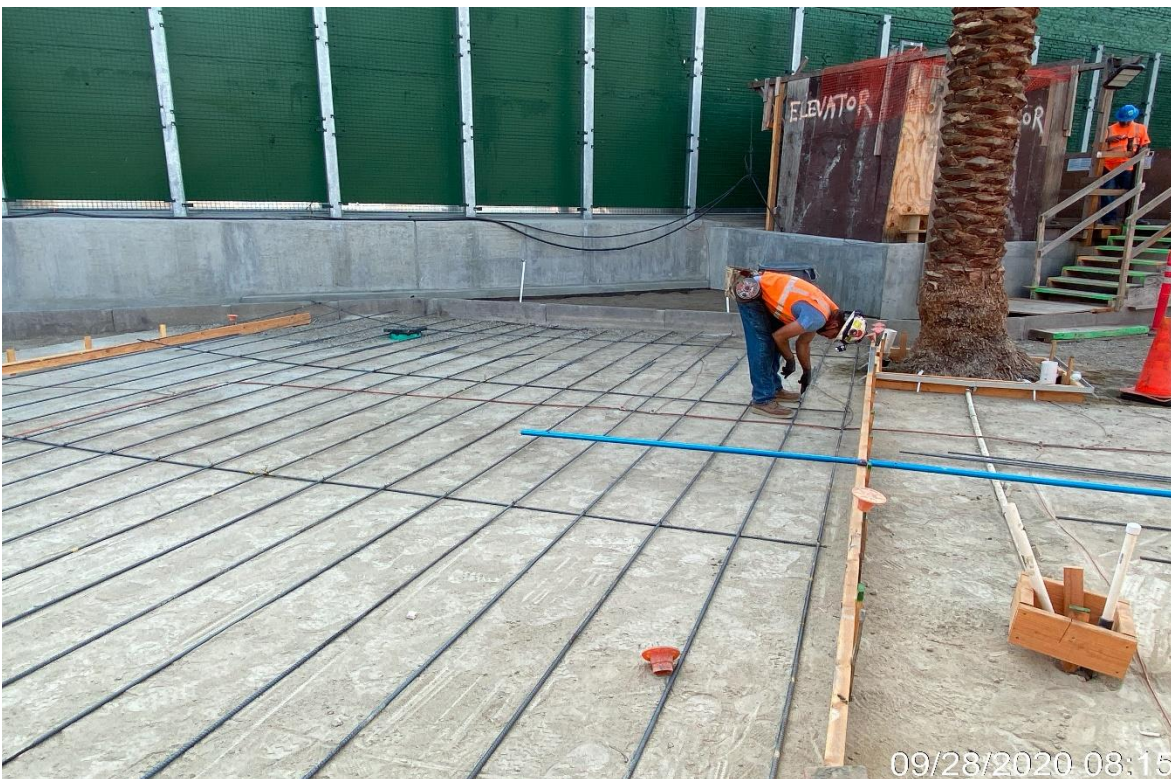


Crenshaw/Vernon – DV setting forms for concrete placement at Vernon

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

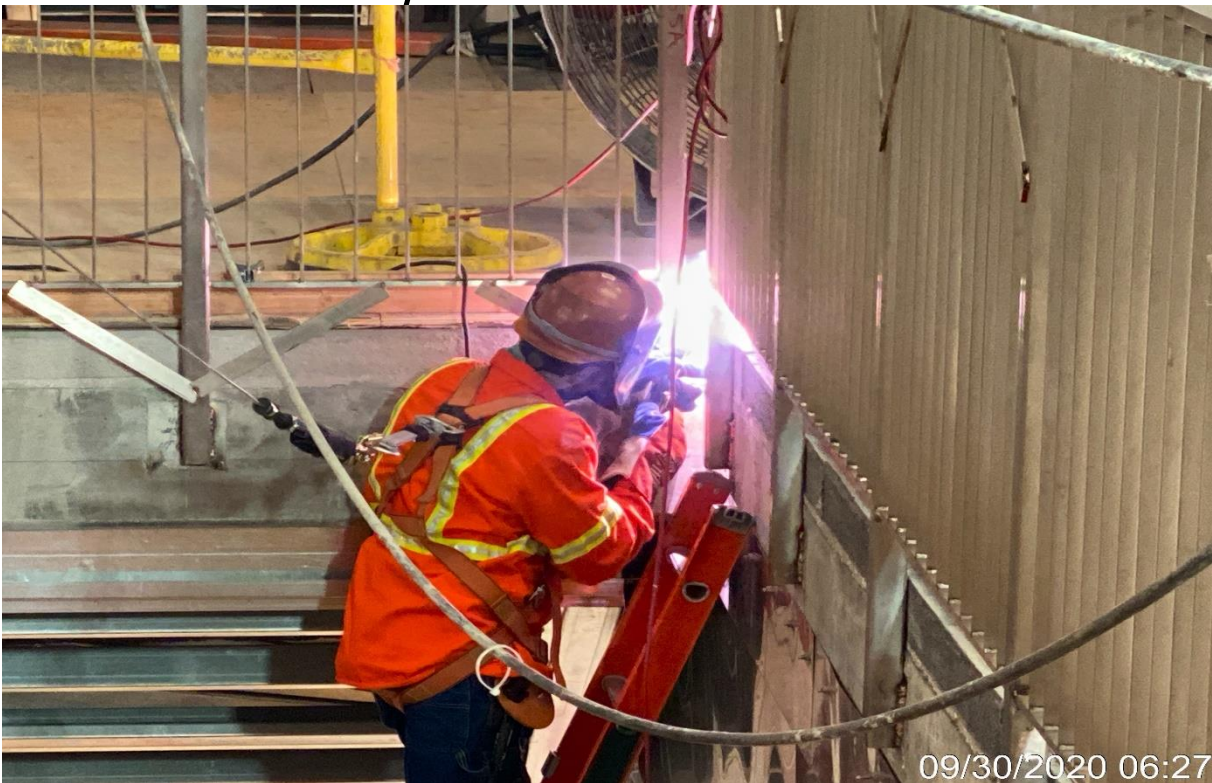


Crenshaw/Vernon – SmithCraft installing Grand Pylon at Vernon Plaza.



Crenshaw/Vernon – R&R Leonard tying reinforcing steel at Vernon plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Crenshaw/Vernon – McMahon welding guardrails at Vernon concourse.



Crenshaw/Vernon – Control joint cutting for plaza slab at Vernon.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Park Mesa – Lane striping and painting pedestrian crossings on north and southbound Crenshaw Blvd from 67th St to 60th St.



PARK MESA – Installed grate for Catch Basin #30 and #31 on the northwest corner of Crenshaw Blvd and 67th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Excavating/grading for new sidewalk and ADA ramp installation on the northeast corner of 66th St and Crenshaw Blvd.



PARK MESA – Continue placing asphalt concrete on northbound Crenshaw Blvd and 60th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Placing forms for new curb/gutter installation along SB Crenshaw Blvd between 54th and 57th St.



PARK MESA – Placing concrete for the new curb/gutter installation along SB Crenshaw Blvd between 54th and 57th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Continue placing concrete along the southbound lane of Crenshaw Blvd and 52nd St.

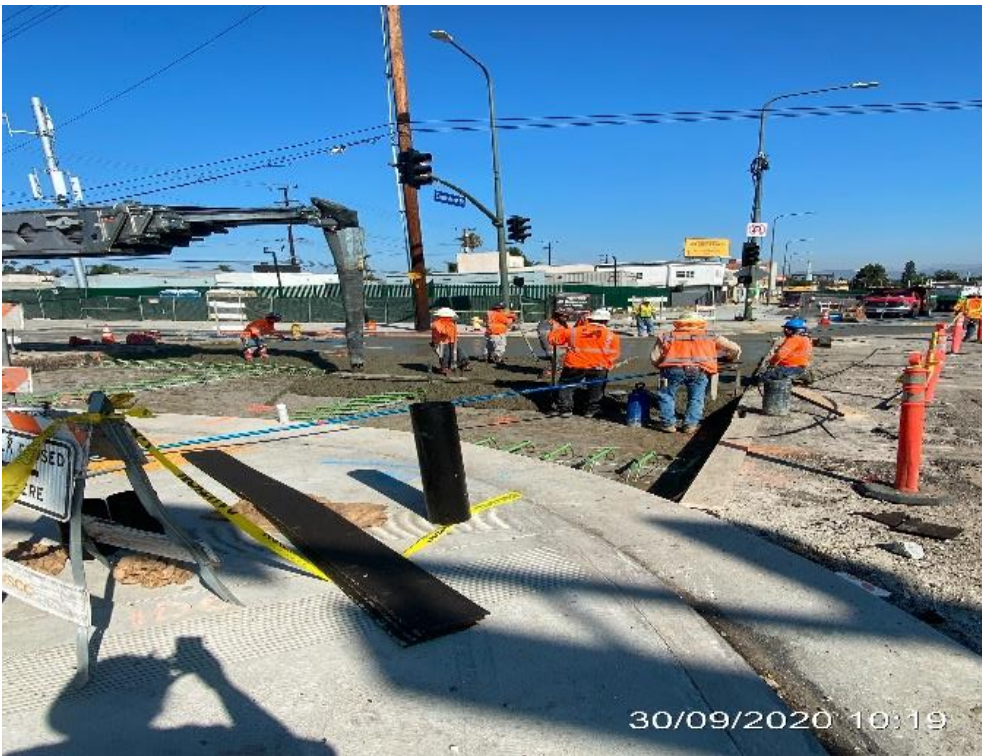


PARK MESA – Continue placing concrete along the southbound lane of Crenshaw Blvd and 50th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Setting formwork in preparation for concrete placement along the southbound lane of Crenshaw Blvd and 48th St.



PARK MESA – Placing concrete along the southbound lane of Crenshaw Blvd and 48th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Continue excavating and backfilling the roadway intersection on Crenshaw Blvd and 48th St.



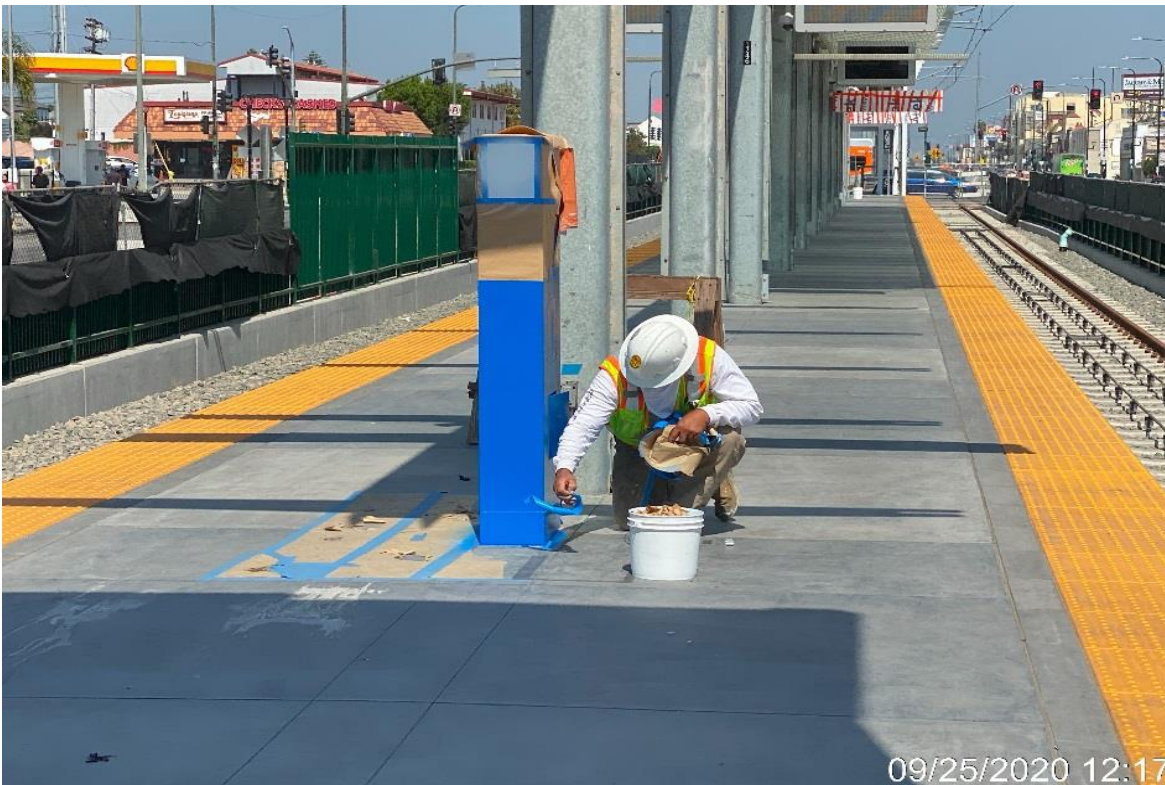
PARK MESA – Placing asphalt concrete for Lanes 1&2 of southbound Crenshaw Blvd and 48th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



09/24/2020 11:39

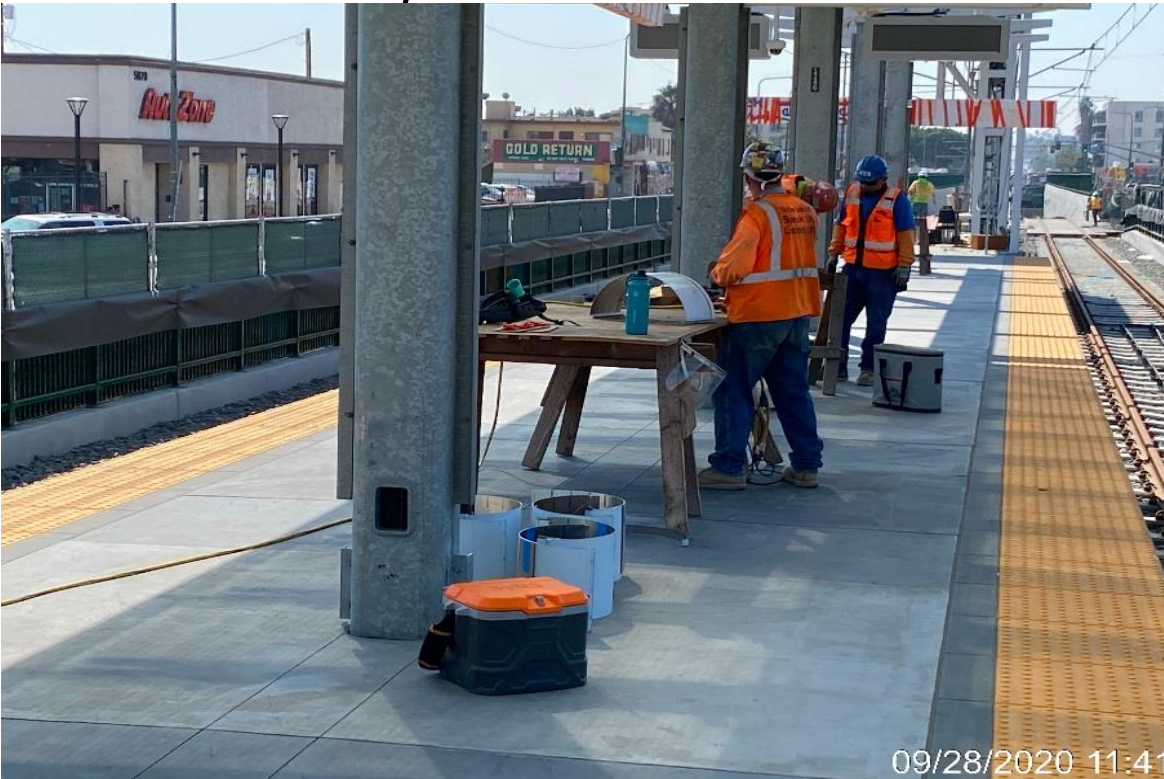
HYDE PARK STATION – Fabricating/welding mounting brackets to the platform column bases in preparation for cladding installation.



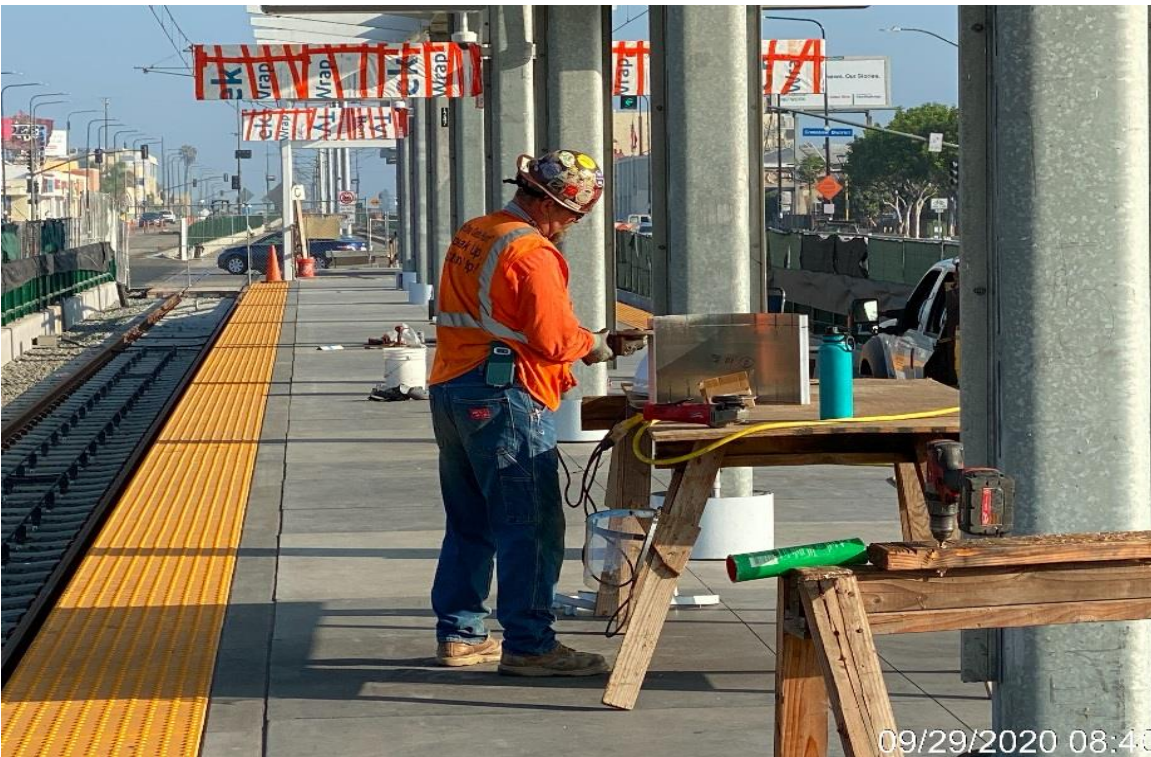
09/25/2020 12:17

HYDE PARK STATION – Painting emergency call box phone on the south end platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



HYDE PARK STATION SITE – Continue fabricating/welding mounting brackets to the platform column bases in preparation for cladding installation.



HYDE PARK STATION SITE – Continue fabricating/welding mounting brackets to the platform column bases in preparation for cladding installation.

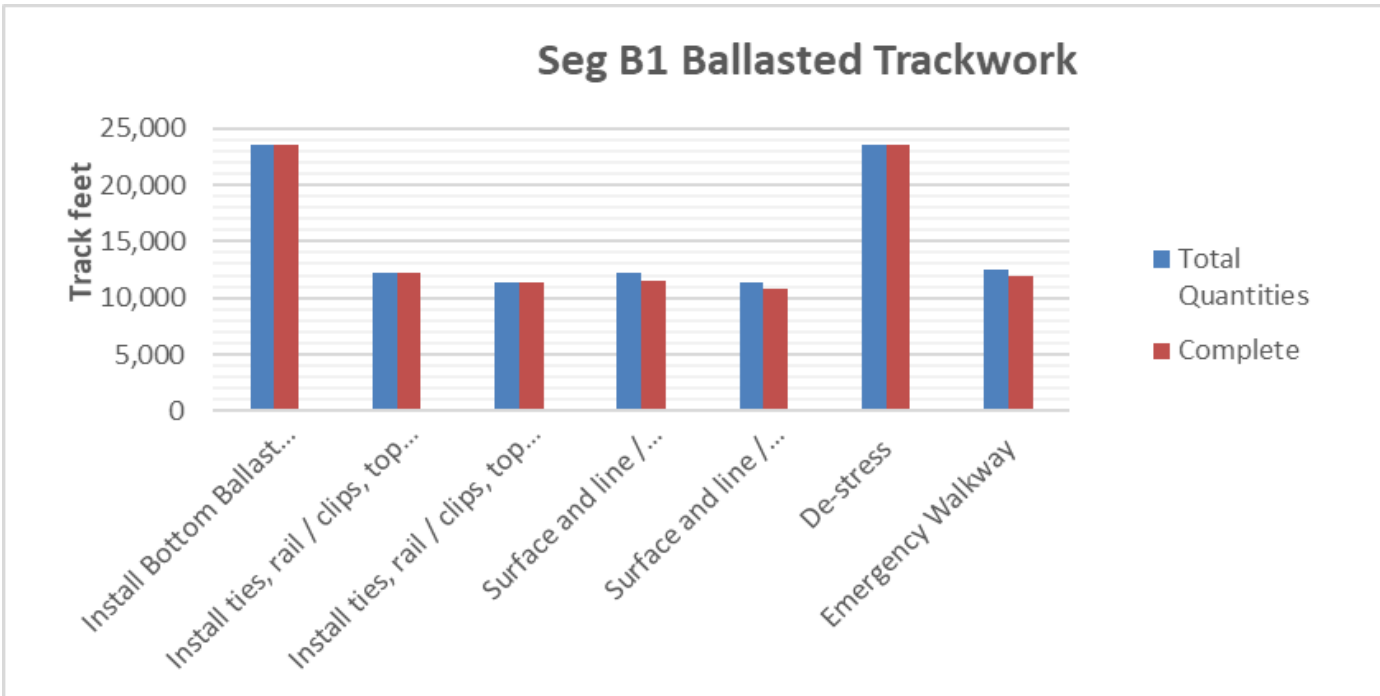
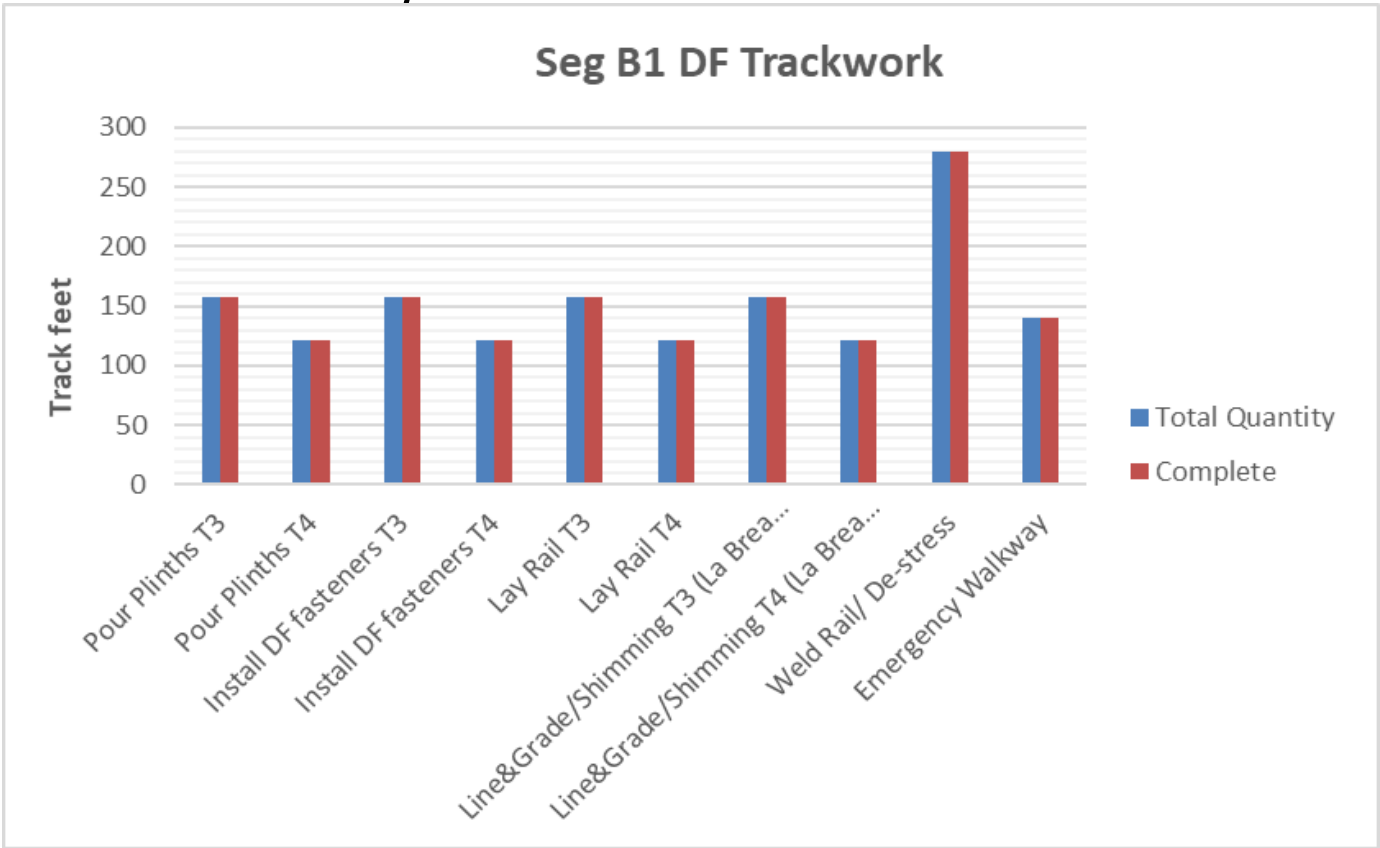
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

SEGMENT B1:

- Disturbed ballast due to systems electrical conduit relocations continues to be repaired and re-dressed.
- WSCC submitted the Stability Calculations and the CWP for Wall 202 Jet Grouting for review.
- WSCC has completed the removal of SB rails, ballast, and ties above Wall 202 and excavated to expose the AC cap.
- WSCC has completed the removal of NB rails, ballast and ties above Wall 202 and excavate 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/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

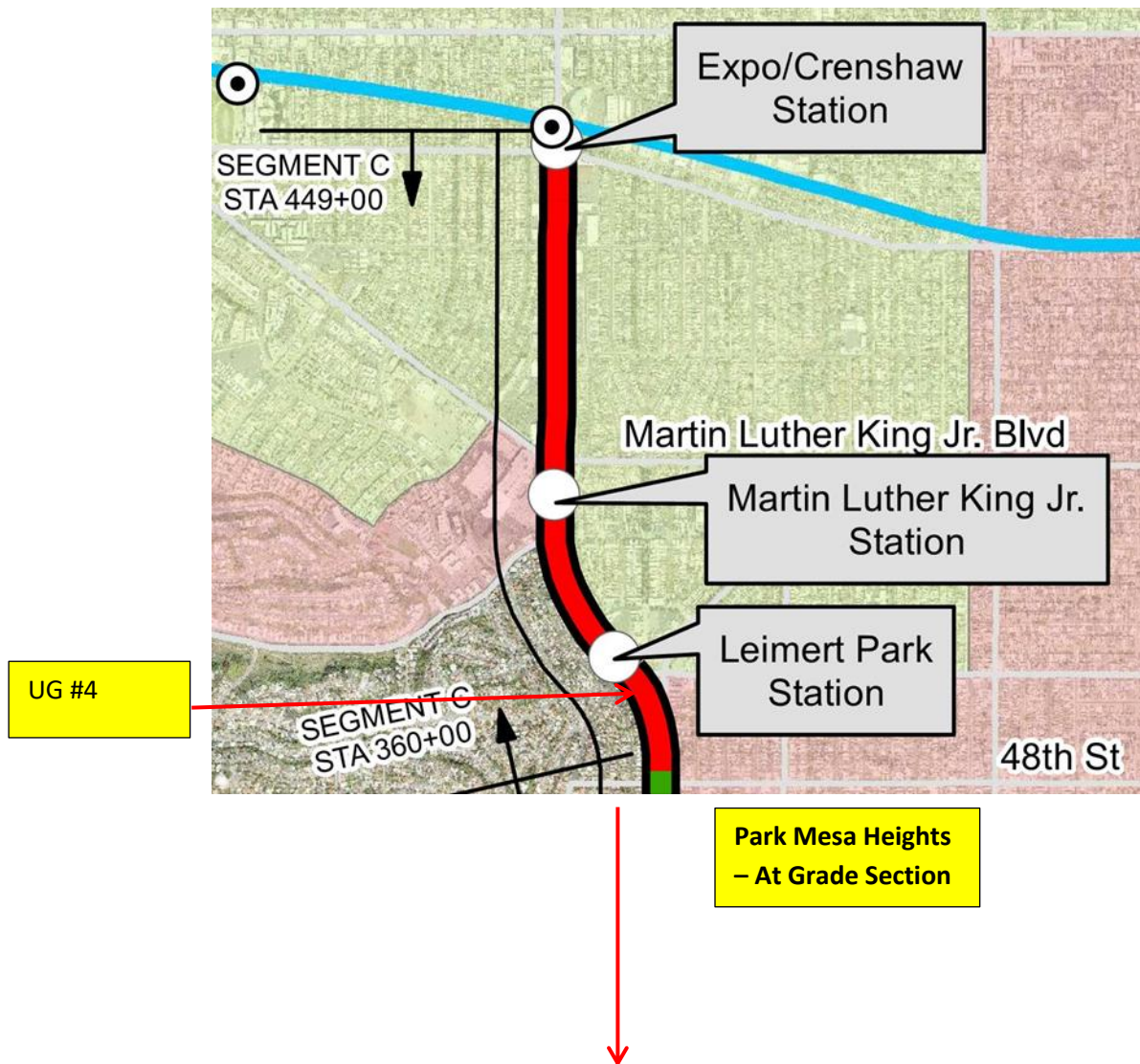


CRENSHAW/LAX PHOTOGRAPHIC UPDATE

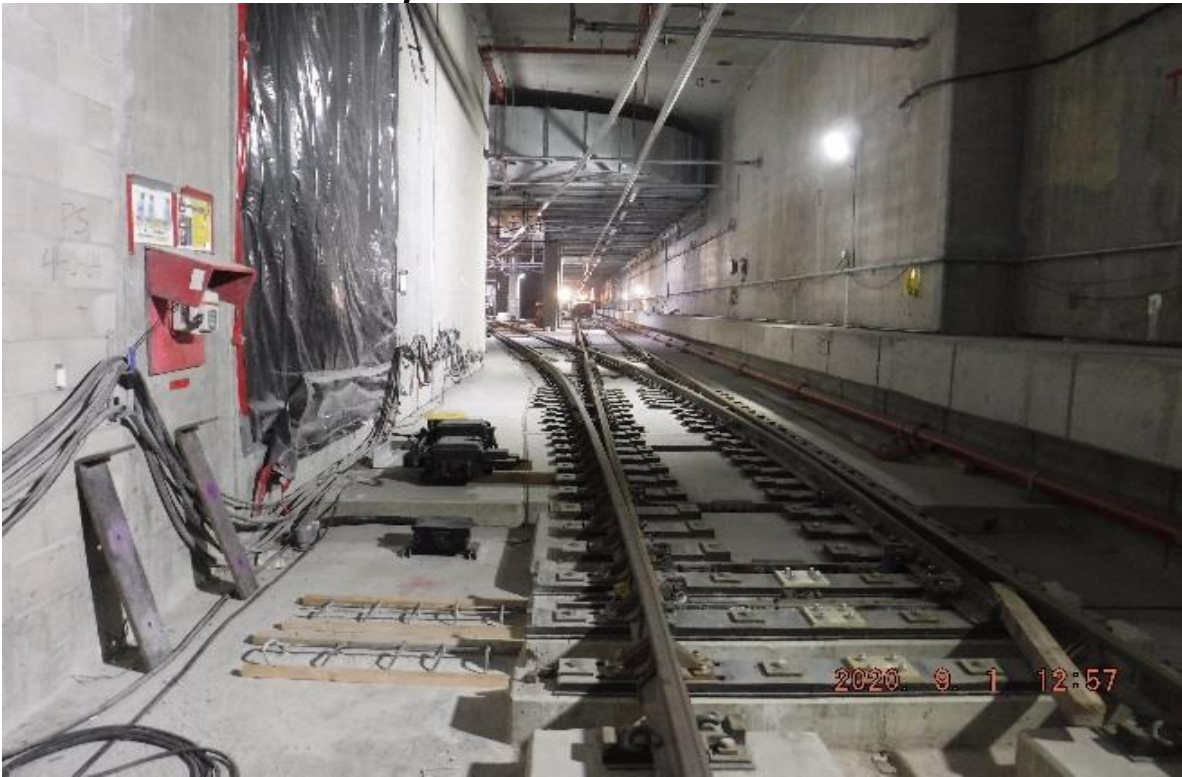
SEGMENT B2:

- Disturbed track structure/ballast and emergency walkway ballast due to systems electrical conduit relocations continues to be repaired, pending re-tamping and re-dressing.
- Rework of plinth gap to invert continues throughout the Segment (subject of NCR-A-111.B) pending PCC test results, following by inserts pull test, AB torque test, checking track geometry (TOR elevation, cross-level, shimming as needed).

Segment C



CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG4 – STA 440+65 TK#4/NB looking north – no switch machine plinth work 8W1LHXO UG4 Exposition Station.



UG4 – STA 440+65 TK#4,NB looking south – 8W1 switch machine plinth pour – UG4 Expo DXO

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION SITE – Excavating portion of sidewalk panels for restoration on northbound Crenshaw Blvd near the far northwest corner of the plaza.



LEIMERT PARK STATION – Setting forms and concrete for new sidewalk panels on northbound Crenshaw Blvd near the far northwest corner of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Excavating/grading sidewalk for restoration on the far northeast corner of Crenshaw Blvd and 43rd Pl.



LEIMERT PARK STATION – Installing formwork and placing concrete for new sidewalk along the far northeast corner of Crenshaw Blvd and 43rd Pl.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Continue placing concrete for the new sidewalk along the far northeast corner of Crenshaw Blvd and 43rd Pl.



LEIMERT PARK STATION – Preparing to set rebar and foundations for pedestrian light poles on Crenshaw Blvd between 43rd Pl and Homeland Dr.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Placing concrete for pedestrian light poles foundations on Crenshaw Blvd between 43rd Pl and Homeland Dr.



LEIMERT PARK STATION – Installing ground grid throughout the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

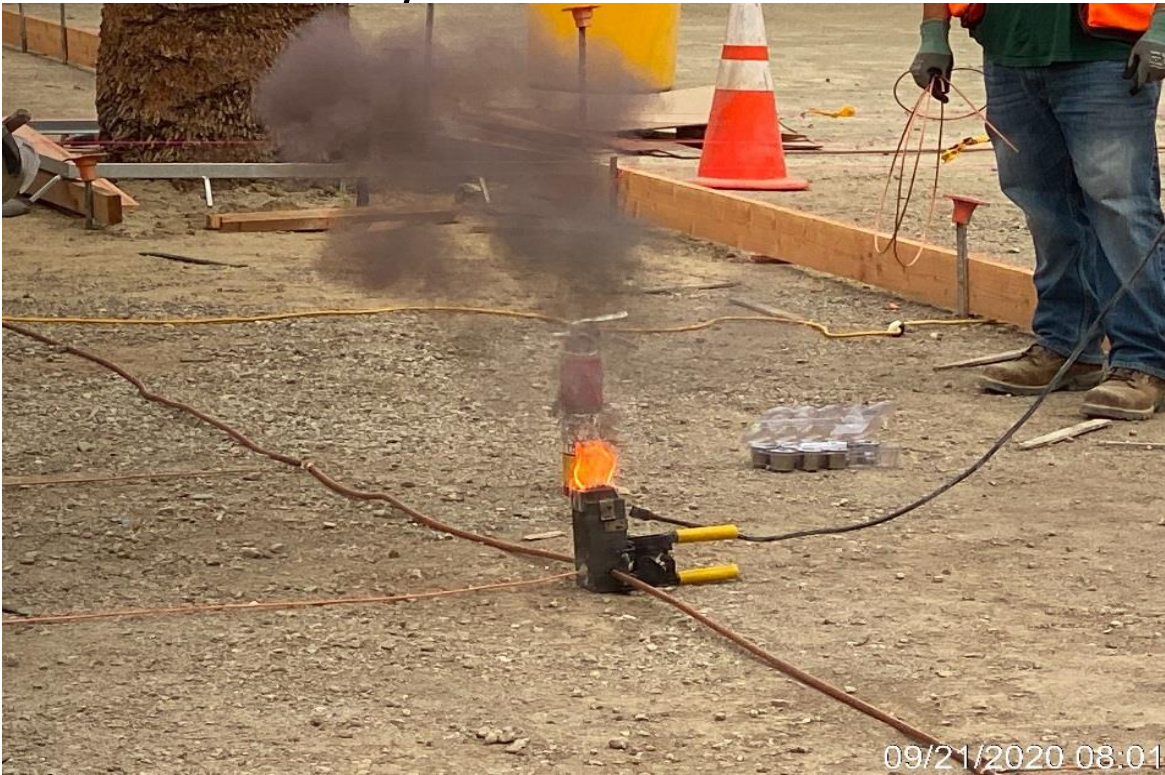


LEIMERT PARK STATION – Continue installing ground grid throughout the plaza level.



LEIMERT PARK STATION – Continue installing ground grid throughout the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Continue installing ground grid throughout the plaza level.



LEIMERT PARK STATION – Continue installing ground grid throughout the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Setting forms for concrete placement of the architectural topping slab throughout the plaza level.

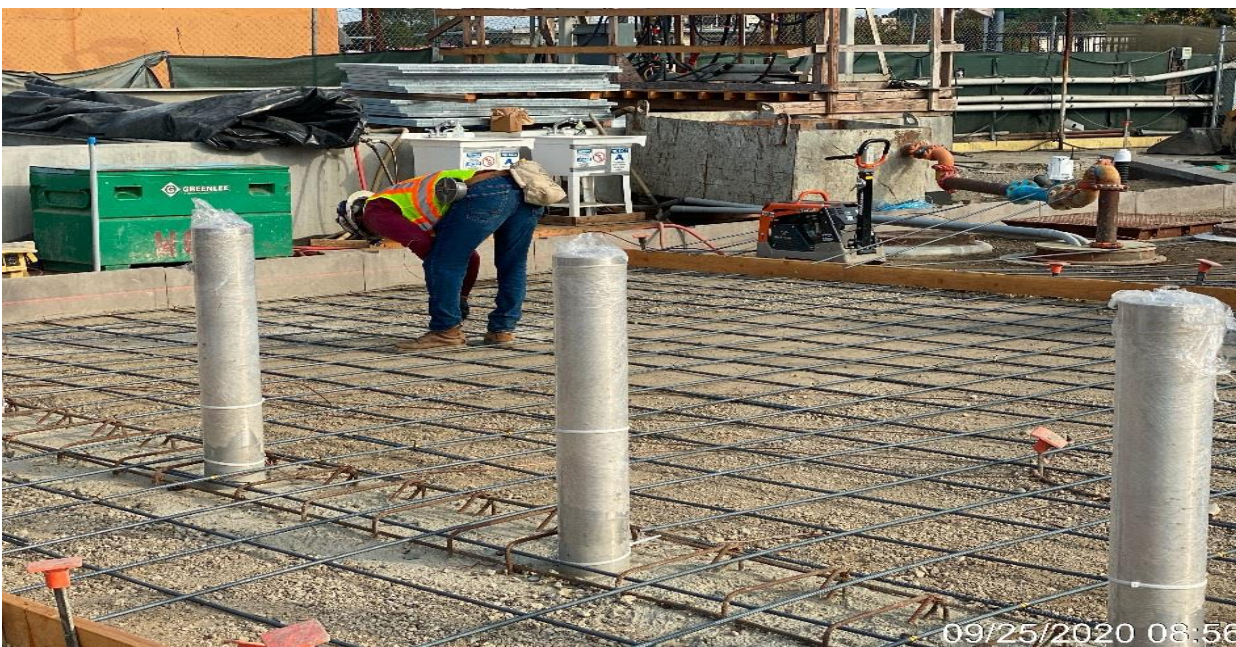


LEIMERT PARK STATION – Continue setting forms for concrete placement of the architectural topping slab throughout the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Continue setting forms for concrete placement of the architectural topping slab throughout the plaza level.

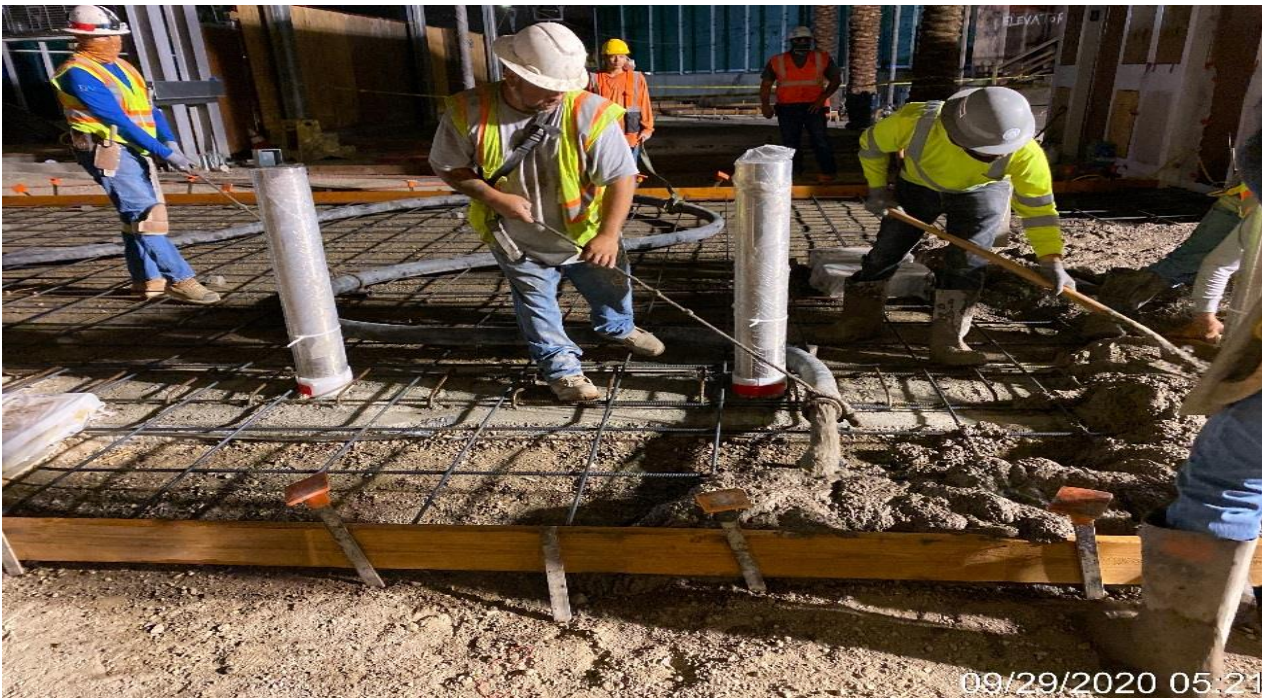


LEIMERT PARK STATION – Setting rebar in preparation for concrete placement of the architectural topping slab throughout the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Placing concrete for the architectural topping slab throughout the plaza level.

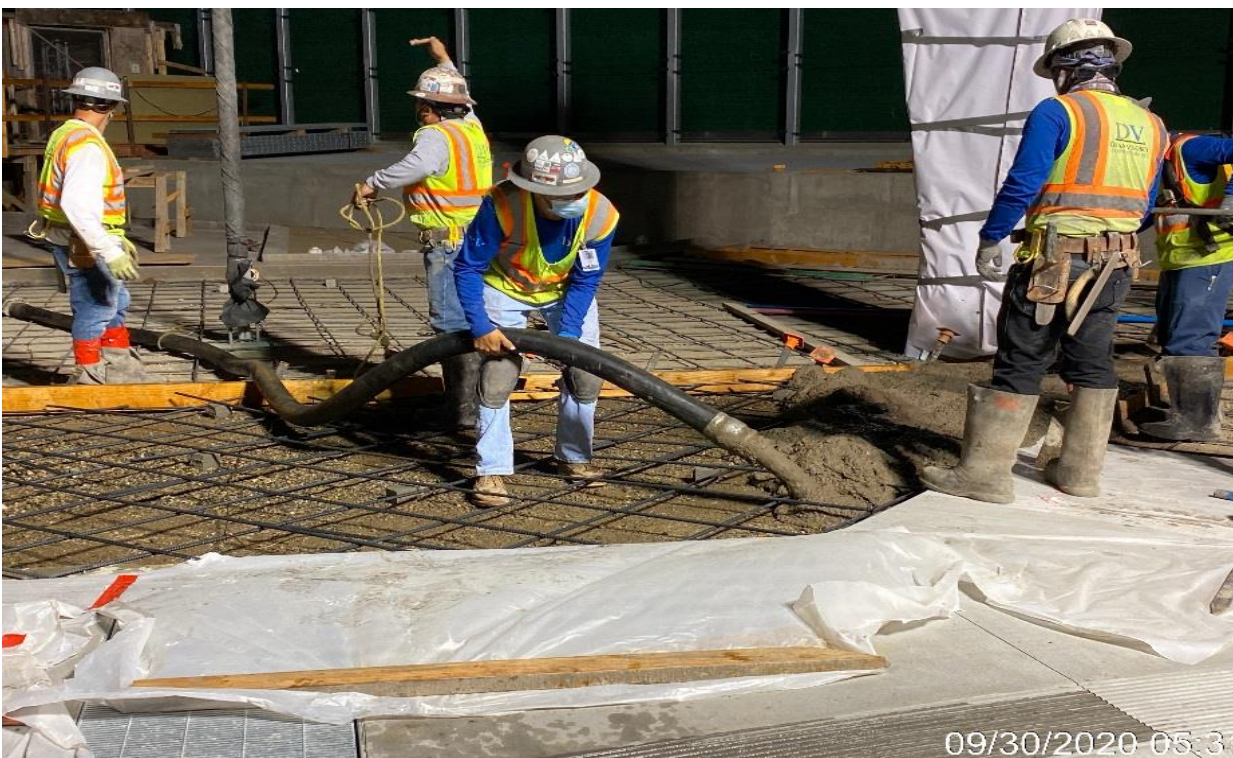


LEIMERT PARK STATION – Continue placing concrete for the architectural topping slab throughout the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Saw cutting control joints for the architectural topping slab throughout the plaza level.

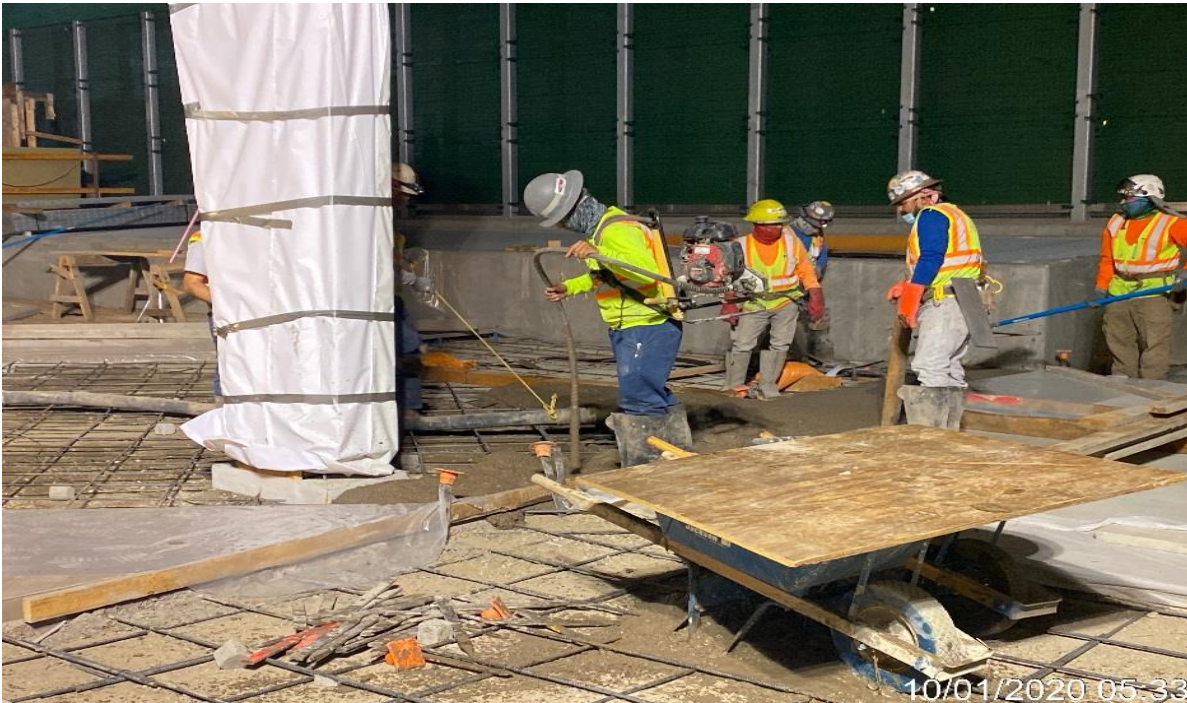


LEIMERT PARK STATION – Continue placing concrete for the architectural topping slab throughout the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Continue saw cutting control joints for the architectural topping slab throughout the plaza level.



LEIMERT PARK STATION – Continue placing concrete for the architectural topping slab throughout the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Continue saw cutting control joints for the architectural topping slab throughout the plaza level.

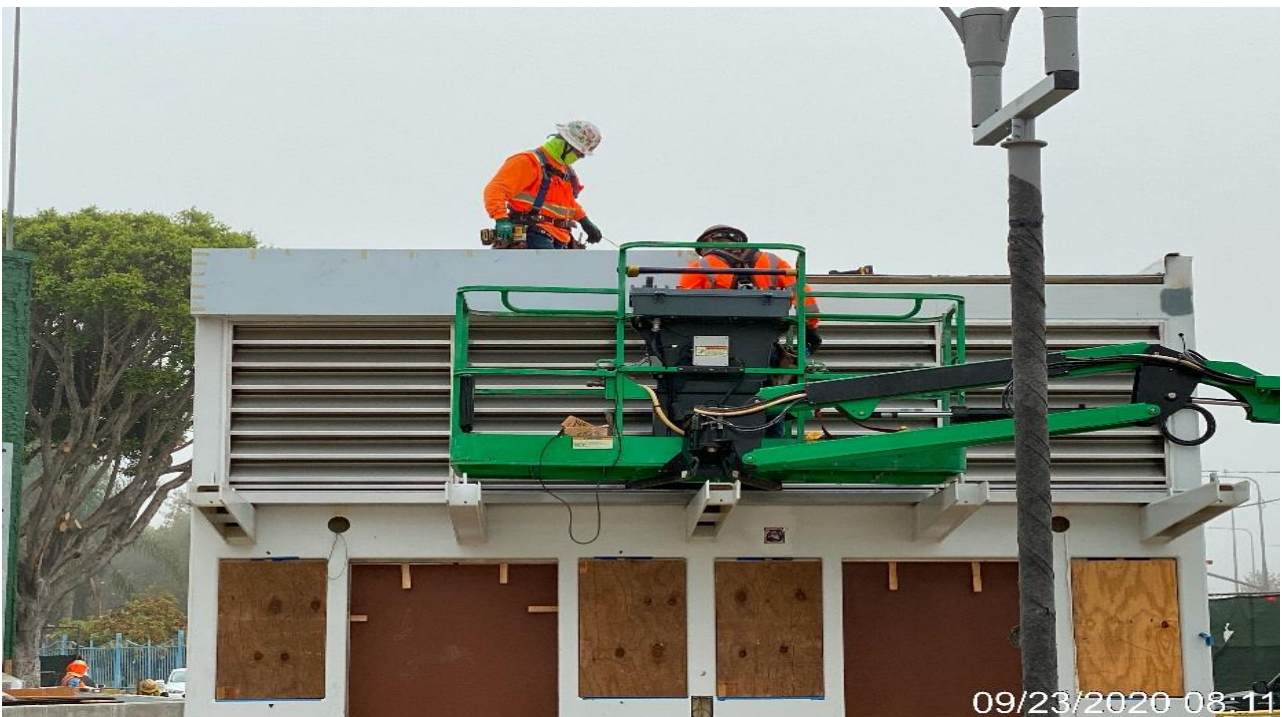


LEIMERT PARK STATION – Installing the Grand Pylon sign at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Continue installing the Grand Pylon sign at the plaza level.

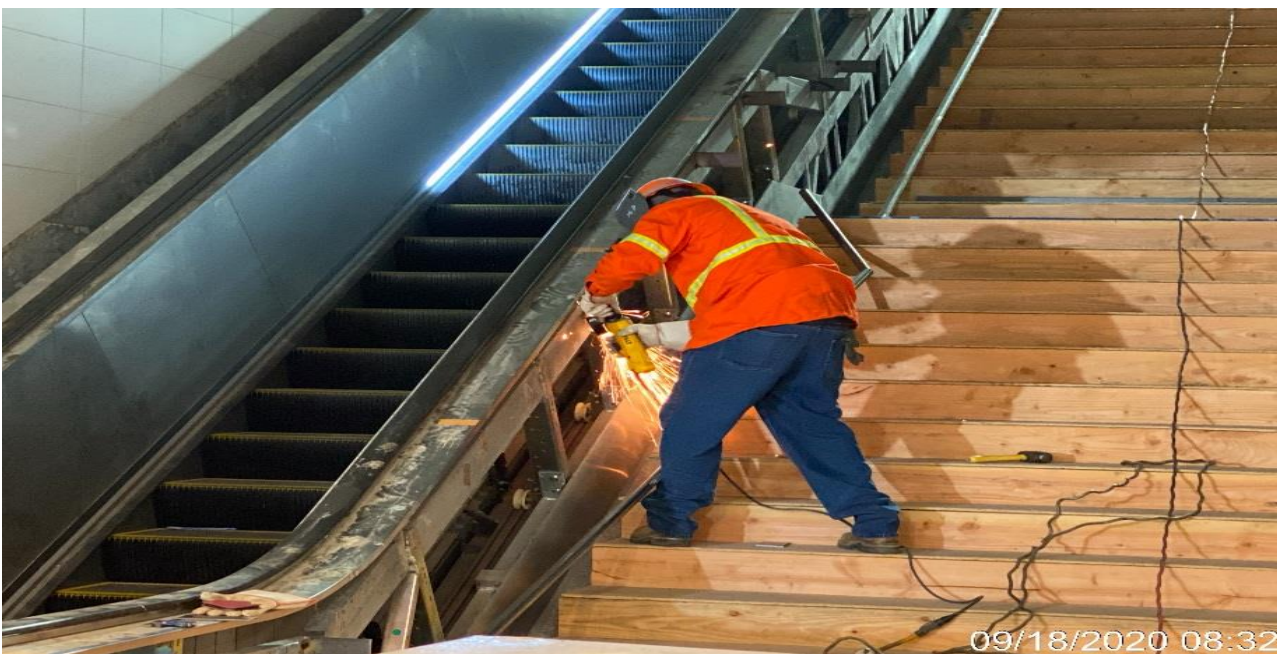


LEIMERT PARK STATION – Installing gutters above Elevators 1&2 at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Caulking and sealing expansion joints for the glass roof of the main entrance canopy at the plaza level.



LEIMERT PARK STATION – Welding brackets for handrail installation from the intermediate landing to the concourse level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

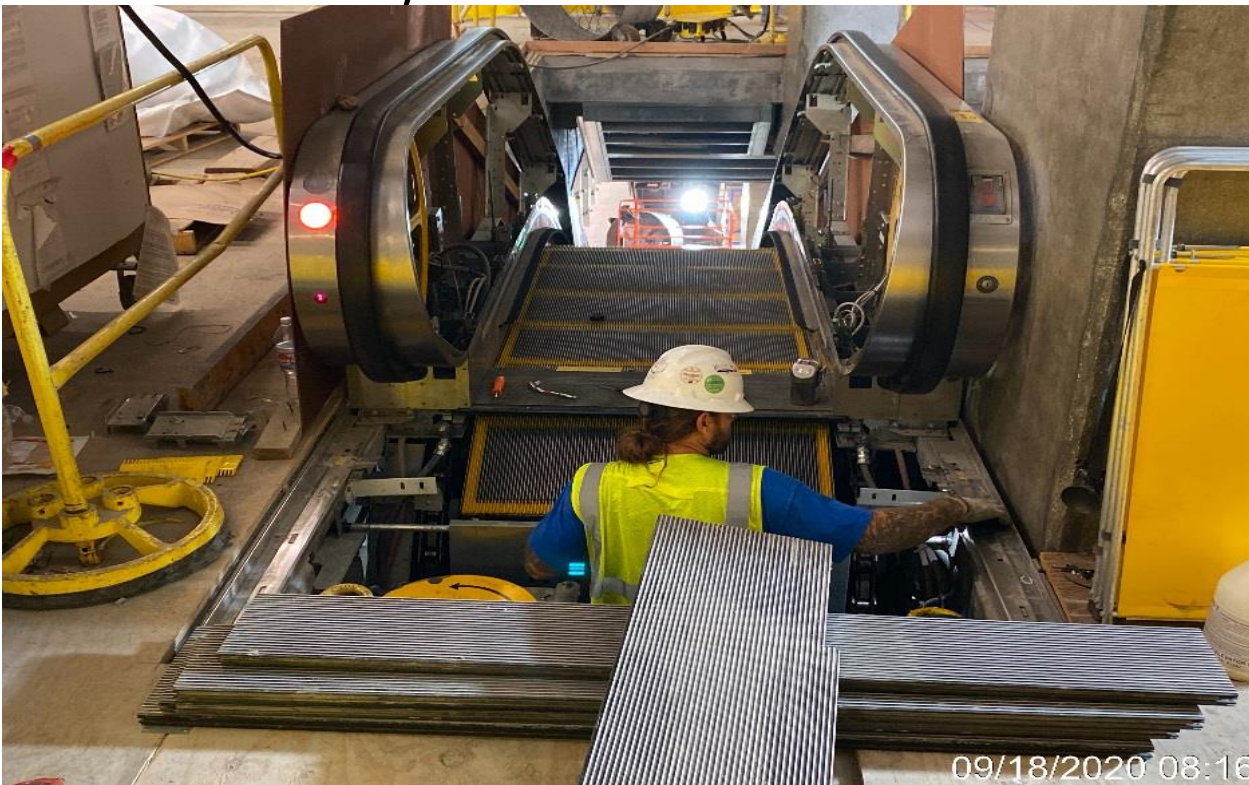


LEIMERT PARK STATION – Continue welding brackets for handrail installation from the intermediate landing to the concourse level.



LEIMERT PARK STATION – Continue welding brackets for handrail installation from the intermediate landing to the concourse level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

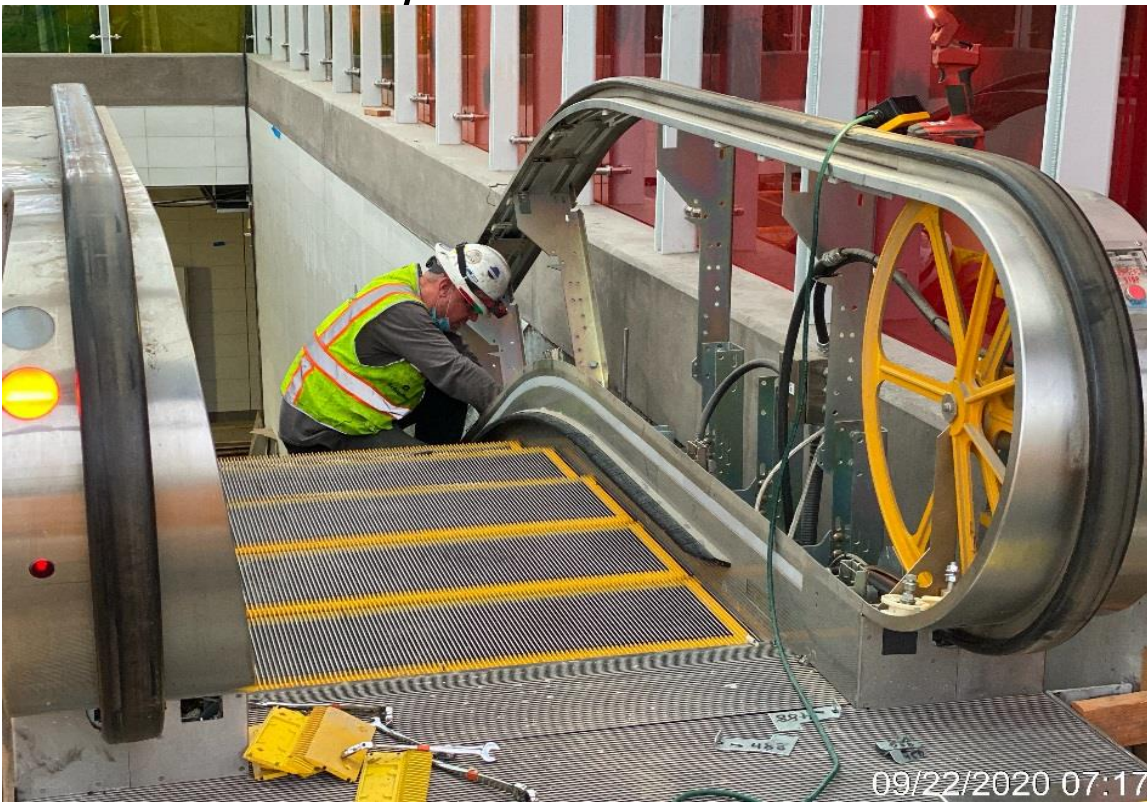


LEIMERT PARK STATION – Performing start-up and energization work for all 6 Escalators inside the station.

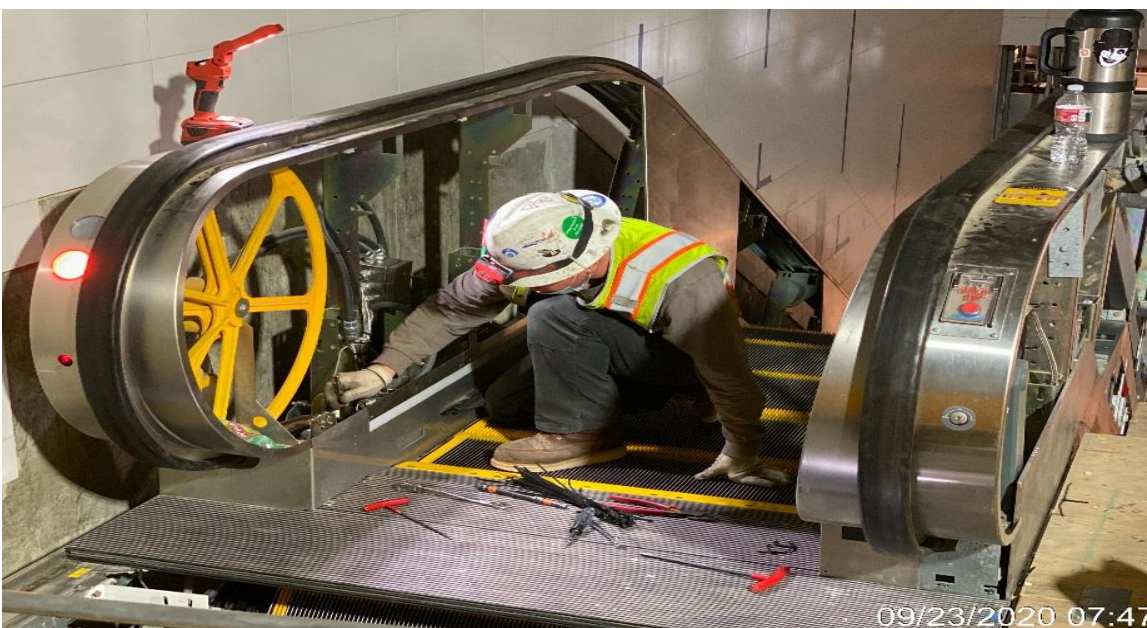


LEIMERT PARK STATION – Continue performing start-up and energization work for all 6 Escalators inside the station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

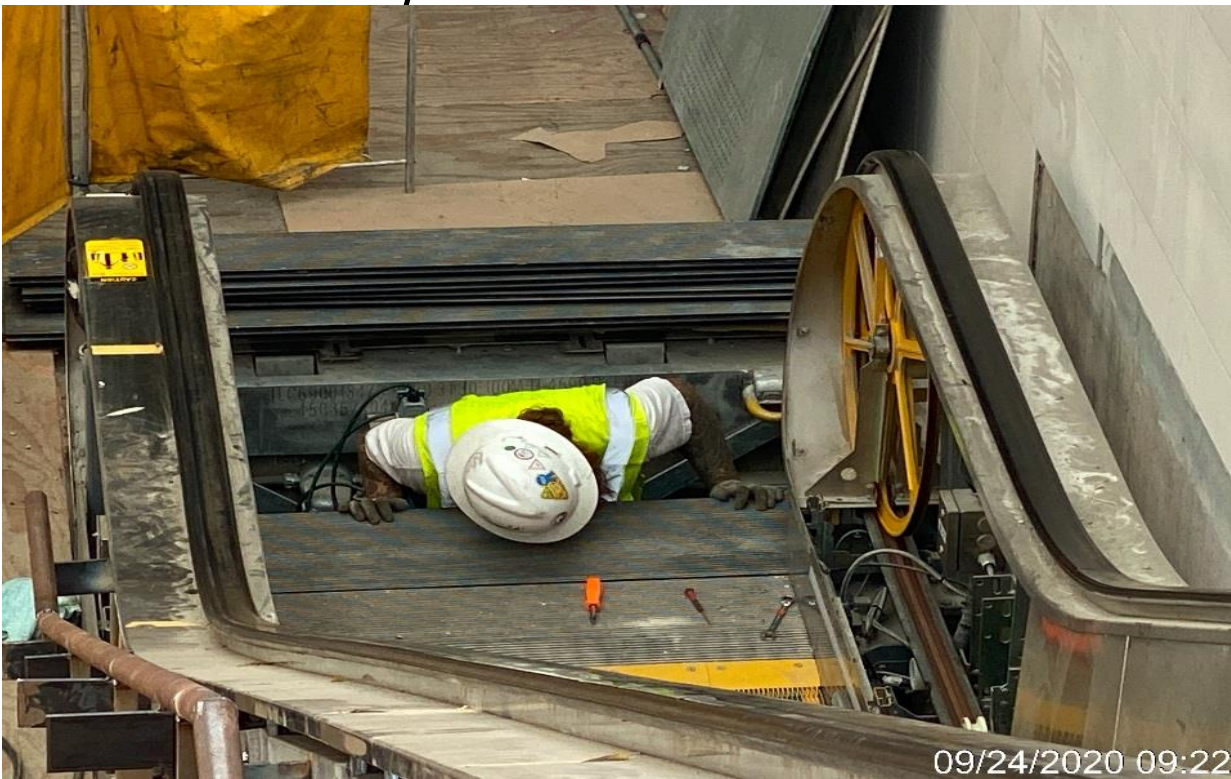


LEIMERT PARK STATION – Continue performing start-up and energization work for all 6 Escalators inside the station.

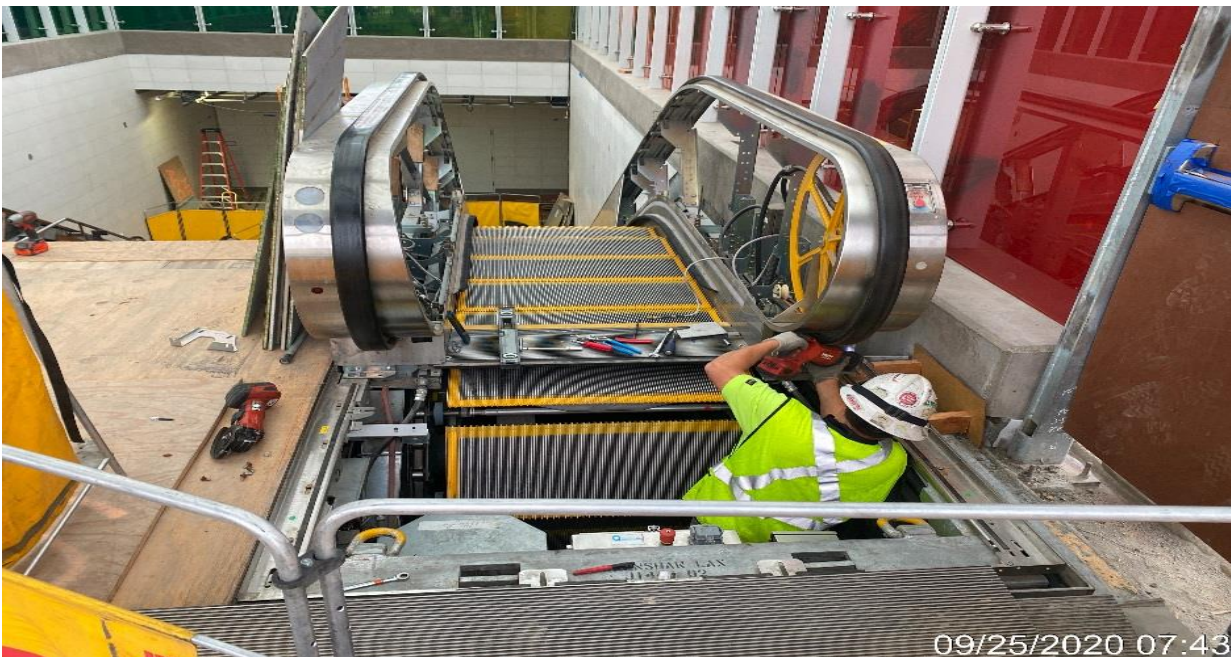


LEIMERT PARK STATION – Continue performing start-up and energization work for all 6 Escalators inside the station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

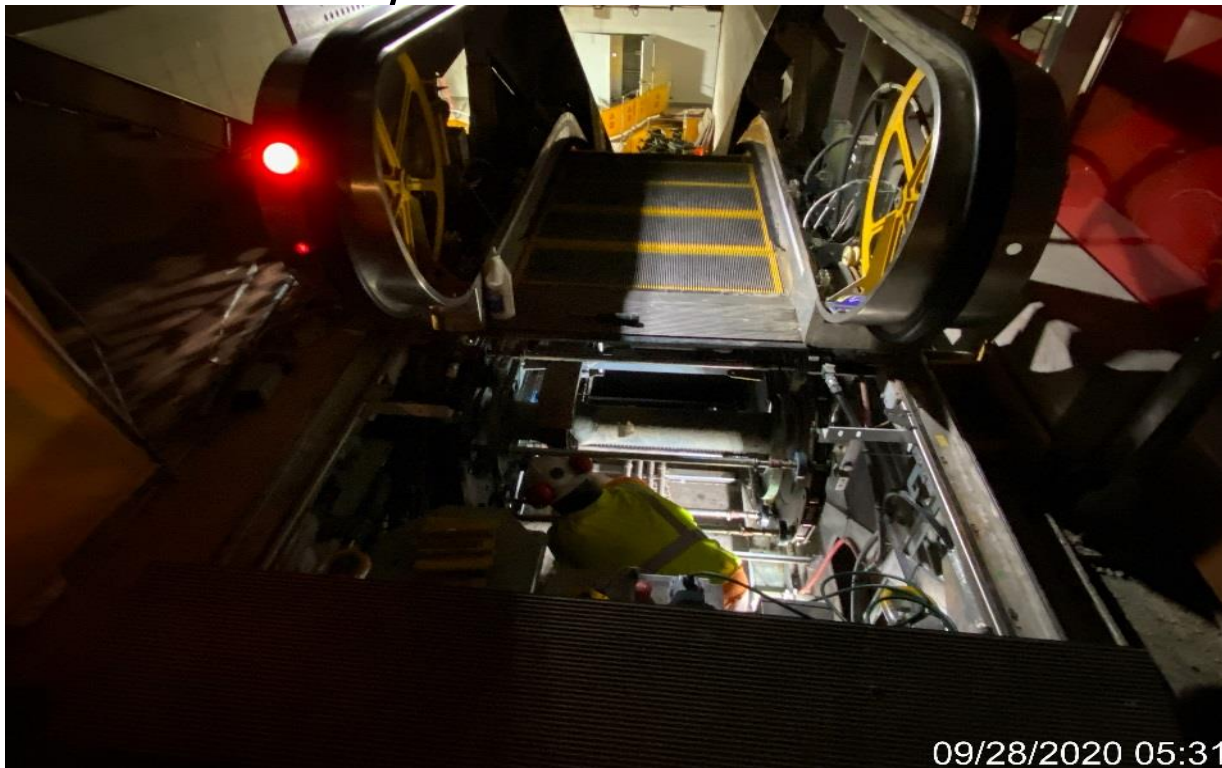


LEIMERT PARK STATION – Continue performing start-up and energization work for all 6 Escalators inside the station.

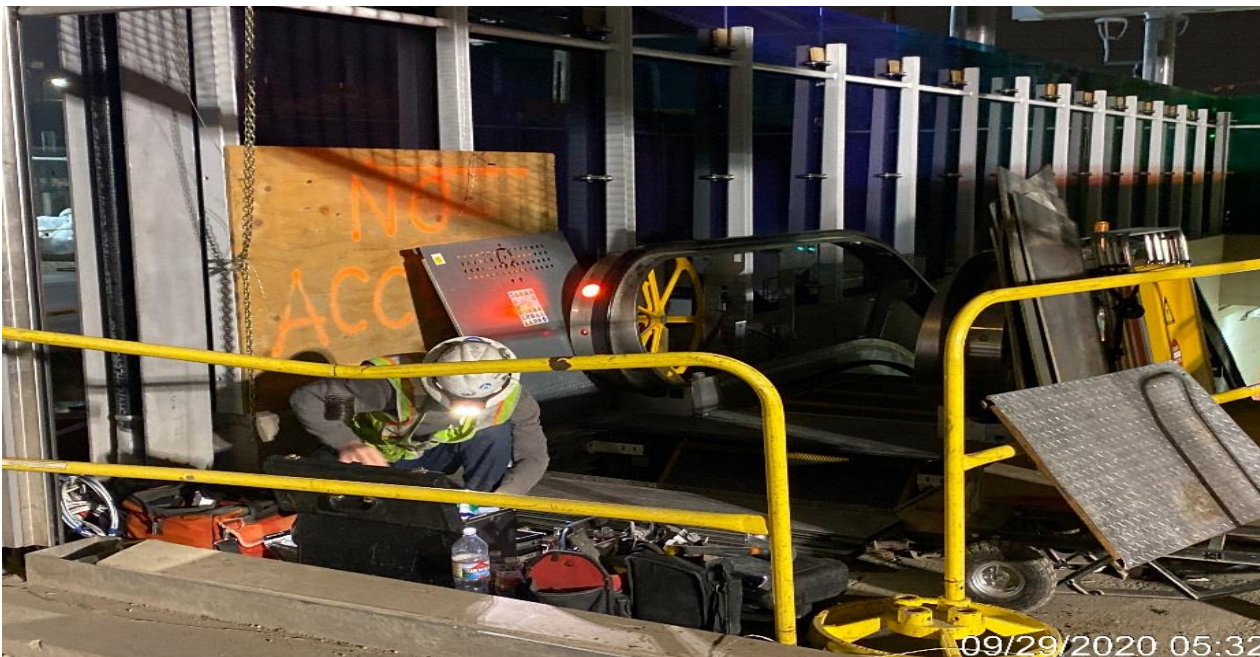


LEIMERT PARK STATION – Continue performing start-up and energization work for all 6 Escalators inside the station

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Continue performing start-up and energization work for all 6 Escalators inside the station.

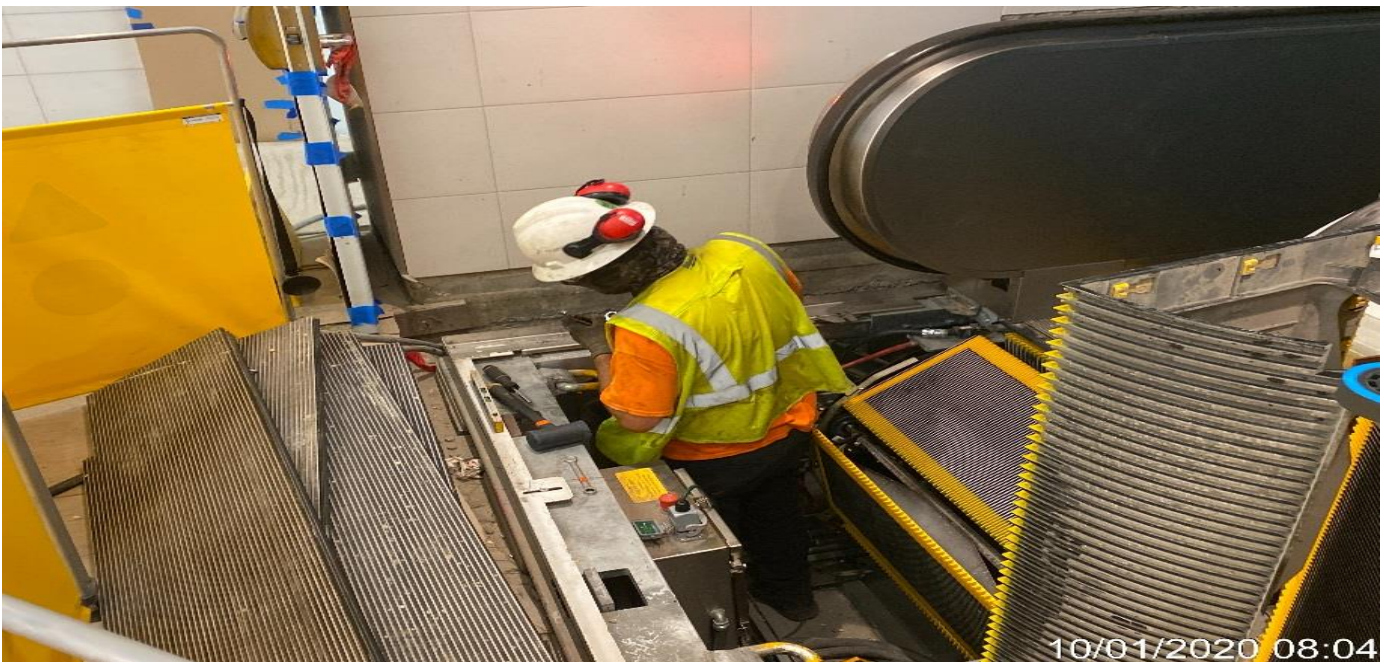


LEIMERT PARK STATION – Continue performing start-up and energization work for all 6 Escalators inside the station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

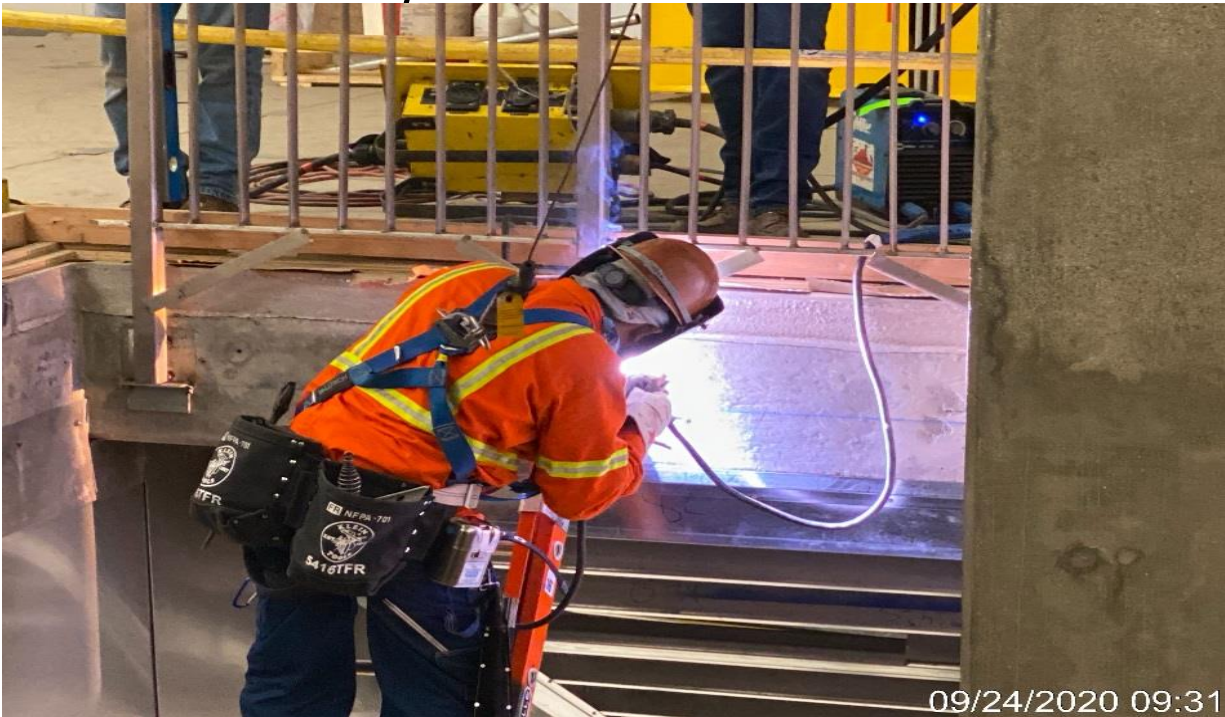


LEIMERT PARK STATION – Continue performing start-up and energization work for all 6 Escalators inside the station.

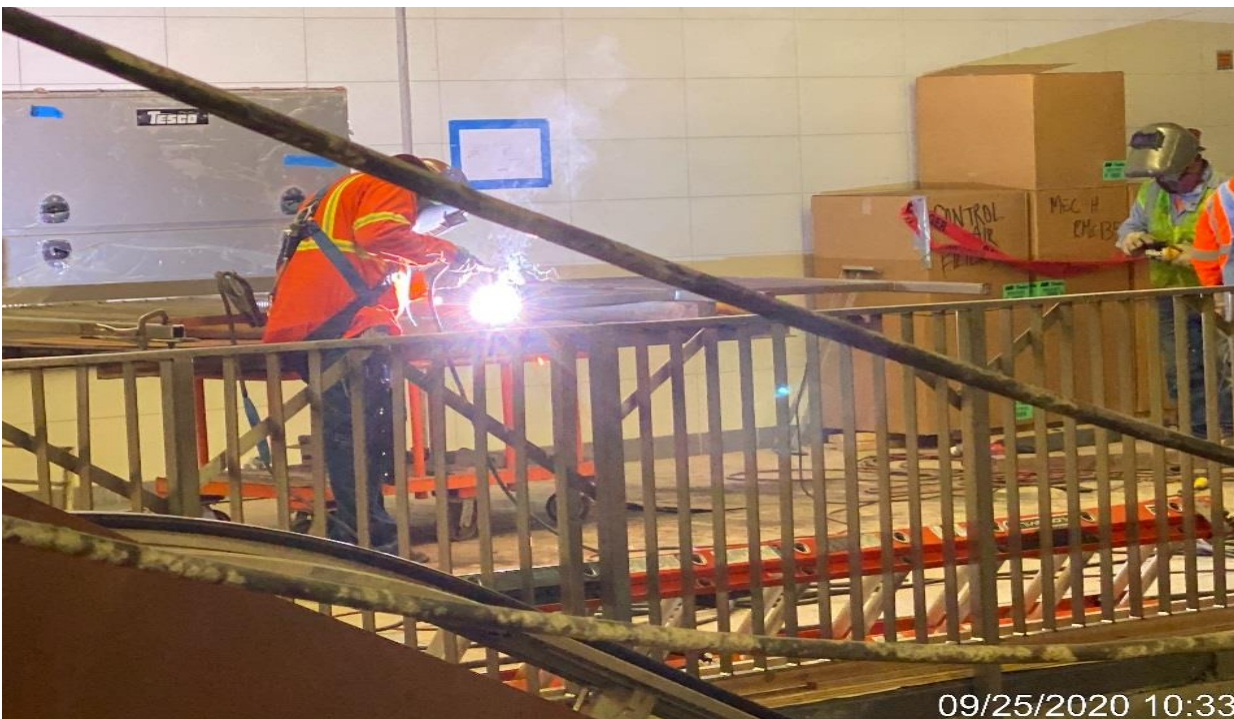


LEIMERT PARK STATION – Continue performing start-up and energization work for all 6 Escalators inside the station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

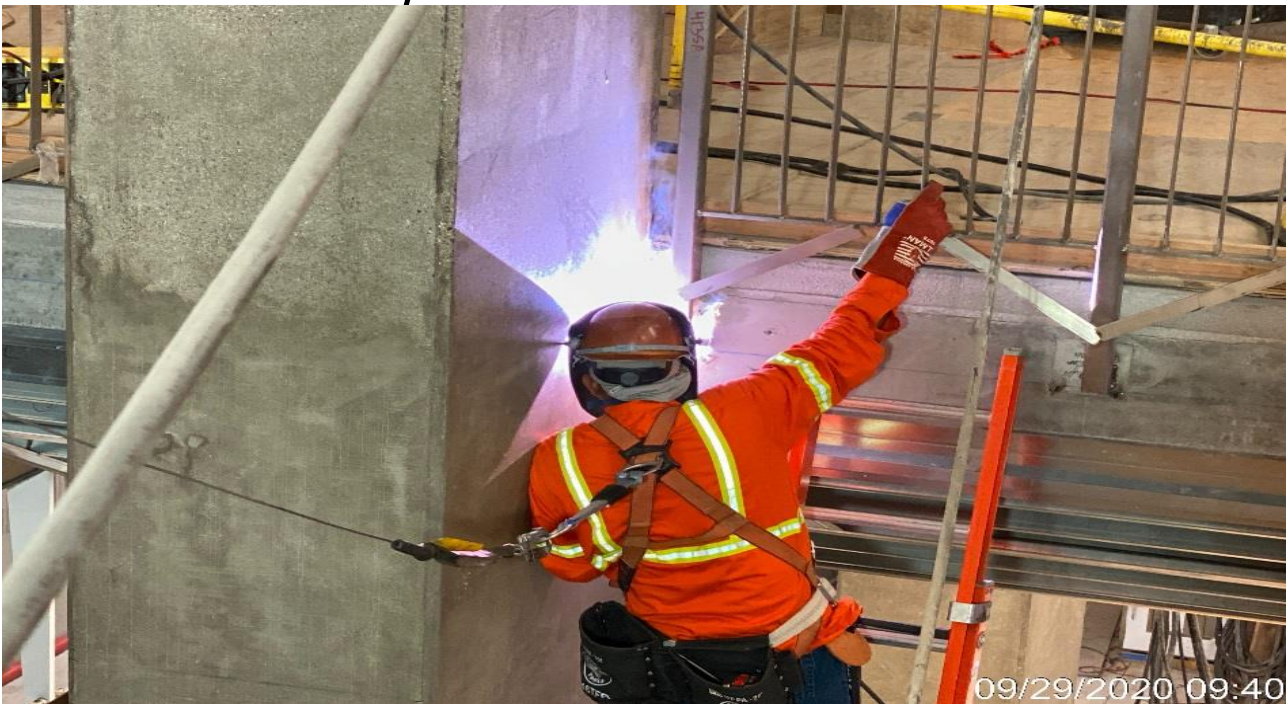


LEIMERT PARK STATION – Installing guardrails around the opening entrance of Staircase #4 and Escalator #6 at the concourse.

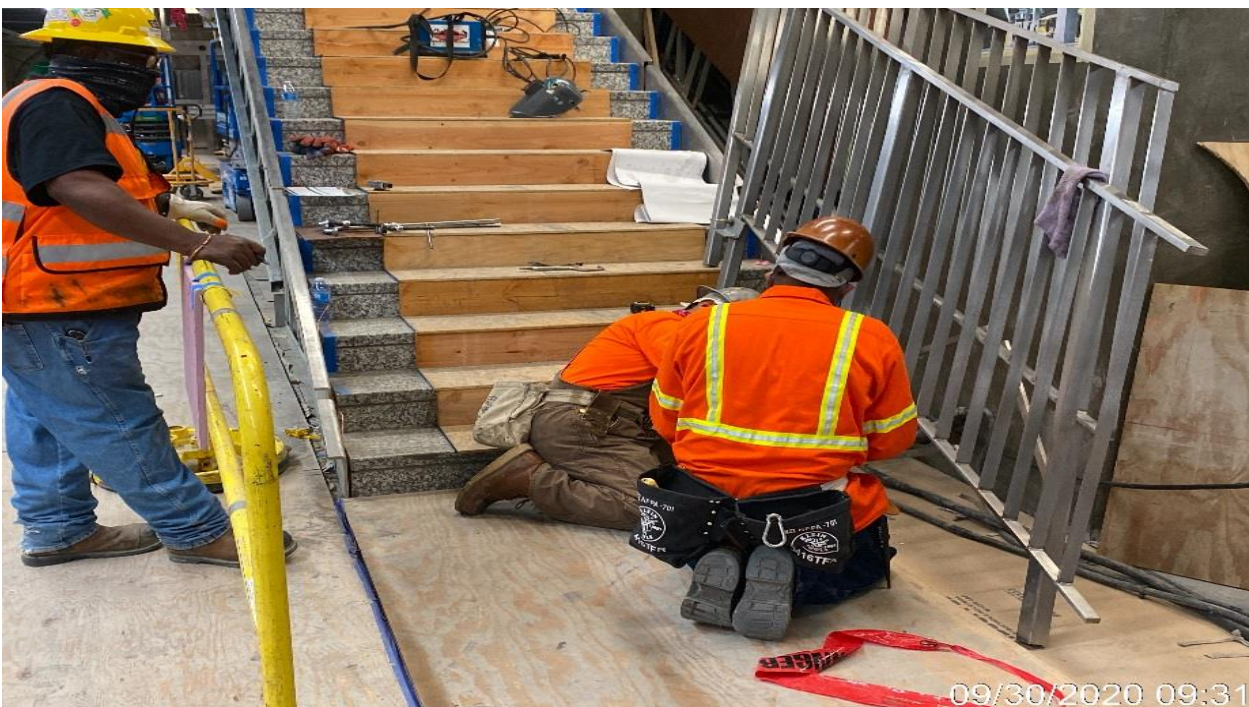


LEIMERT PARK STATION – Installing guardrails around the opening entrance of Staircase #4 and Escalator #6 at the concourse.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Continue installing guardrails around the opening entrance of Staircase #4 and Escalator #6 at the concourse.

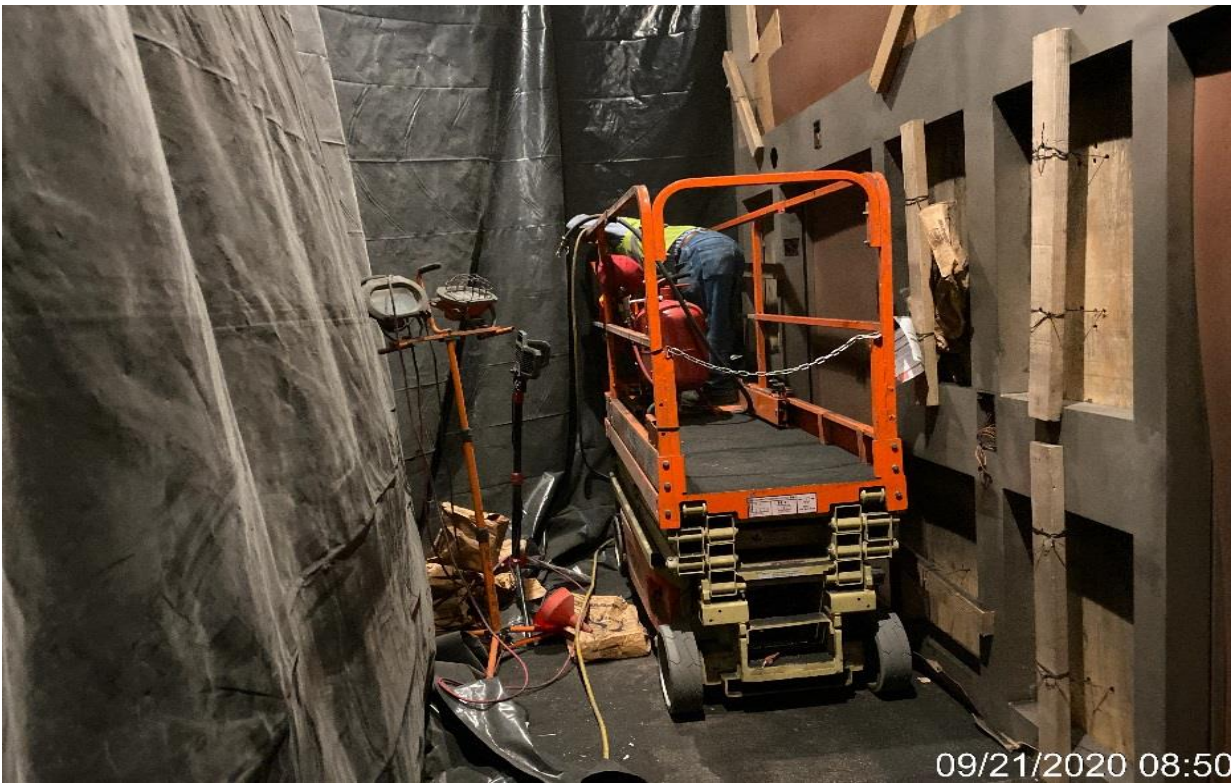


LEIMERT PARK STATION – Continue installing guardrails for Staircase #4 from concourse to platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

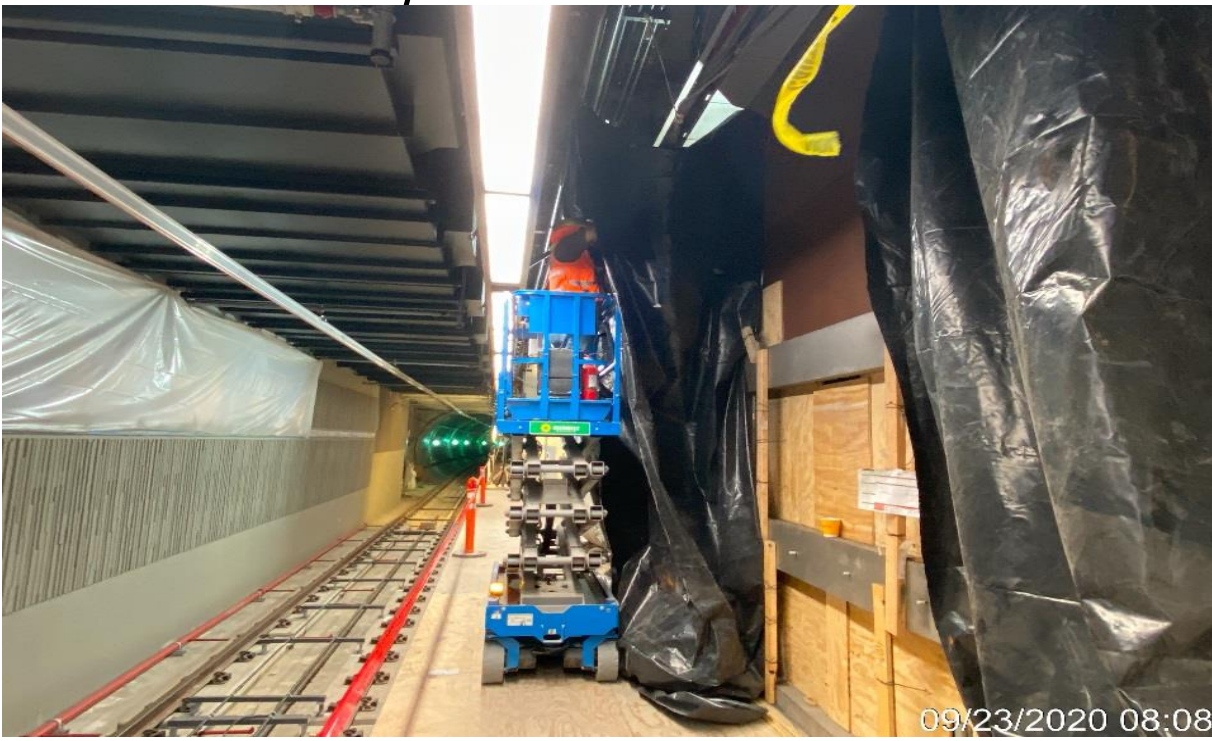


LEIMERT PARK STATION – Continue sand blasting Elevators 3&4 at the concourse level.

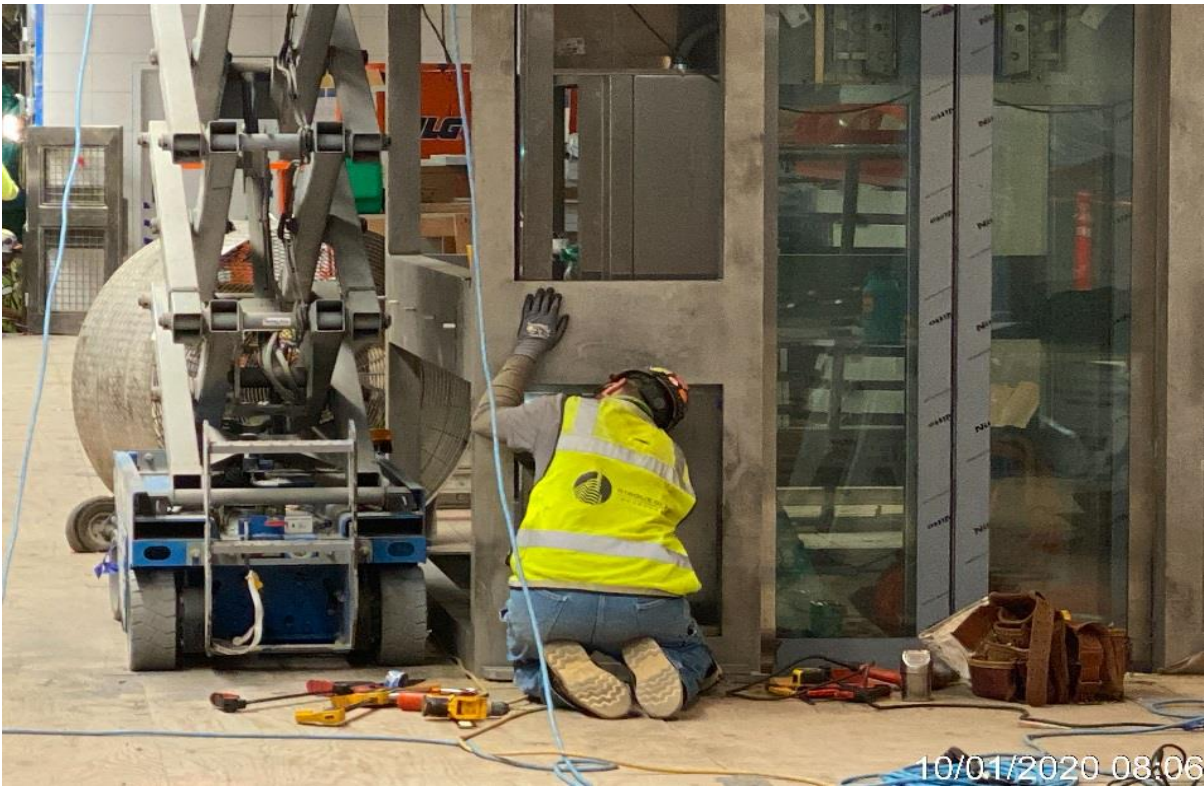


LEIMERT PARK STATION – Continue sand blasting Elevators 3&4 at the concourse level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Continue sand blasting Elevators 3&4 at the platform level.



LEIMERT PARK STATION – Installing glass tracks for Elevators 3&4 at the platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Removing pedestrian light poles foundation for new installation near the northwest corner Stocker St and Crenshaw Blvd.



MLK STATION – Placing concrete for street light foundations at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue trenching for street light conduit installation along the plaza curb.



MLK STATION – Preparing Manholes #10 and #16 for pre-final inspections along the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue grading and compacting throughout the plaza level.



MLK STATION – Installing louvers and gutters to Elevators 1&2 at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue installing louvers and gutters to Elevators 1&2 at the plaza level.



MLK STATION – Building formwork for the south map case and digging for the adjacent plumbing vent stack at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Removing formwork for the south map case and adjacent plumbing vent stack at the plaza level.

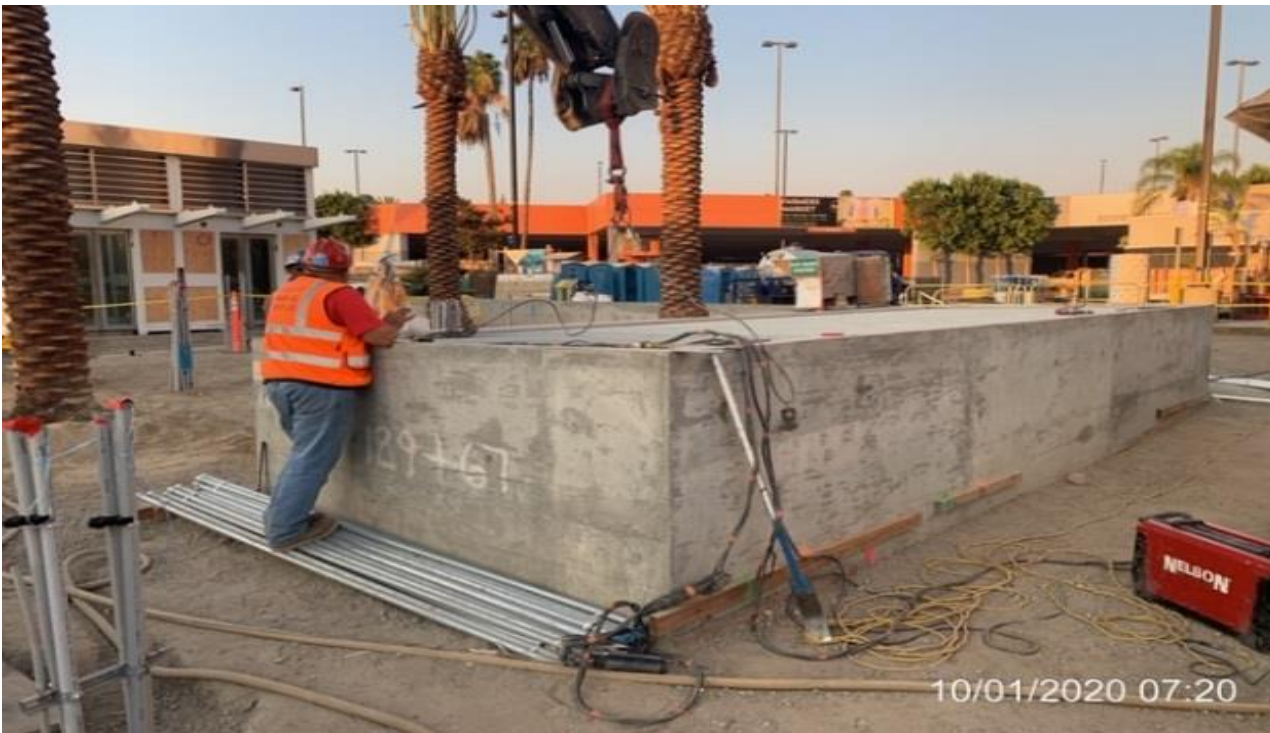


MLK STATION – Building formwork for the north map case at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Laying out irrigation lines at the northwest end of the plaza level.

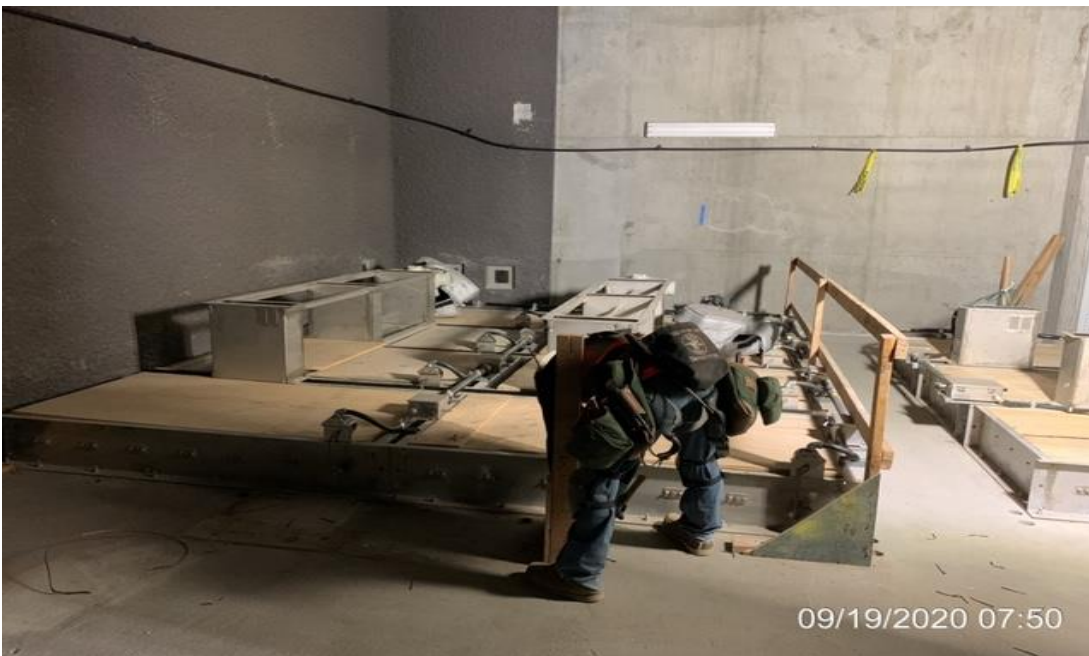


MLK STATION – Securing grates for the Fresh Air Intake Shaft at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Caulking and sealing expansion joints for the glass roof of the main entrance canopy at the plaza level.

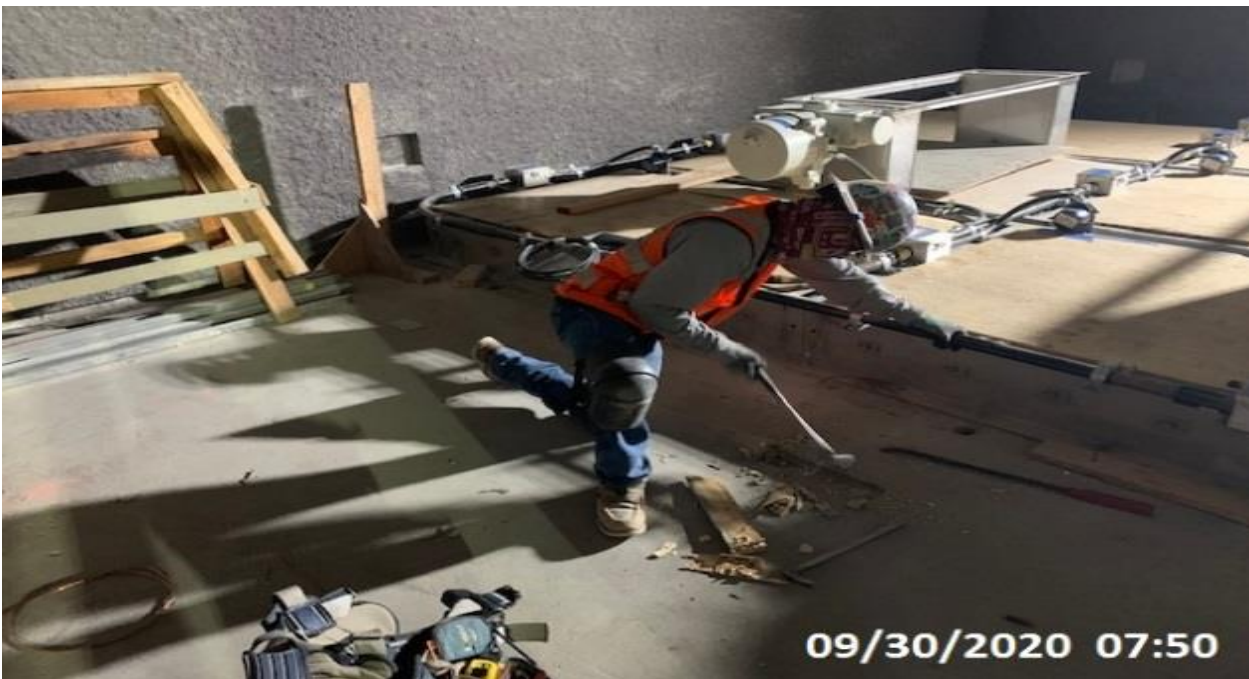


MLK STATION – Building formwork for catwalk pedestal bases inside the South EVF Room at the concourse level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue building formwork for catwalk pedestal bases inside the South EVF Room at the concourse level.

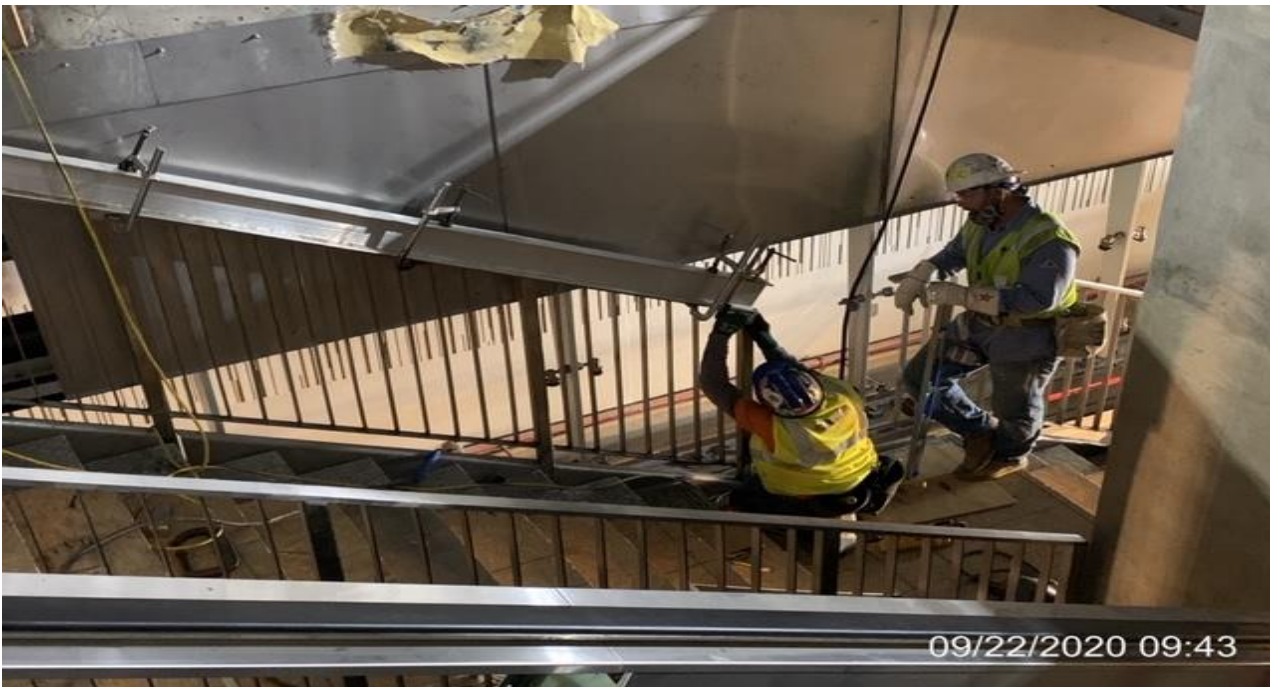


MLK STATION – Building formwork for catwalk pedestal bases inside the North EVF Room at the concourse level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

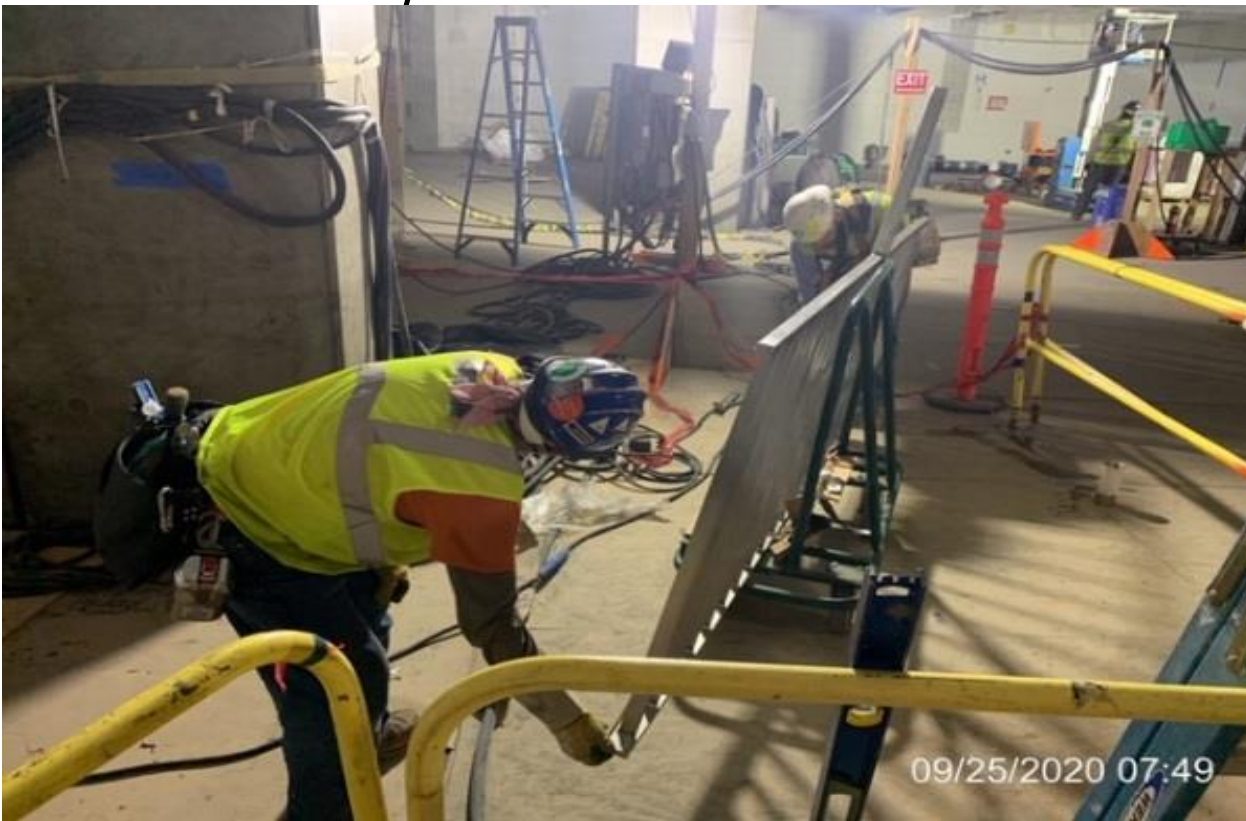


MLK STATION – Installing guardrails around the opening entrance of Staircase #3 and Escalator #4 at the concourse level.

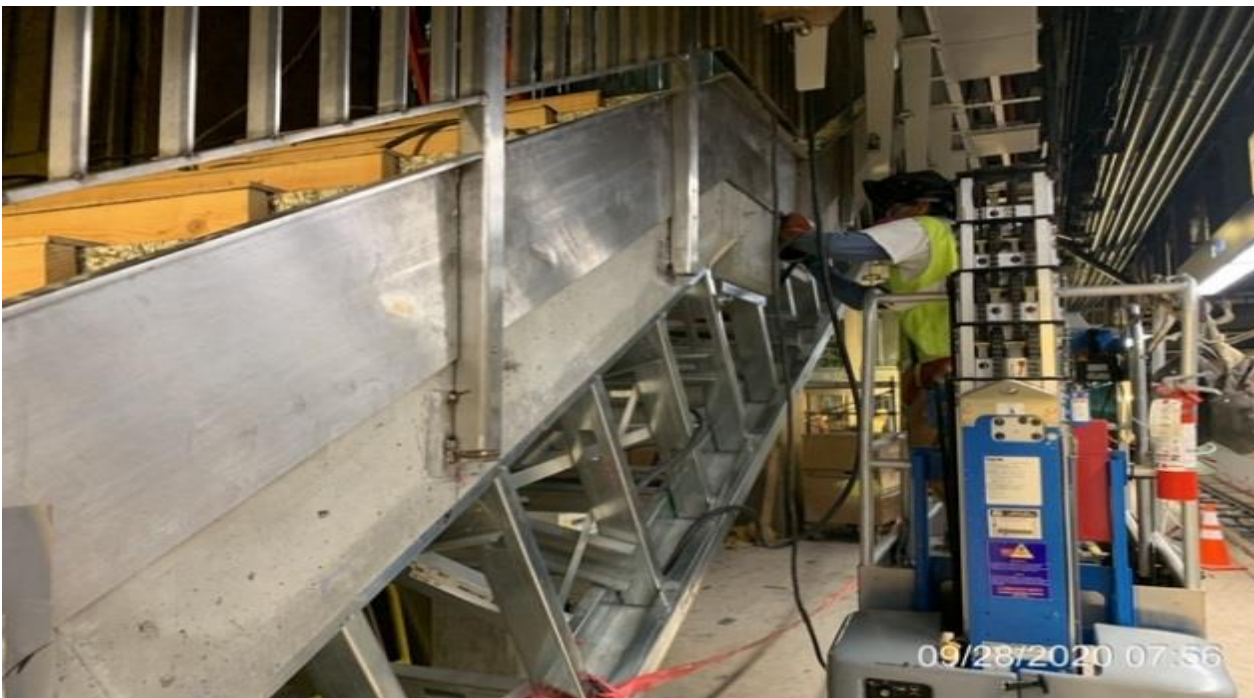


MLK STATION – Continue installing guardrails to Staircase #3 from concourse to platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

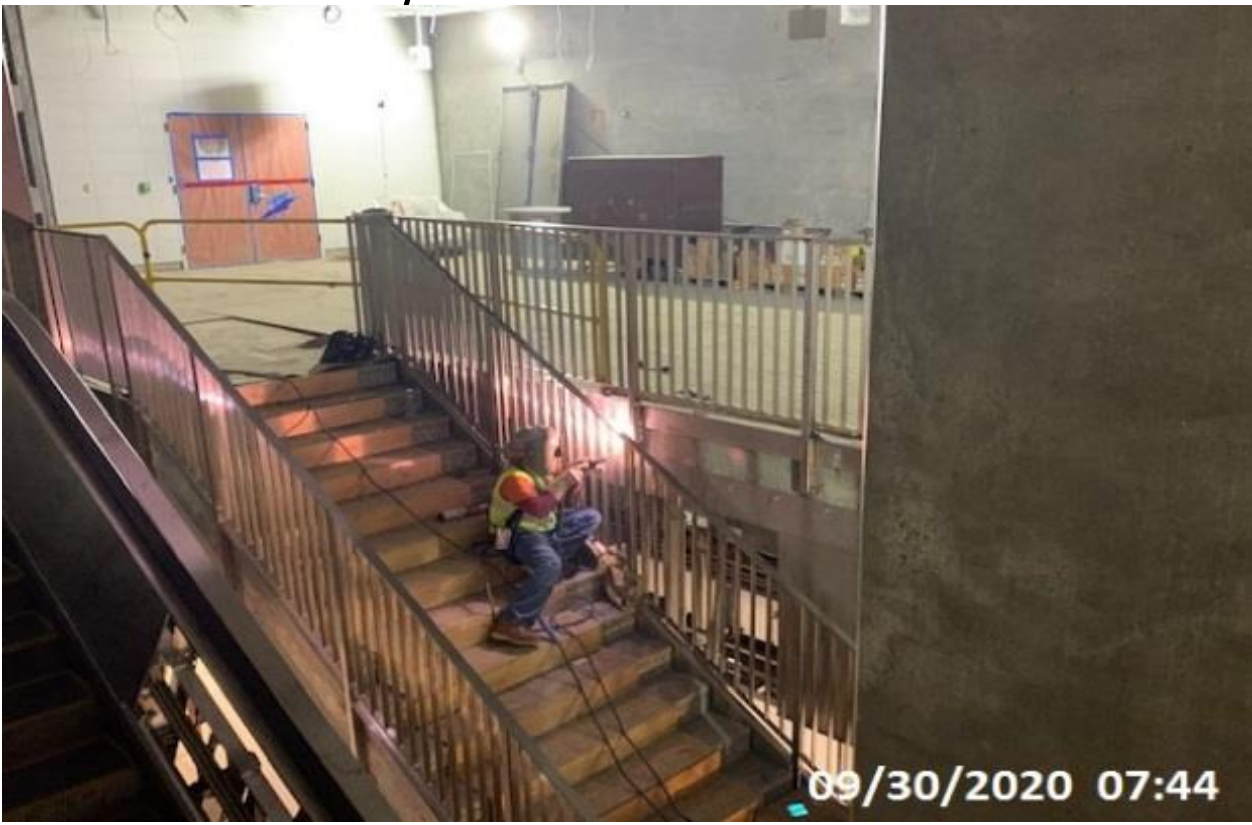


MLK STATION – Installing guardrails to Staircase #2 from concourse to platform level.

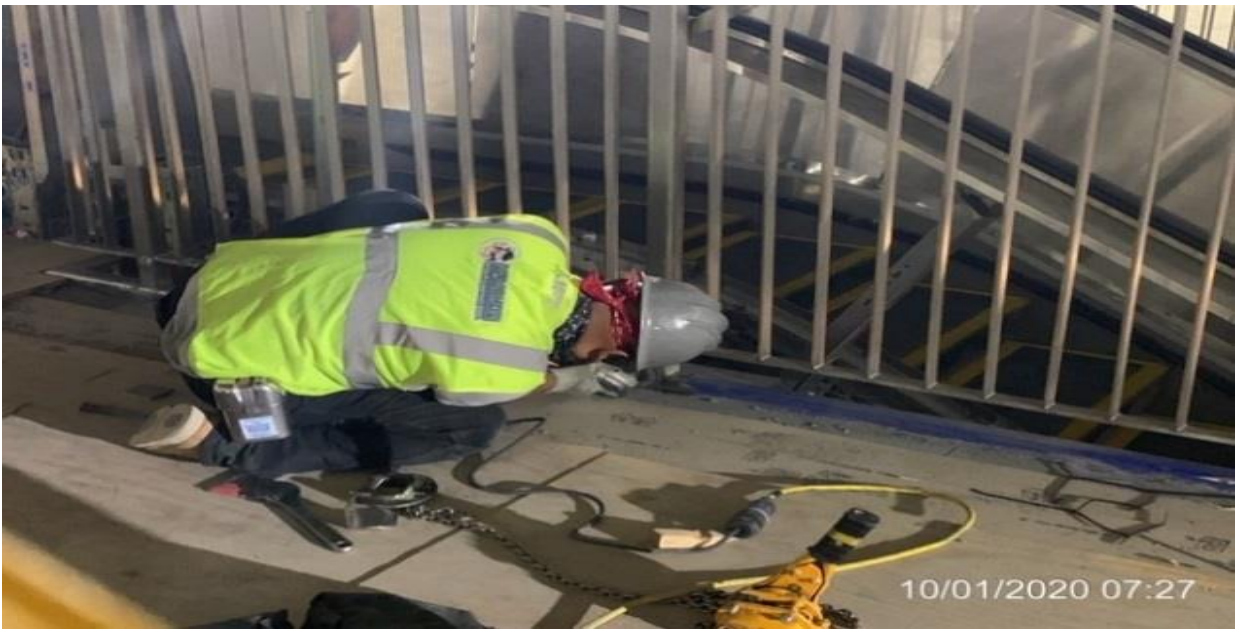


MLK STATION – Continue installing guardrails to Staircase #3 from concourse to platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Caulking expansion joint between slab and tactile pavers at the southbound platform level.



MLK STATION – Welding and finalizing guardrail finishes for Staircase #3 from concourse to platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue installing edge light fixtures to the down stand support posts on the southbound platform level..

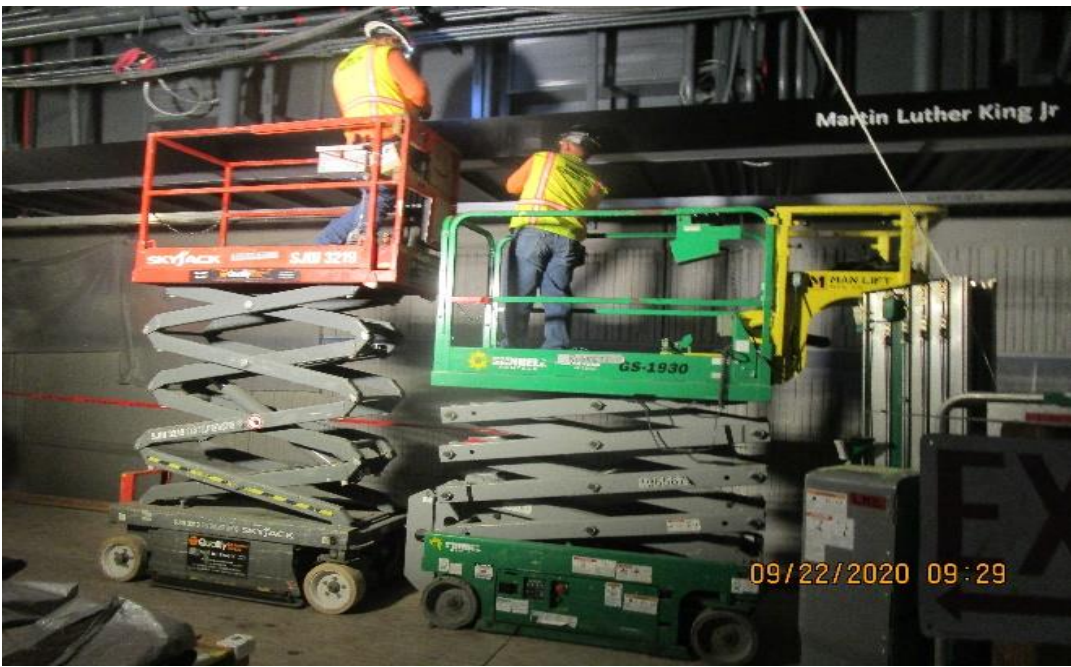


MLK STATION – Continue welding down stand support poles on the southbound platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue installing edge light fixtures to the down stand support posts on the north and southbound platform level.



MLK STATION – Continue installing edge light fixtures to the down stand support posts on the north and southbound platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue installing edge light fixtures to the down stand support posts on the north and southbound platform level.



MLK STATION – Continue installing glass stops to Elevators 3&4 at platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue installing glass panels to Elevators 3&4 at platform level.

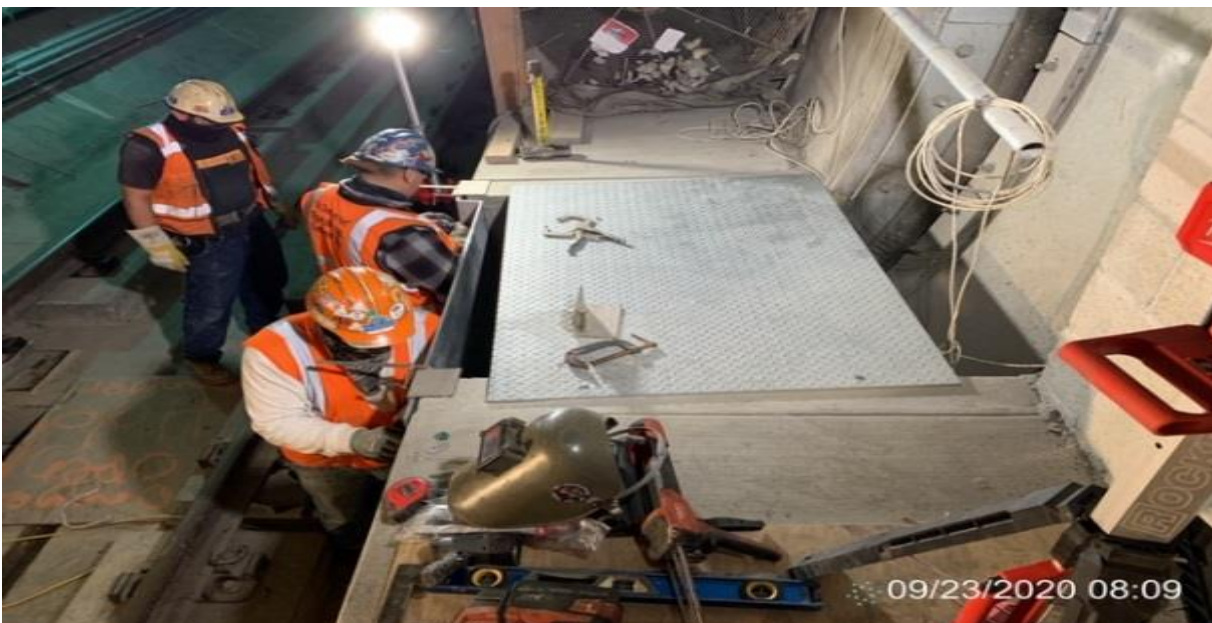


MLK STATION – Continue installing glass panels to Elevators 3&4 at platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Installing support arms for the LCD/LED variable messaging sign system along the northbound platform level.

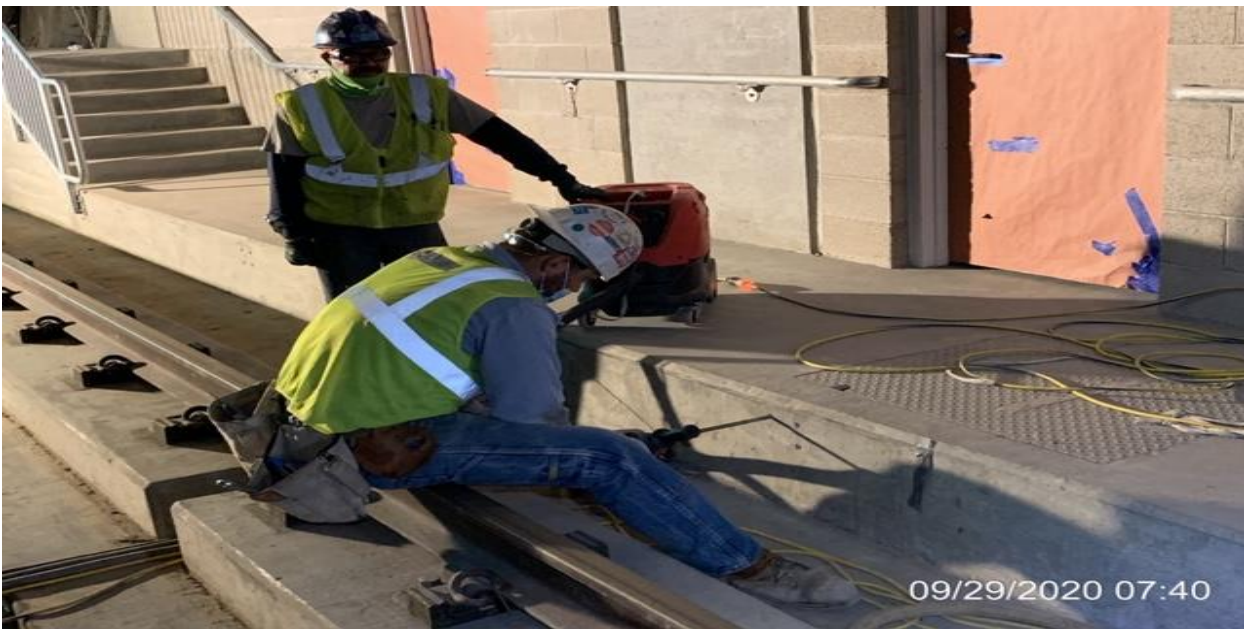


MLK STATION – Installing crossover plates along the North Back of House emergency walkway at the southbound platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

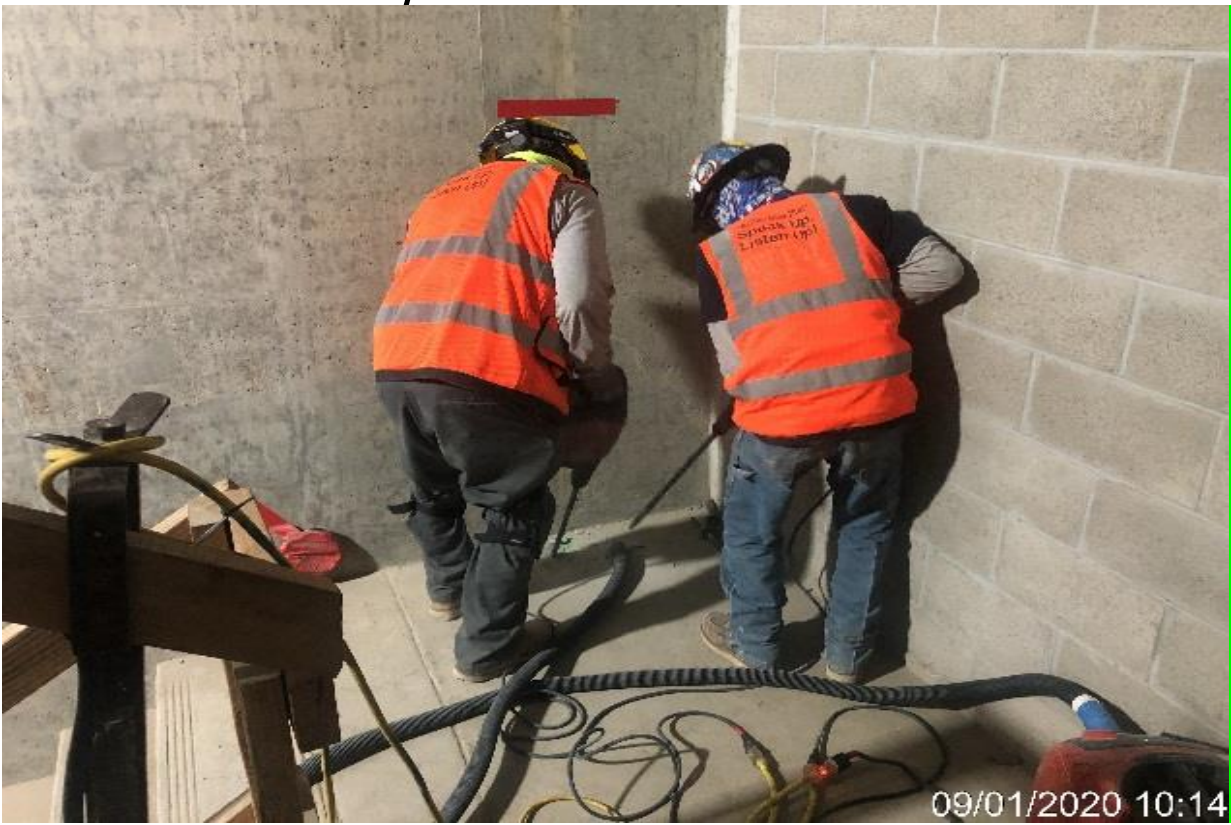


MLK STATION – Installing crossover plates along the North Back of House emergency walkway at the northbound platform level.



MLK STATION – Drilling for guardrail installation along the North Back of House emergency walkway at the southbound platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – MLK WSCC crew chipping through landing for installation of conduit.



MLK STATION – Giroux Glass applying caulking to glass panels for elevator structure #1 and #2

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – McMahon sand blasting fascia of elevator #1 and #2



MLK STATION – Carrara Marble grouting pavers at bottom landing of staircase #1

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

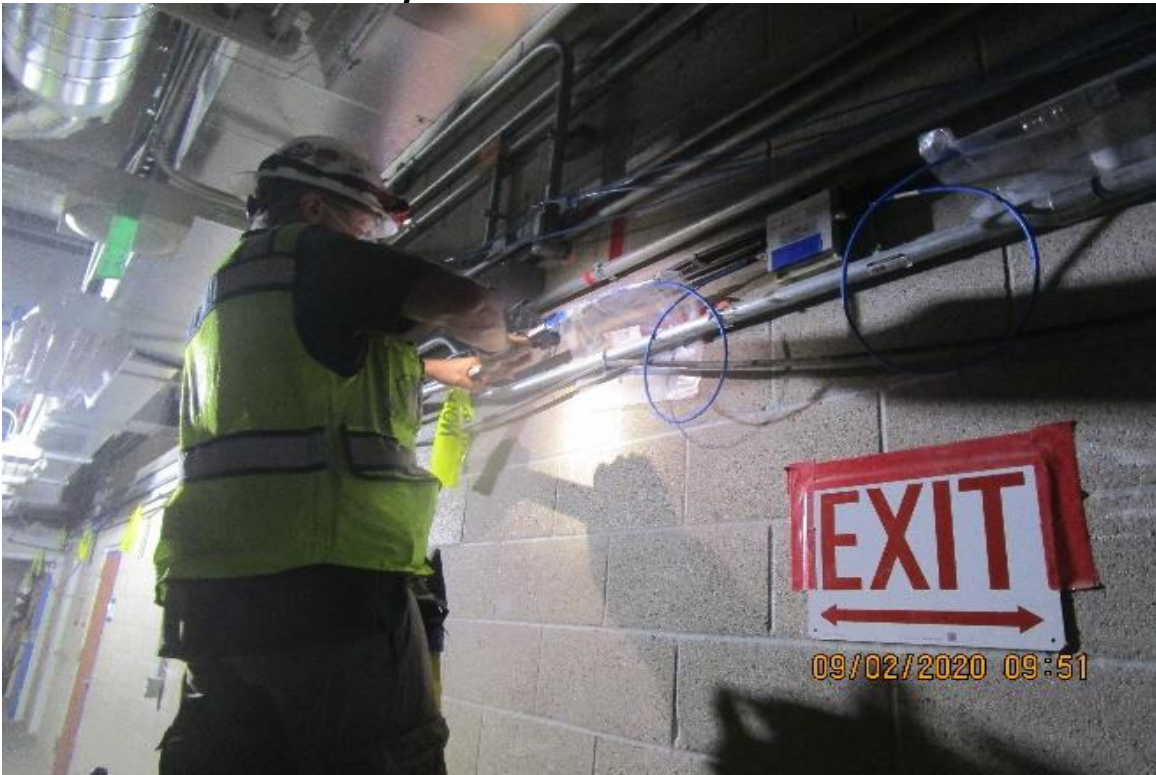


MLK STATION – Tunnel vent plenum OTE (S) C101, TD-7-121, begin identify, label, & dress limit switch load conductors.



MLK STATION – MLK Plaza, begin to relocate plaza pedestrian lighting stubbed up PVC conduit for embedded PB GL's 16/A.5

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

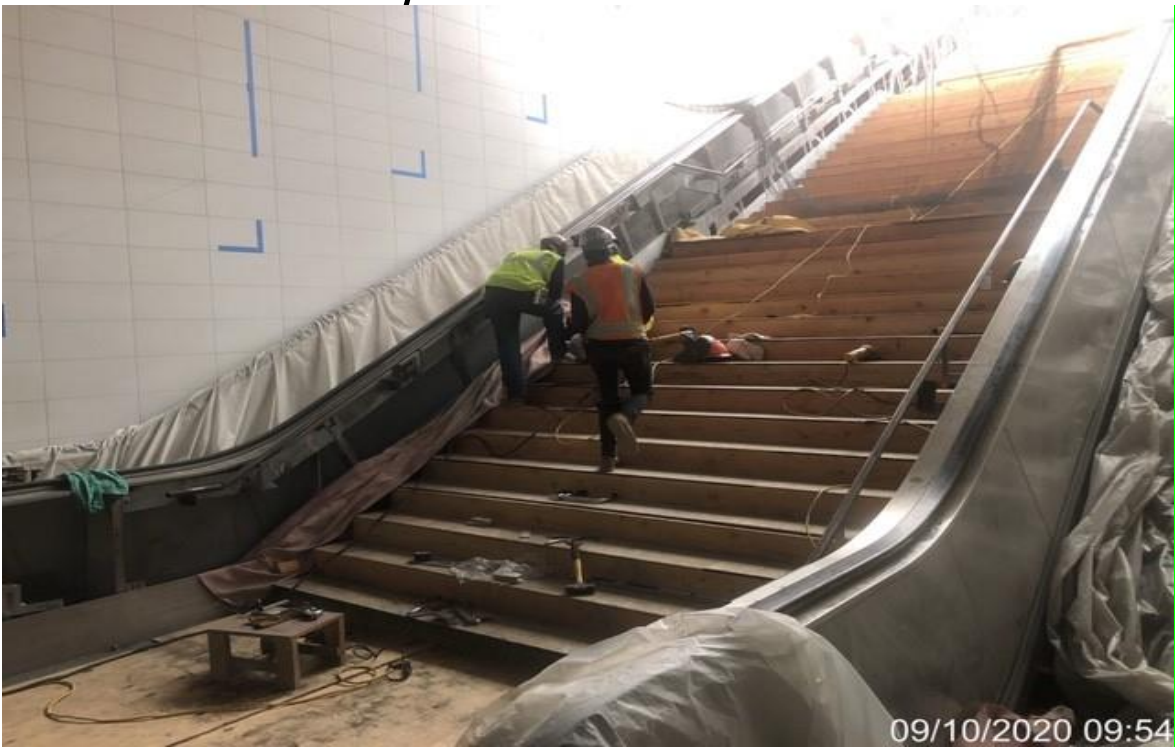


MLK STATION – MLK, Corridor #1 C120, resume installing end connectors & splicing 7/8” Radiax cable to 7/8 Radiax cables.



MLK STATION – WSCC crew excavating to grade along foundation of mall Bldg. for new walkway..

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – MLK – McMahan installing mock-up hand rail at staircase #1.

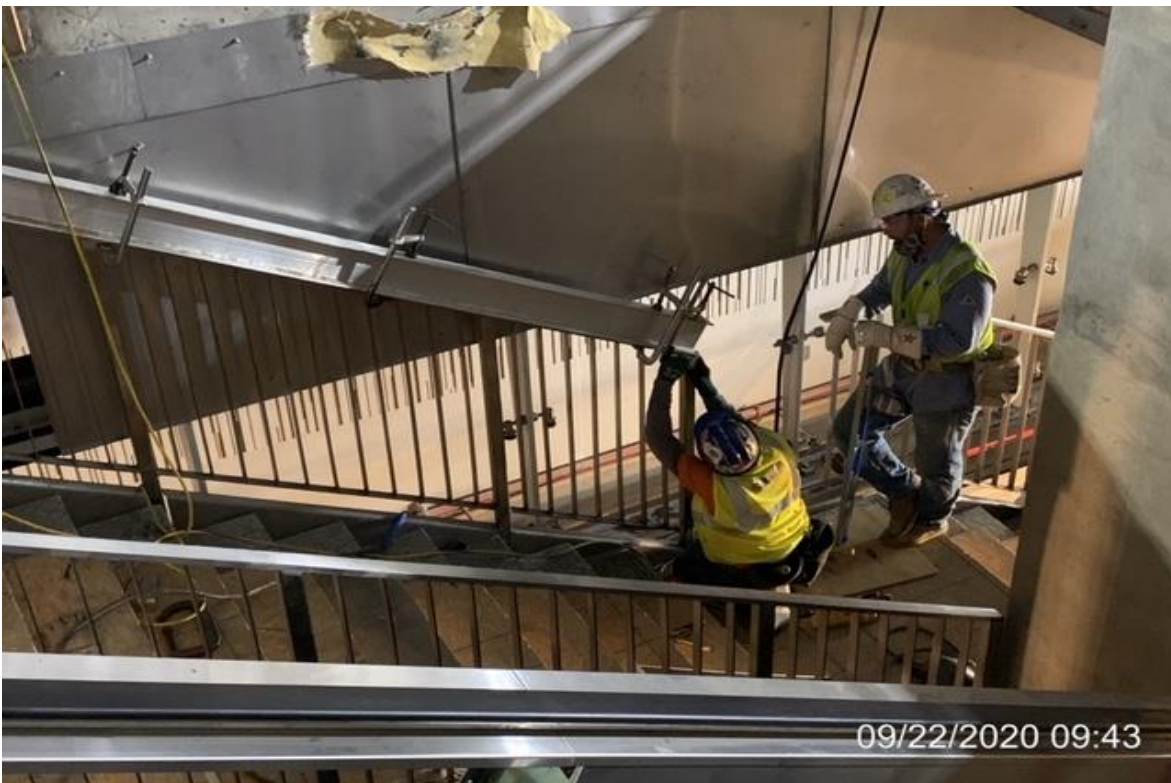


MLK STATION – Keller injecting polyurethane sealant to mediate water intrusion at emergency exit stair #2

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – VNSM installing louvers at elevator structure #1 and #2

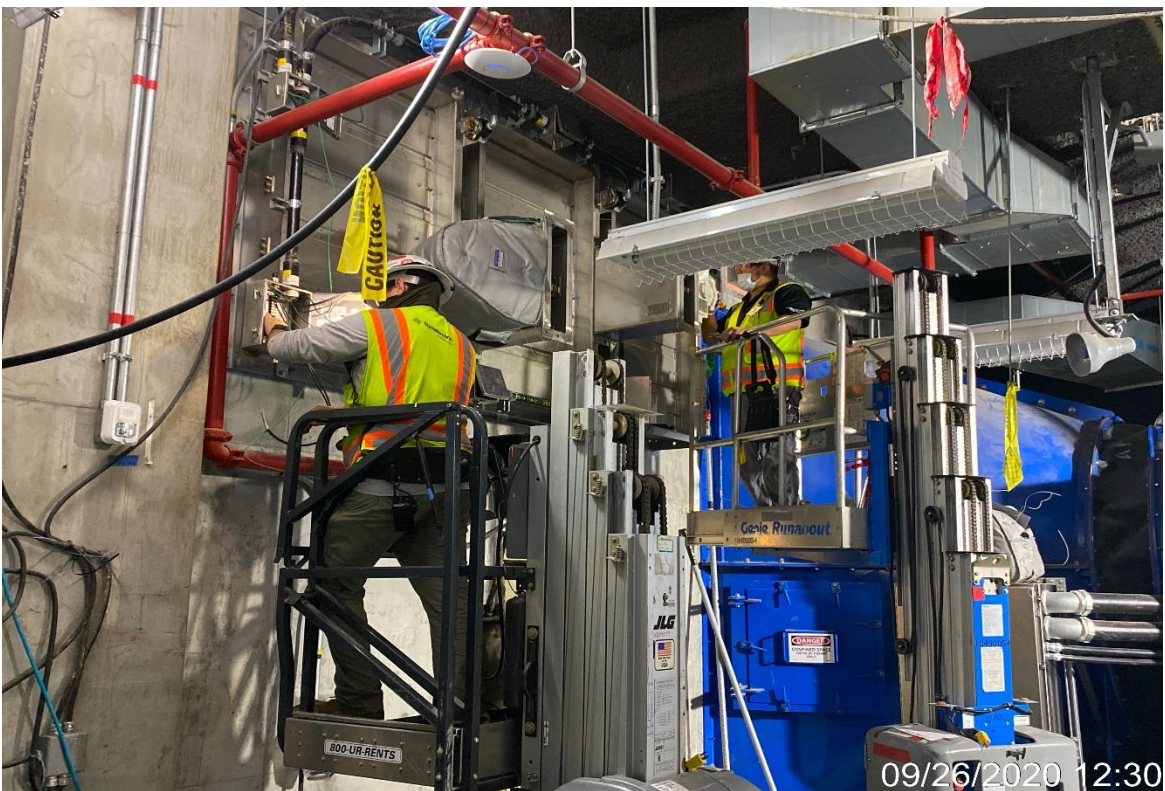


MLK STATION – McMahon installing guardrail at stair #3.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

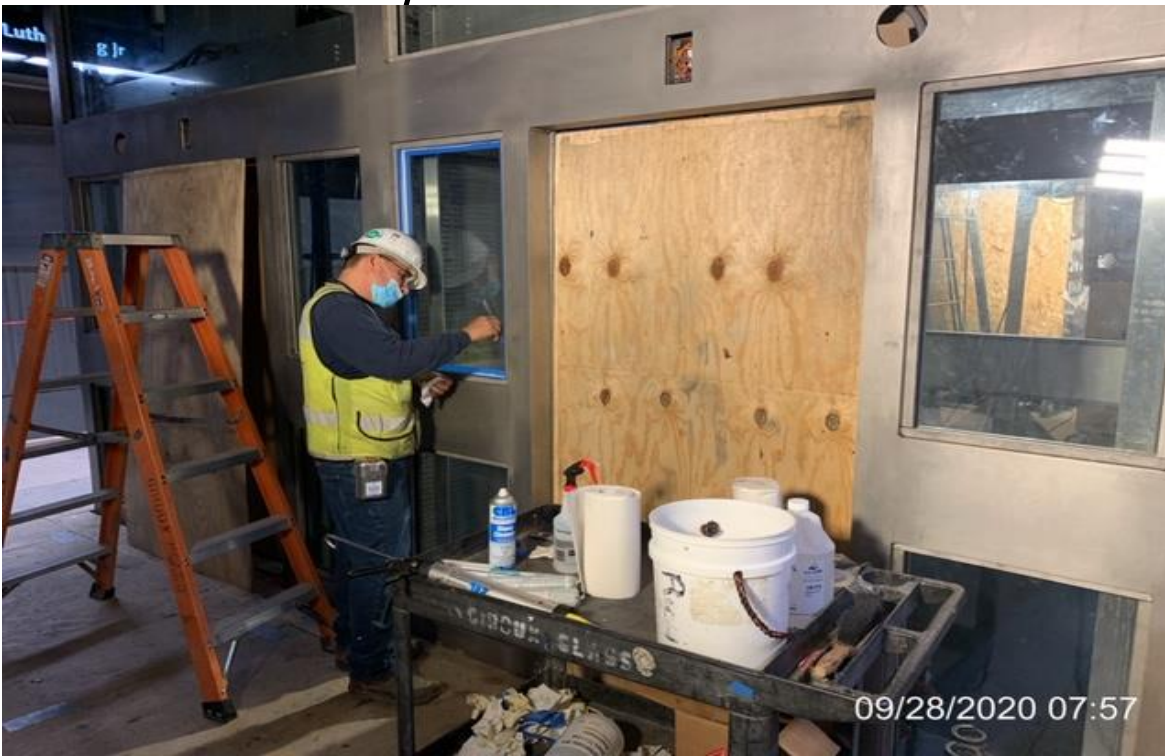


MLK STATION – WSCC ironworkers installing support arms for LCD at platform.



MLK STATION – Dyna working in emergency fan room at MLK.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Giroux Glass caulking glass panels at elevator #3 and #4



MLK STATION – WSCC carpenters removing formwork from map case and vent stack.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION - Continue installing AT&T conduit and preparing for vault installation on the northeast corner of Obama Blvd and Crenshaw Blvd.



EXPO STATION – Continue installing AT&T conduit and setting fiber vault on the northeast corner of Obama Blvd and Crenshaw Blvd.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION– Assembling traffic signal light pole for installation on the northeast corner of Obama Blvd and Crenshaw Blvd.

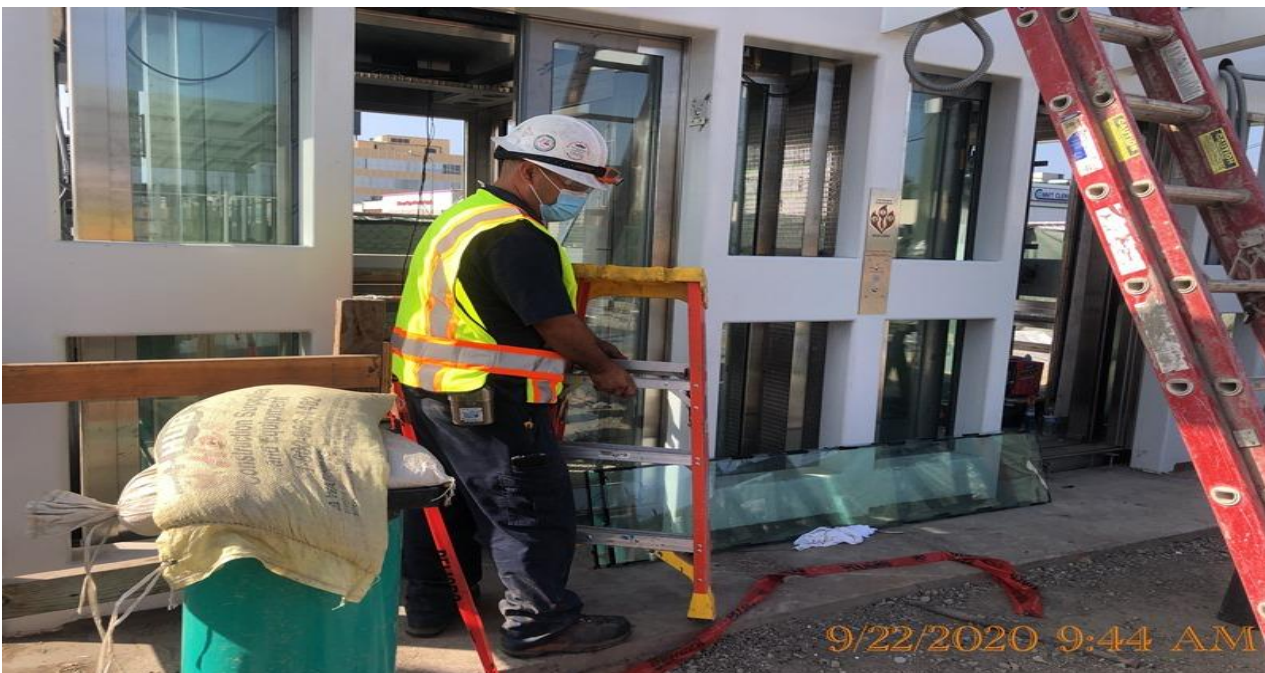


EXPO STATION– Placing forms for new ADA ramp installation on the southeast corner of Obama Blvd and Crenshaw Blvd.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Continue excavating for irrigation installation along the north plaza level..



EXPO STATION SITE – Installing glass panel to Elevators 1&2 at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION SITE – Installing gutters and louvers to Elevators 1&2 at the plaza level.

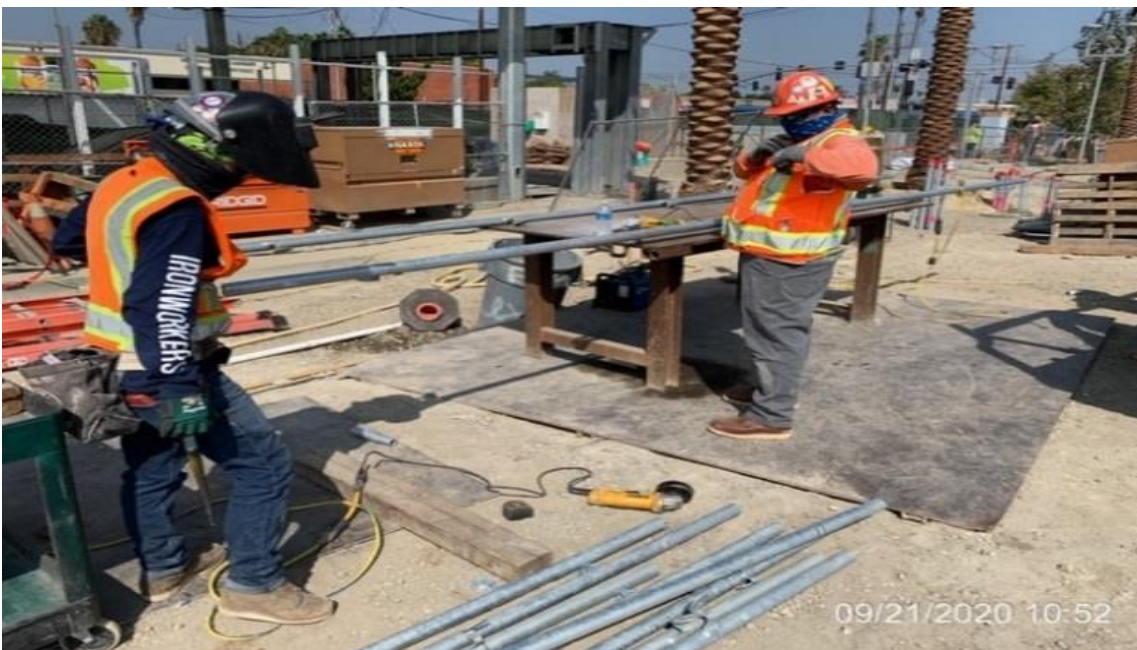


EXPO STATION SITE – Continue installing gutters and louvers to Elevators 1&2 at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION SITE – Installing membrane and roof decking above Elevators 1&2 at the plaza level.

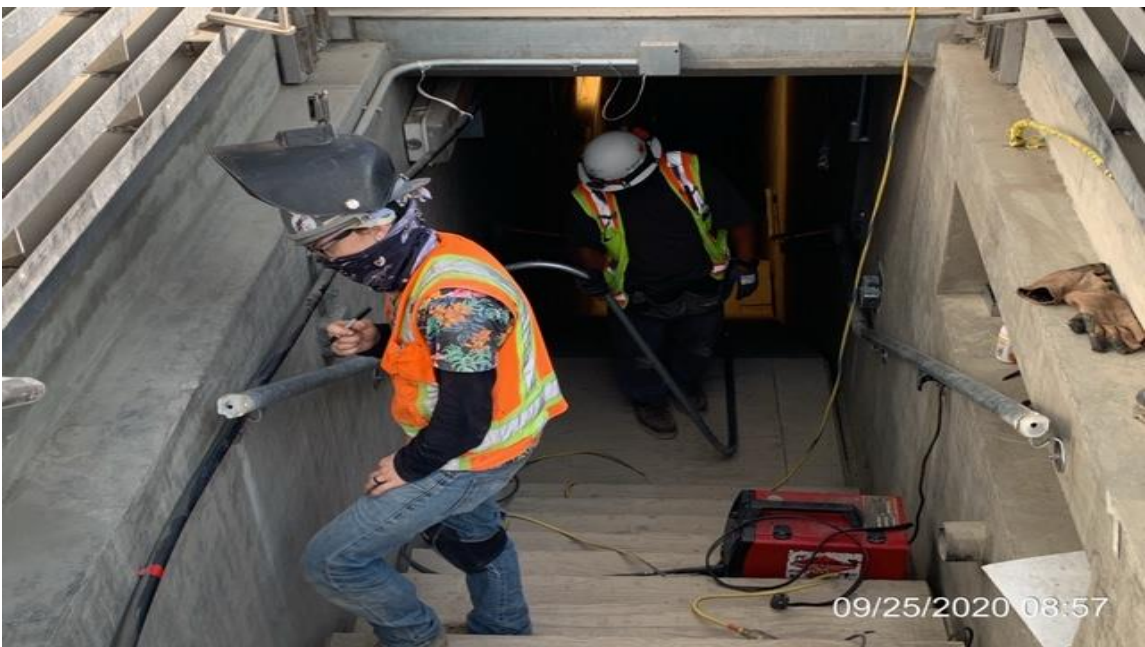


EXPO STATION SITE – Fabricating and installing galvanized handrails for Emergency Exit Stair #3 at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

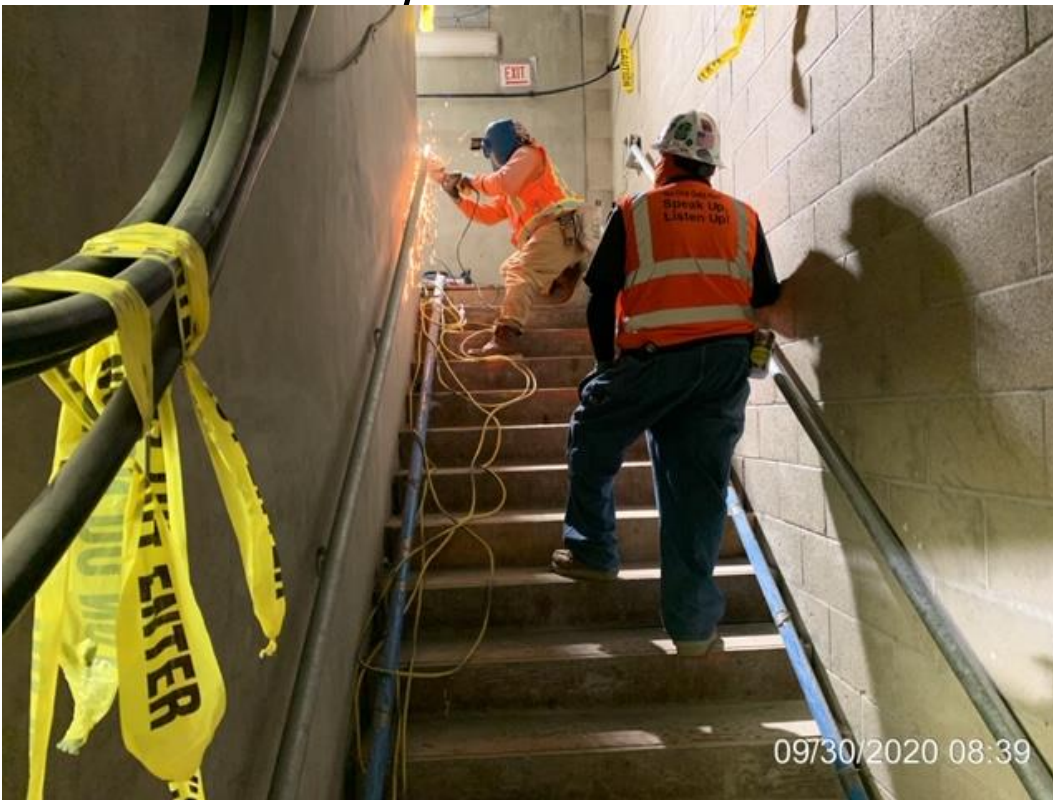


EXPO STATION SITE – Installing galvanized handrails to Emergency Exit Stair #3 at the plaza level.



EXPO STATION SITE – Continue installing galvanized handrails to Emergency Exit Stair #3 at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION SITE – Installing galvanized handrails to Emergency Exit Stair #1 from plaza to concourse level.



EXPO STATION SITE – Delivering the platform edge lights at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Excavating to plant Sycamore trees throughout the plaza level.



EXPO STATION – Continue backfilling/grading the north end area of the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

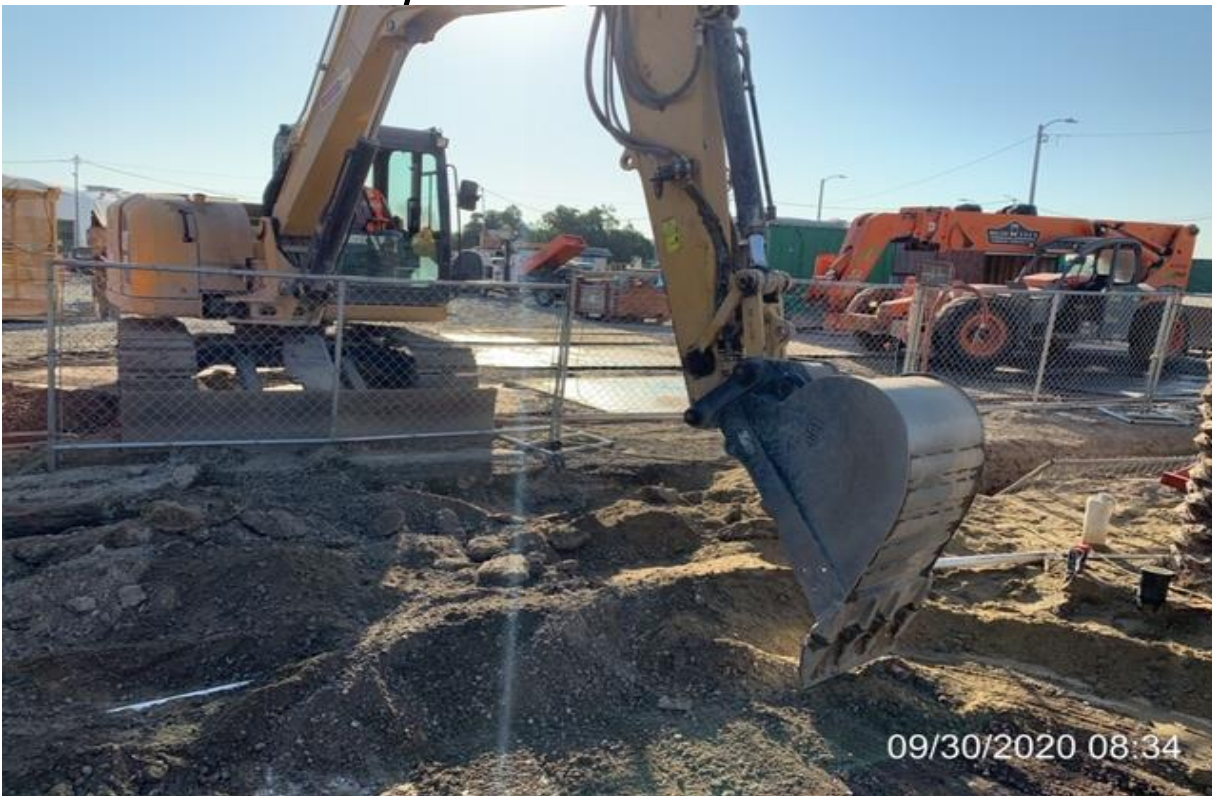


EXPO STATION – Continue excavating for the east side bollard foundations at the plaza level.

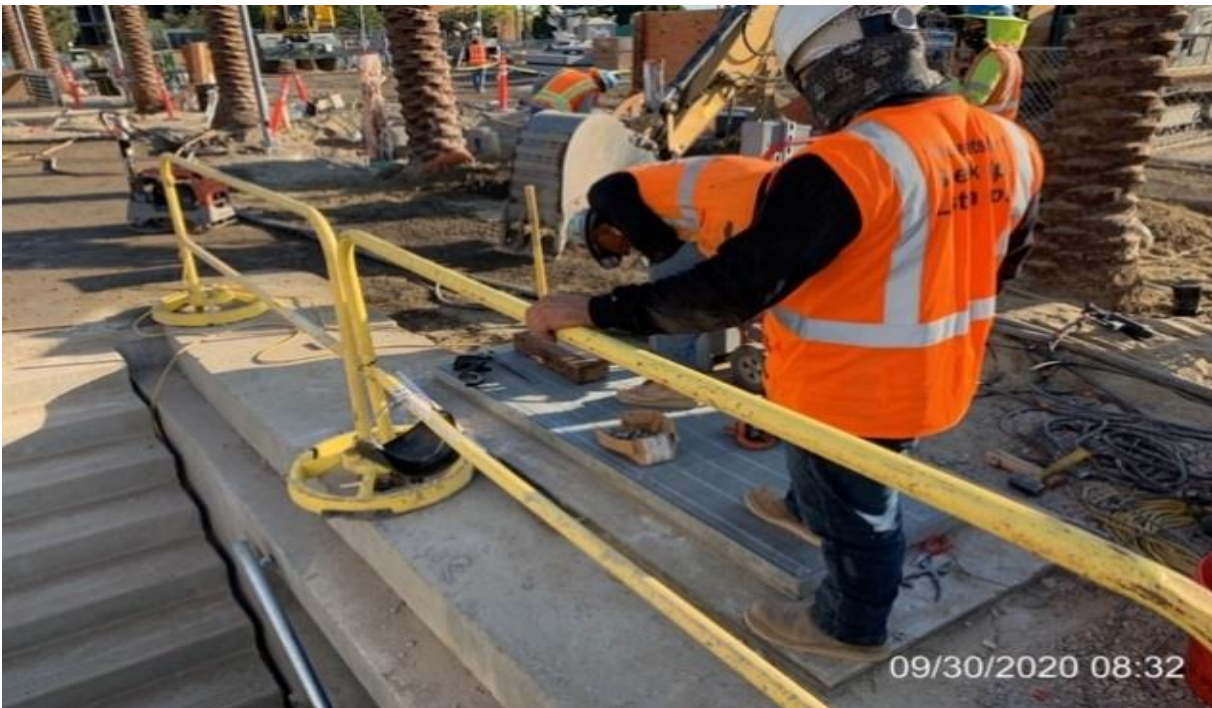


EXPO STATION – Preparing to install the bollard on the east side trench of the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION SITE– Excavating/grading the south end area of the plaza level.

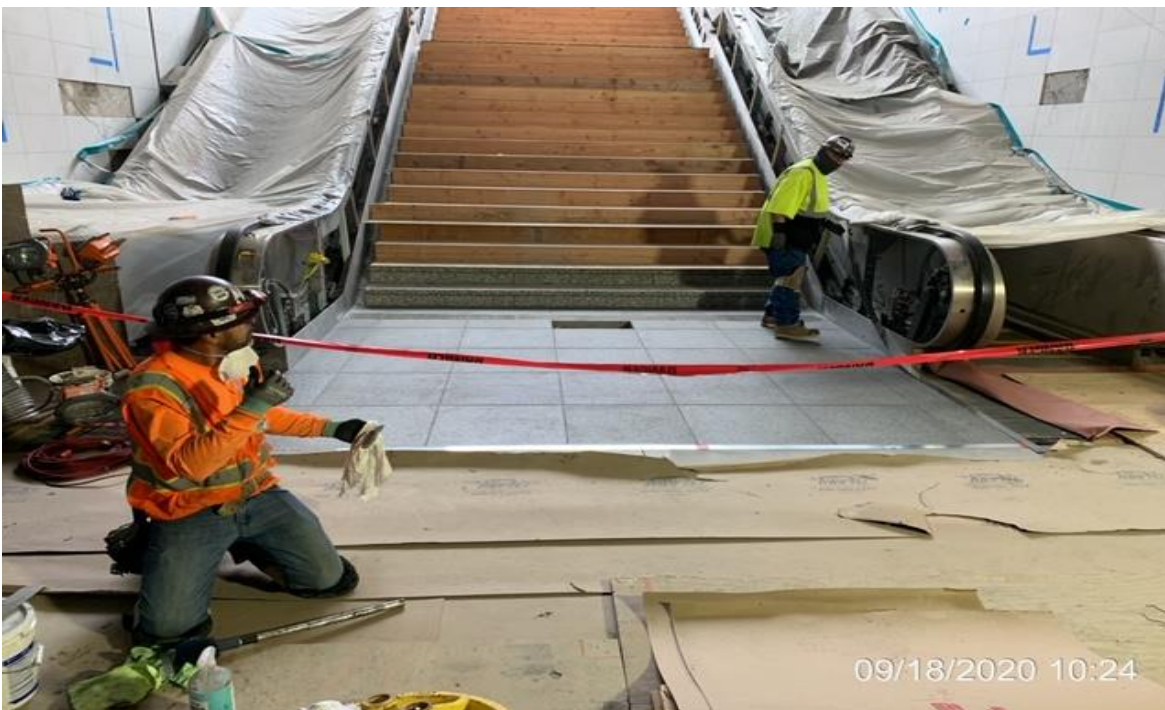


EXPO STATION – Securing grating for both the north and south methane vents at the plaza level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Excavating/grading near the main entrance canopy at the plaza level.

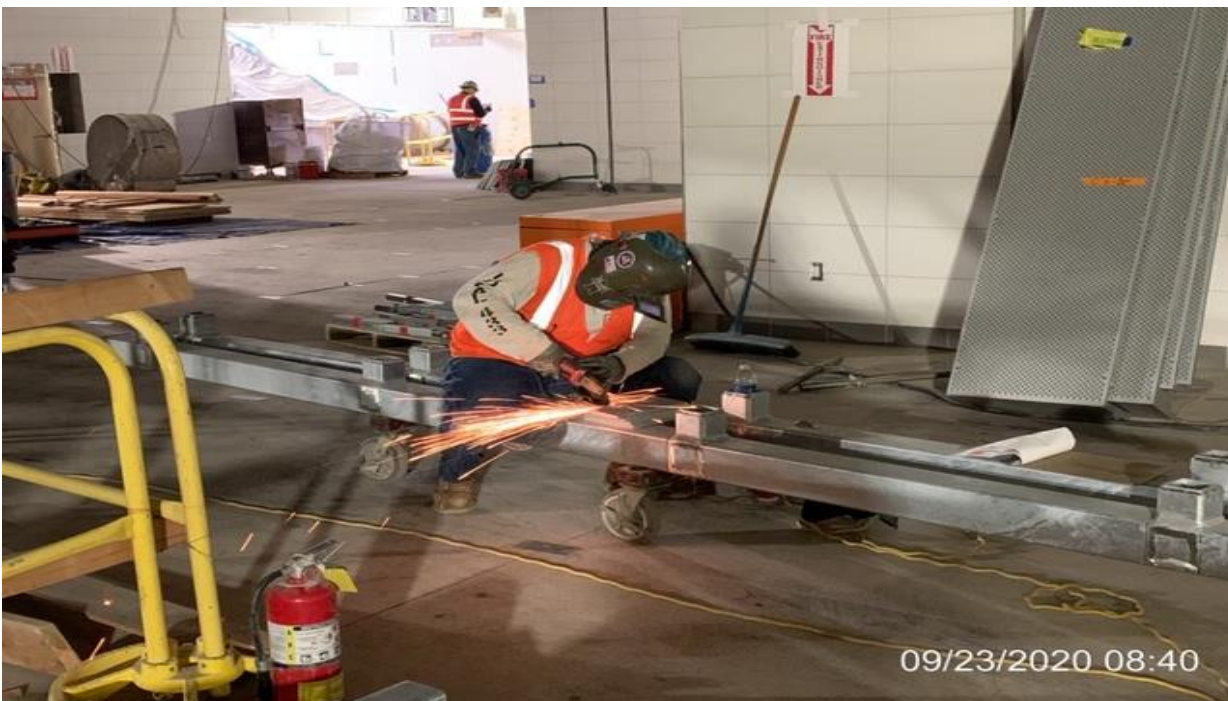


EXPO STATION – Finalizing caulking and grouting of the pavers for the bottom landing of Staircase #1 at the concourse level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

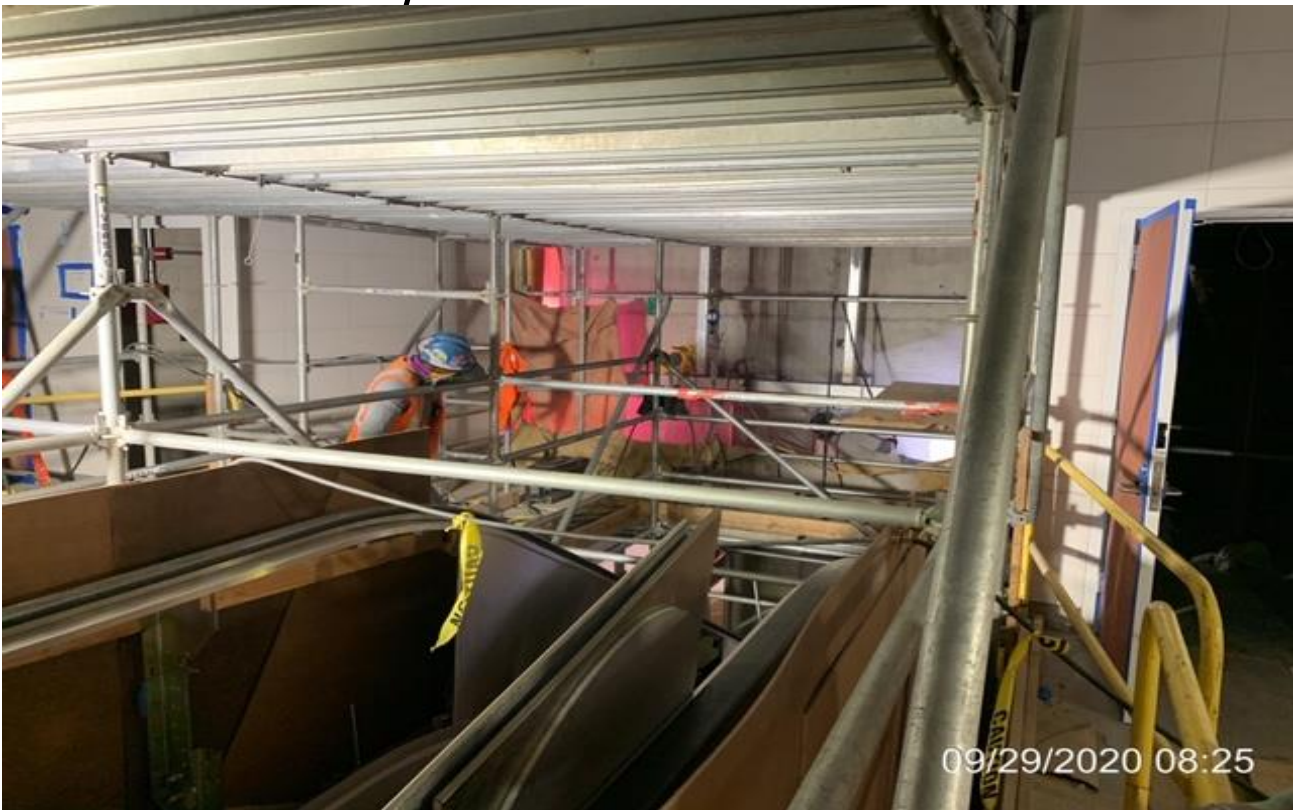


EXPO STATION – Fabricating grid support system and installing base plates for the mosaic art wall at the concourse level.



EXPO STATION – Continue fabricating grid support system and installing base plates for the mosaic art wall at the concourse level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Continue installing grid support system and base plates for the mosaic art wall at the concourse level.



EXPO STATION – Installing glass panels to Elevators 1&2 at the concourse level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

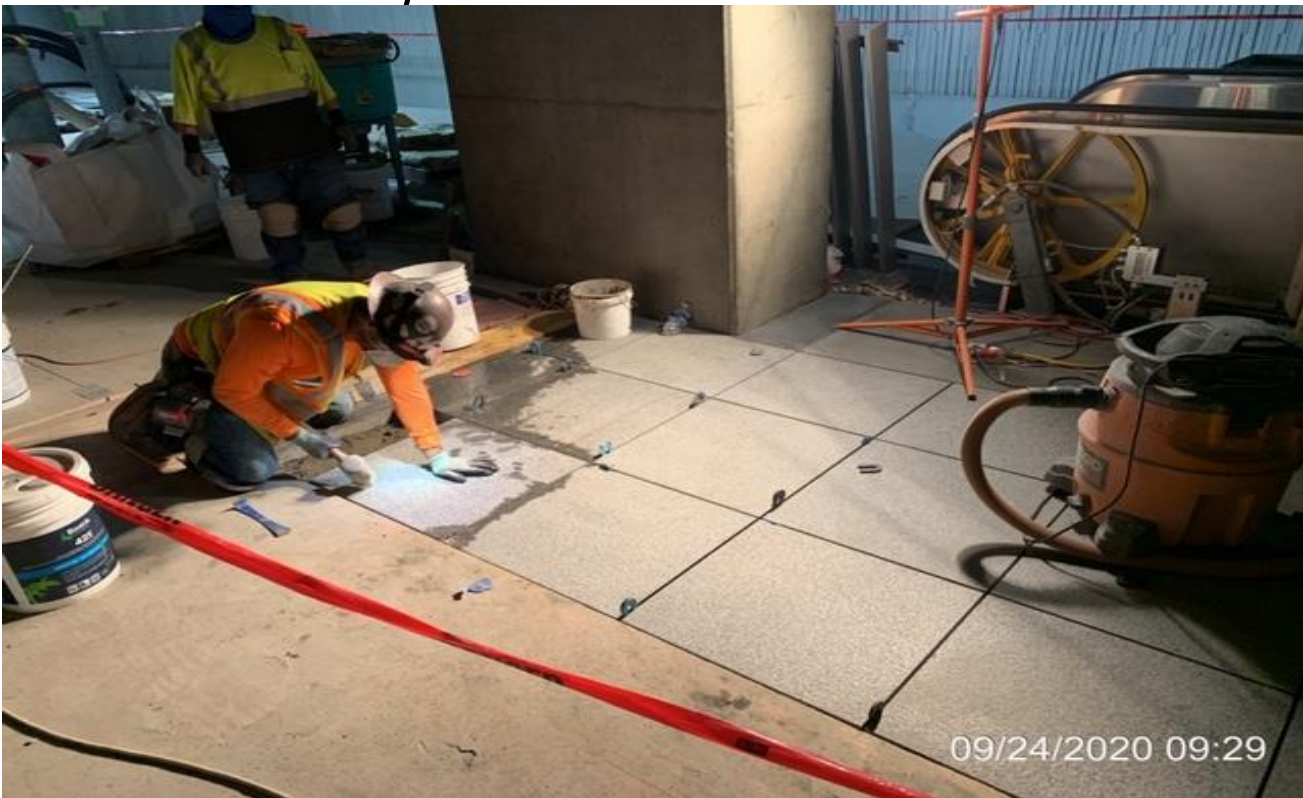


EXPO STATION – Performing start-up and energization work for all Escalators 3&4 at the concourse level.

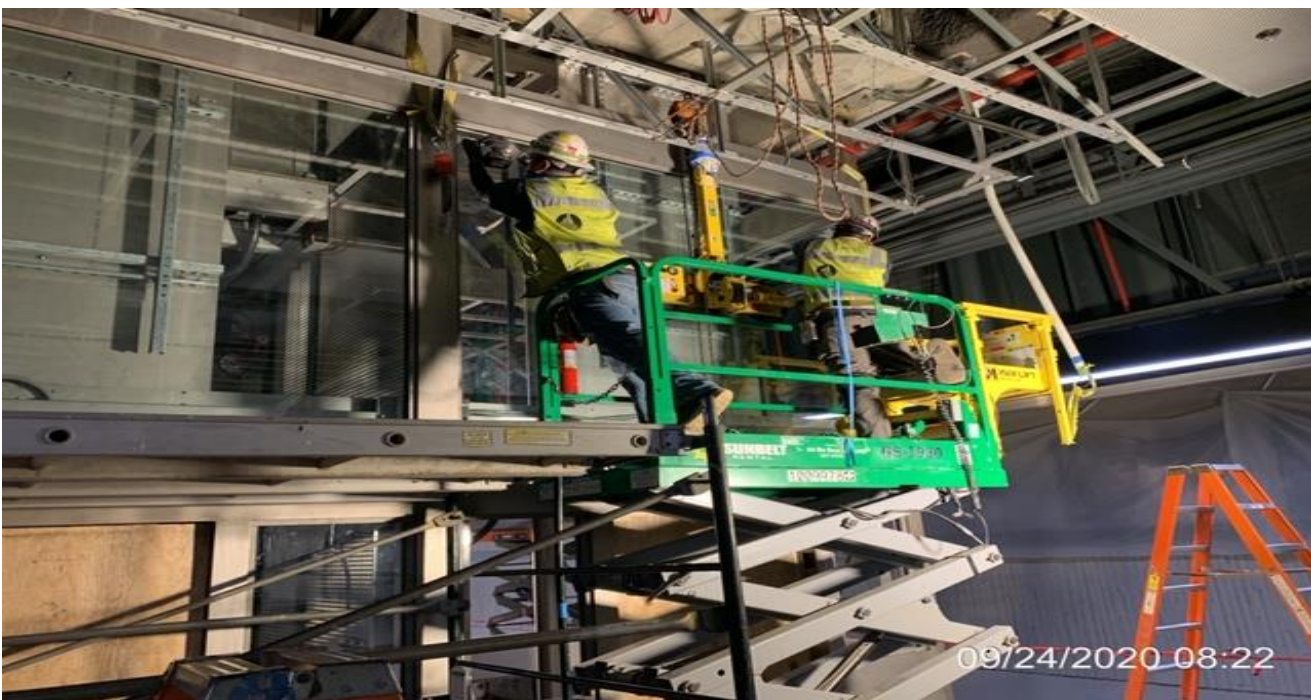


EXPO STATION – Installing granite pavers at the bottom landing of Staircase #2 at the platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

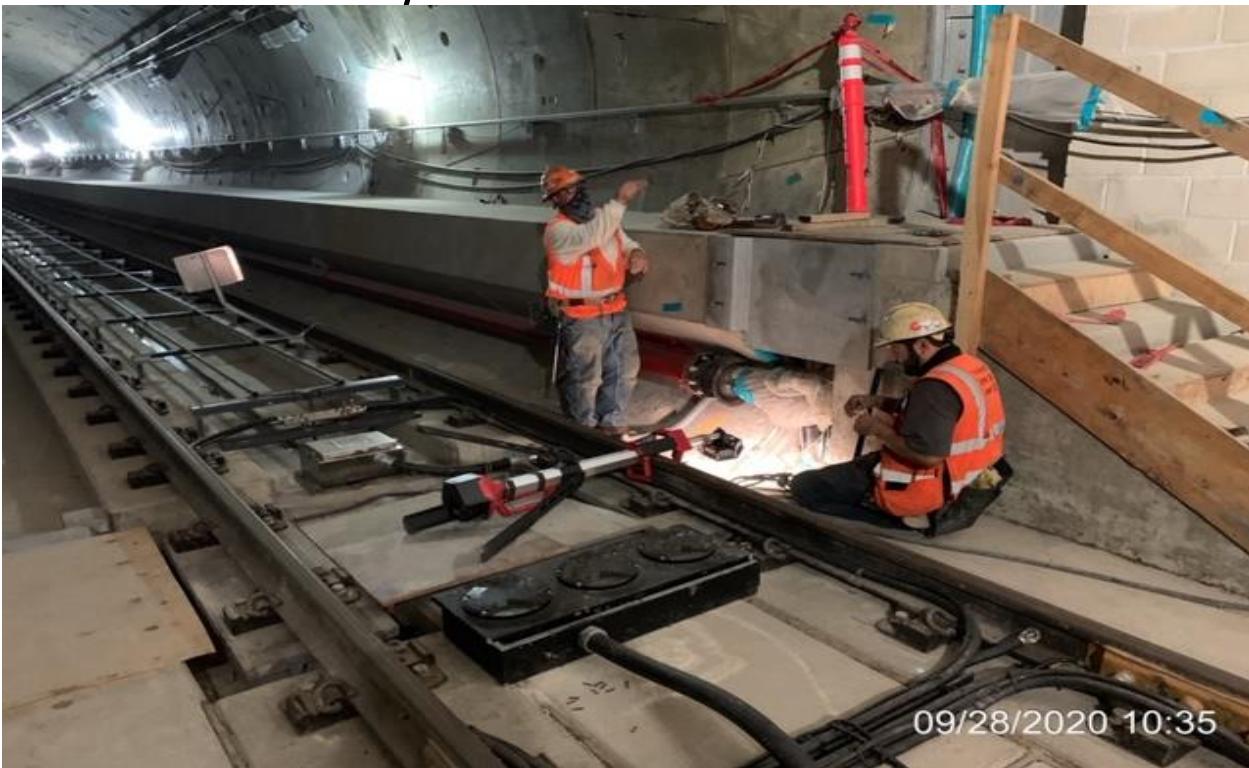


EXPO STATION - Continue installing granite pavers at the bottom landing of Staircase #2 at the platform level.

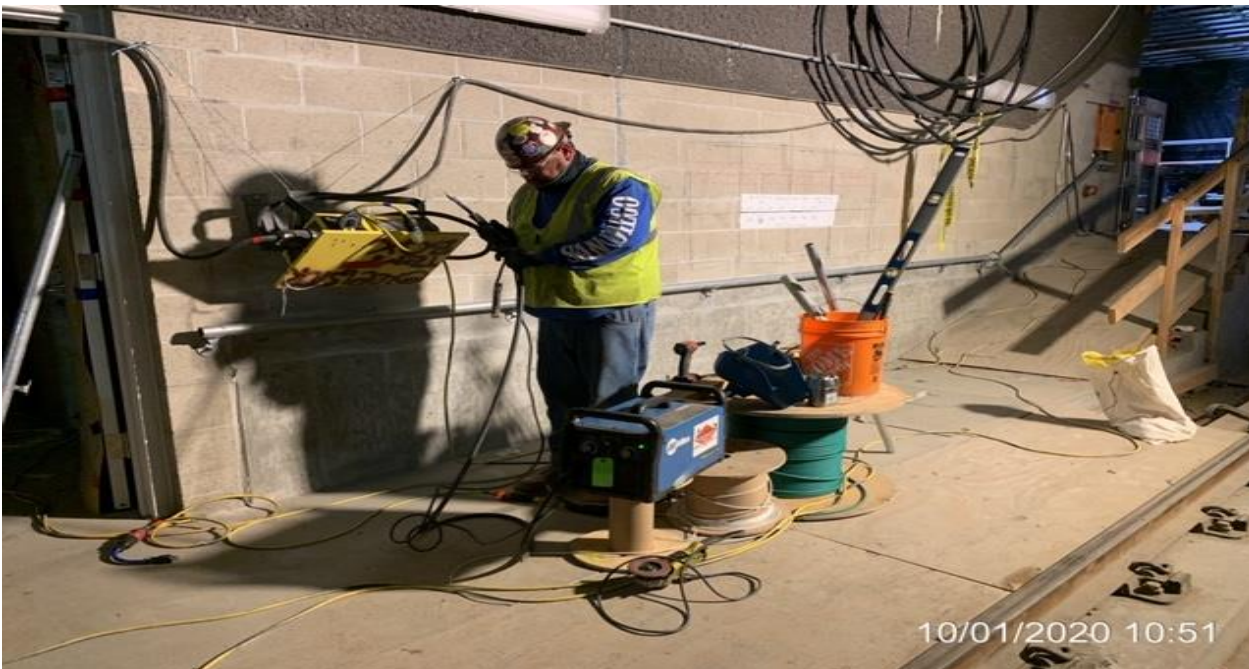


EXPO STATION – Installing glass panels to Elevators 3&4 at the platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Installing crossover plates along the South Back of House emergency walkway at the north and southbound platform level.

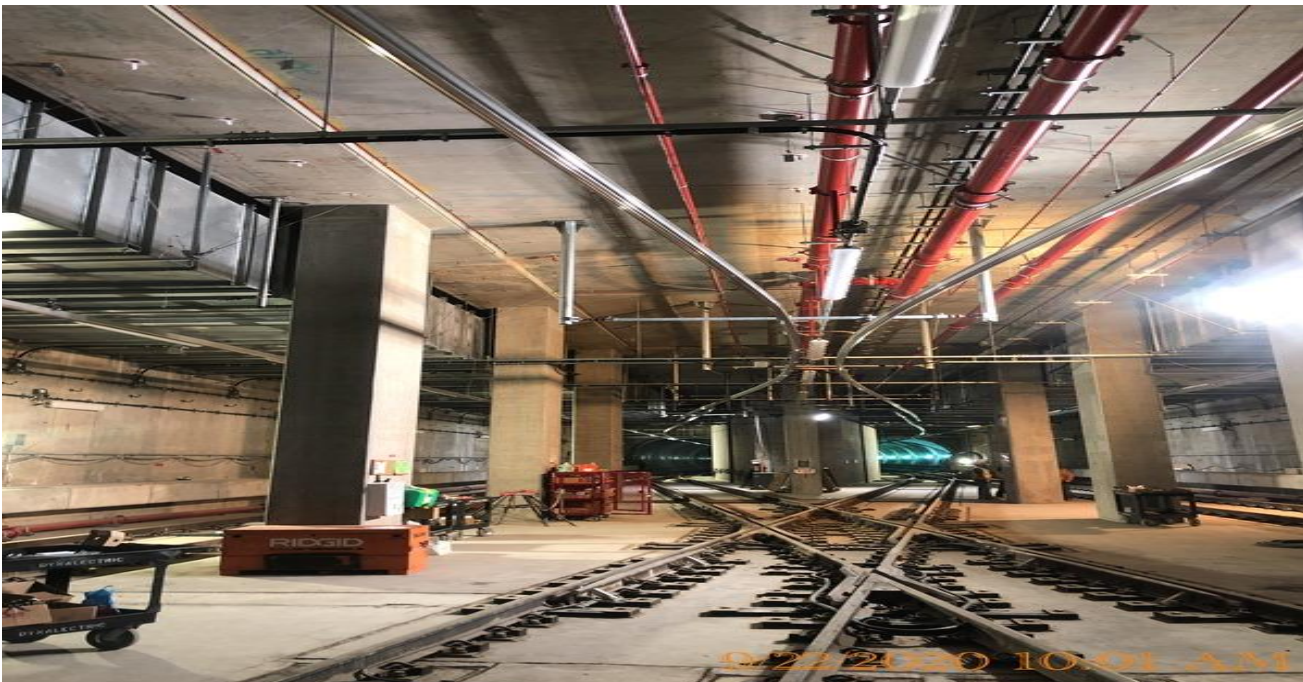


EXPO STATION – Installing handrails for the South Back of House emergency walkways at the north and southbound platform level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



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 – 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

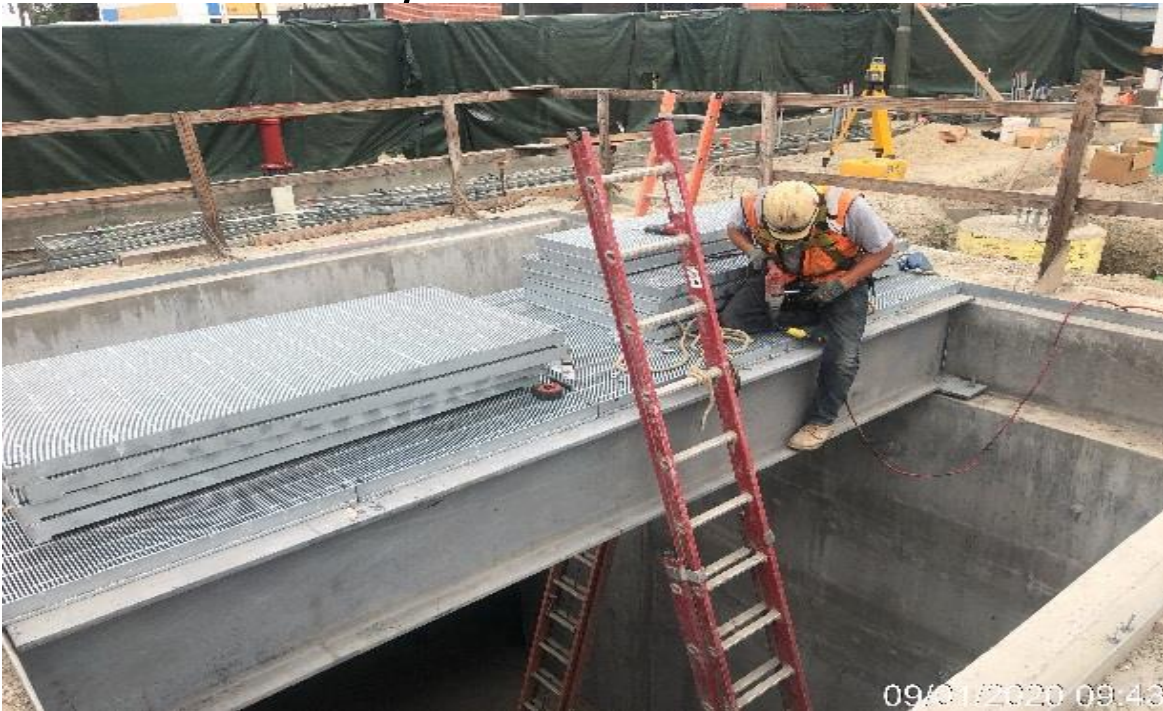


EXPO STATION – Continue installing supports and fixtures for the crossover lighting at the invert level.



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

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



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



EXPO STATION – WSCC ironworkers installing bent plates at escalator #1 and #2 top landing.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – PCI modifying and installing ceiling panels.

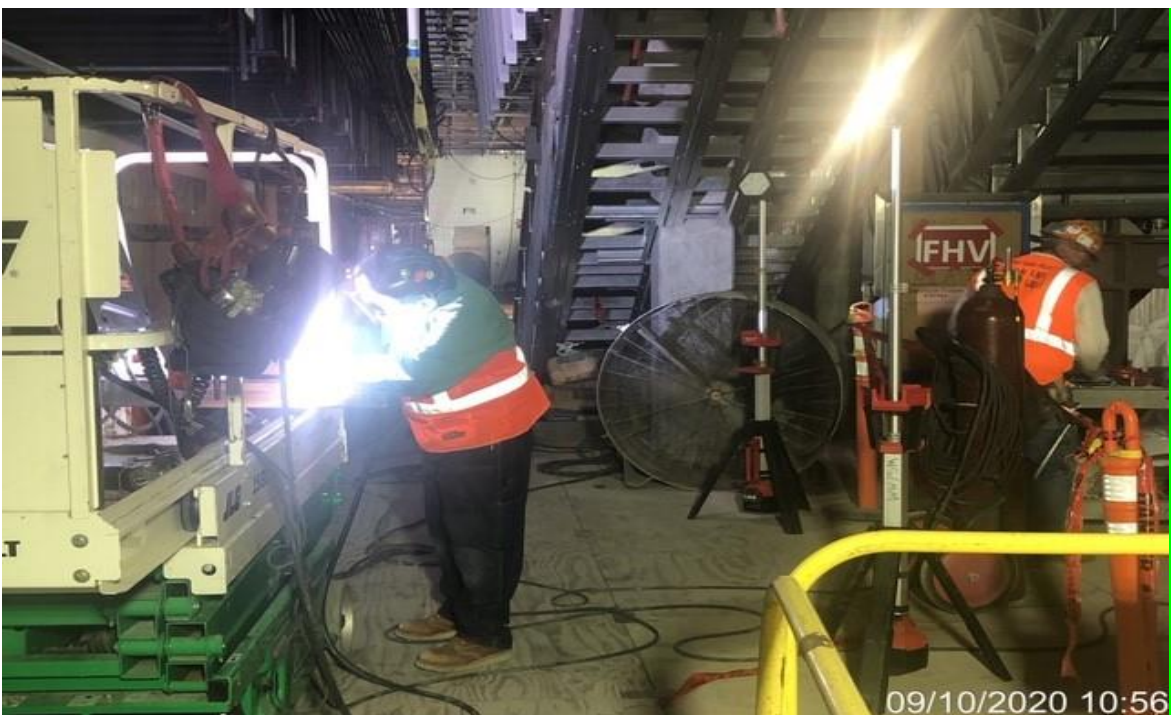


EXPO STATION – PCI installing ceiling panels at concourse level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – VNSM doing layout for stainless steel cladding for soffit and sides of escalators and stairs.



EXPO STATION – WSCC ironworkers installing support arms for LCD screens at platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – WSCC crew building formwork for re-build of plinths

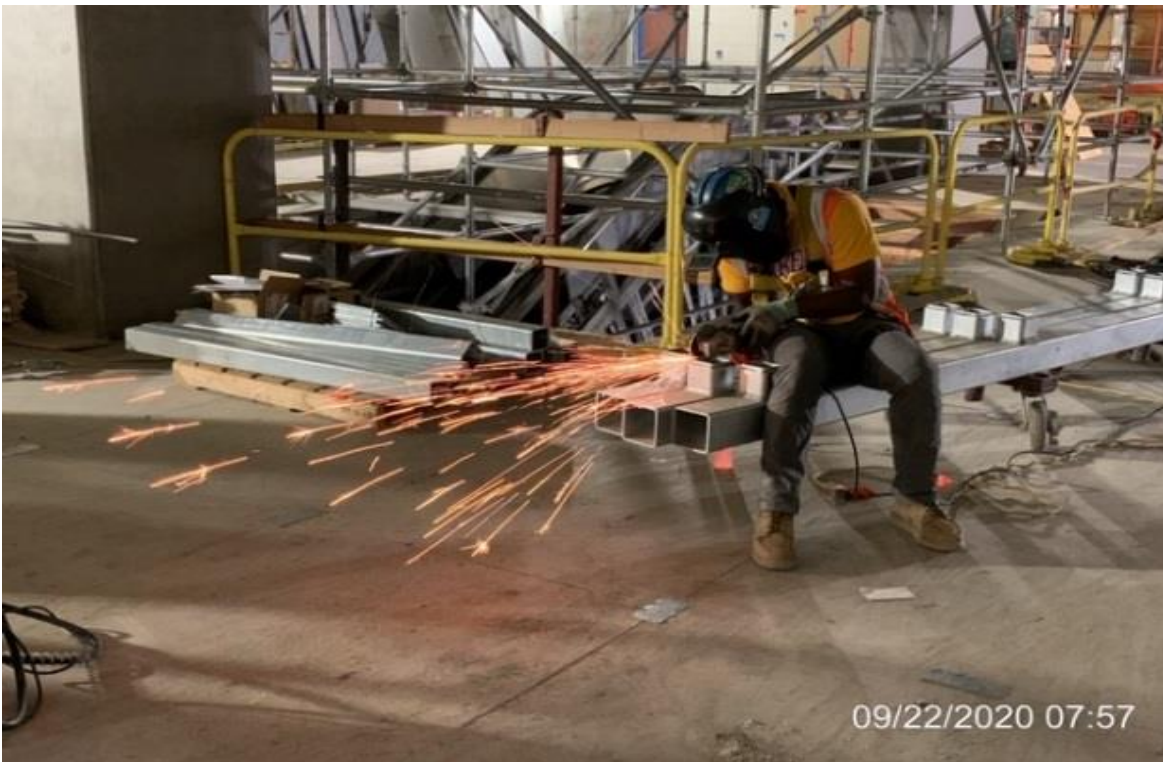


EXPO STATION – Dyna Electric crew prepping to anchor seismic supports.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – McMahon fabricating and installing galvanized handrail.



EXPO STATION – WSCC ironworkers fabricating hanging support rack for art wall.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

SEGMENT C:

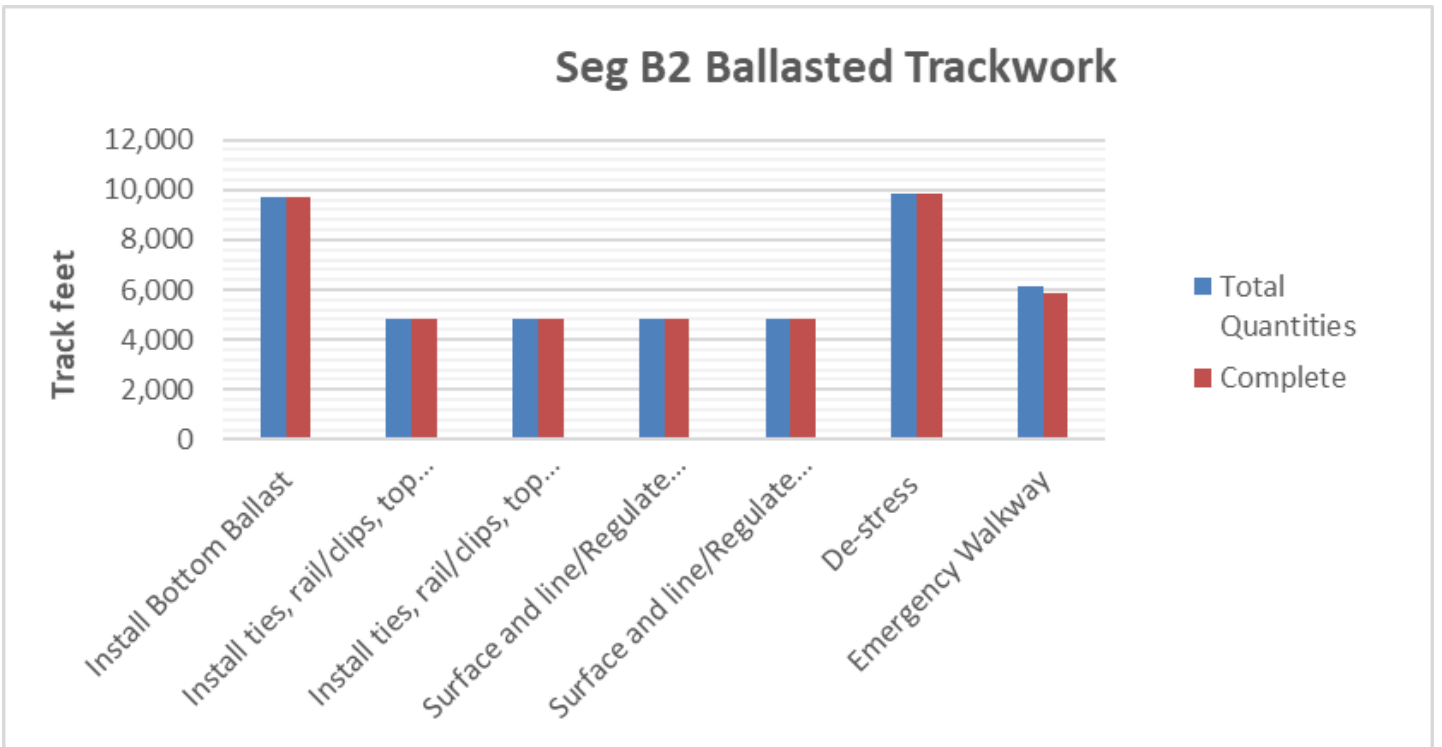
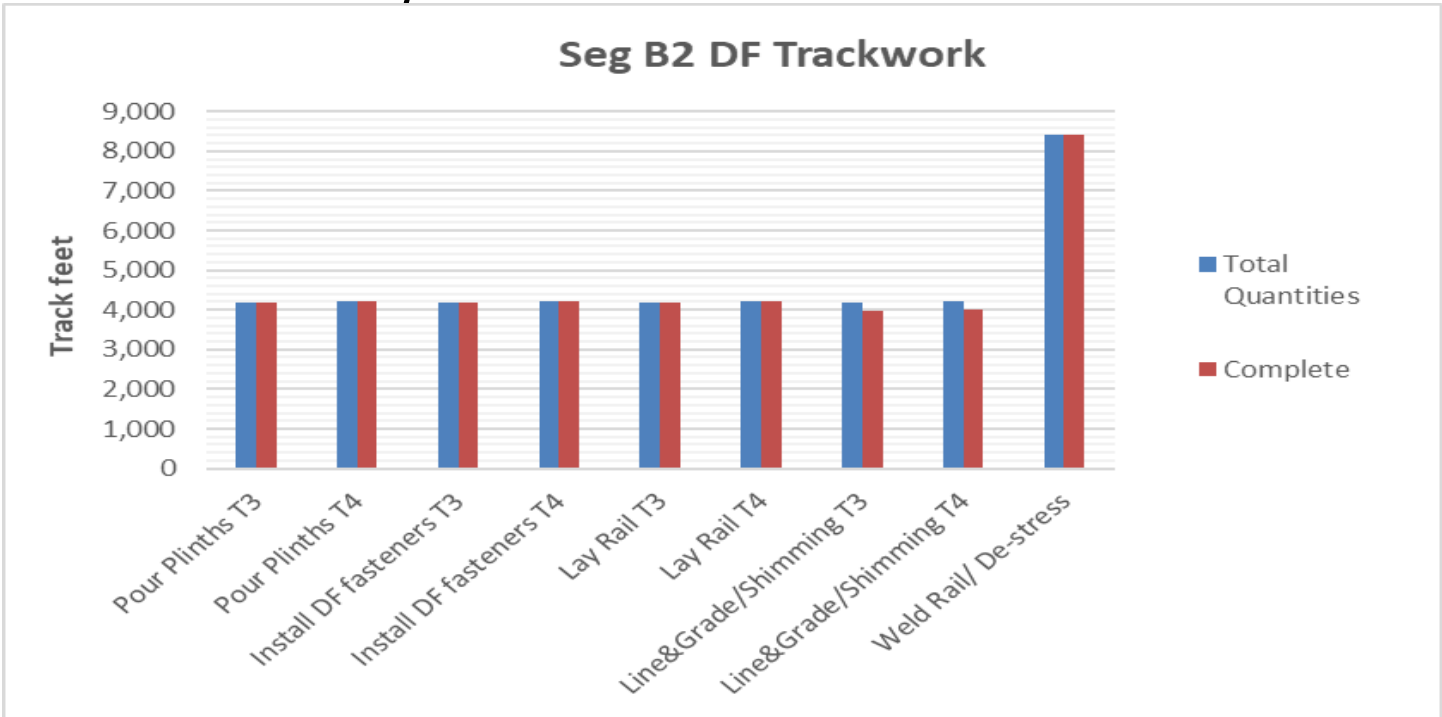
- Rework of plinth gap to invert continues throughout the Segment (subject of NCR-A-111.B) pending PCC test results, following by inserts pull test, AB torque test, checking track geometry (TOR elevation, cross-level, shimming as needed).
- Rework to replace damaged switch points is in progress.
- Rework 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.

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%		
	SPECIAL TRACKWORK	Emergency Walkway	6148	5840	308	94.99%		
		Acceptance for turnover to subcontractors	yes/no	no				
		Ballasted Single Crossover (U1/U2, V1/V2)	2	2	0	100.00%		INC
Thermite Welds		56	56	0	100.00%			
GRADE X-ING	Insulated Joints (IJ's)	12	12	0	100.00%	*	INC	
	Acceptance for turnover to subcontractors	yes/no	no					
		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

