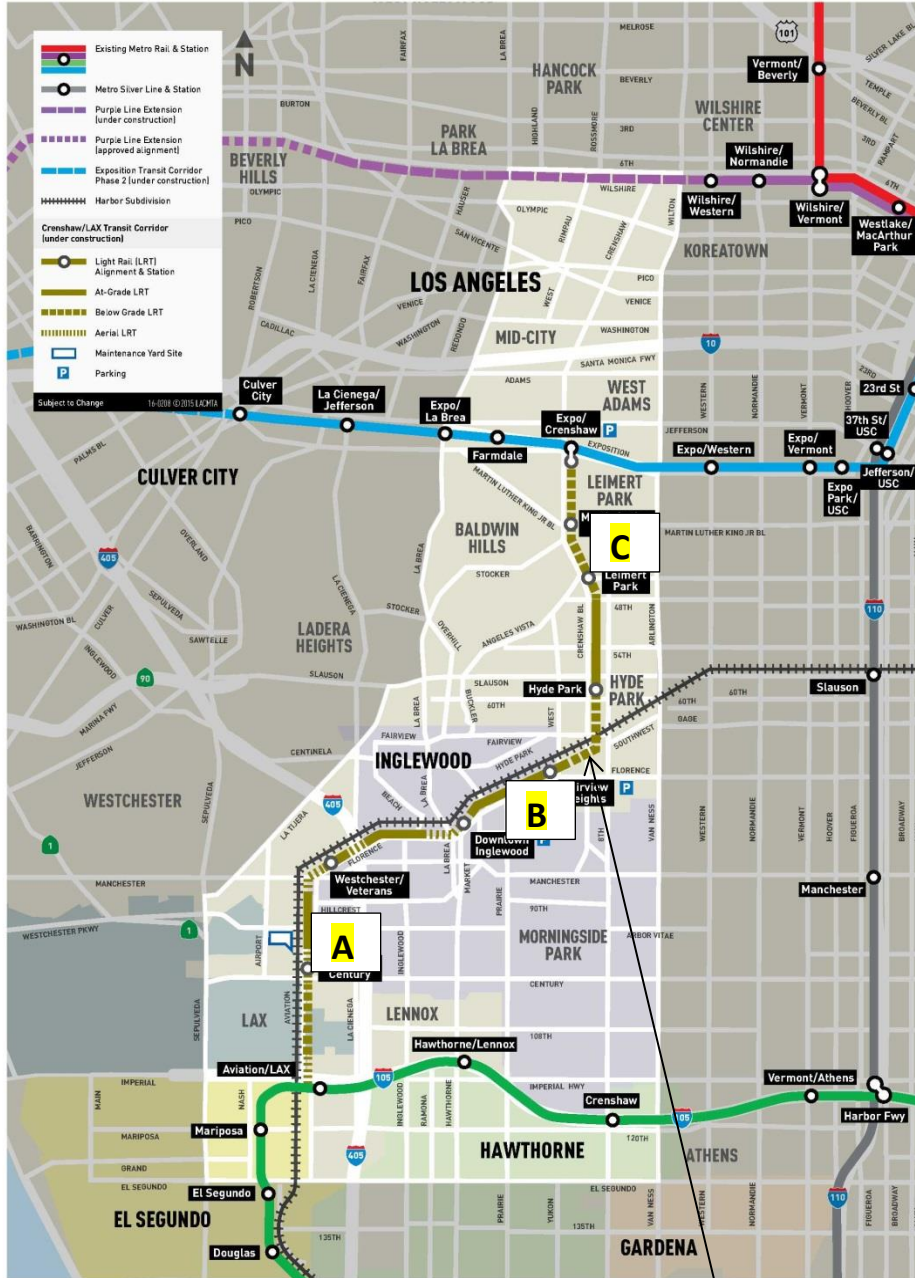


CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Jan 30, 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 1/1/2021-1/15/2021
(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:

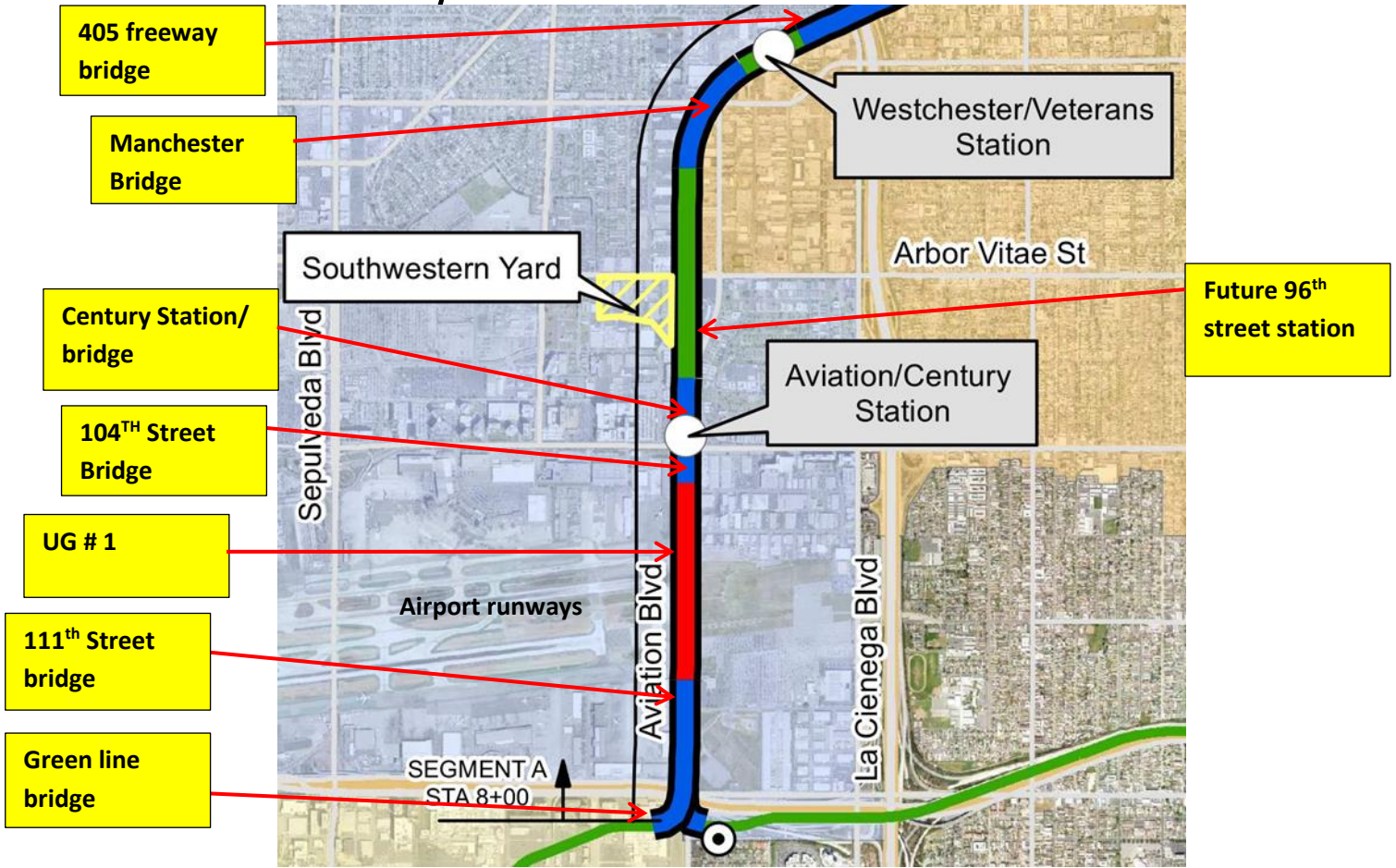
WSCC continues to work on completing open items shown on the BIM360 Metro Punchlist.

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:

- Punchlist walk with WSCC QC Inspector continues to review current completion status.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY - Welding fence gates at the Aviation Station.

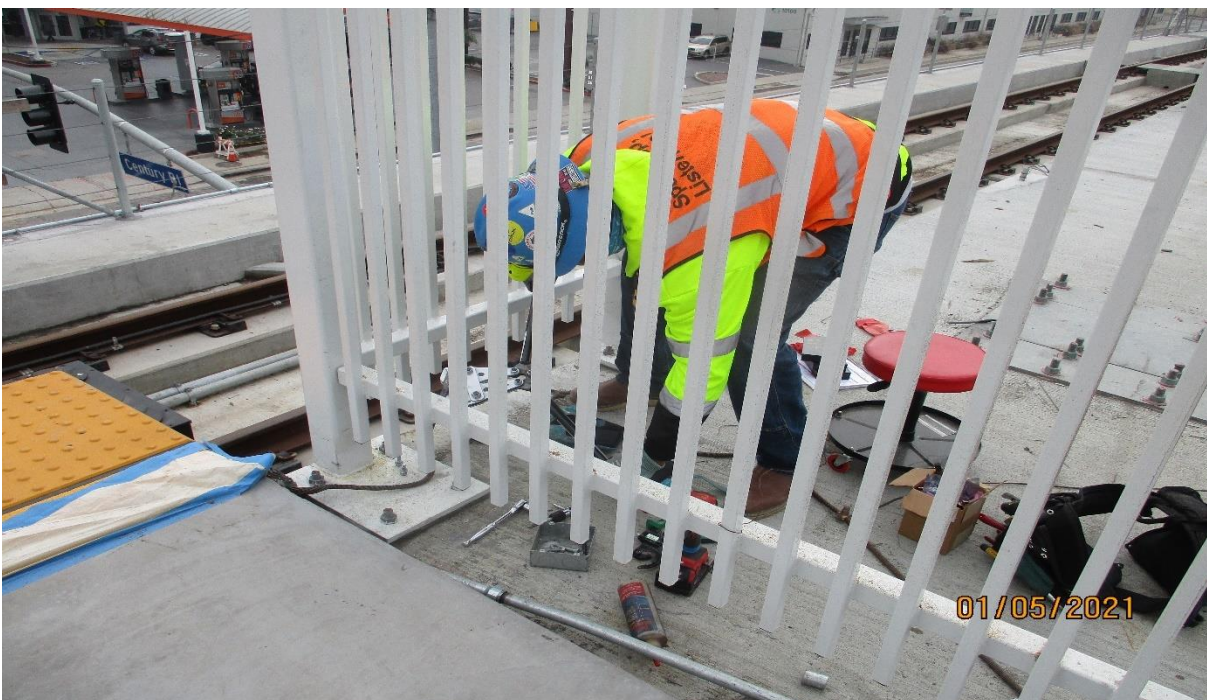


AVIATION/CENTURY- Glass replacement at the Aviation Station TVM structure

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- WSCC crew on Century/Aviation bridge performing cleanup work (looking north) Rework for Structure



AVIATION/CENTURY- Attaching the grounding wires to the south emergency gate for the Aviation Station platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Fastening the trash receptacles at the Aviation Station plaza

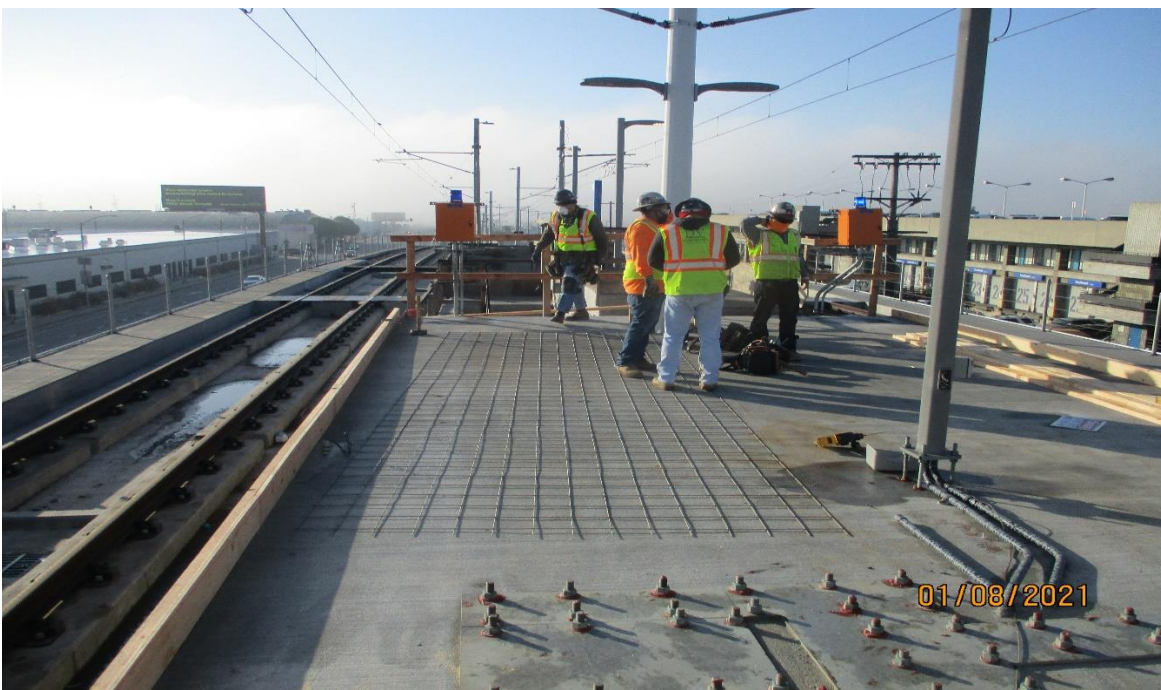


AVIATION/CENTURY- Planting shrubs at the Aviation Station plaza

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Placing curb and gutter concrete at the NW corner of Aviation and Imperial.



AVIATION/CENTURY- Forming for the topping slab at the south end of the Aviation Station platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Placing curb and gutter concrete at Aviation and Imperial.



AVIATION/CENTURY- Landscaping at the Aviation Station plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

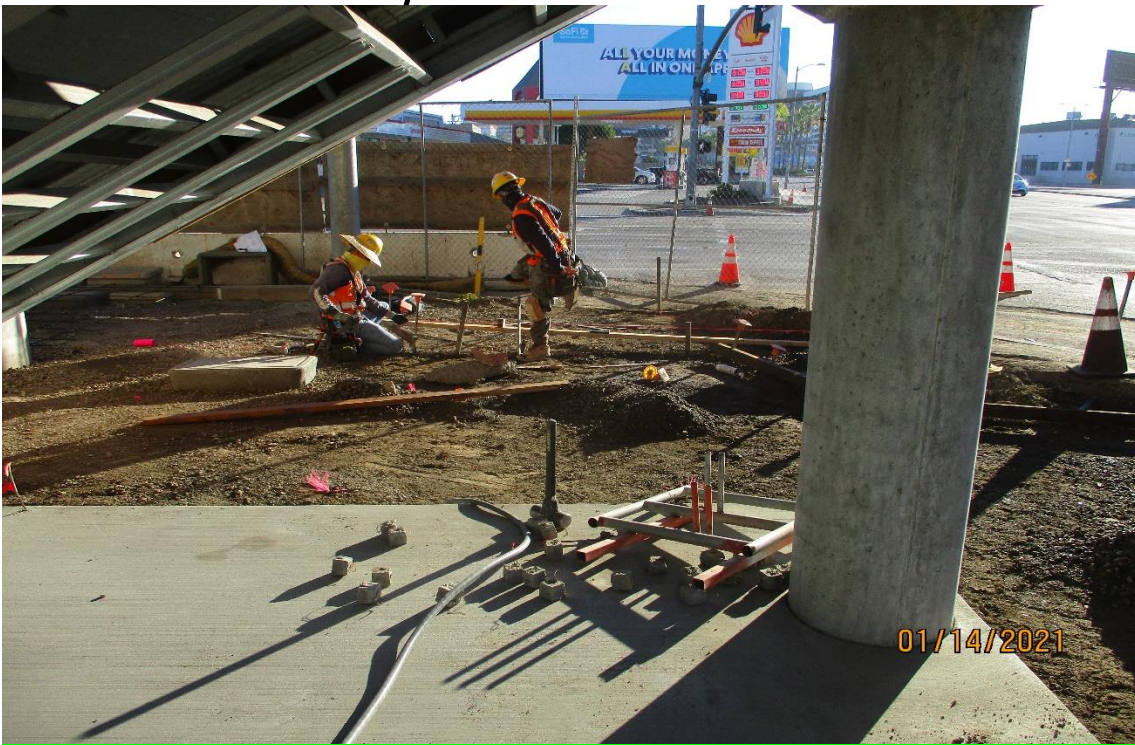


AVIATION/CENTURY- Topping slab concrete placement at the south end of the Aviation Station platform.



AVIATION/CENTURY- Landscape planting at the Aviation Station plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Setting forms for the hardscape at the Aviation Station.



AVIATION/CENTURY- Vacuum truck exposing the Tosco line for hot tapping on Imperial at Aviation.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Traffic signal conduit installation at Aviation and Imperial.

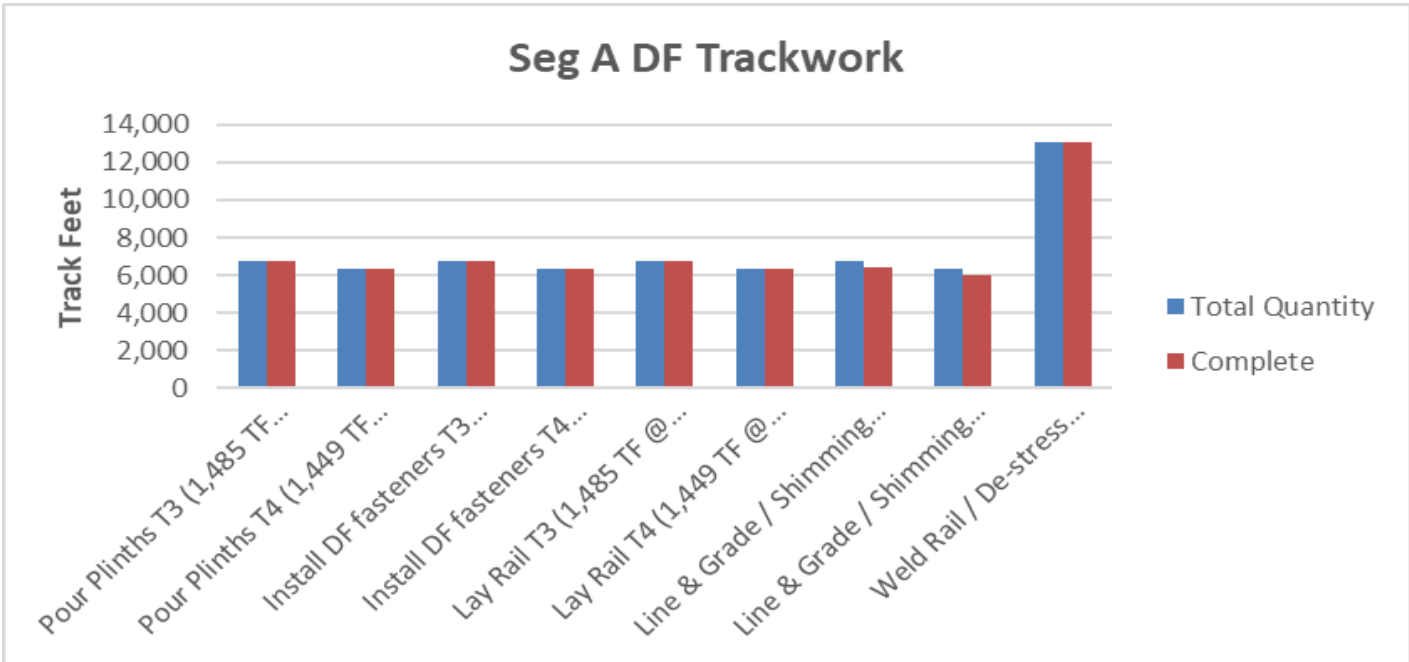
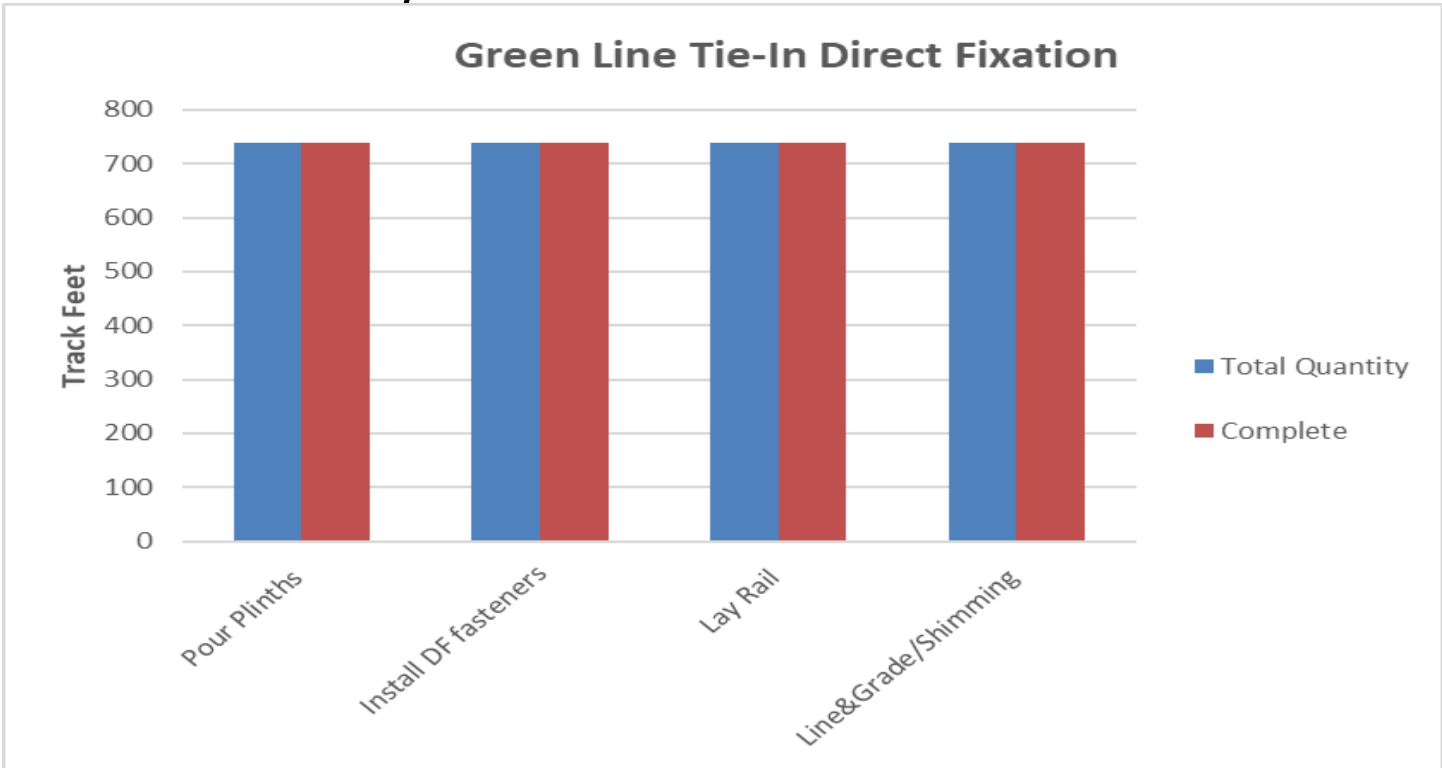


AVIATION/CENTURY- Grading the base for the hardscape at the Aviation Station plaza. Facing SE.

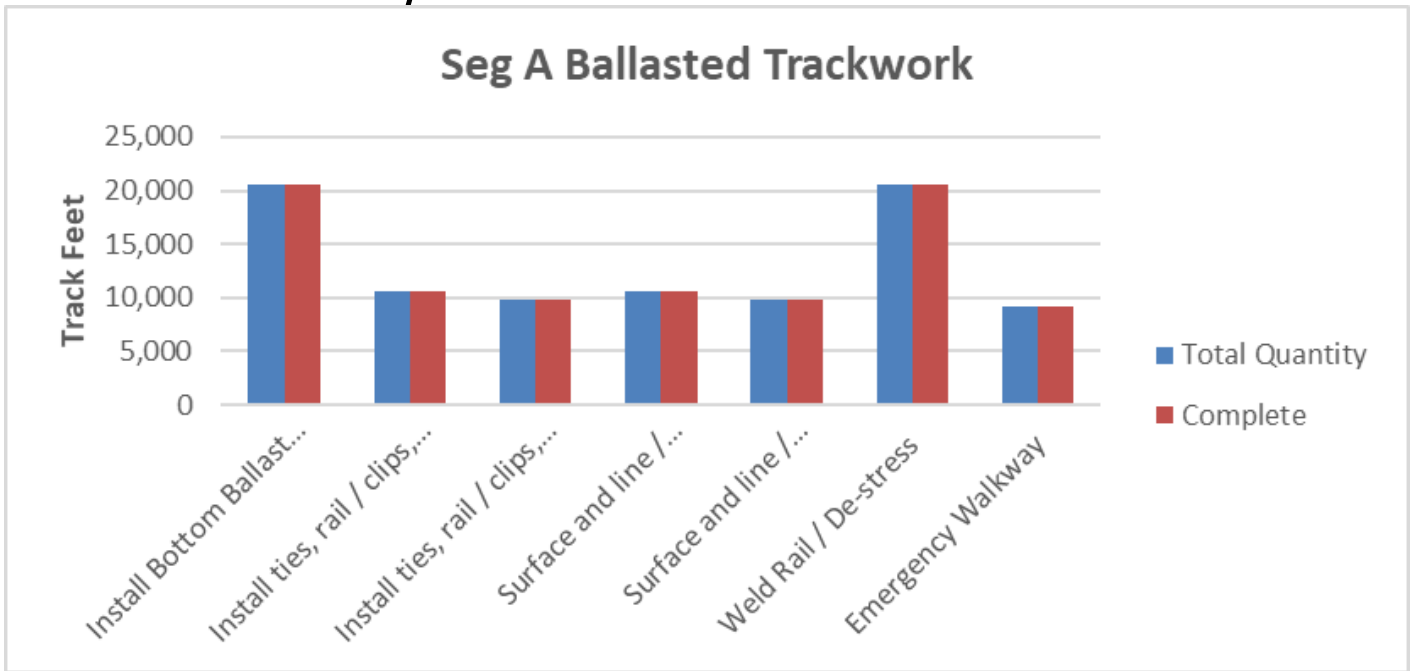
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

| 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 | 0 | 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 | | | | | | | |

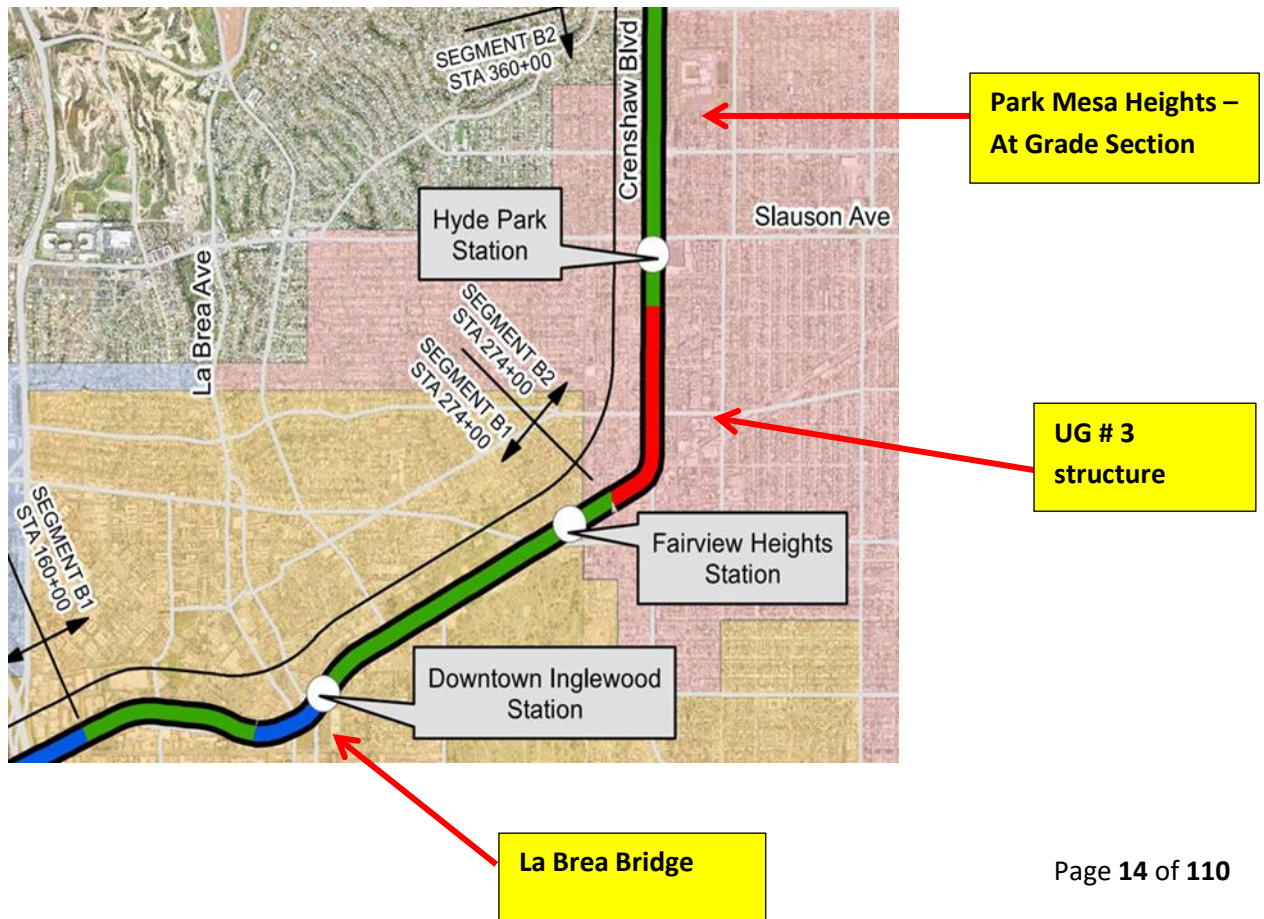
CRENSHAW/LAX PHOTOGRAPHIC UPDATE



CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Segment B



CRENSHAW/LAX PHOTOGRAPHIC UPDATE

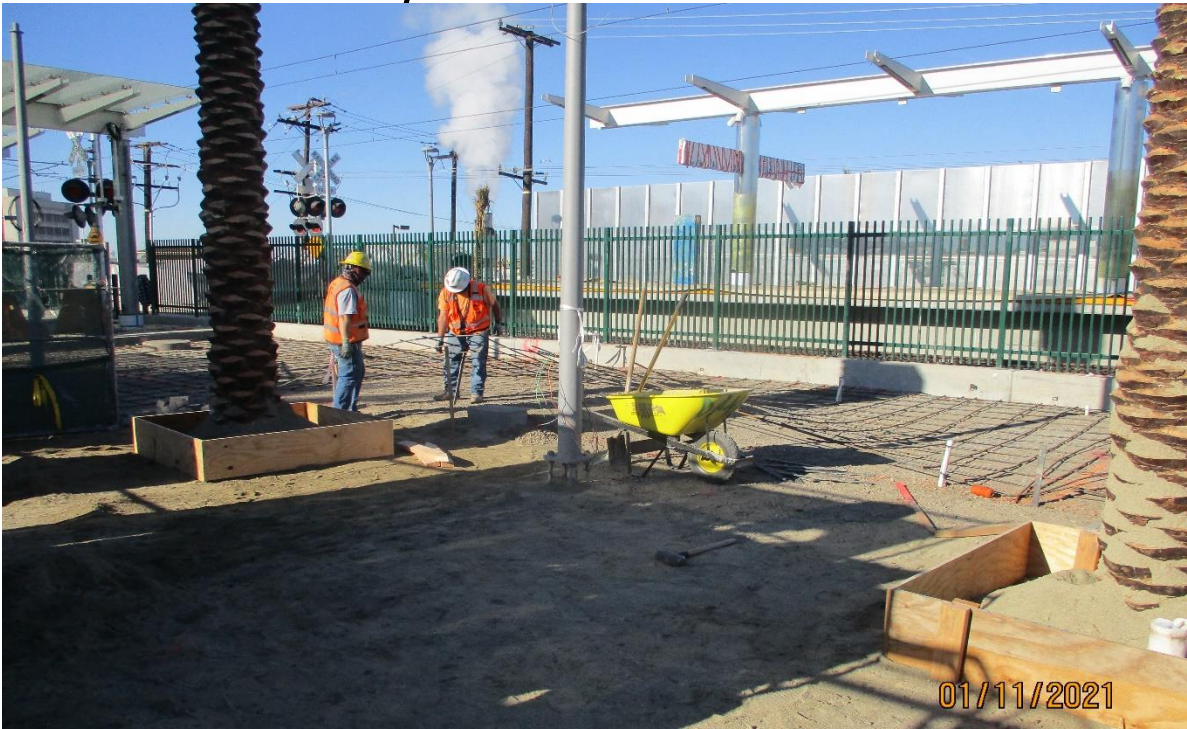


La Brea Station - Placing sidewalk concrete at the La Brea Station east TVM.

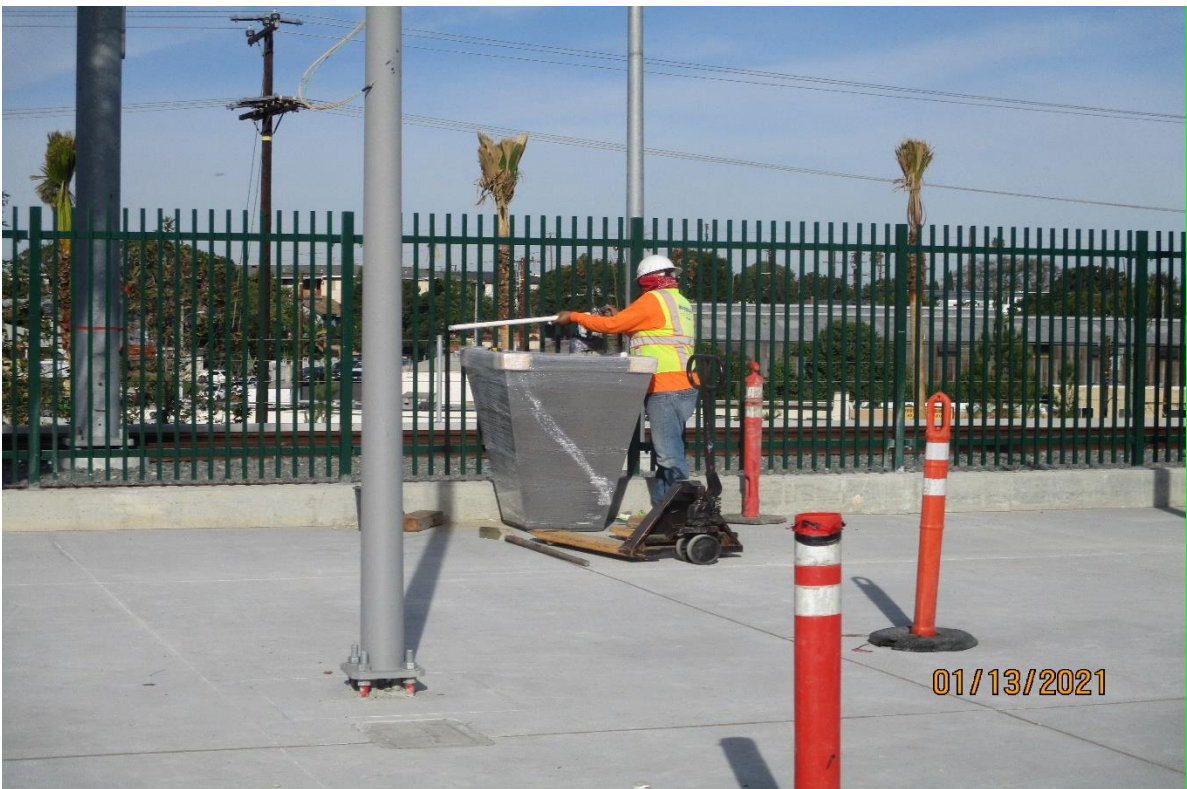


La Brea Station - Planting palm trees at the La Brea Station plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



La Brea Station - Forming around the palm trees and rebar repair at the La Brea Station plaza.



La Brea Station - Setting landscaping planters at the La Brea Station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



La Brea Station - WSCC Patching and correcting concrete elevation at W/S La Brea Plaza floor.



La Brea Station - Marina Planning for placement of last three palm trees at La Brea Plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – Installing pedestrian safety barriers at the track crosswalks of Brynhurst Ave. on both north and southbound side.



UG3 – Excavating/grading between the back of sidewalk and northbound barrier wall on westbound “New Road” and Crenshaw Blvd.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – Backfilling and installing sprinkler later lines along the Victoria Auxiliary fence on westbound “New Road” and Crenshaw Blvd.



UG3 – Excavating/trenching for main irrigation line along the Victoria Auxiliary fence on eastbound 67th St and Crenshaw Blvd.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

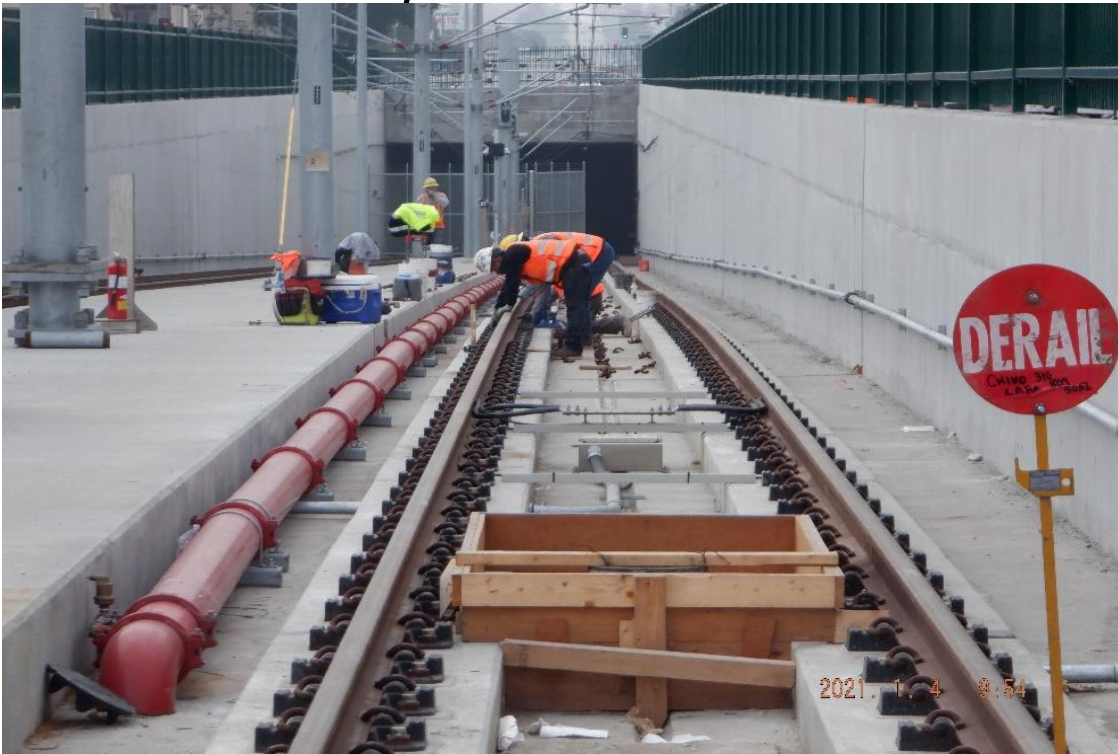


UG3 – Backfilling and installing sprinkler later lines along the Victoria Auxiliary fence on eastbound 67th St and Crenshaw Blvd.

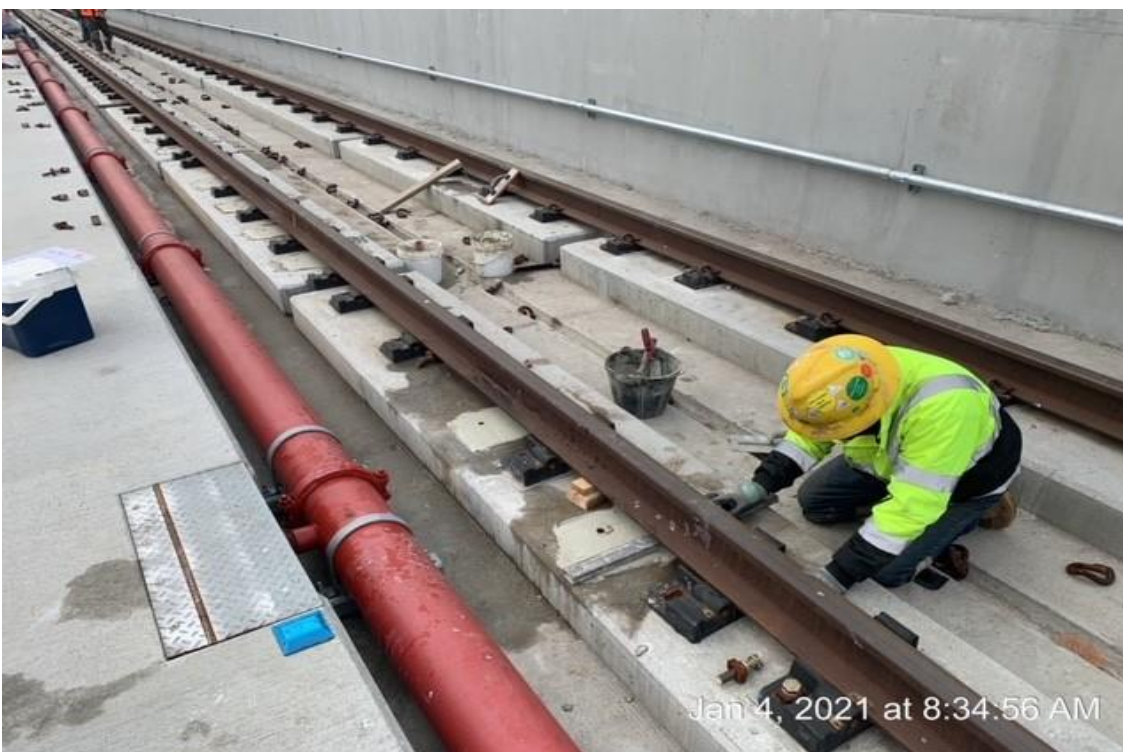


UG3 – Placing top soil to tree wells along the sidewalk on eastbound “New Road” and Crenshaw Blvd.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – STA 316+75 TK#3/SB looking south – UG3 right plinth patch under DF in progress (59th St behind camera)

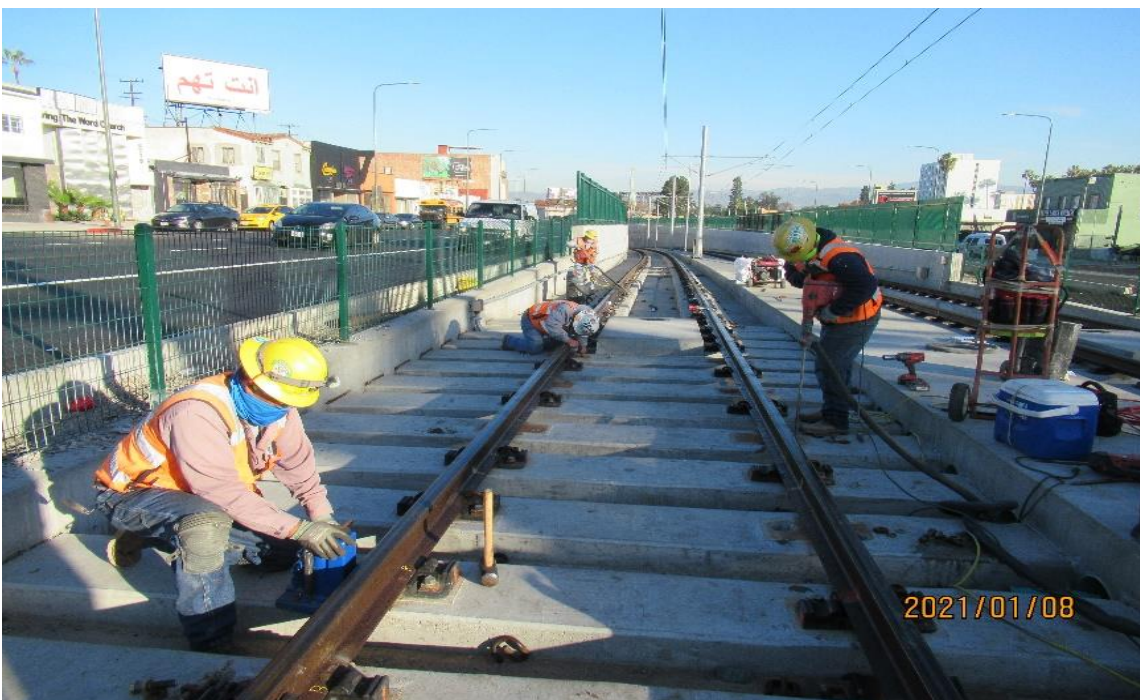


UG3 – WSCC crew surfacing and patching plinths at north portal

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



48th Street – 48th Street SB track WSCC repair crew removing & demoing out loose DF fastener inserts STA 364+48 (looking northeast) Rework for NCR-129 revision-2



48th Street – 48th Street SB track WSCC repair crew removing & demoing out loose DF fastener inserts STA 364+48 (looking northeast) Rework for NCR-129 revision-2

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

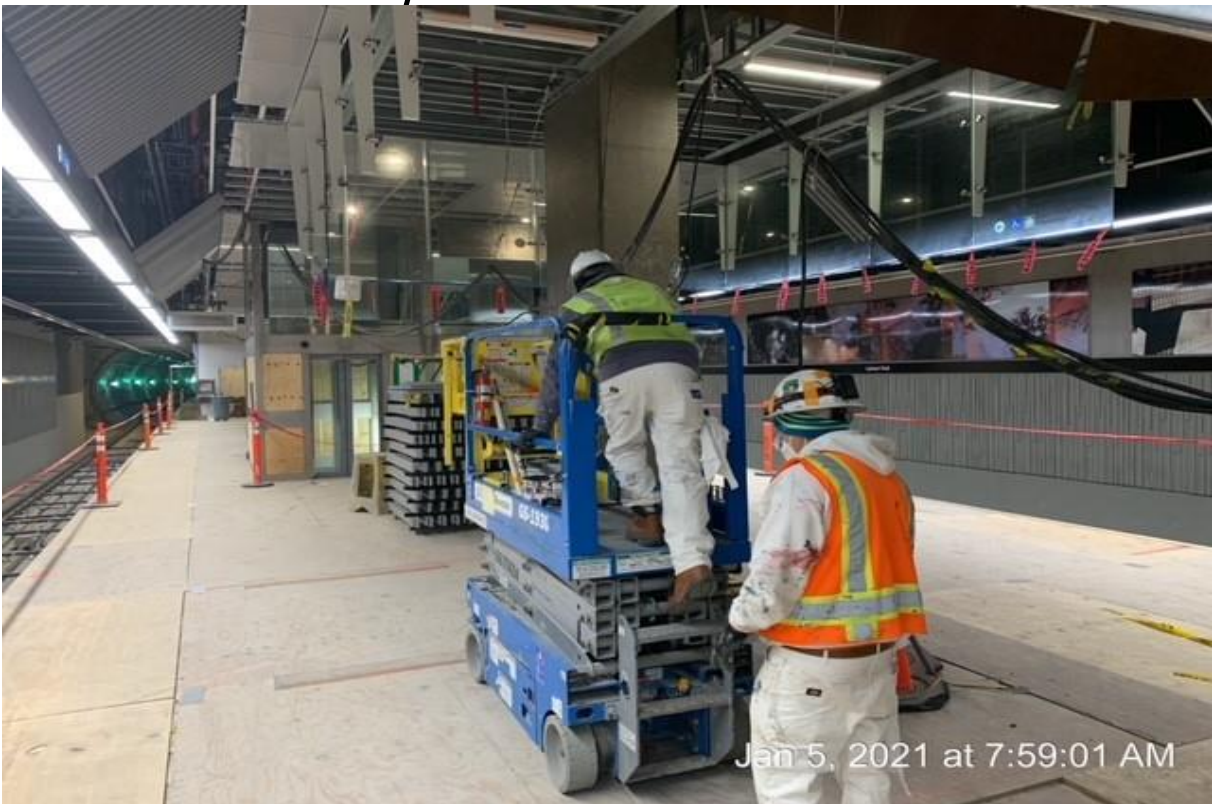


UG3 – WSCC ironworkers welding stiffener plates on cat walk guard rail.



UG3 – Chuck Holland crew installing fire seal on doors

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – Mariscal Painting applying primer above ceiling panels to brackets and conduit.



UG3 – Giroux Glass caulking between art wall glass panels

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

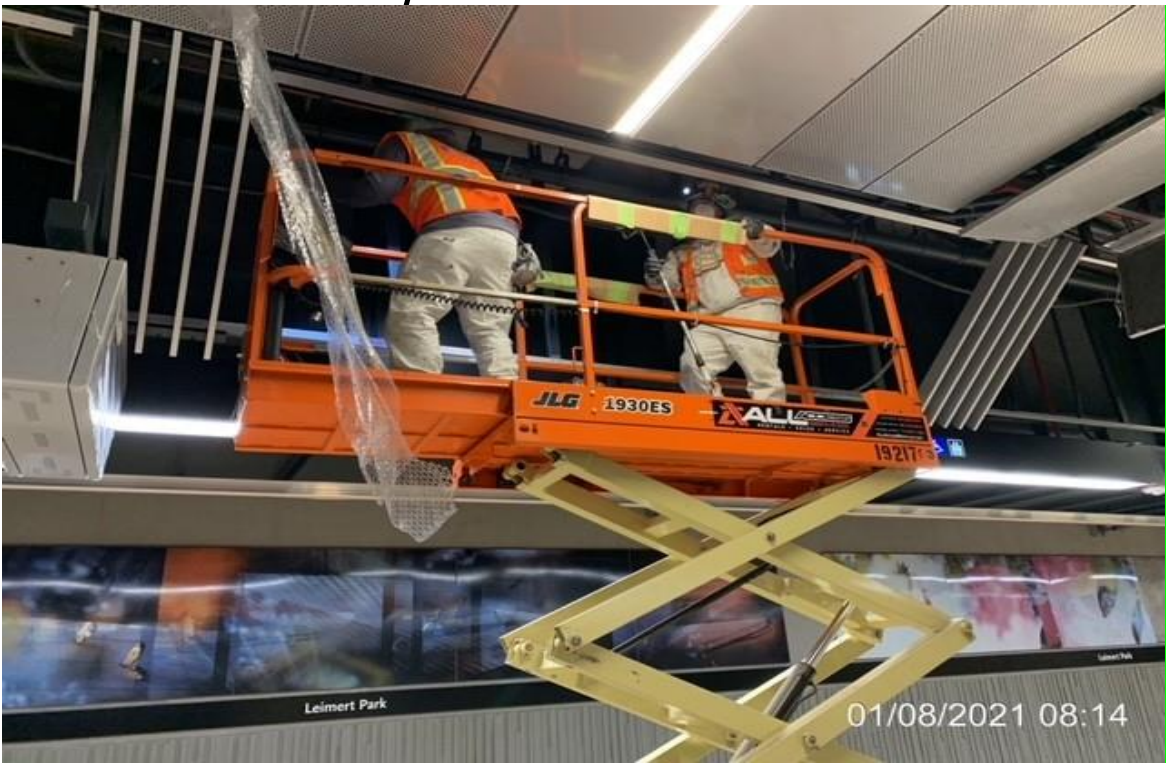


UG3 – Chuck Holland installing fire seals on doorways.

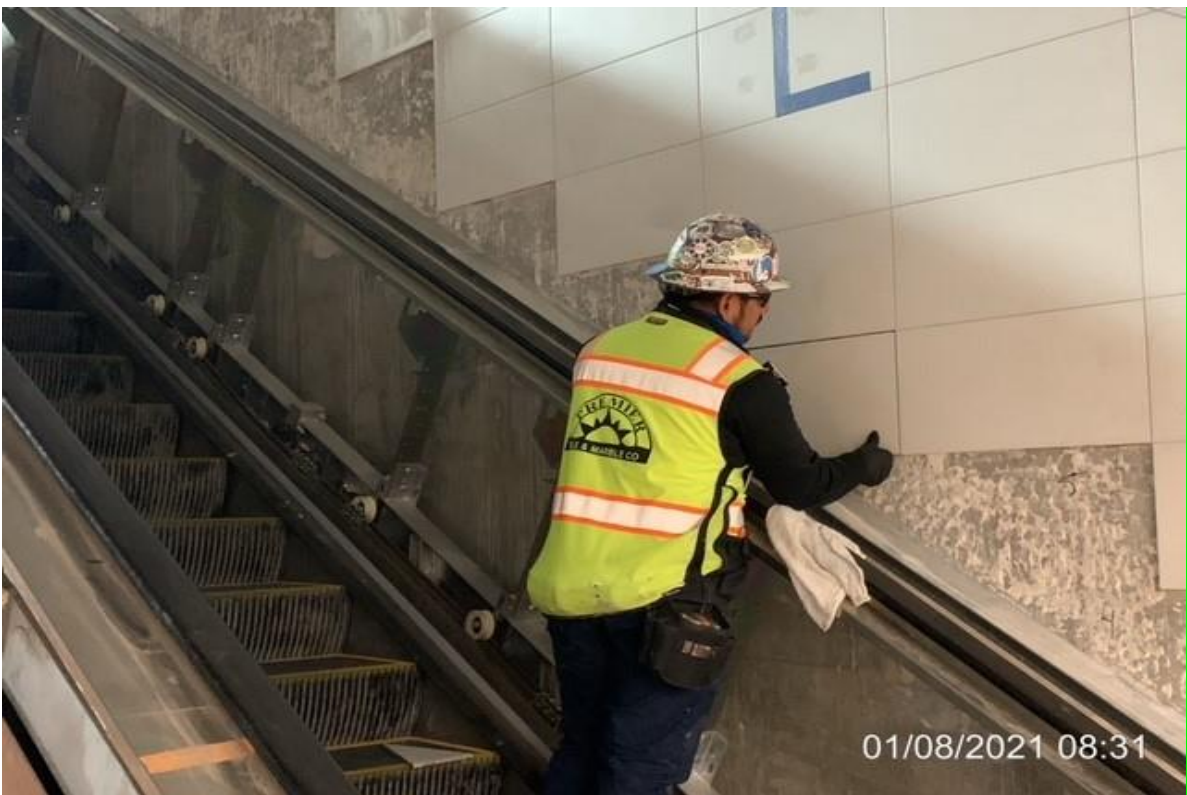


UG3 – Ironworkers installing posts for fare gate picket fence

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – Mariscal Painting applying 1st coat of finish to conduit above ceiling panels.

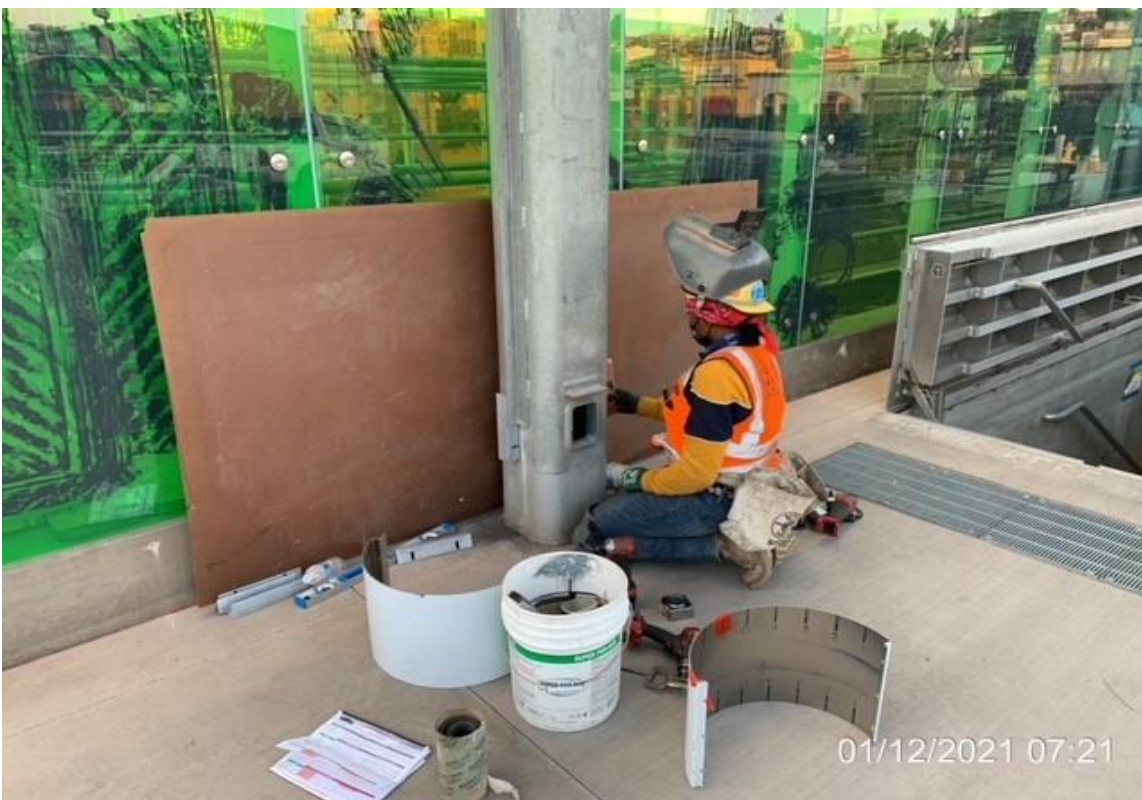


UG3 – Premier Tile & Marble installing wall tiles between escalator.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

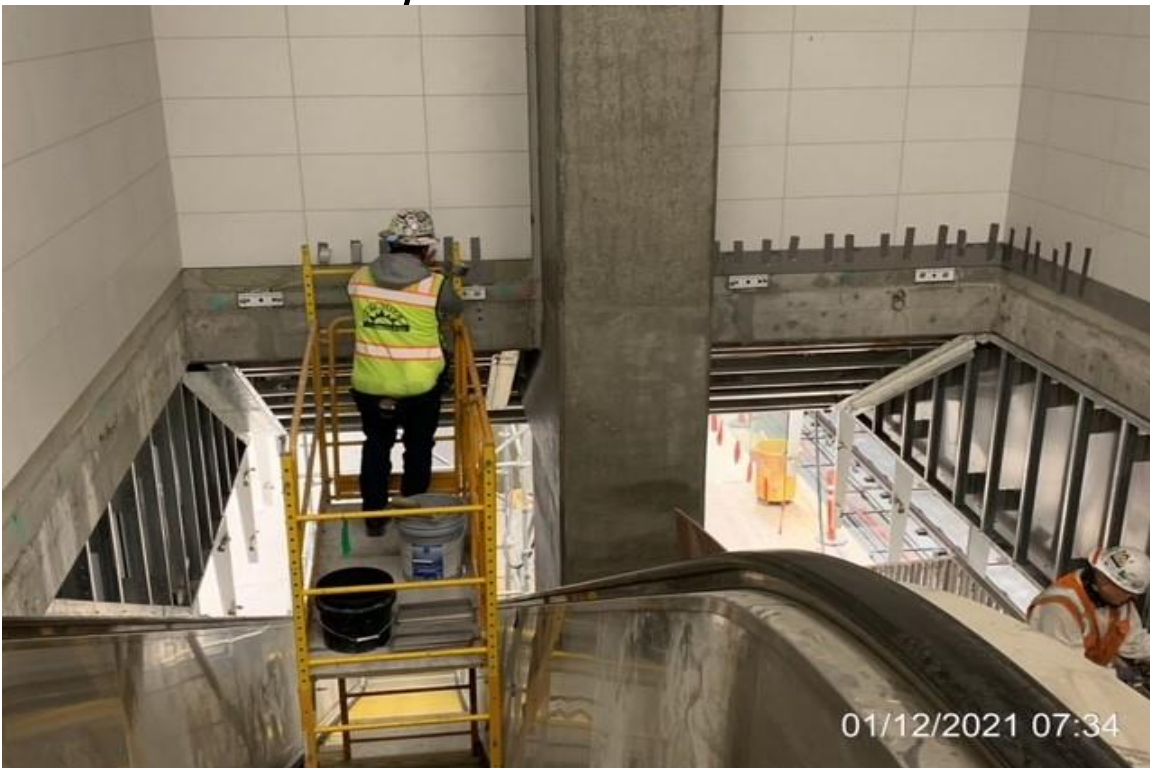


UG3 – Premier Tile & Marble installing wall tiles between escalator #4

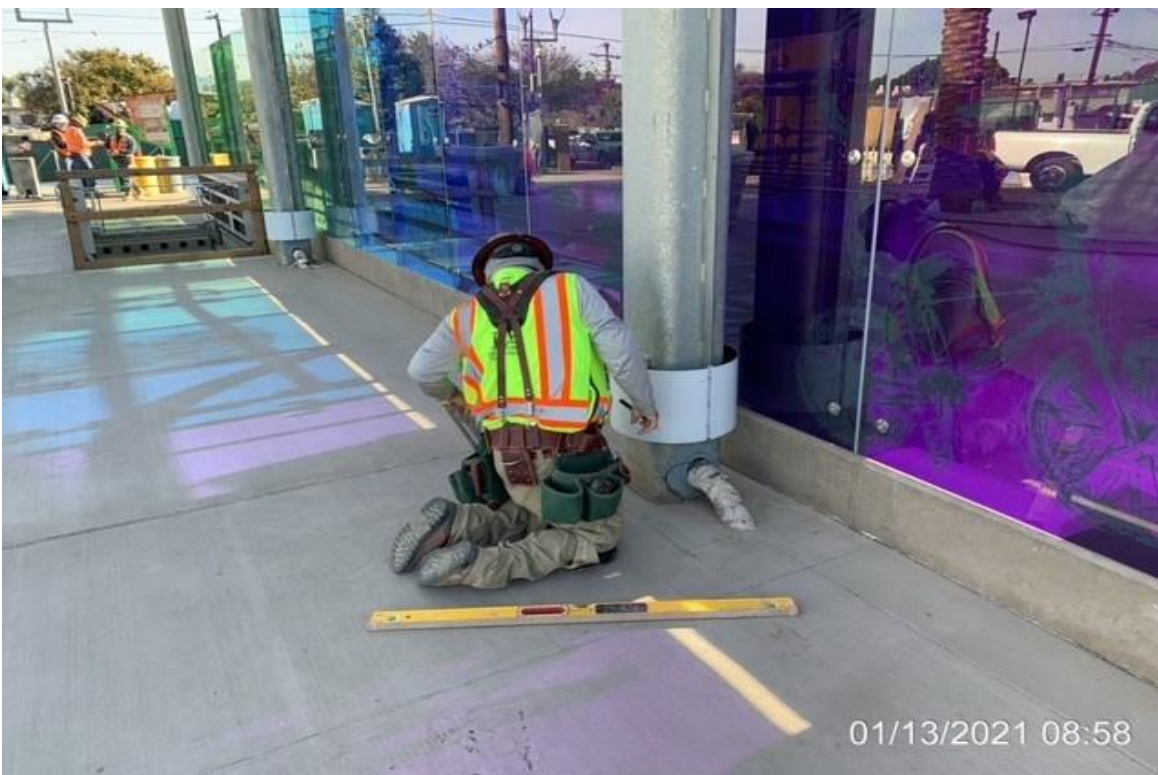


UG3 – WSCC ironworkers installing base cladding on canopy posts

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – Premier Tile & Marble installing wall tiles & marble installing wall tiles above stair #3 and escalator #5.



UG3 – Dean Visosky building formwork for concrete column base.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – Premier Tile & Marble installing missing tiles.

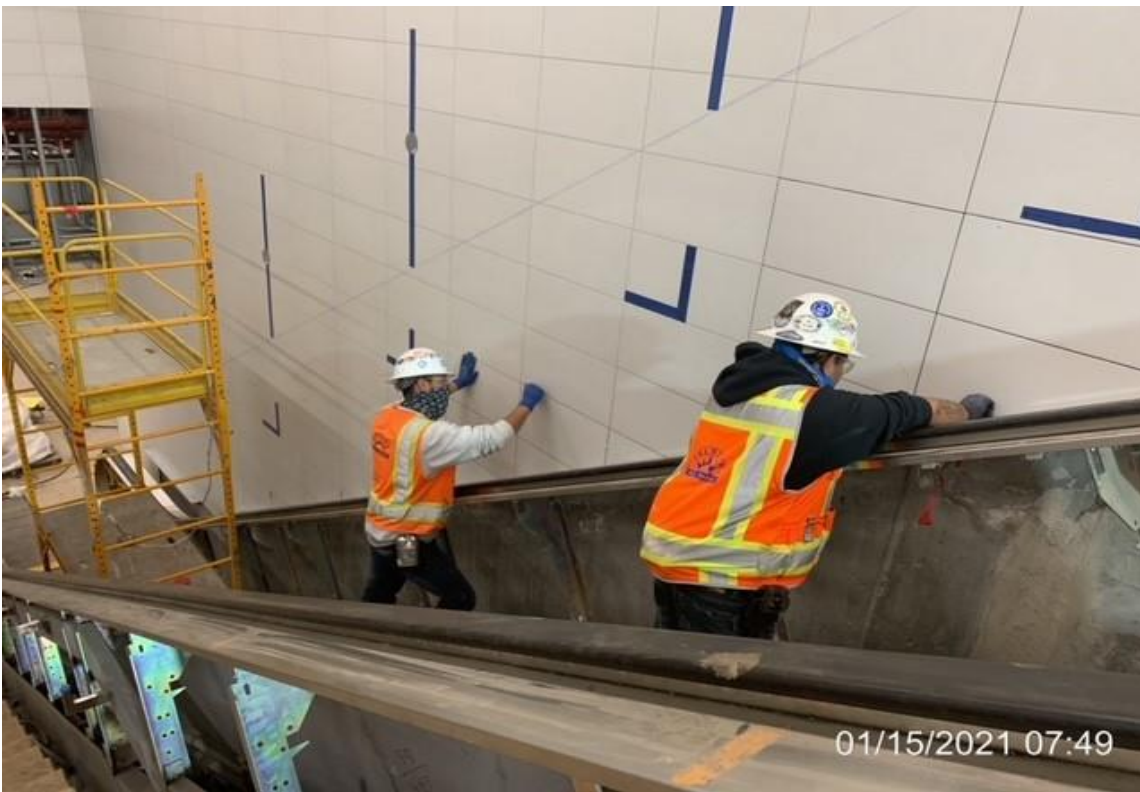


UG3 – Dean Visosky placing concrete for canopy column base.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – McMahon Steel fabricating and welding center posts for stair #2.



UG3 – Premier Tile & Marble installing missing tiles between escalator #3

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Prepared for irrigation installation along the northbound median curb on Crenshaw Blvd from 60th St to 59th St.



PARK MESA – Continue excavating/grading the northbound median curb on Crenshaw Blvd from 60th St to 59th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Mixing and placing mortar base for cobble installation on the southbound median curb on Crenshaw Blvd from 59th St to 58th Pl.



PARK MESA – Continue mixing and placing mortar base for cobble installation on the northbound median curb on Crenshaw Blvd from 59th Pl to 59th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Placing concrete along the northbound median curb on Crenshaw Blvd from 59th Pl to 59th St.



PARK MESA – Welding handrails and brackets to the guardrails of the north entrance walkway ramp.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Continue welding handrails and brackets to the guardrails of the north entrance walkway ramp.

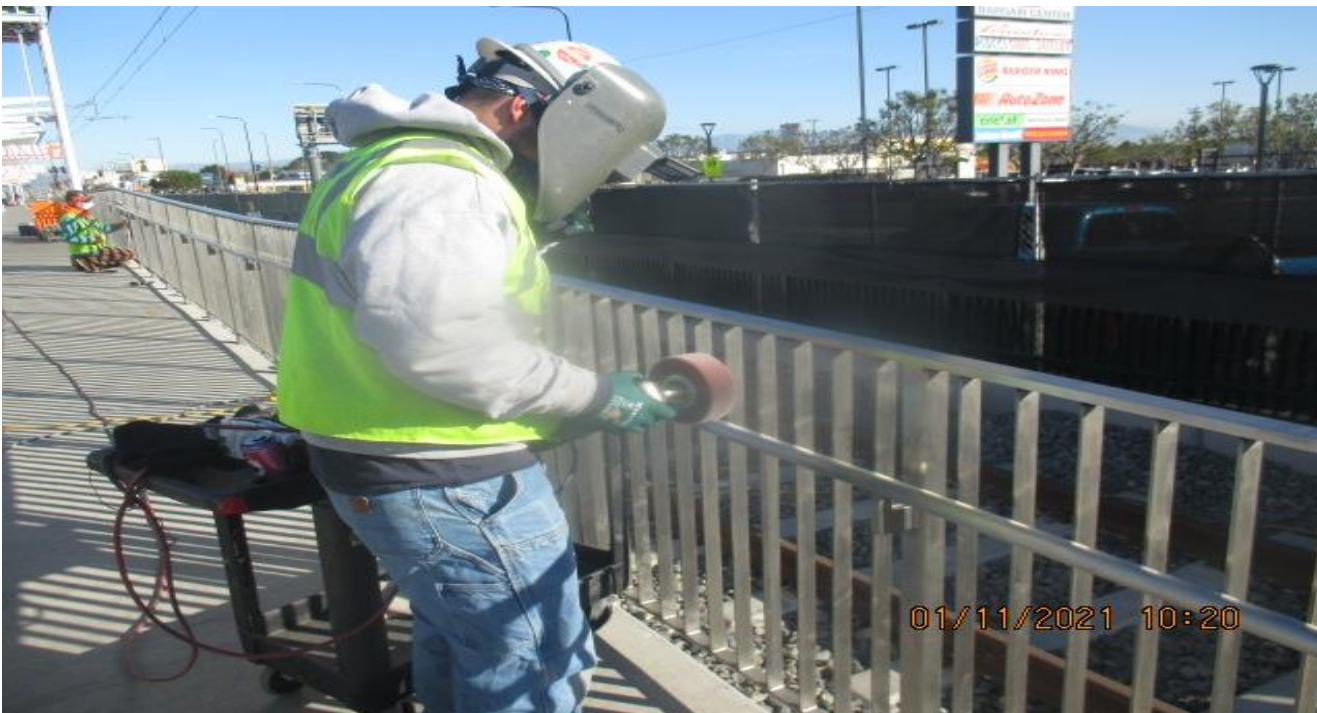


PARK MESA – Grinding and polishing handrail and guardrail finishes at the north entrance walkway ramp.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Grinding and polishing handrail and guardrail finishes at the south entrance walkway ramp.



PARK MESA – Continue grinding and polishing handrail and guardrail finishes at the south entrance walkway ramp.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Installing pedestrian safety gate at the south entrance walkway ramp.



PARK MESA – Saw cutting pavement in preparation of stainless steel bollard installation on the south end crosswalk at 59th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Excavating for footing of safety curb in front of the stainless steel bollards on the south end crosswalk at 59th St.



PARK MESA – Installing stainless steel bollards on the north end crosswalk at Slauson Ave.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

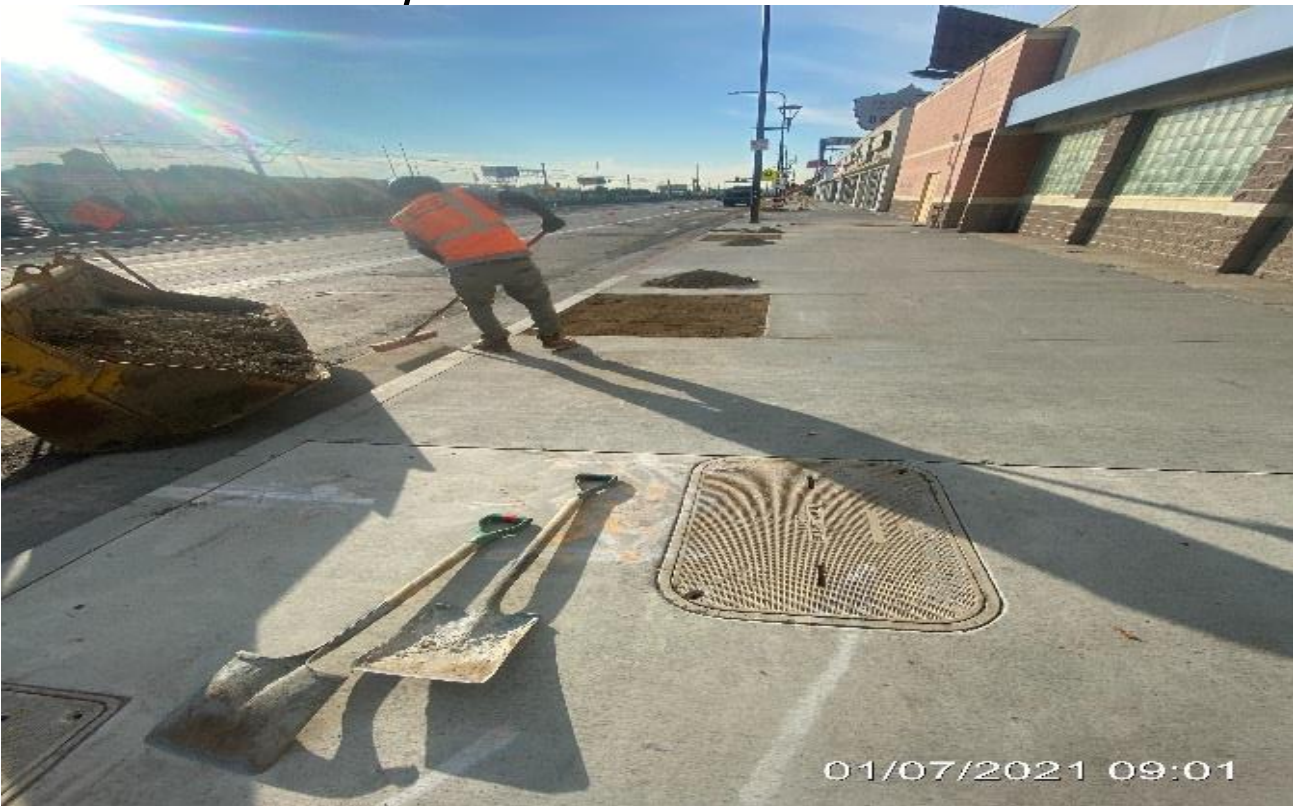


PARK MESA – Excavating for footing of safety curb in front of the stainless steel bollards on the north end crosswalk at Slauson Ave.



PARK MESA – Placed concrete for safety curb footings on both the north and south end crosswalks at Slauson Ave and 59th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Continue placing top soil to tree wells along southbound Crenshaw Blvd between 57th St. and 54th St.



PARK MESA – Continue placing top soil to tree wells along southbound Crenshaw Blvd between 52nd St. and 54th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



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

SEGMENT B1:

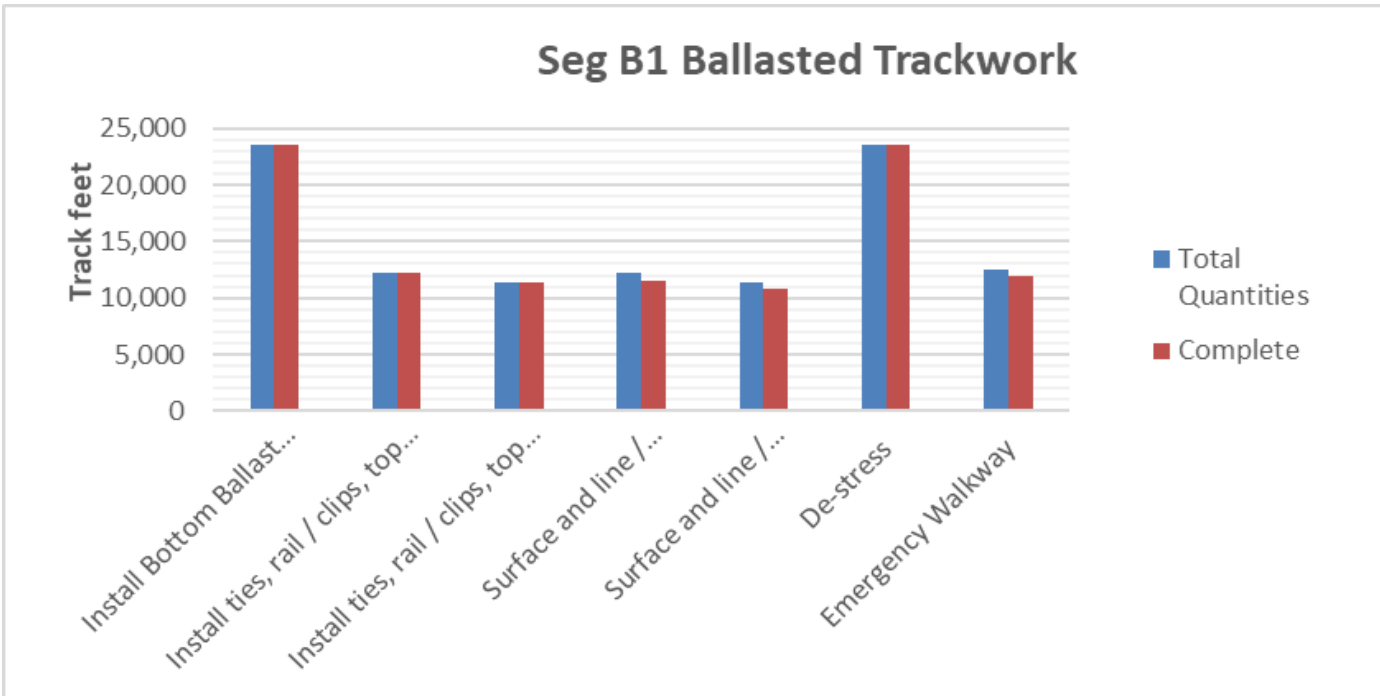
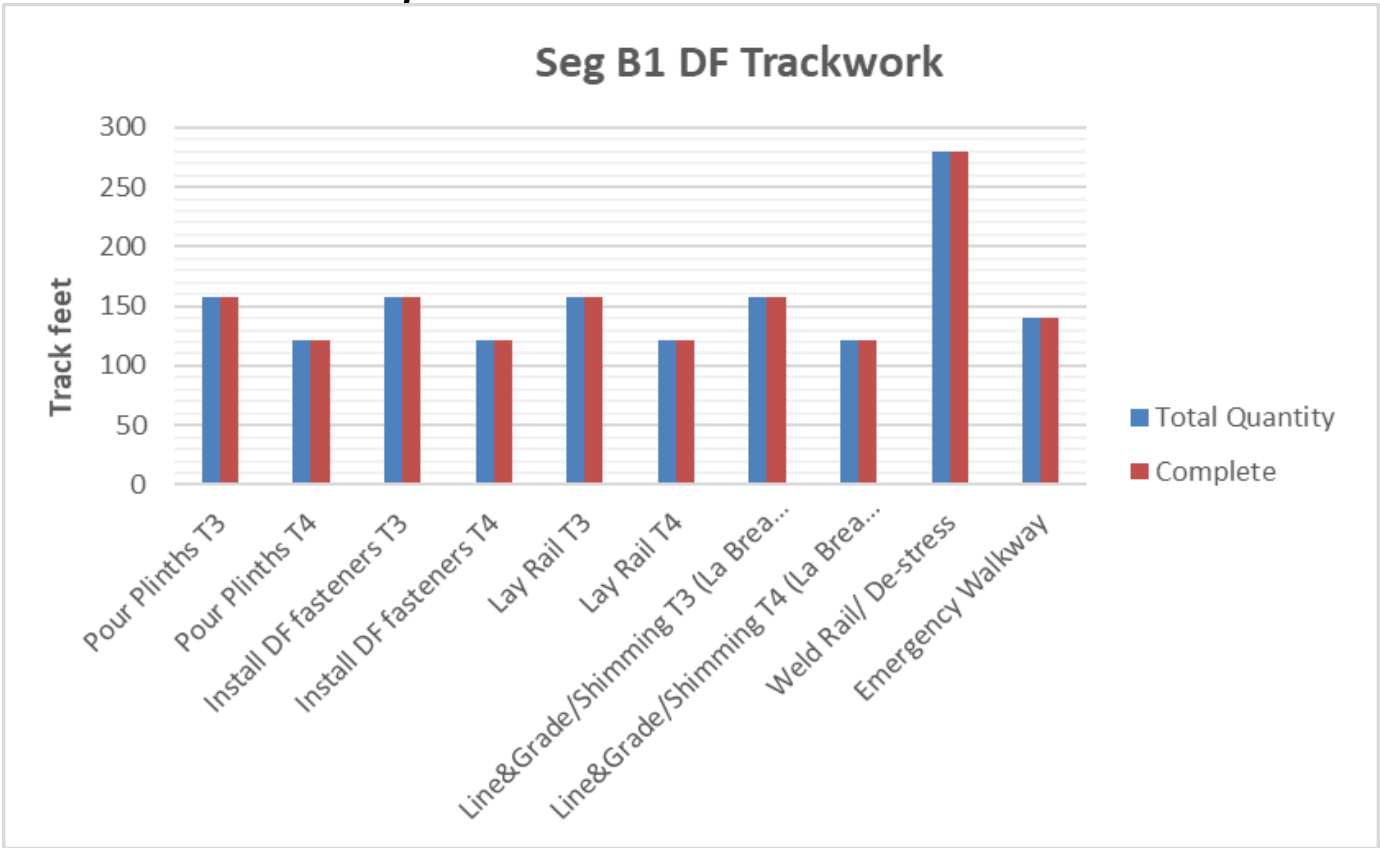
- Disturbed ballast due to systems electrical conduit relocations continues to be repaired and re-dressed.
- WSCC continues the Jet Grouting of MSE Wall 202.
- Investigation of rail flaws continues.

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

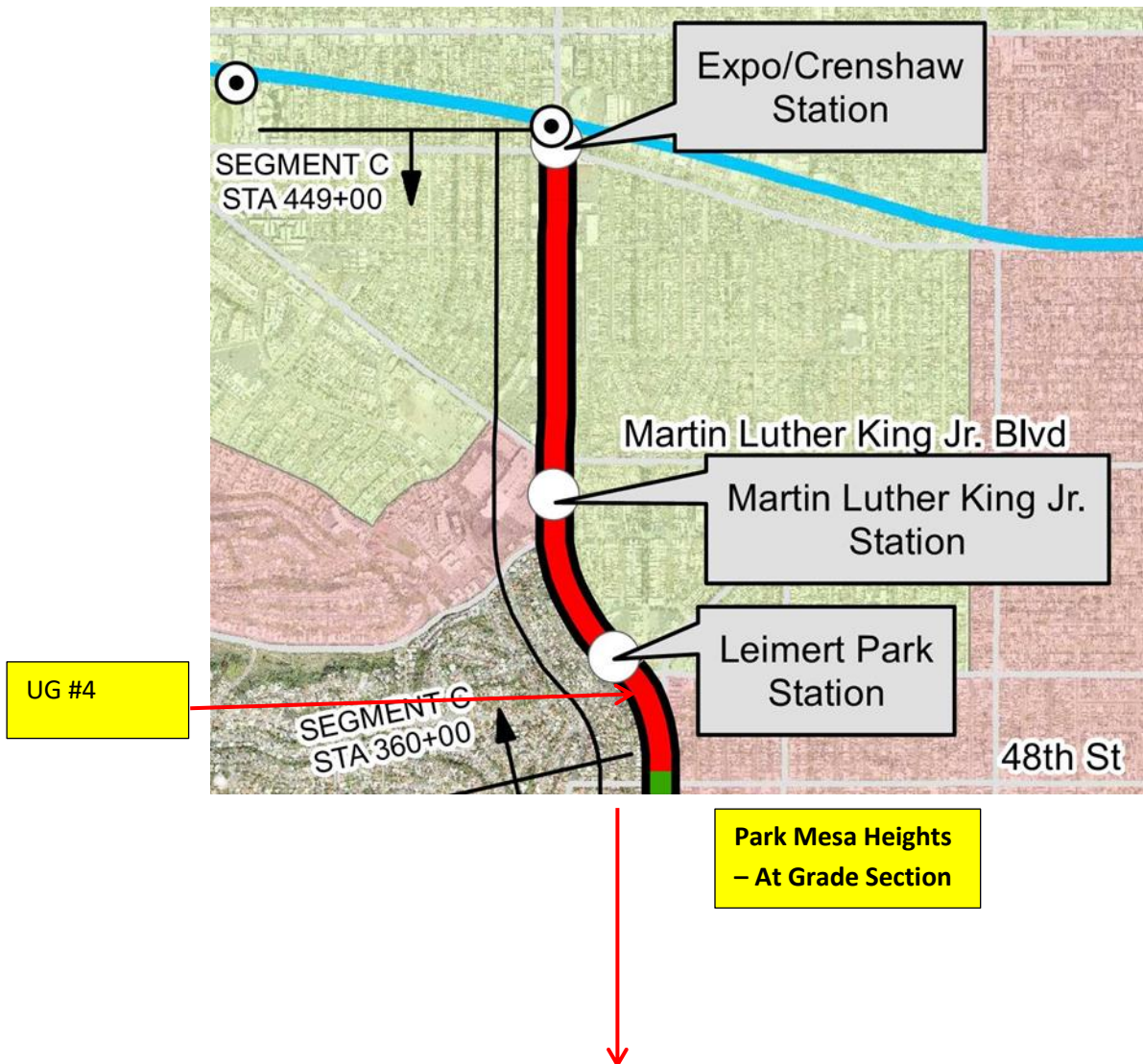


CRENSHAW/LAX PHOTOGRAPHIC UPDATE

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 in UG4 on SB-36 curve verifying correct alignment using survey scribe nail & plum bob (looking south) Rework



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



UG4 – HCC in UG4 NB track adjusting super elevations on NB-33 394+25 (looking north) Rework.



UG4 – STA 372+00 TK#3/SB looking north – UG4 fresh PCC traffic loop detector slab.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG4 – STA 372+00 TK#4/NB looking north – UG4 pour PCC traffic loop detector slab.

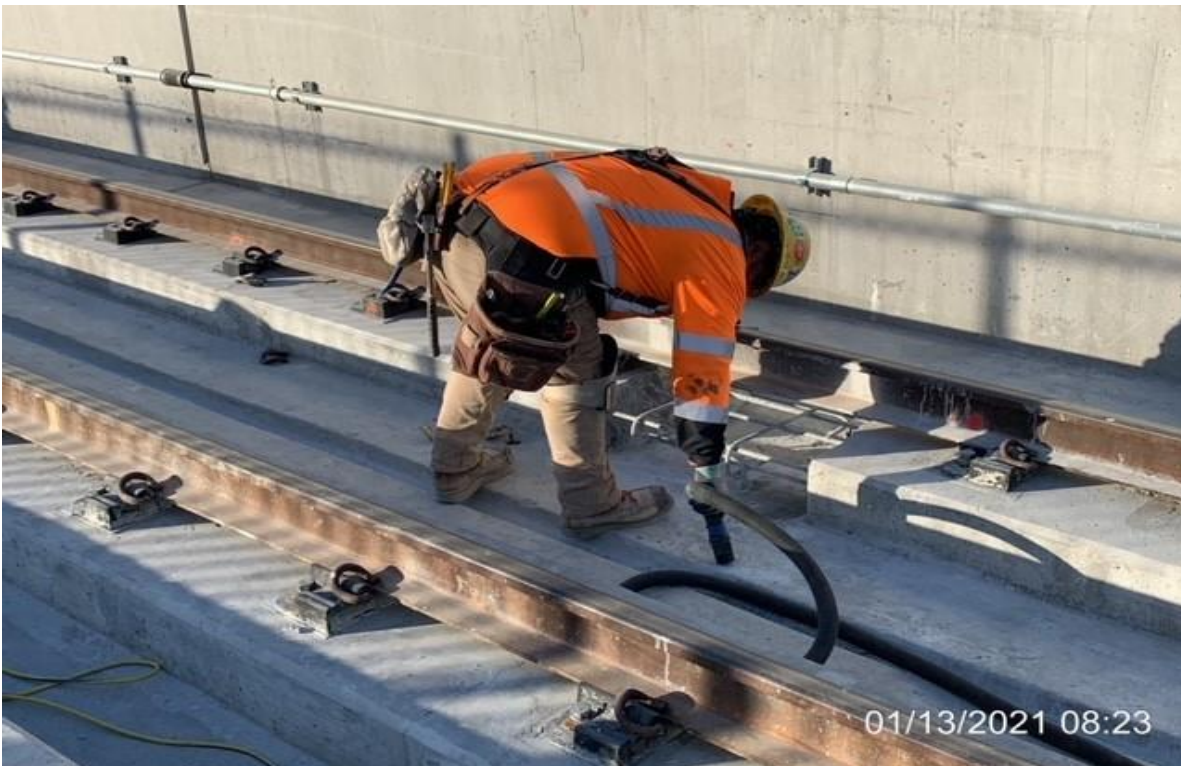


UG4 – WSCC inside portal UG4 SB track STA 371+10 performing general clean-up (housekeeping) looking northwest.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG4 – WSCC clean-up crew along with WSCC QC inspector in UG4 SB track portal STA 371+10 (looking north).



UG4 – WSCC prepping formwork for plinth replacement.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

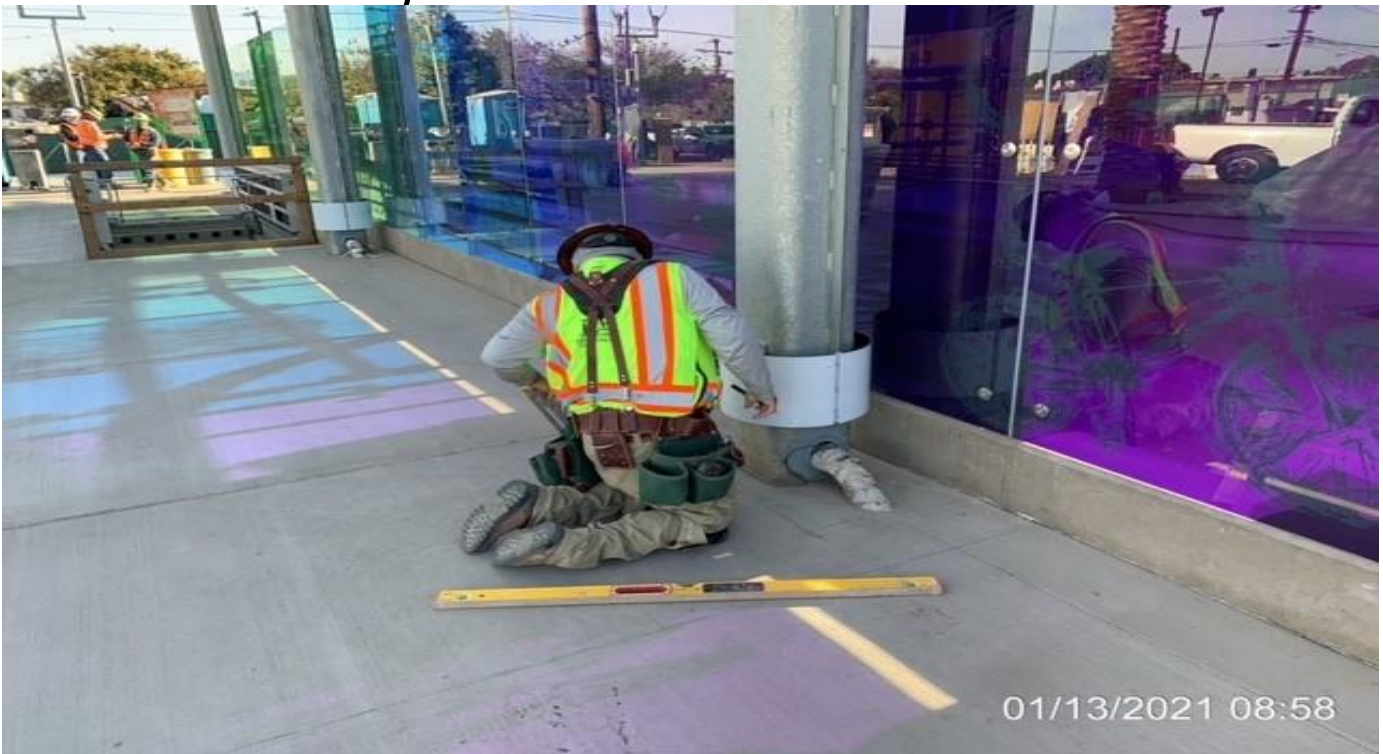


LEIMERT PARK STATION – Caulking and sealing between art glass panels around the main entrance canopy at the plaza.



LEIMERT PARK STATION – Installing cladding to column bases around the main entrance canopy at the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

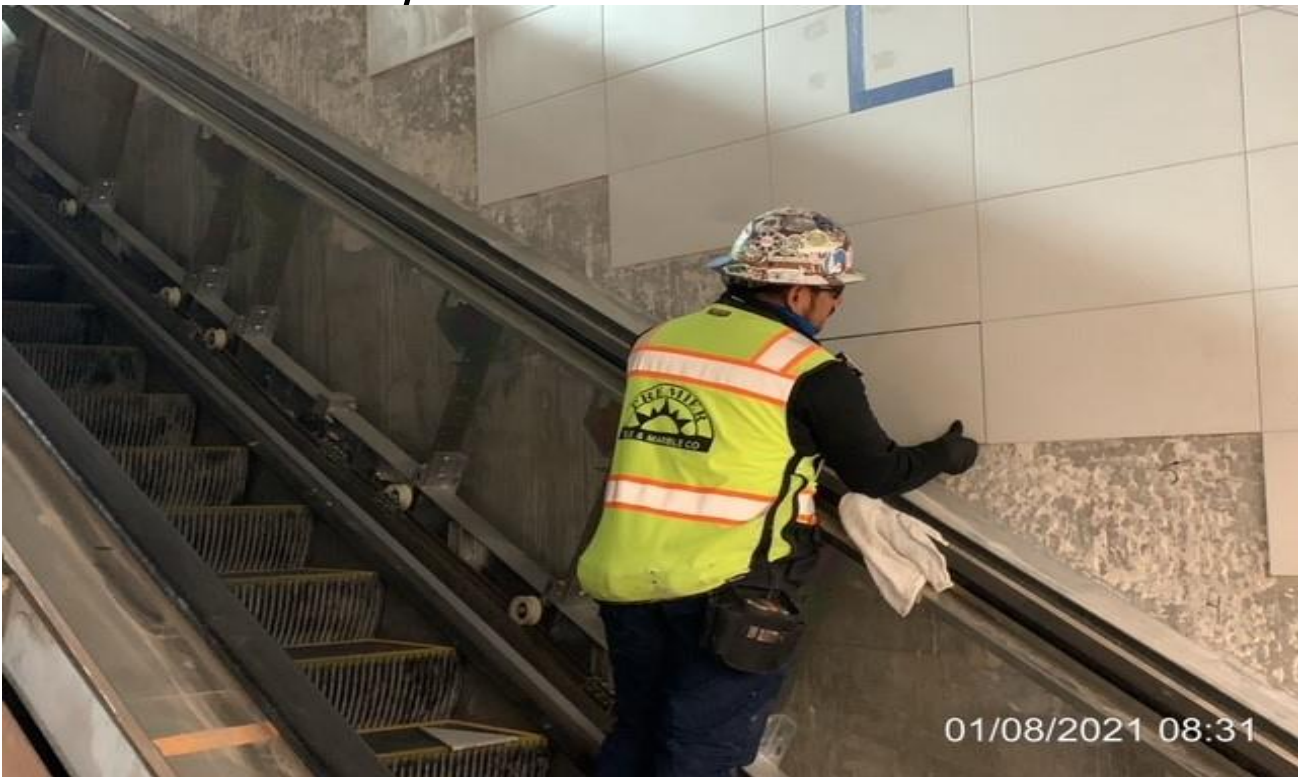


LEIMERT PARK STATION – Building formwork for the column bases around the main entrance canopy at the plaza.

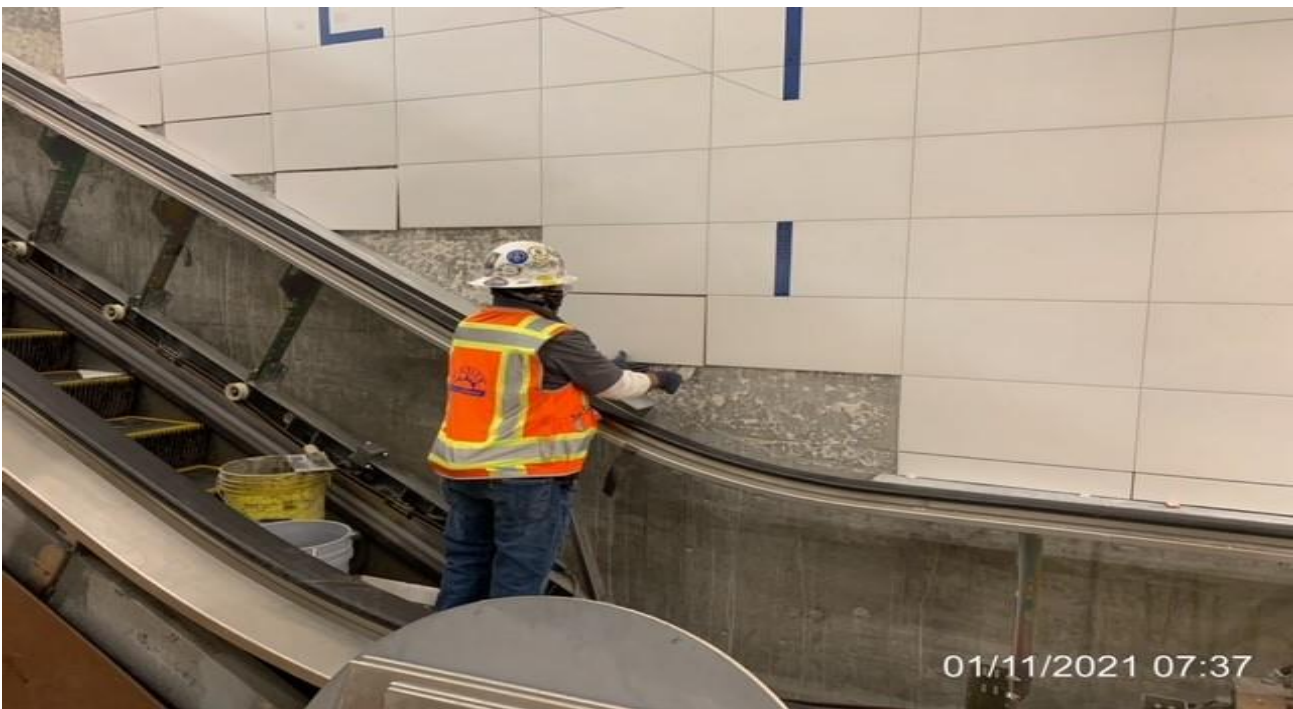


LEIMERT PARK STATION – Placing concrete for the column bases around the main entrance canopy at the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

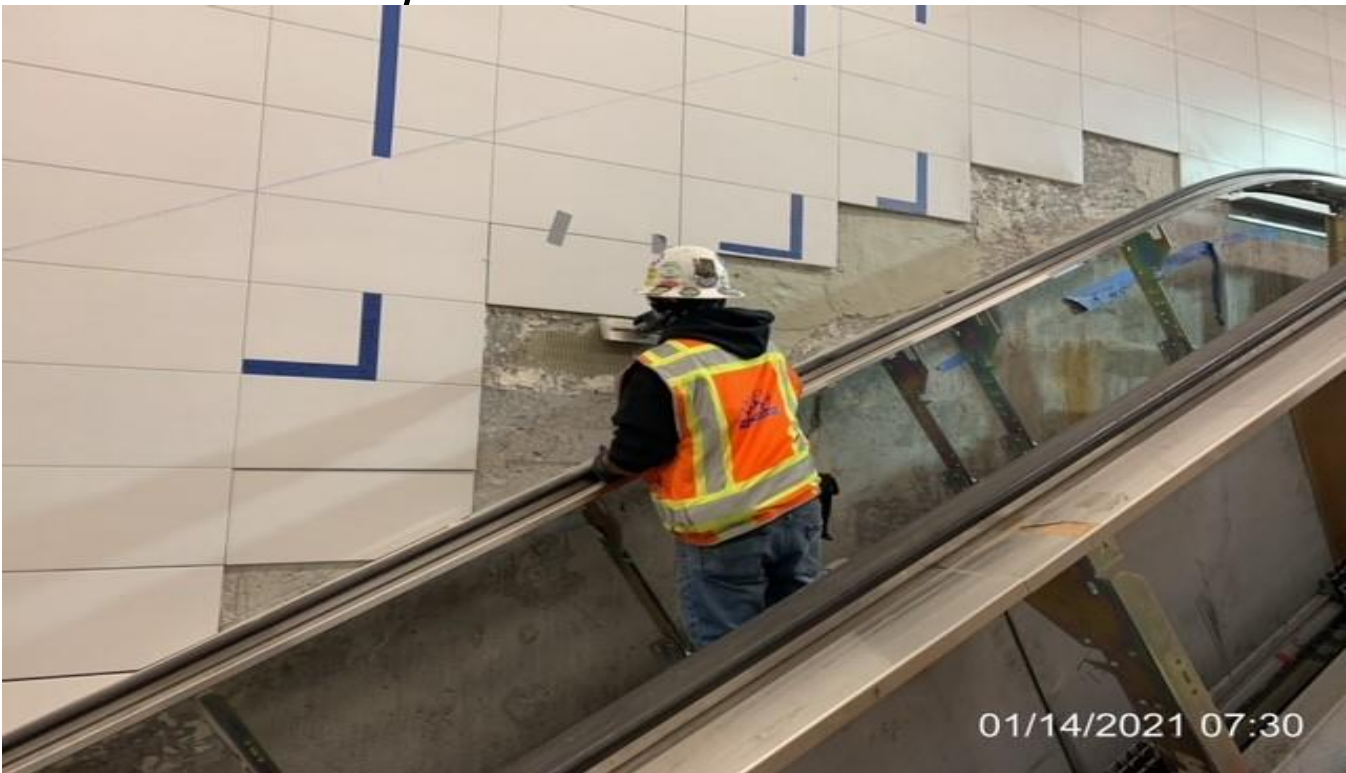


LEIMERT PARK STATION – Installing remaining tiles to wall adjacent to Escalator 4 from intermediate landing to concourse.

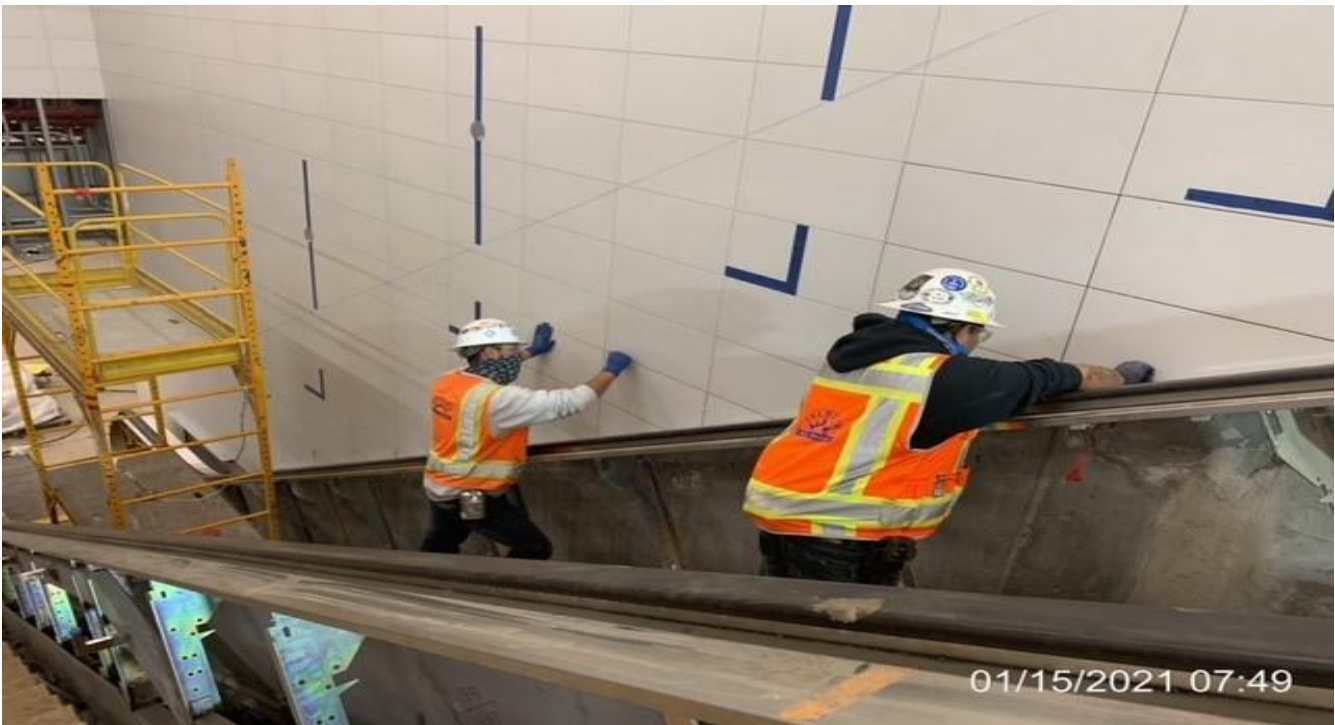


LEIMERT PARK STATION – Continue installing remaining tiles to wall adjacent to Escalator 4 from intermediate landing to concourse.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

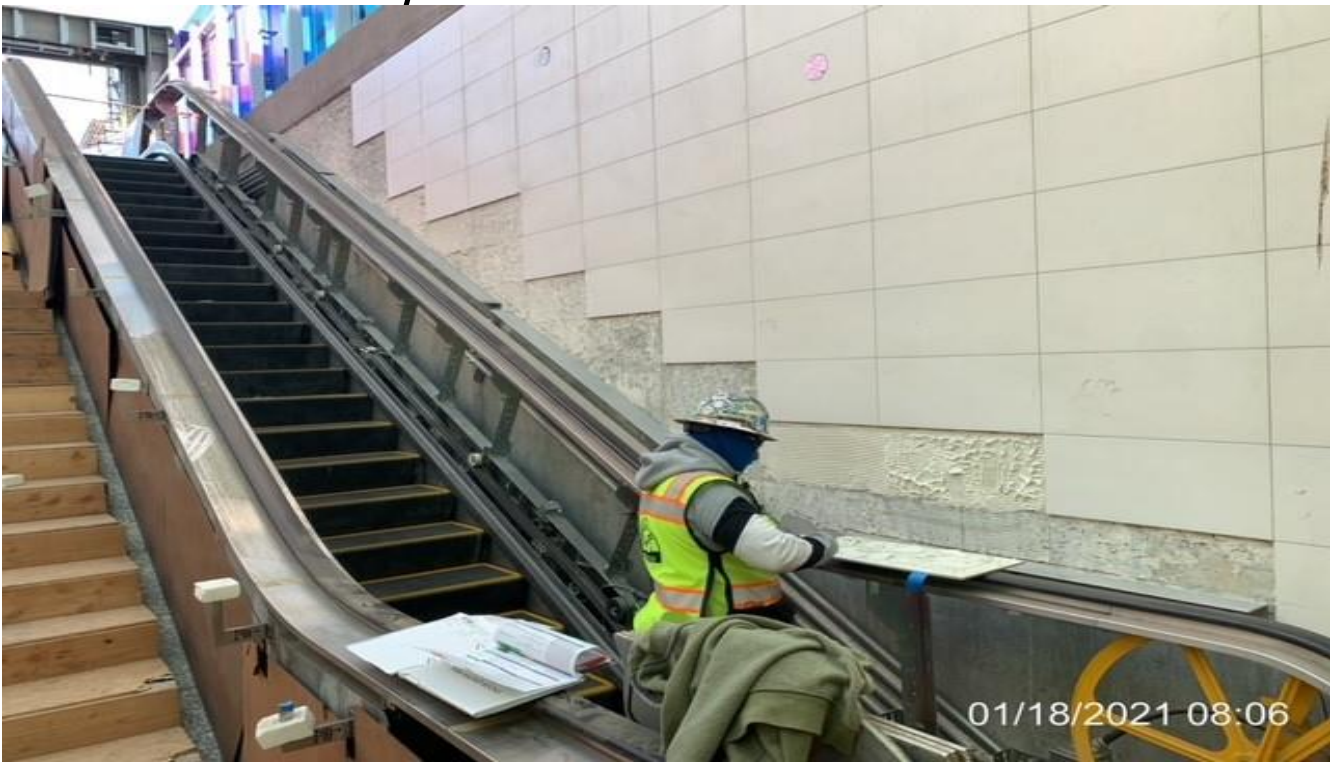


LEIMERT PARK STATION – Continue installing remaining tiles to wall adjacent to Escalator 3 from intermediate landing to concourse.

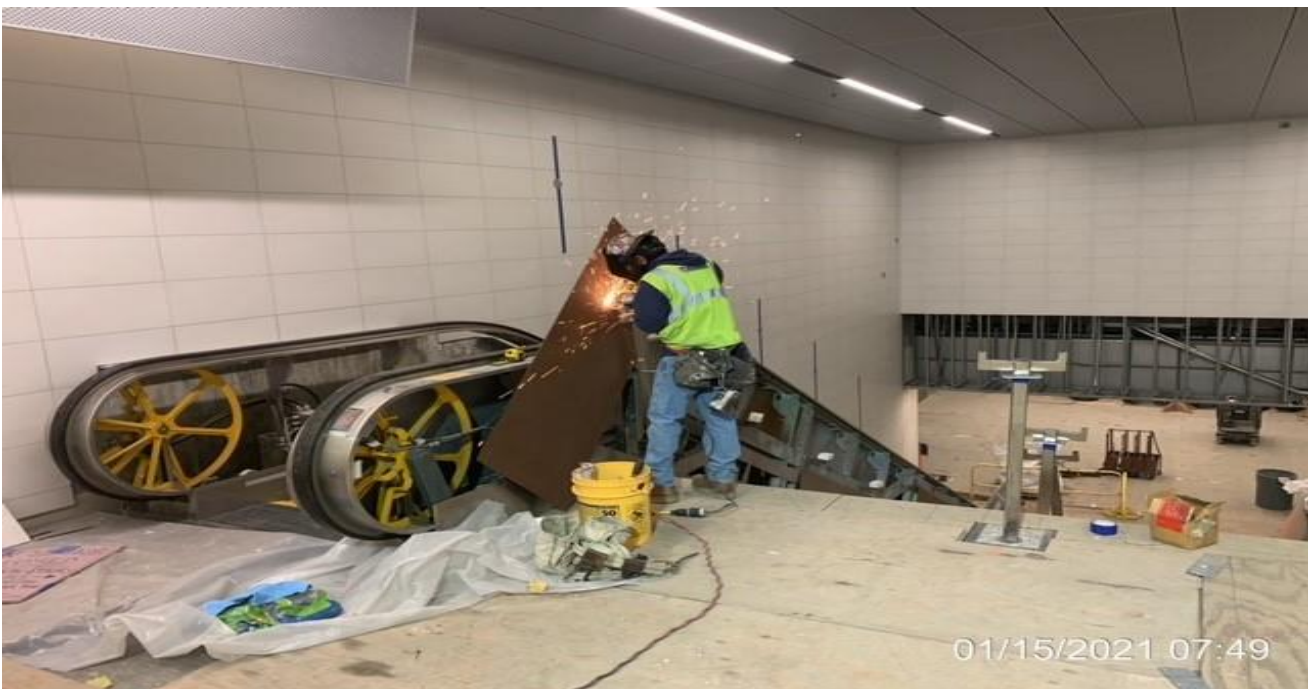


LEIMERT PARK STATION – Continue installing remaining tiles to wall adjacent to Escalator 3 from intermediate landing to concourse.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

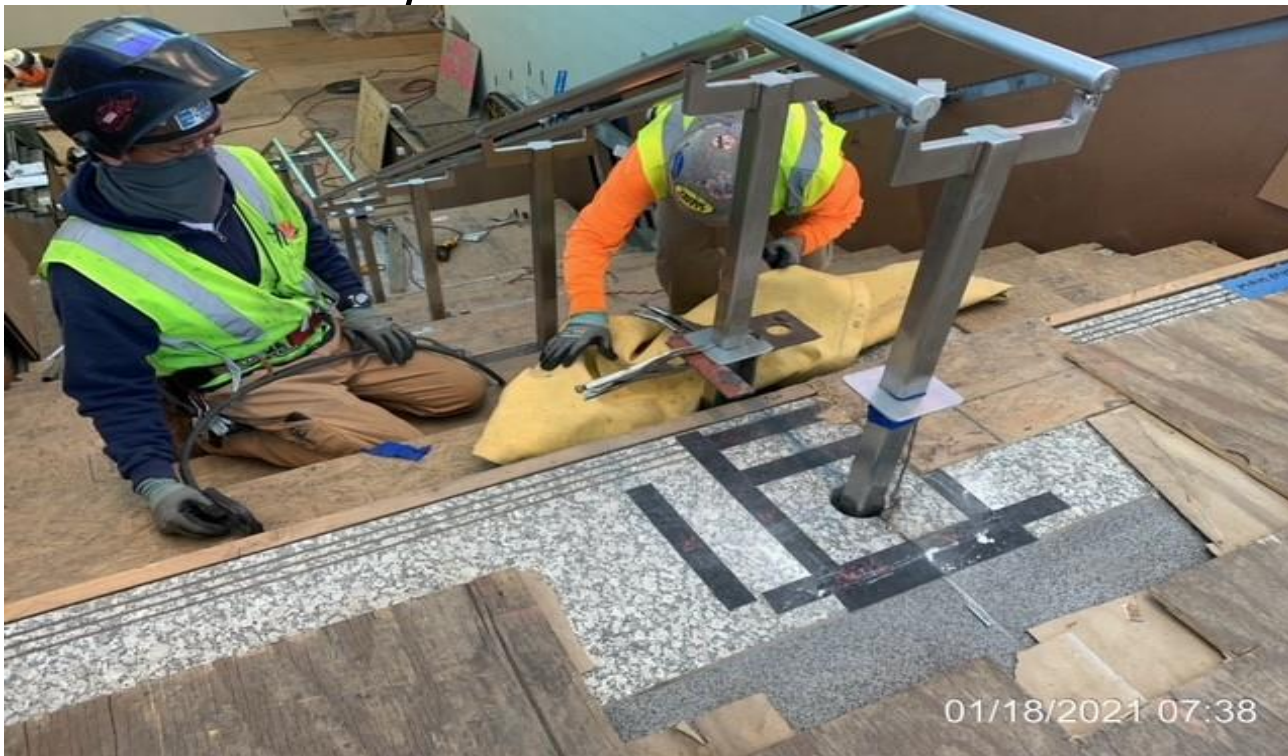


LEIMERT PARK STATION – Continue installing remaining tiles to wall adjacent to Escalators 1&2 from –plaza to intermediate landing.



LEIMERT PARK STATION – Fabricating and welding center posts for the center handrail installation at Staircase 2 from intermediate landing to concourse.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Continue fabricating and welding cover plates for the center handrail installation at Staircase 1 from intermediate landing to concourse.



LEIMERT PARK STATION – Installing thresholds, fire smoke seals and closures for doors throughout various room at the concourse.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

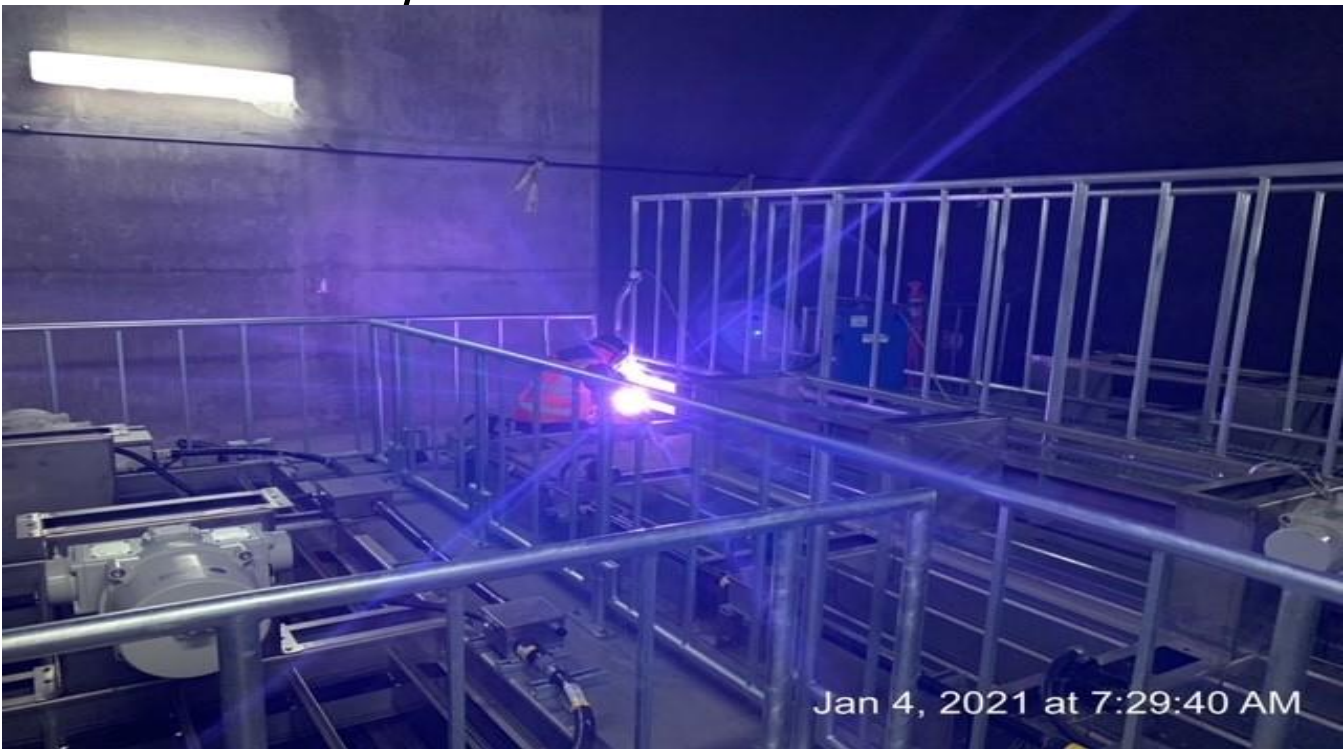


LEIMERT PARK STATION – Continue installing thresholds, fire smoke seals and closures for doors throughout various room at the concourse.

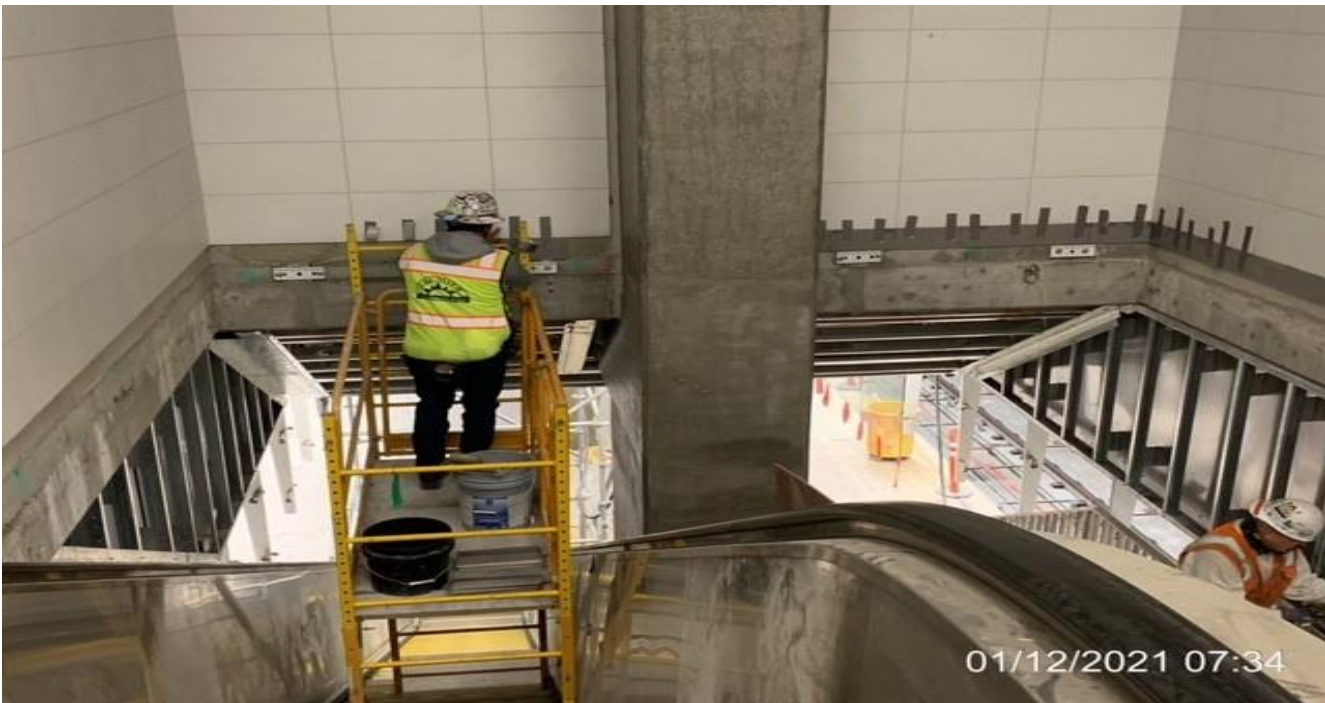


LEIMERT PARK STATION – Installing posts for the Fare Gate picket fence at the Paid & Free Area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Installing/welding stiffener plates to the damper guardrails inside the Emergency Ventilation Shaft/OTE Plenum North C-127.

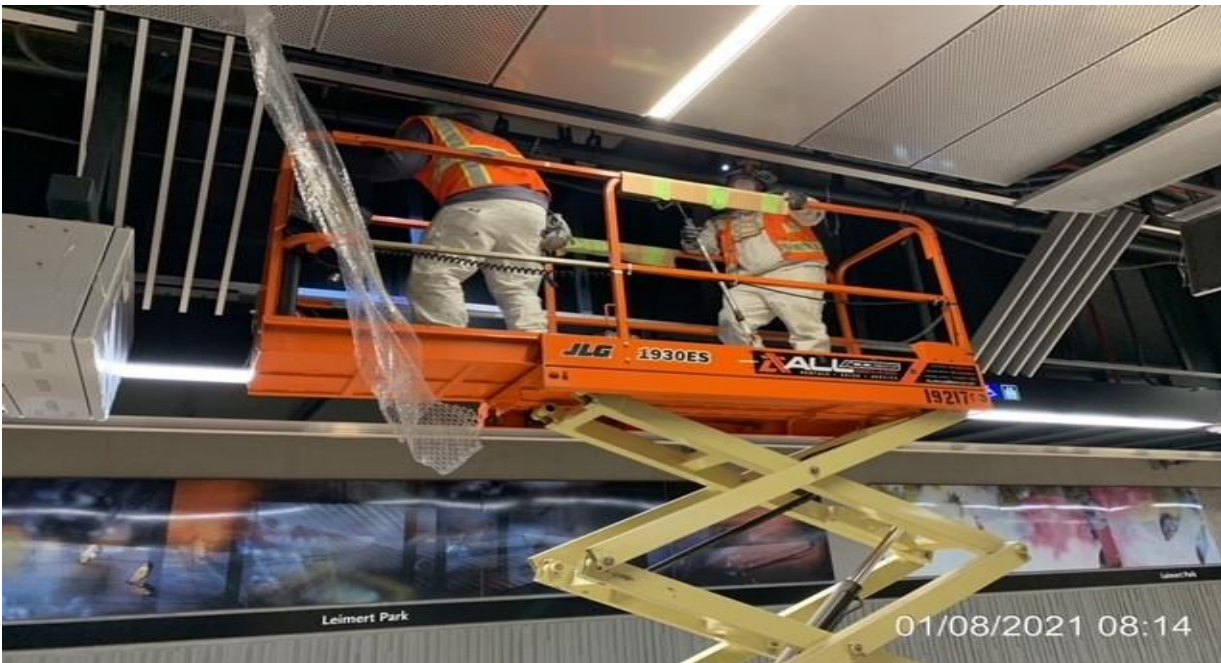


LEIMERT PARK STATION – Installing remaining tiles above Staircase 3 and Escalator 5 at the concourse.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Preparing to apply primer paint coat to conduits and brackets behind the diagonal screen ceiling panels along the north and southbound side of the platform.

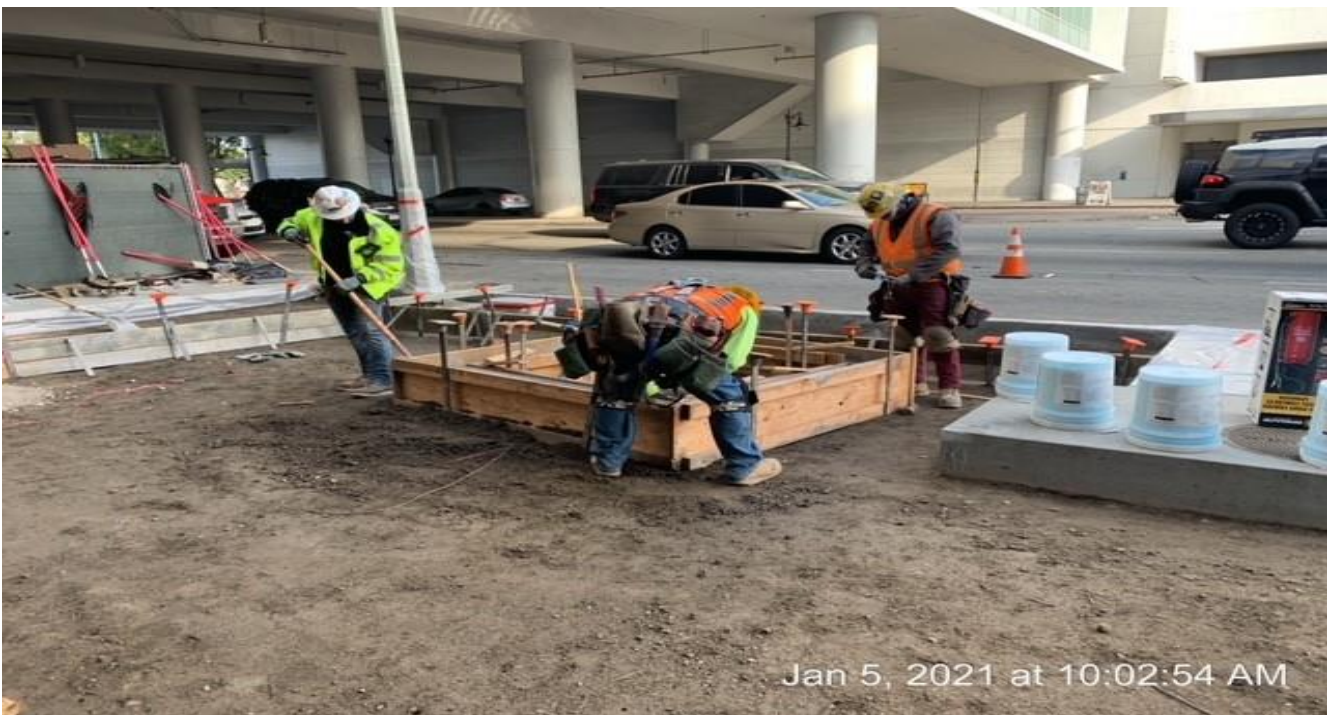


LEIMERT PARK STATION – Continue applying primer paint coat to conduits and brackets behind the diagonal screen ceiling panels along the north and southbound side of the platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue setting formwork for tree bases at the far northwest area of the plaza.



MLK STATION – Adjusting formwork for the tree base curbs at the far northwest area of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Placing concrete for the tree base curbs at the far northwest area of the plaza.



MLK STATION – Continue ground grid installation and bonding of amenities throughout the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue ground grid installation throughout the plaza.



MLK STATION – Placing concrete for new sidewalk installation along the north side of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

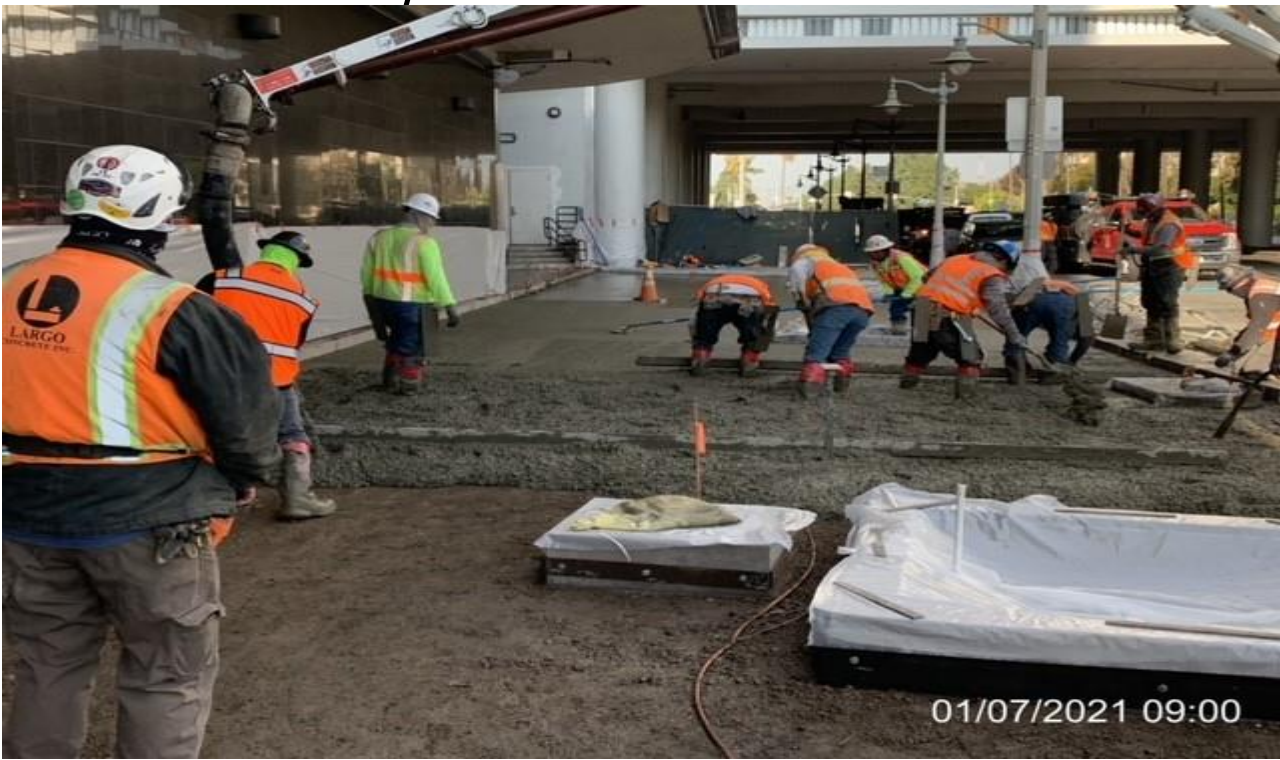


MLK STATION – Continue expansion board installation along the north side curb of the Mall in preparation for concrete placement.



MLK STATION – Placing concrete along the north side curb of the Mall and at the two entrances

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

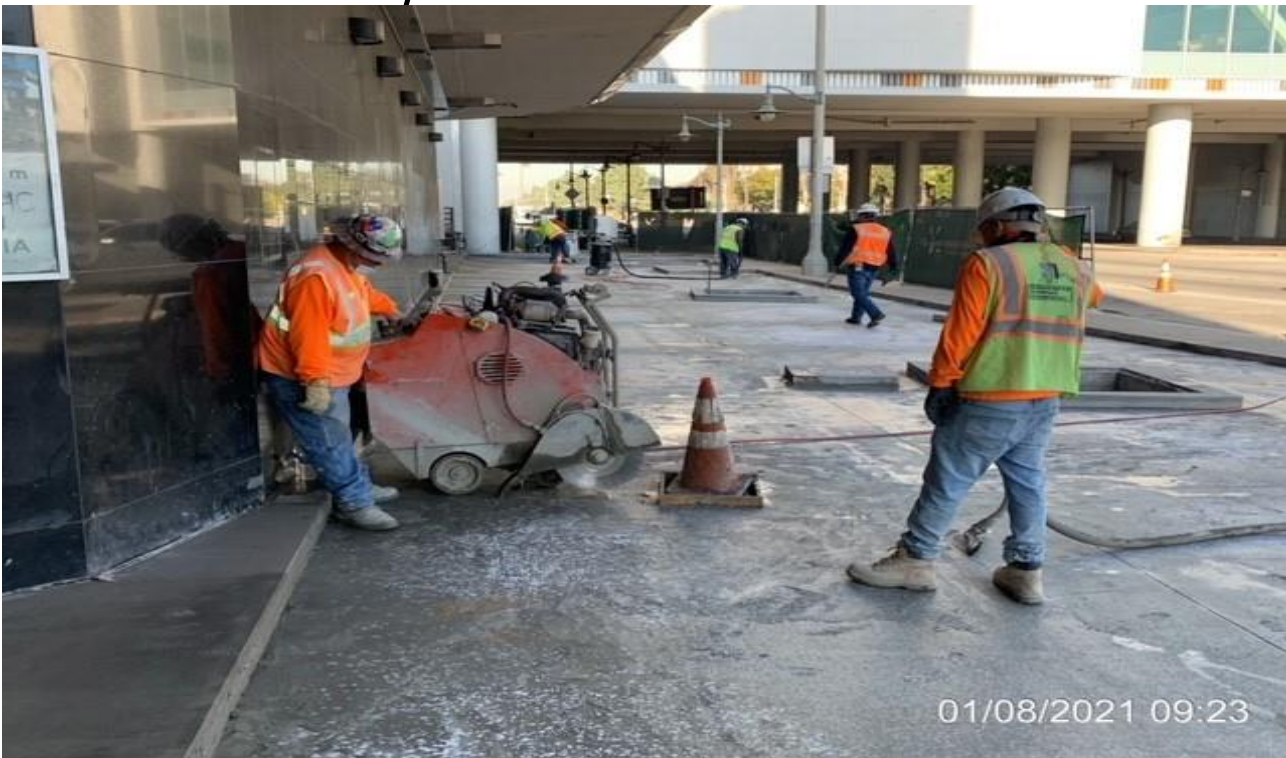


MLK STATION – Placing concrete along the entire far northwest section area and moving east.



MLK STATION – Spraying curing compound to the entire concrete slab on the northwest section area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Saw cutting control joints for the entire northwest area of the plaza.

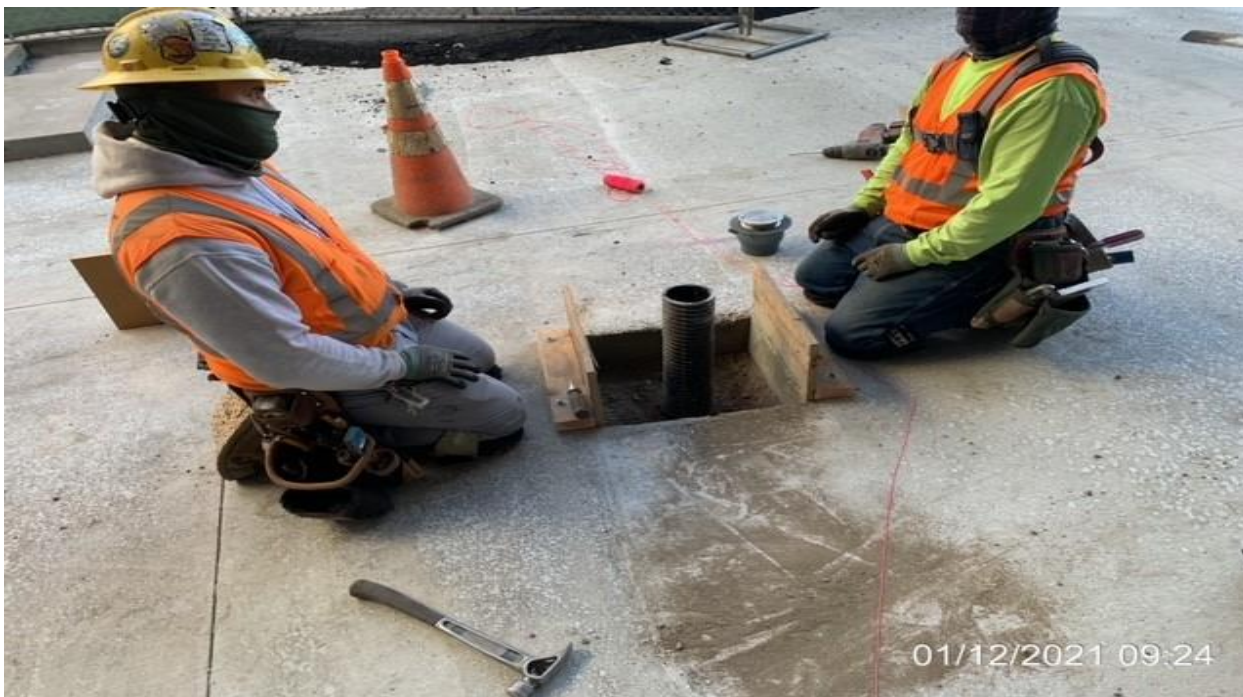


MLK STATION – Backfilling curb on the east side of the main entrance canopy at the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Building formwork for stair landing installation on the west side of the main entrance canopy at the plaza.



MLK STATION – Installing plumbing clean-outs to drains at the north end of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Installing stainless steel handrails to the sides of Elevators 1&2 at the plaza.



MLK STATION – Grading the entire curb on the east side of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

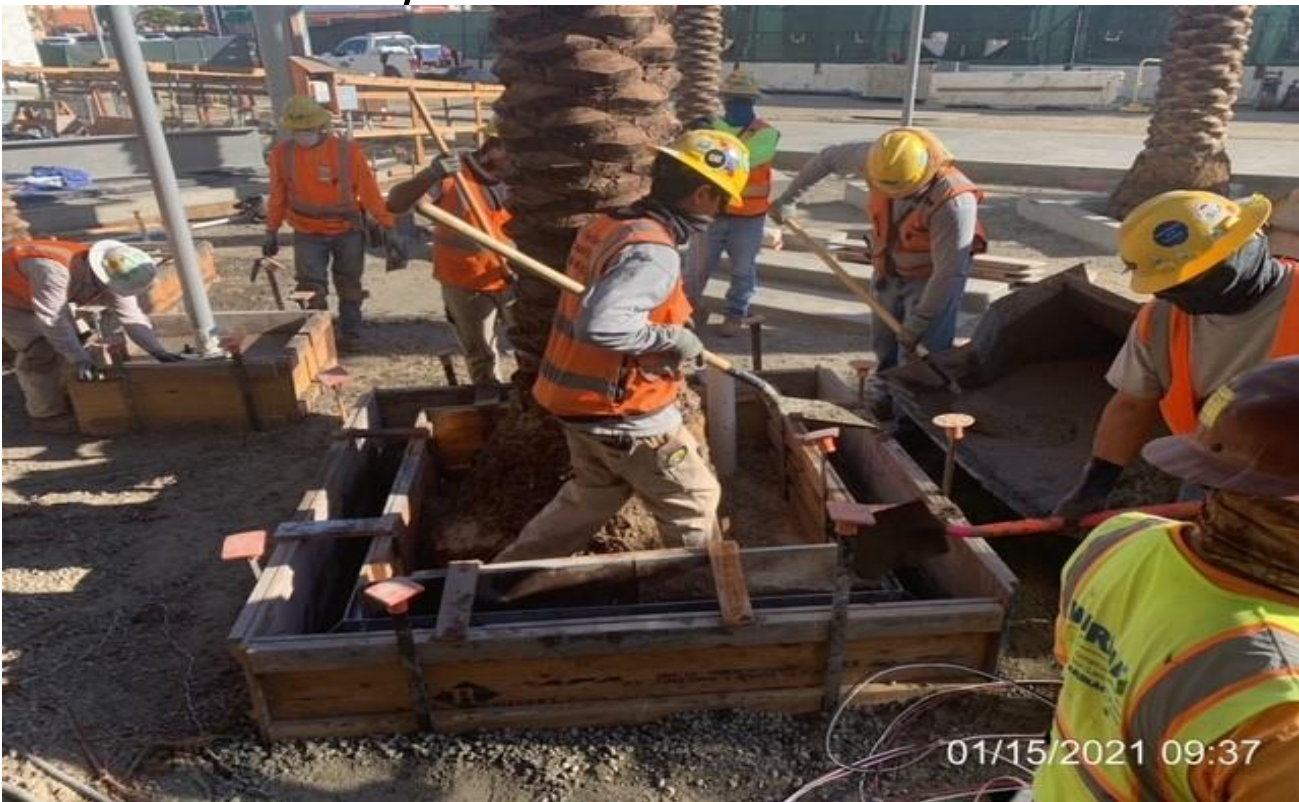


MLK STATION – Setting irrigation lines near tree wells at the plaza.



MLK STATION – Resume concrete placement of tree well curbs at the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue concrete placement of tree well curbs at the plaza.



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

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Performing layout and coring through the walker ducts in preparation for the turnstile fare gate system installation at the Paid & Free Area.



MLK STATION – Continue layout and coring through the walker ducts in preparation for the turnstile fare gate system installation at the Paid & Free Area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue layout and coring through the walker ducts in preparation for the turnstile fare gate system installation at the Paid & Free Area.

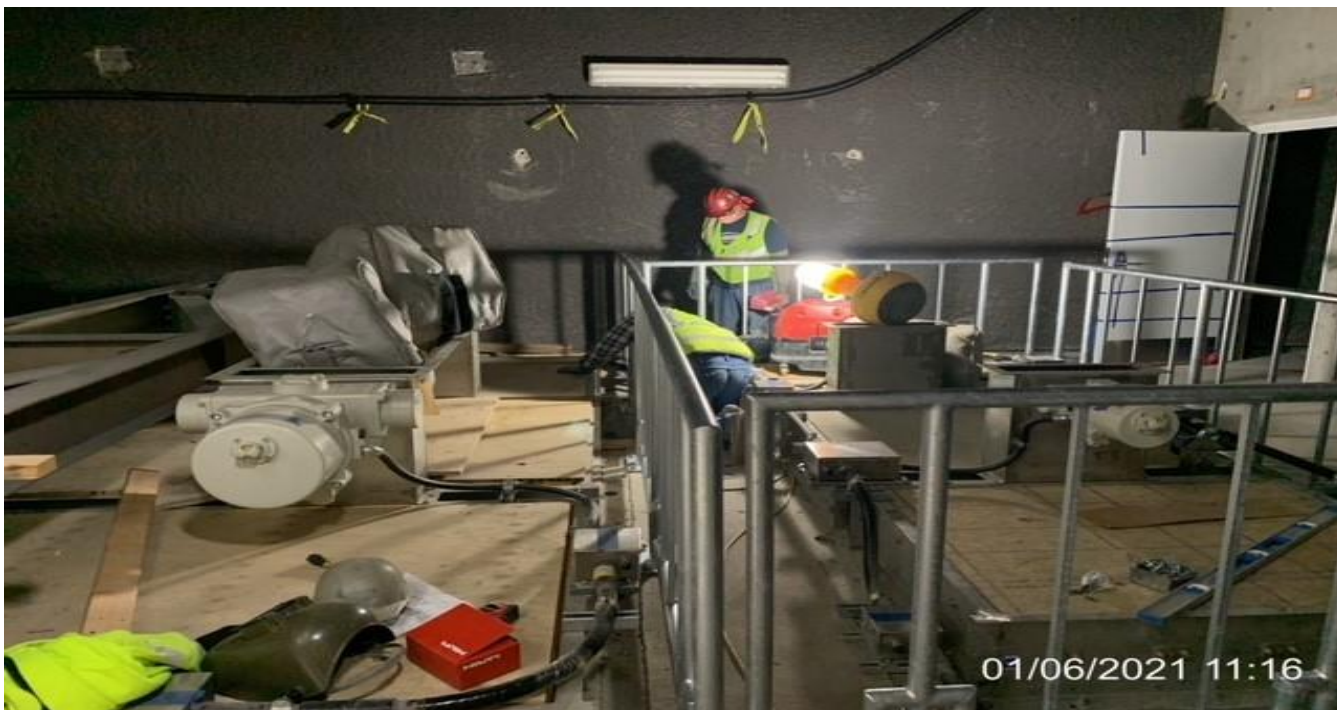


MLK STATION – Continue layout and coring through the walker ducts in preparation for the turnstile fare gate system installation at the Paid & Free Area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Anchoring plates for Fare Gate System picket fence posts at the Paid & Free Area.



MLK STATION – Installing guardrails around the dampers inside the Emergency Ventilation Shaft/OTE Plenum North C-143.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Installing stiffener plates for the guardrails inside the Emergency Ventilation Shaft/OTE Plenum South C-101.

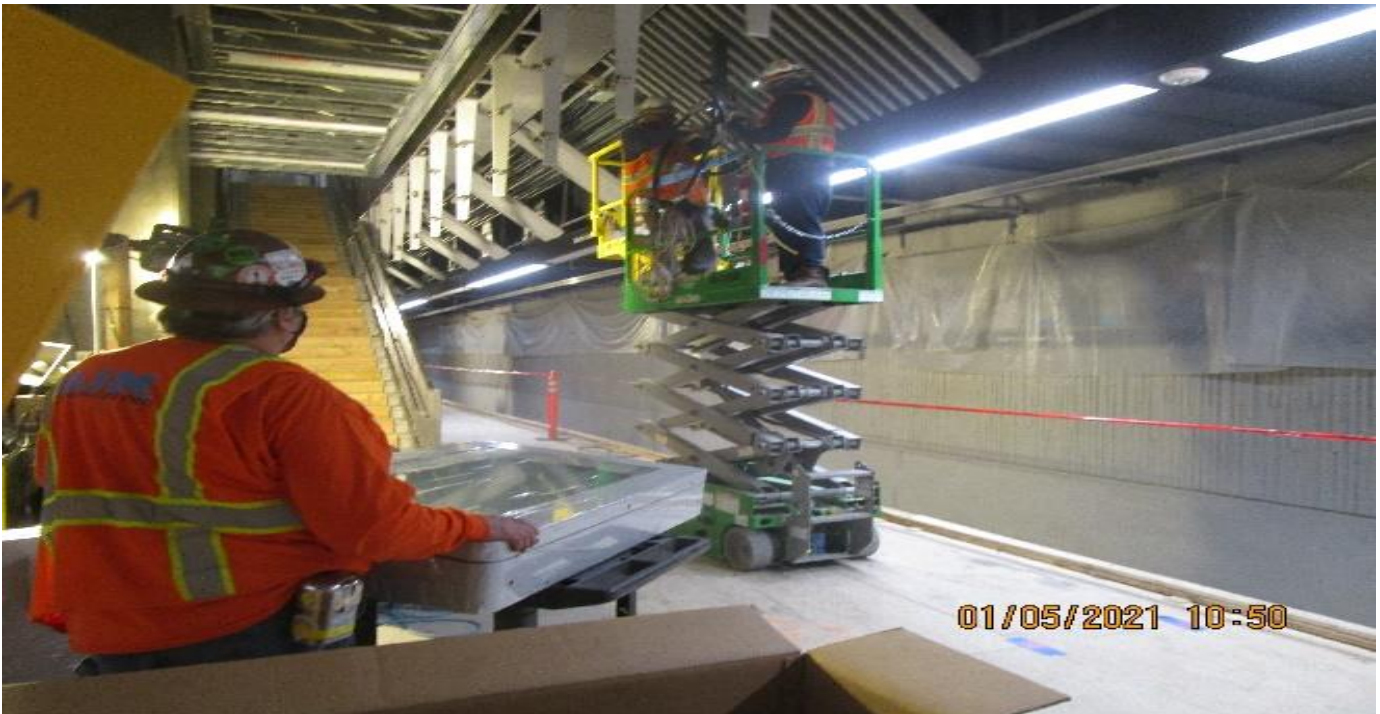


MLK STATION – Installing stiffener plates for the guardrails inside the Emergency Ventilation Shaft/OTE Plenum North C-143.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

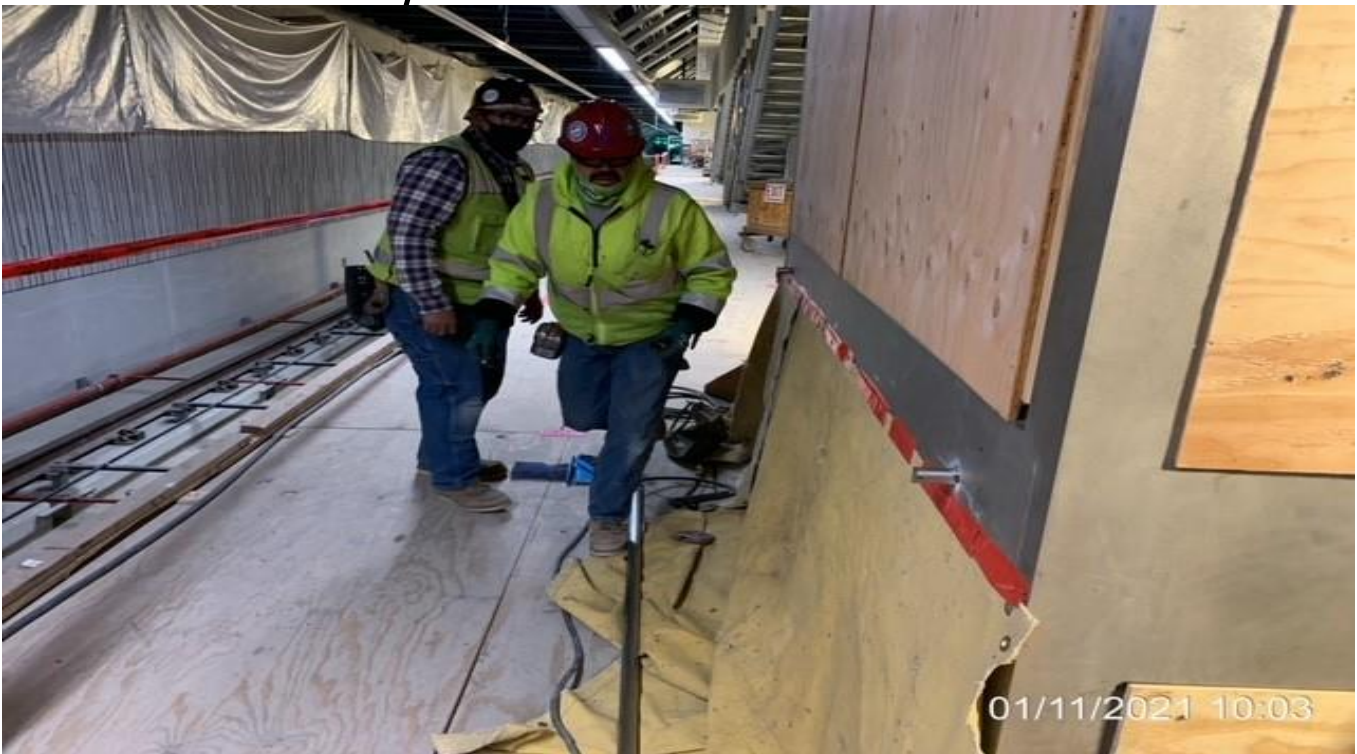


MLK STATION – Performing layout and coring for ticket vending machine installation at the Free Area.



MLK STATION – Installing support brackets prior to mounting the dual monitor VMS displays at the north side of the platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Installing handrails to the side of Elevators 3&4 at the platform.



MLK STATION – Installing support framing for stainless steel cladding around the smoke screens of Escalator 4 at the platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

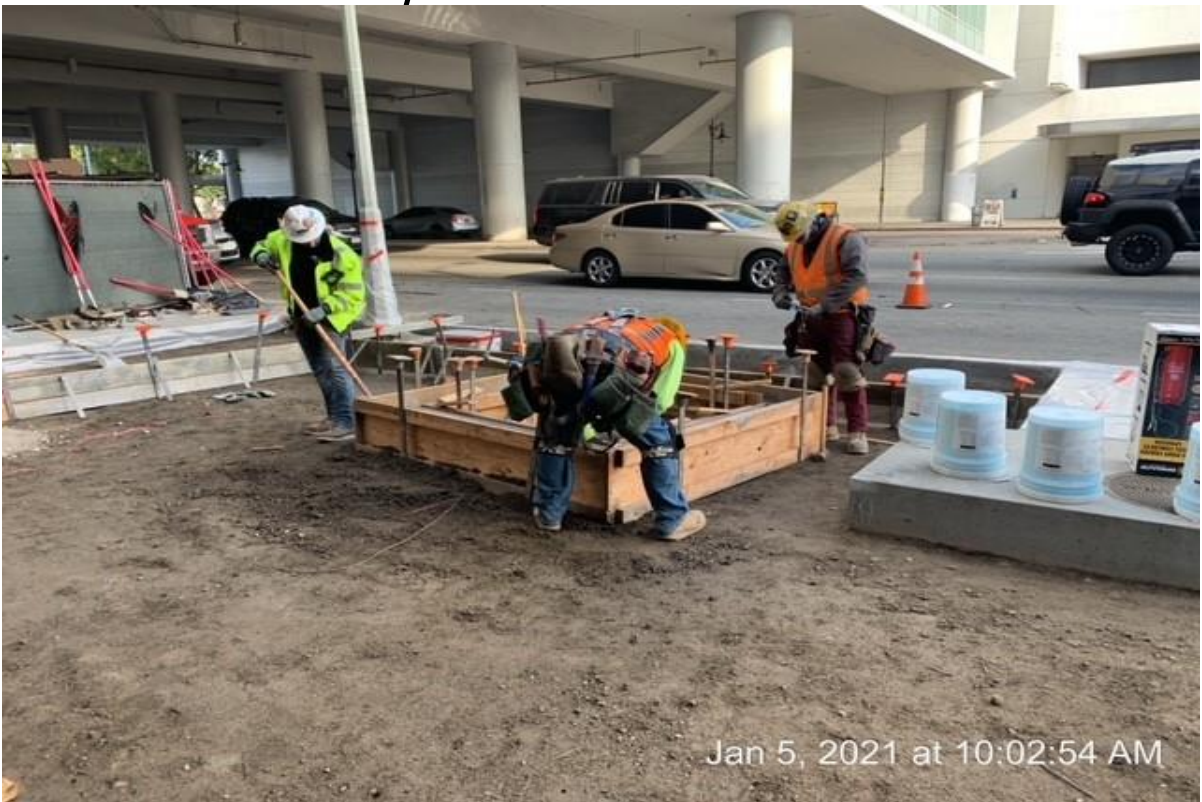


MLK STATION – WSCC carpenters building formwork for concrete tree bases.



MLK STATION – Penhall prep and layout prior to coring for posts beneath stairs and escalators.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC carpenters adjusting formwork for concrete tree well curbs.



MLK STATION – Griffith placing concrete for sidewalk at north end of station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC crew placing concrete for tree well curbs



MLK STATION – Griffith installing expansion board prior to concrete slab placement.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – McMahon installing guardrails around north EVF dampers.



MLK STATION – Griffith placing concrete for mall entrance coves.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

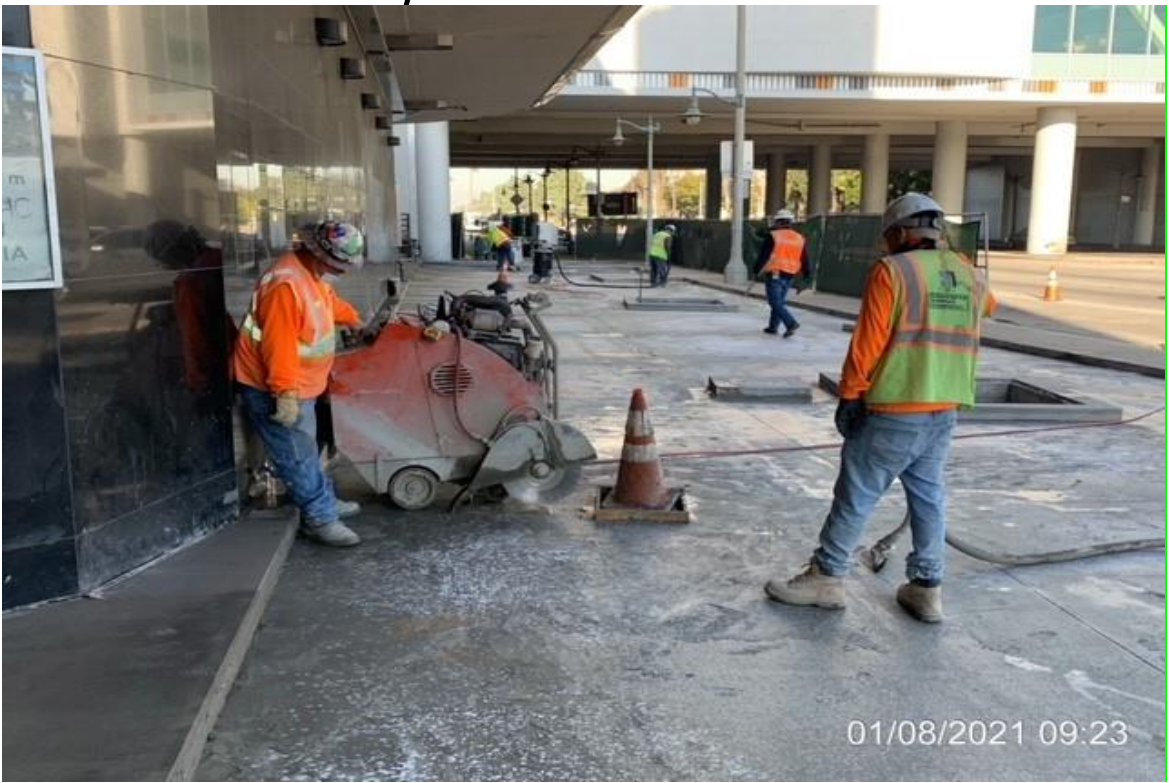


MLK STATION – Griffith placing concrete for sub slab.



MLK STATION – WSCC crew backfilling with base along curb at east side of station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

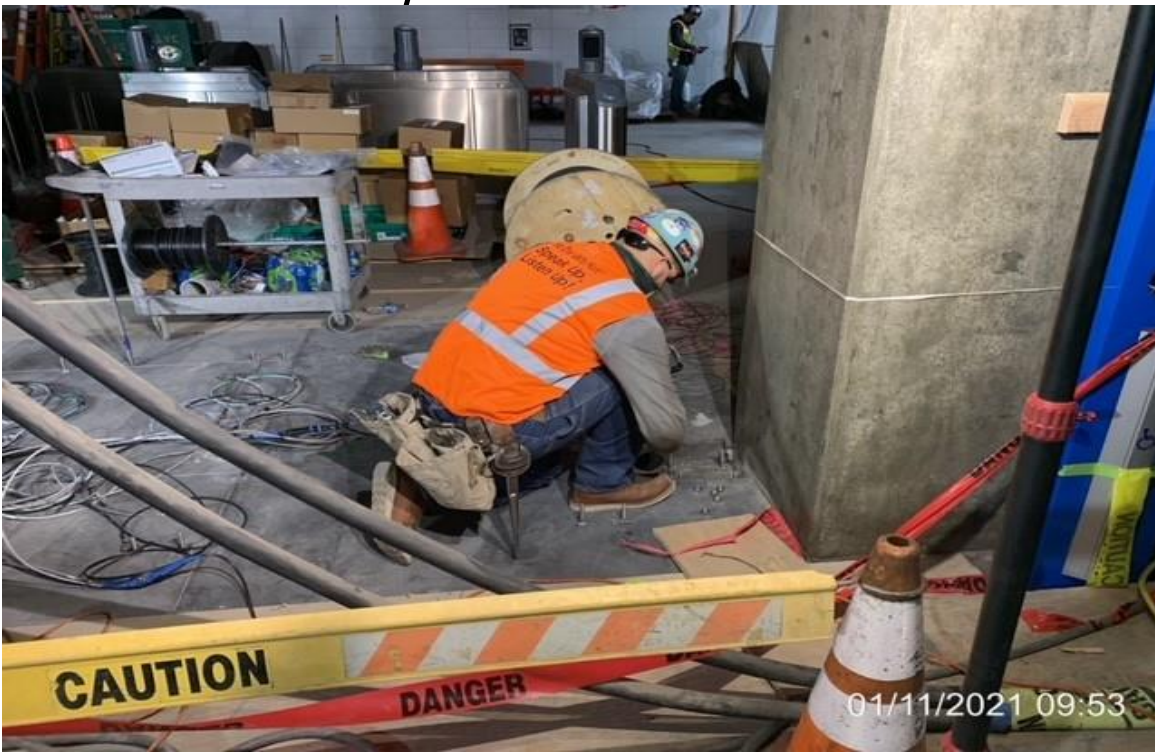


MLK STATION – Concrete Coring making relief cuts to post placement sub slab..

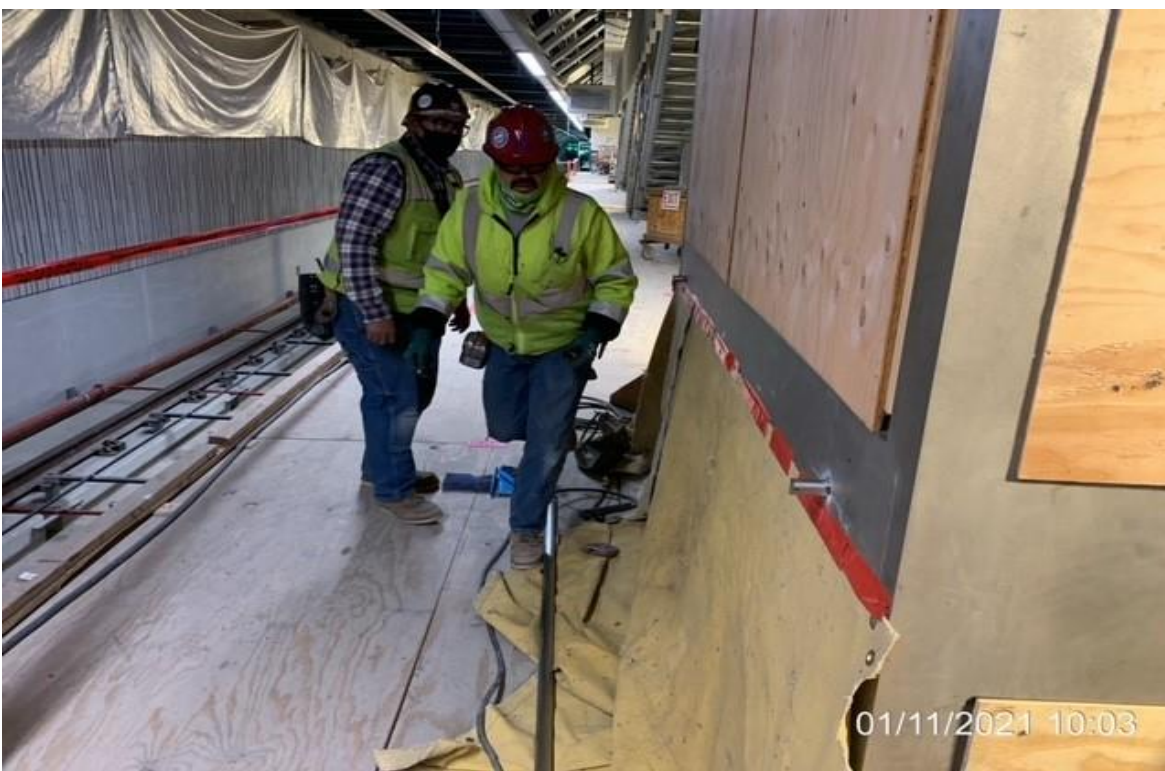


MLK STATION – WSCC crew building formwork for entrance landing.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Ironworkers anchoring plates for fare gate picket fence posts



MLK STATION – McMahon installing stainless steel handrail at sides of elevator structure #3 and #4.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC carpenters installing clean outs at north end of station.

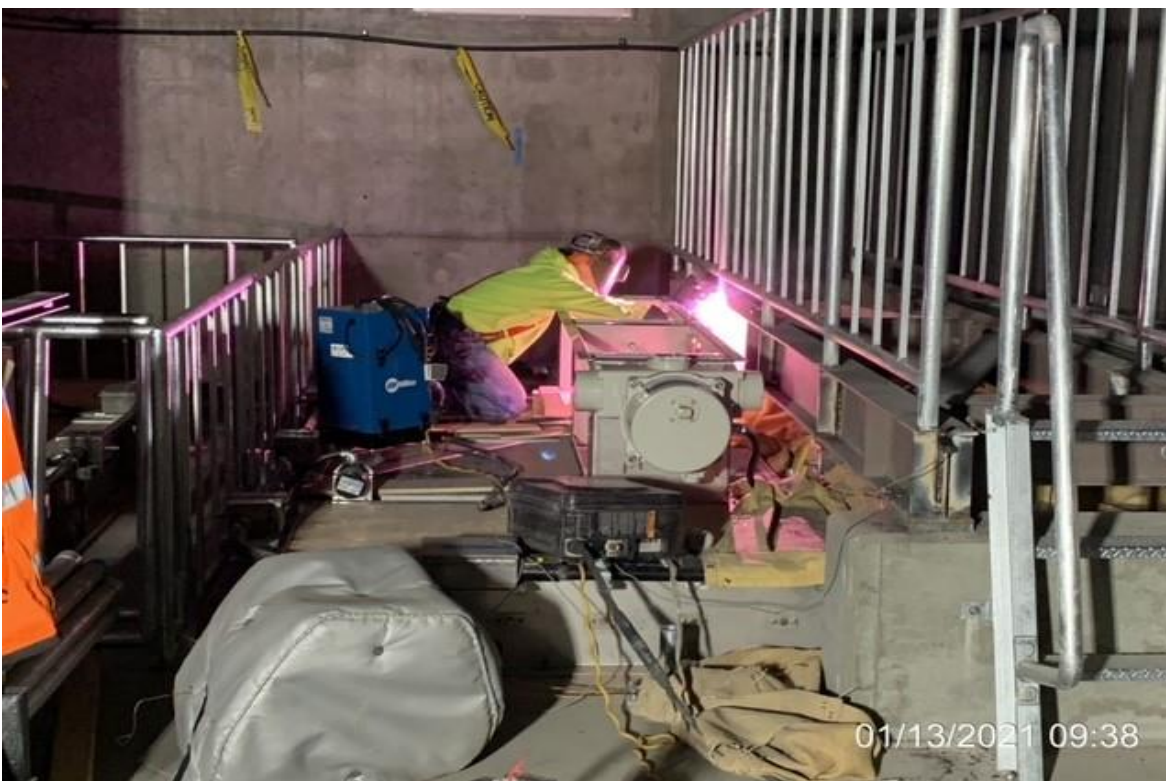


MLK STATION – McMahon installing stainless steel handrail at sides of elevator structure #1 and #2.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC crew grading at east side of station.



MLK STATION – McMahon installing stiffener plates for cat walk.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Marina Landscaping setting irrigation lines within tree well.



EXPO STATION - Removed existing concrete sidewalk at the northwest corner of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



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



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

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Removing K-rail in preparation for new sidewalk installation along the west of the plaza.



EXPO STATION – Excavating the entire southbound sidewalk along the Bronson Cul-de-sac.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION– Continue excavating to final grade at the southbound sidewalk along the Bronson Cul-de-sac.



EXPO STATION– Continue excavating to final grade at the northbound sidewalk along the Bronson Cul-de-sac.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Placing concrete for new southbound sidewalk along the Bronson Cul-de-sac.



EXPO STATION SITE – Continue placing concrete for new southbound sidewalk along the Bronson Cul-de-sac.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION SITE – Continue excavating to final grade at the northbound sidewalk along the Bronson Cul-de-sac.



EXPO STATION – Placing concrete for new northbound sidewalk along the Bronson Cul-de-sac.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Building formwork for new ADA ramp on the northeast side of the Bronson Cul-de-sac.



EXPO STATION – Graded/backfilled and compacted the east side of the plaza for drainage swale installation.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Rough grading the west side of the Park & Ride lot area.



EXPO STATION SITE– Continue rough grading the northwest side of the Park & Ride lot area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Continue rough grading and removing existing concrete on the east side of the Park & Ride lot area.



EXPO STATION – Continue rough grading on the west side of the Park & Ride lot area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Continue rough grading and placing base on the north side of the Park & Ride lot area.

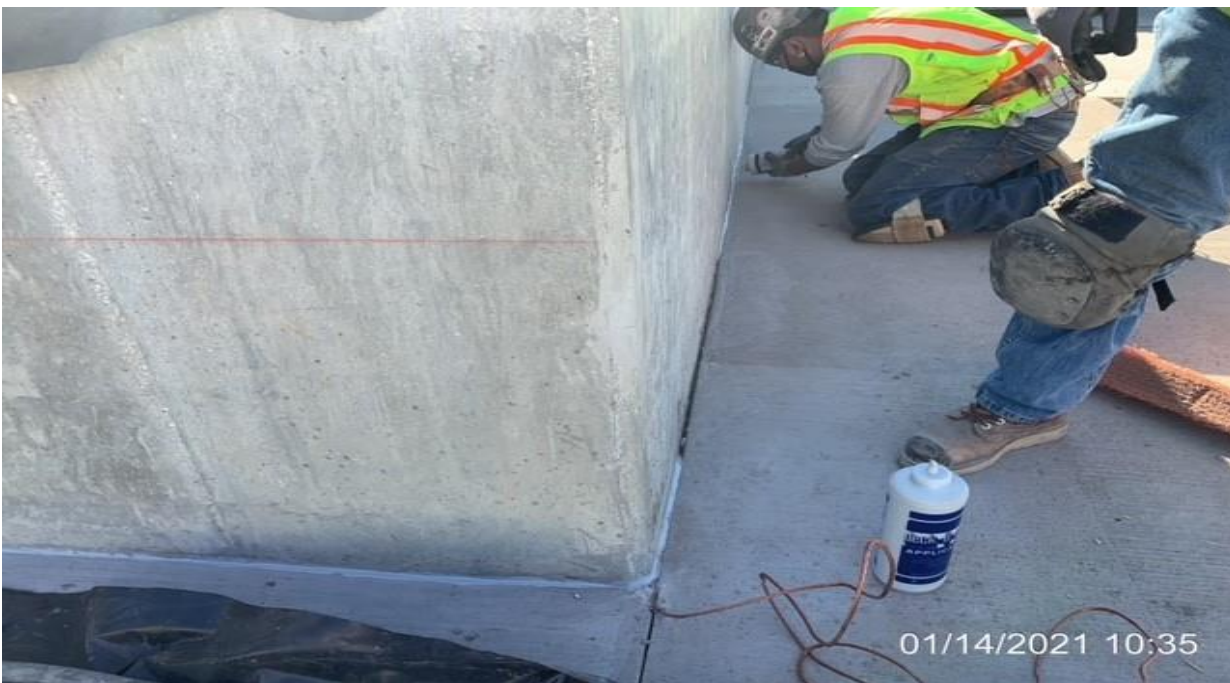


EXPO STATION – Placing planer pots on the west side of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Installing CCTV camera supports to all the pedestrian light poles at the plaza.



EXPO STATION – Filling topping slab expansion joints with elastomeric sealant throughout the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Installing stainless steel handrails to the side of Elevators 1&2 at the plaza.



EXPO STATION – Grinding stainless steel handrail finishes of Elevators 1&2 at the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

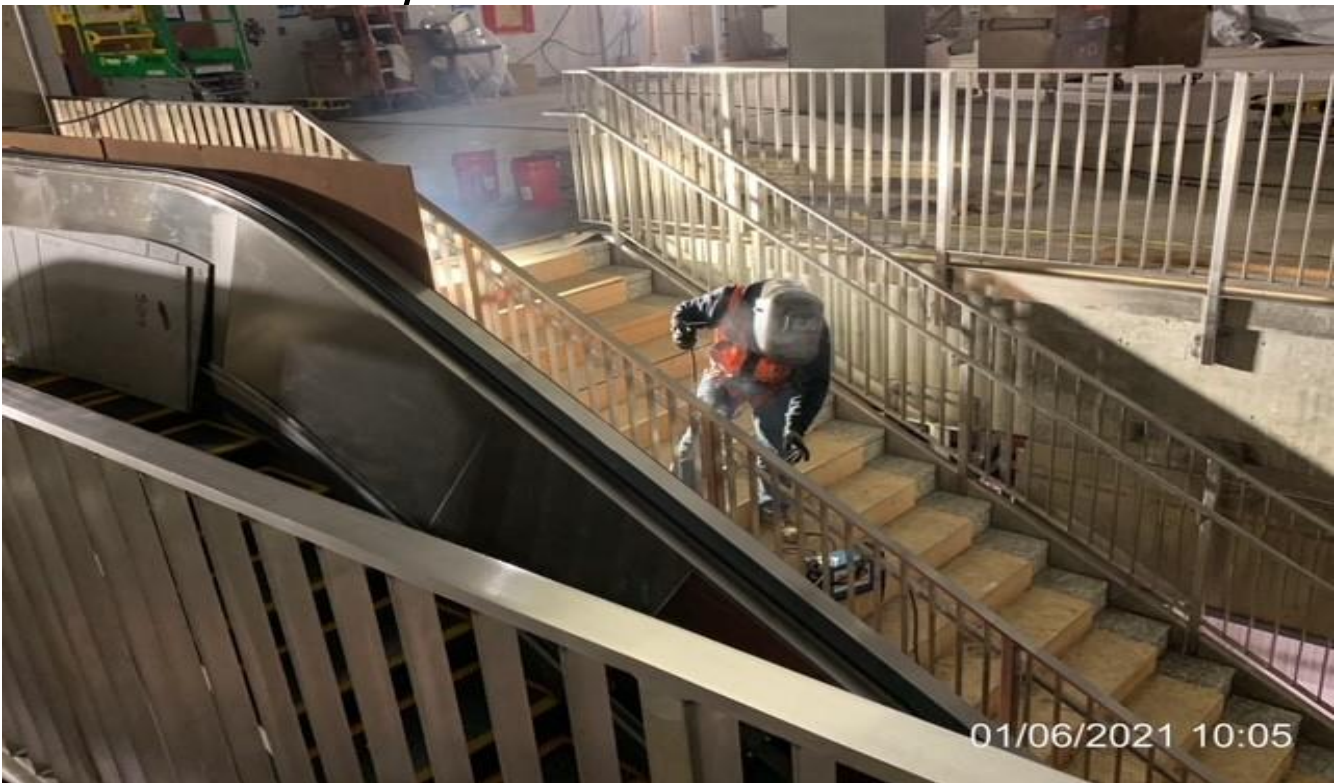


EXPO STATION - Grinding guardrail finishes throughout Emergency Exit Stair 3.

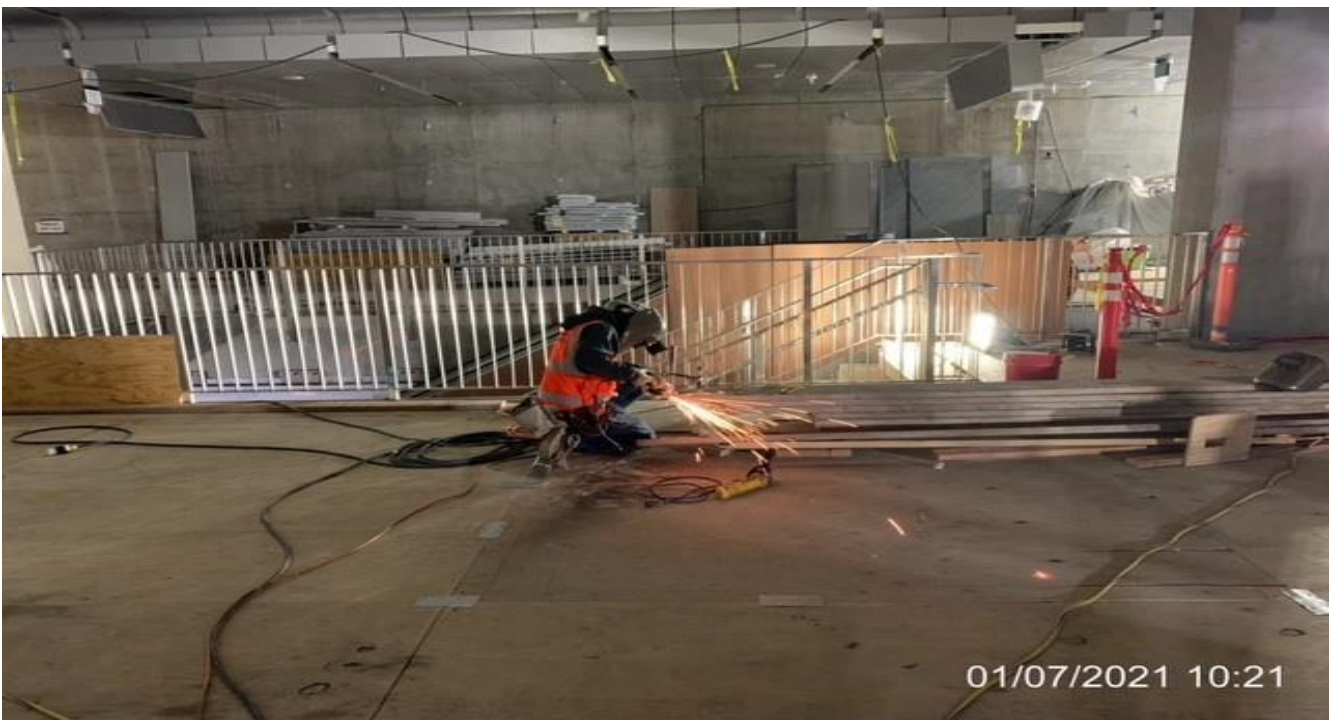


EXPO STATION – Installing and welding guardrails throughout Emergency Exit Stair 4.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Continue welding guardrails to Staircase 3 from concourse to platform.

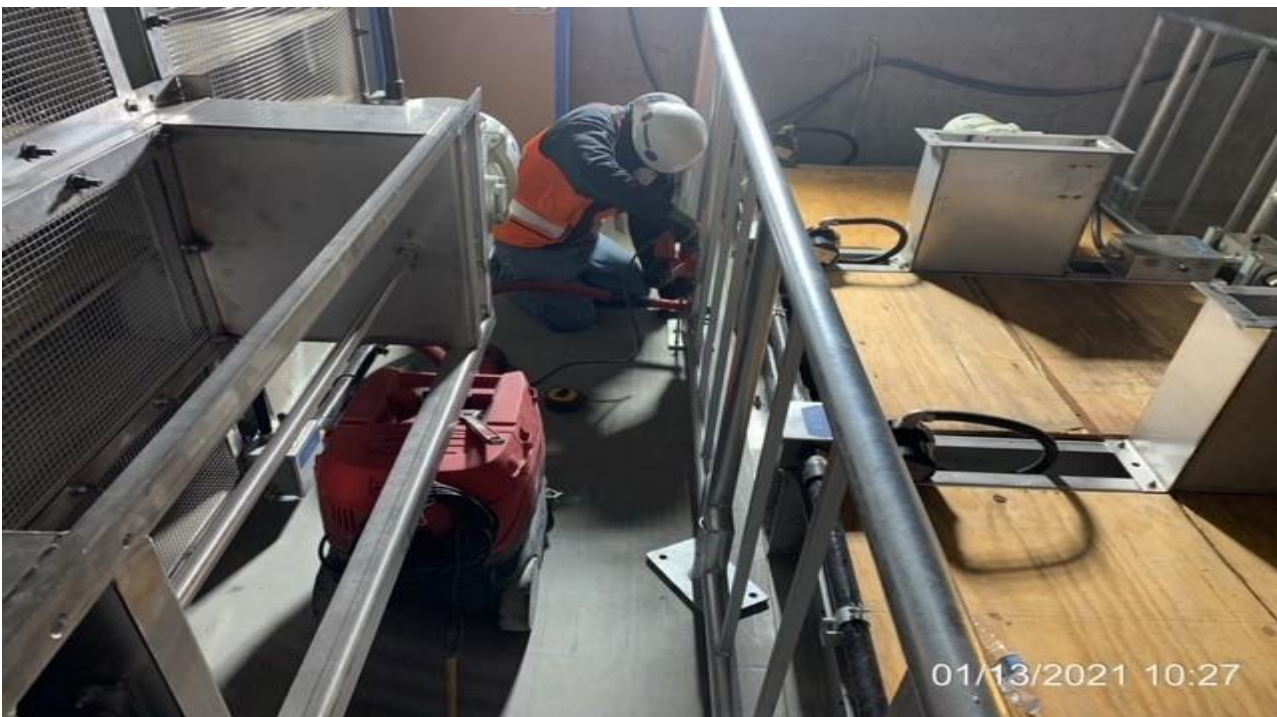


EXPO STATION – Continue welding and grinding guardrails for Staircase 3 from concourse to platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Grinding handrail finishes to Staircase 2 from concourse to platform.

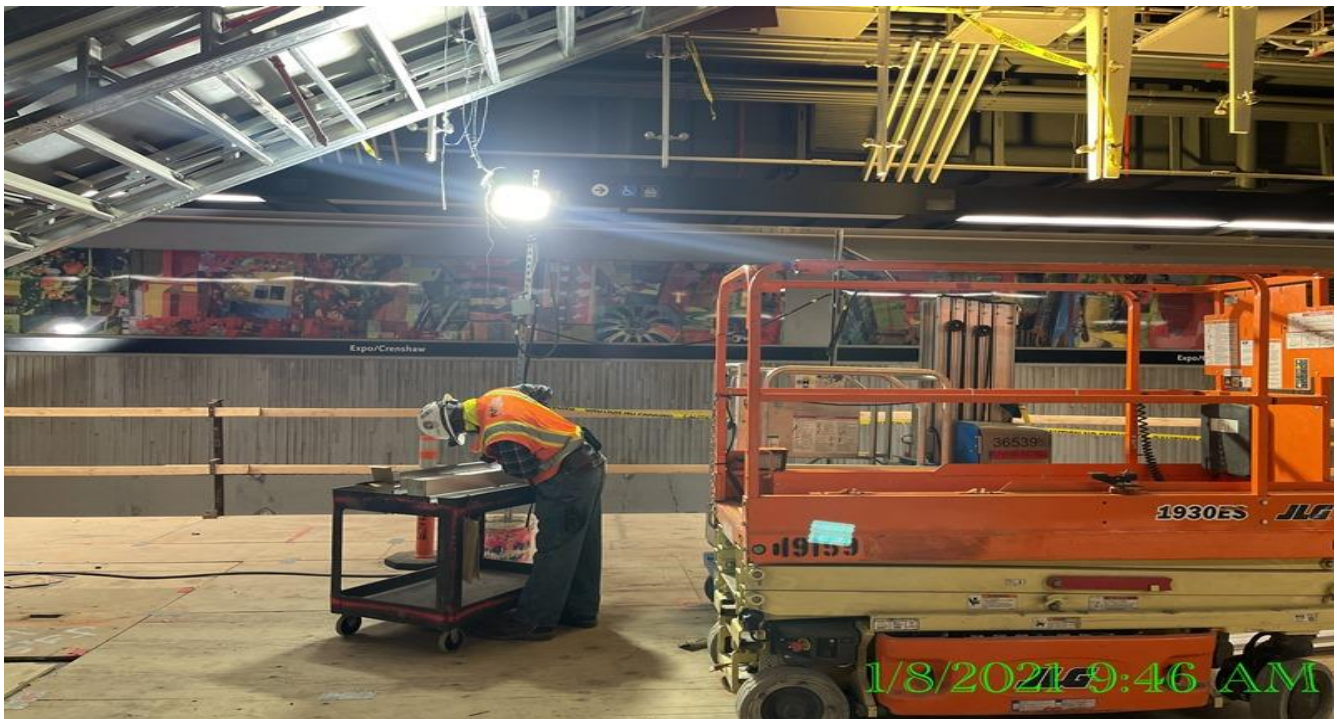


EXPO STATION – Installing anchor plates for guardrails posts inside the Emergency Ventilation Shaft/OTE Plenum South C-102.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Fabricating guardrails for installation inside the Emergency Ventilation Shaft/OTE Plenum North C-126.



EXPO STATION – Fabricating and installing LED light fixtures to the platform ceiling.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Continue installing LED light fixtures to the platform ceiling.



EXPO STATION – WSCC crew demoing sidewalk for plaza slab.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – McMahon grinding handrails at emergency exit stair #3



EXPO STATION – McMahon grinding handrails at emergency exit stair #3

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

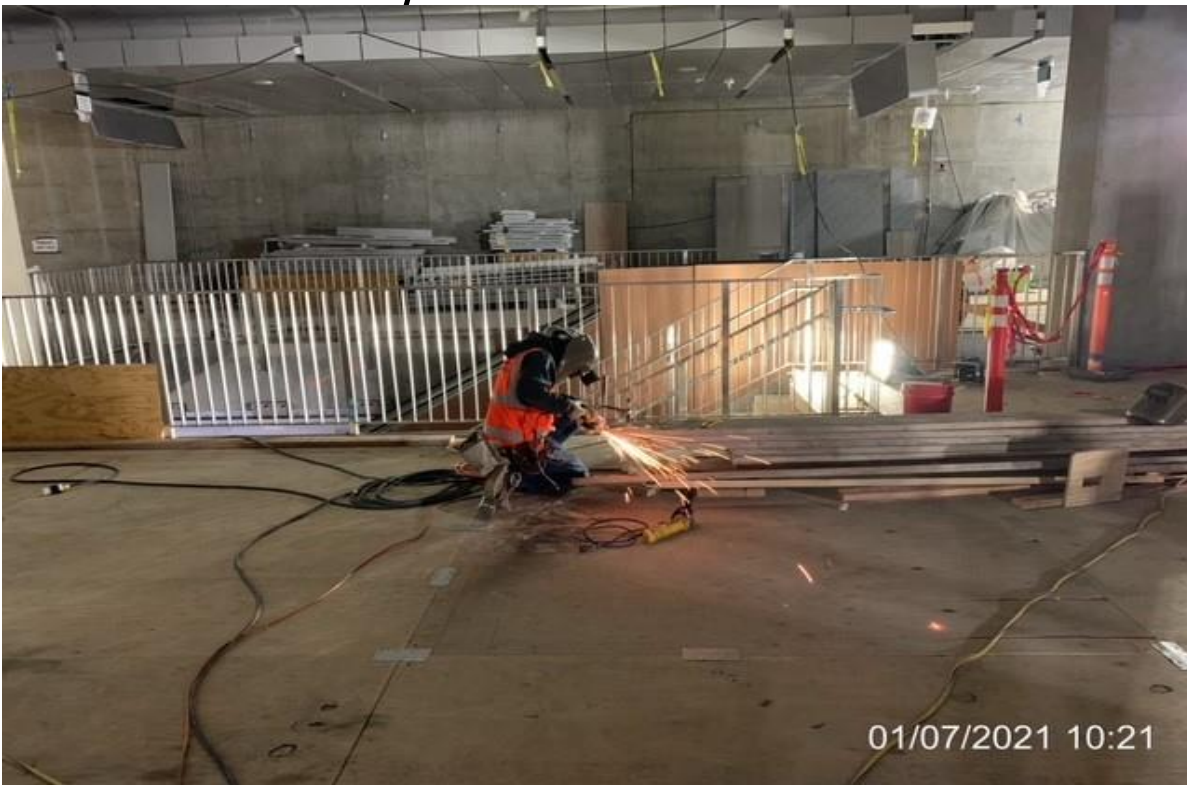


EXPO STATION – WSCC relocating K rail for pedestrian walkway.



EXPO STATION – McMahon grinding handrails at emergency exit stair #3

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – McMahon grinding handrail section at stair #3.

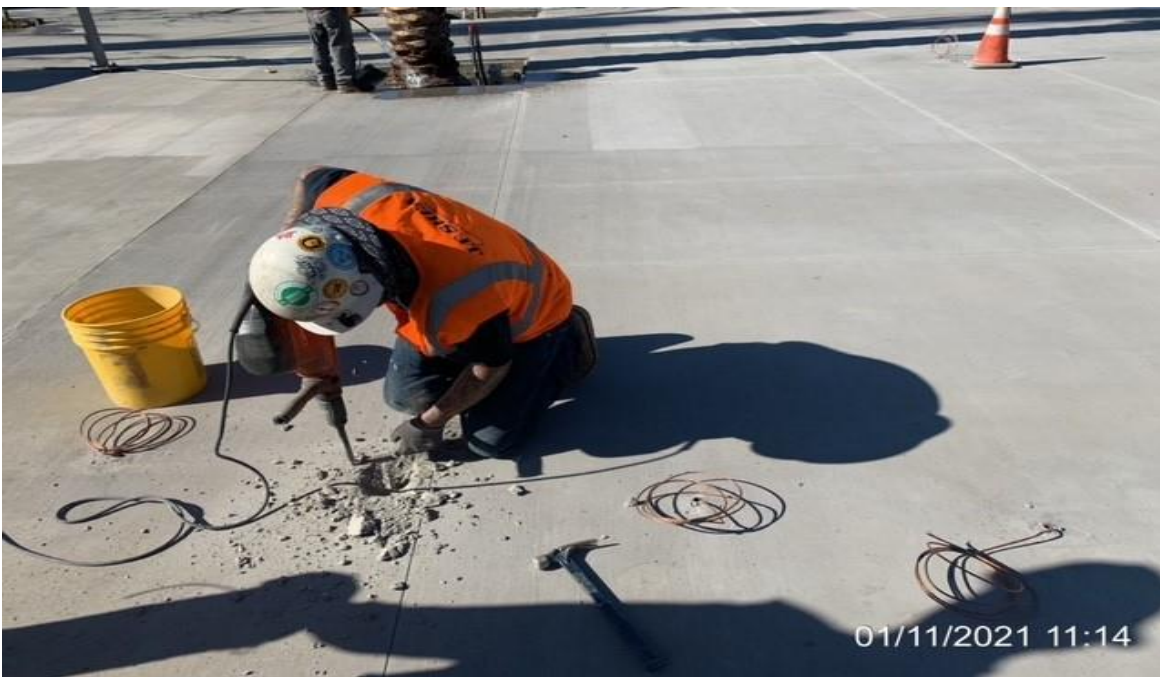


EXPO STATION – begin rough grading slop to drain at beginning of treatment swale #3 east of bollards.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – continued rough grading slop to drain at beginning of treatment swale #3 & general clean up



EXPO STATION – WSCC crewman chipping at plaza slab to expose grounding wire for bike rack

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – WSCC rough grading west side of park and ride.



EXPO STATION – Marina Landscaping placing tree pots on west side of station.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – WSCC rough grading NW side of park and ride.



EXPO STATION – McMahon fabricating guard rail for north EVF dampers.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – McMahon fabricating and installing stainless steel hand rail for structure #1 and #2



EXPO STATION – WSCC crew rough grading and removing with super 10.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

SEGMENT C:

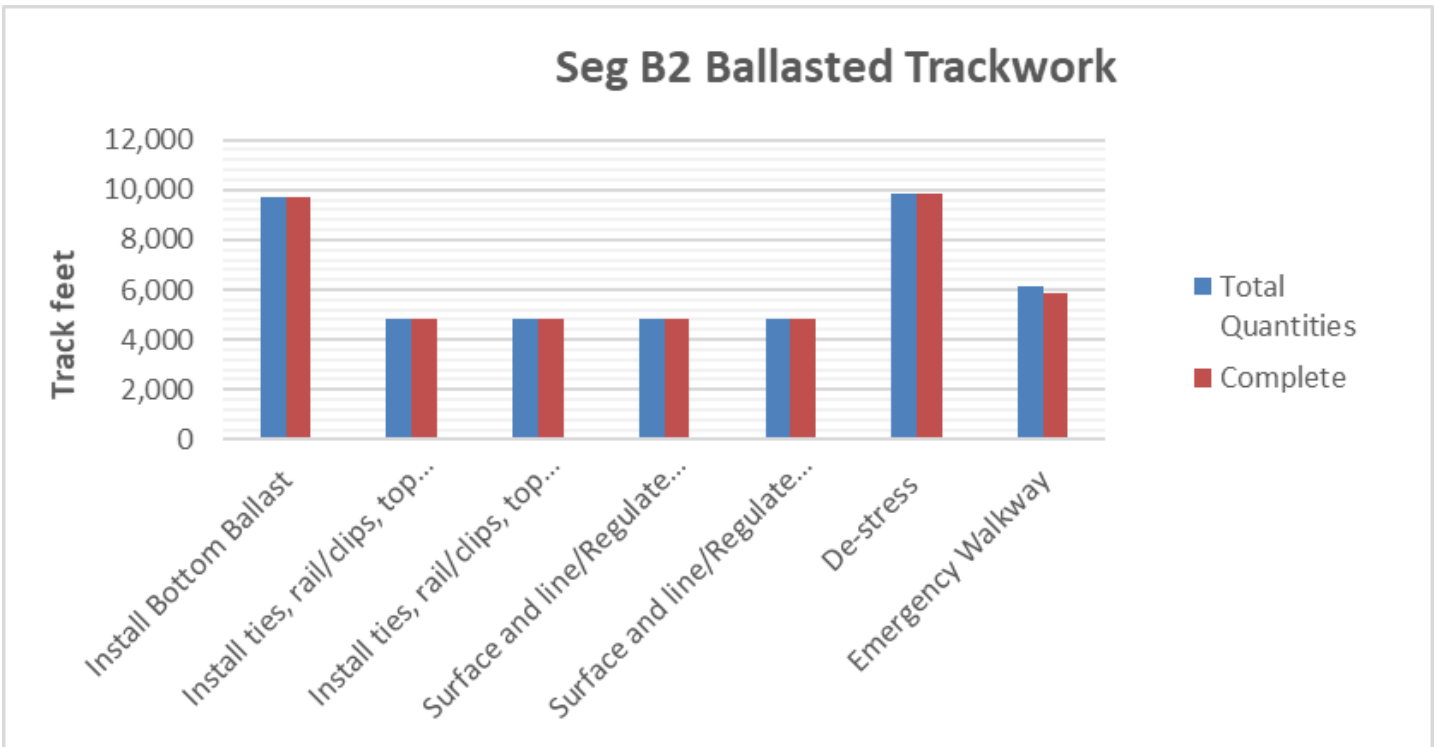
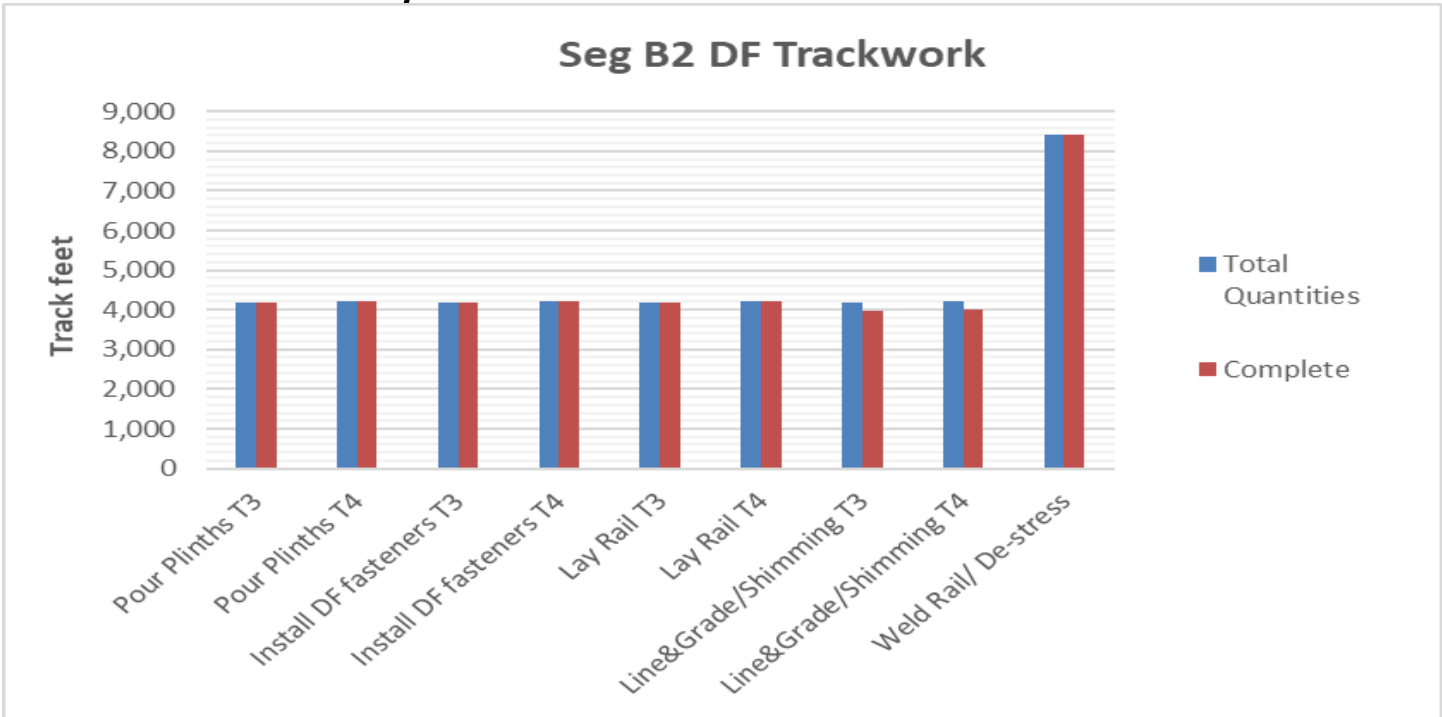
- Rework of plinth gap to invert continues throughout the Segment resetting and adjusting fasteners and sealing plinth to invert joints.
- Rework to replace damaged switch points is complete.
- Rework of VHRF fasteners is still required due to missing shims and incorrect installation.
- Rework of plinths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

