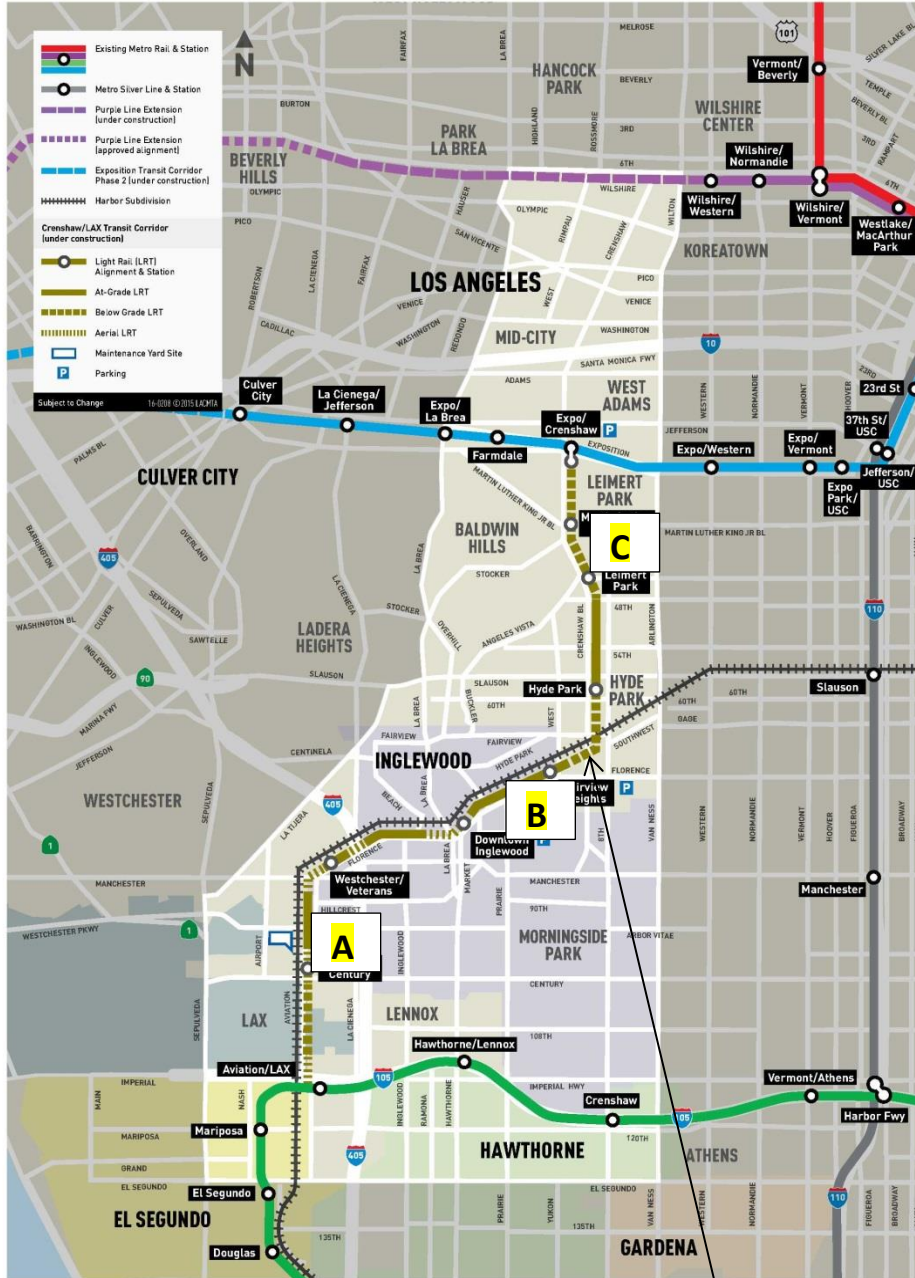


CRENSHAW/LAX PHOTOGRAPHIC UPDATE

Feb 12, 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 1/30/2021- 2/15/2021
(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:

Checking and adjusting track gauge and alignment in Segments B2, and C following NCR-A-111B plinth rework and replacement of loose inserts continues; Investigation by WSCC into additional plinth to rail fastener gaps is started in Segments B2 and C; Jet Grouting of Wall #202 continues.

Previous Issues unresolved:

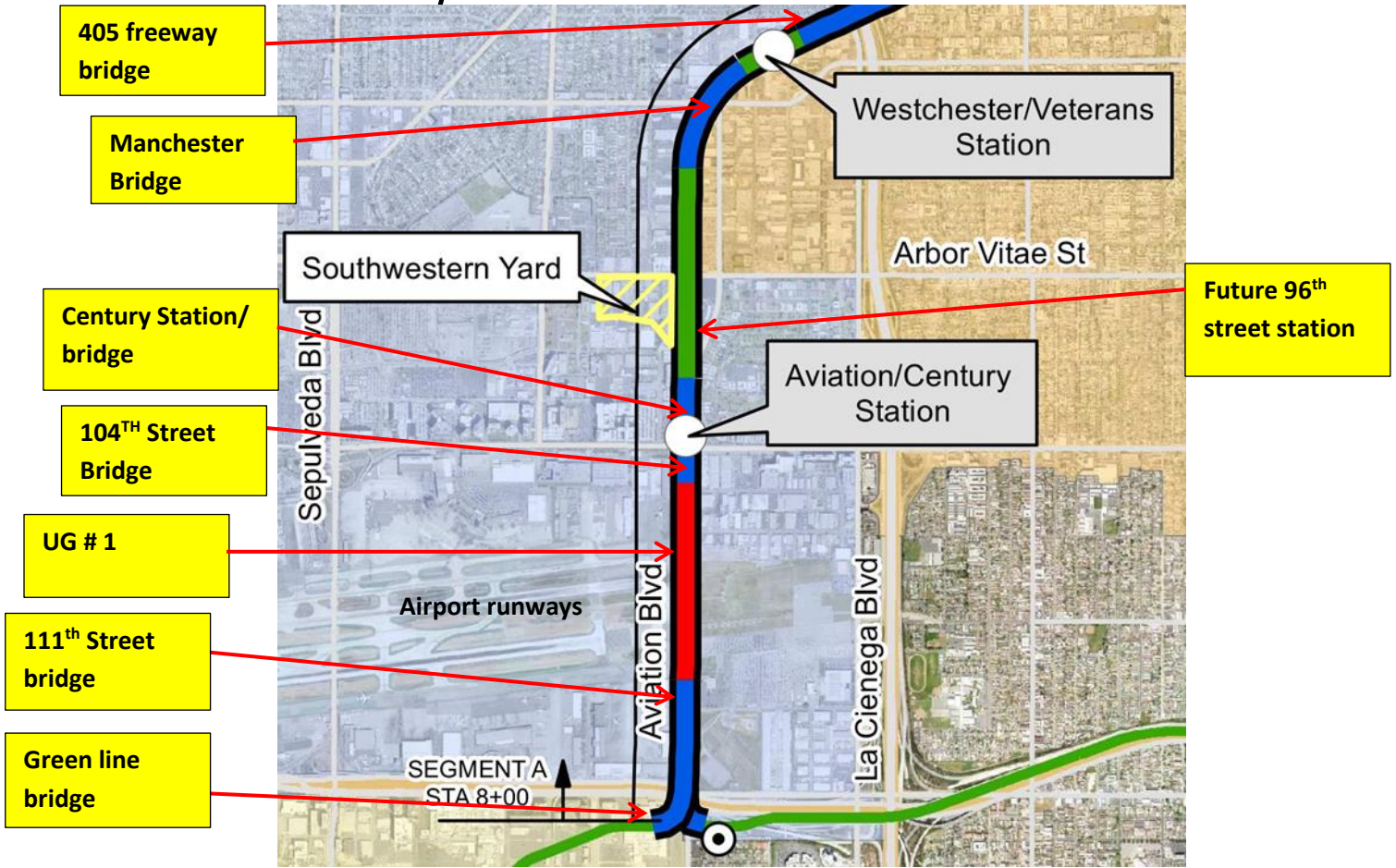
WSCC continues to work on completing open items shown on the BIM360 Metro Punchlist.

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 - Placing decomposed granite at the Aviation Station plaza.



AVIATION/CENTURY- Door hardware installation at the SW corner of Aviation and Imperial.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



AVIATION/CENTURY- Bike rack installation at the Aviation Station plaza.



AVIATION/CENTURY- Placing sidewalk concrete at Aviation and 111th.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

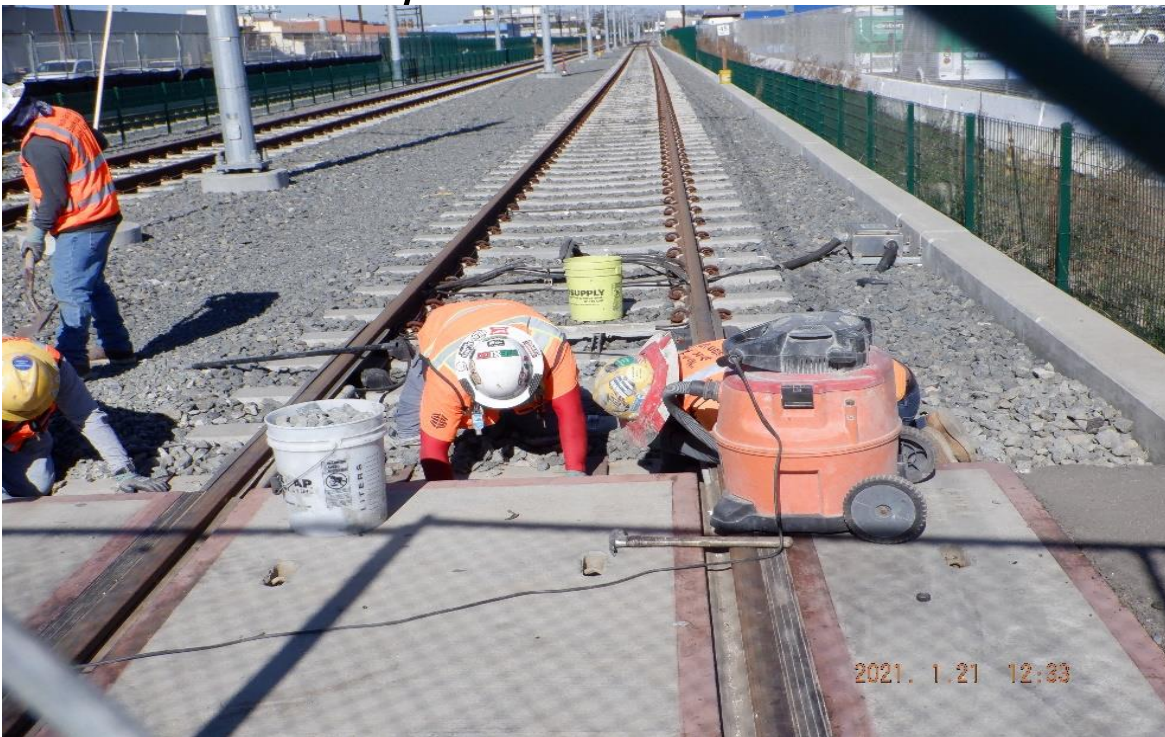


124th - WSCC Sub-contractor Badger Day lighting using vacuum truck & hi pressure water to remove contaminated ballast on BNSF track near 124th Street outside of CLAX project limits (looking south)

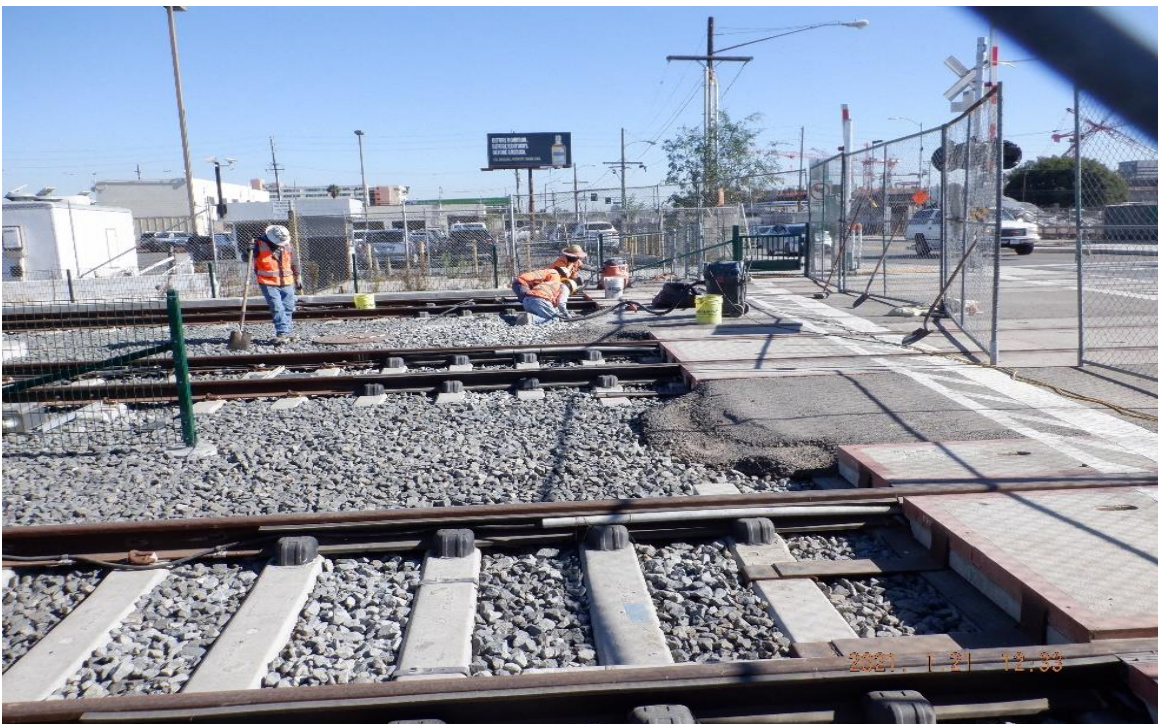


124th - WSCC at 124th Street BNSF track crossties skeletonized from removing contaminated ballast (looking north)

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



ARBOR VITAE- STA 94+20 TK#4/NB looking north – cleaning track ballast before placing AC ramps at the north end of at grade crossing.



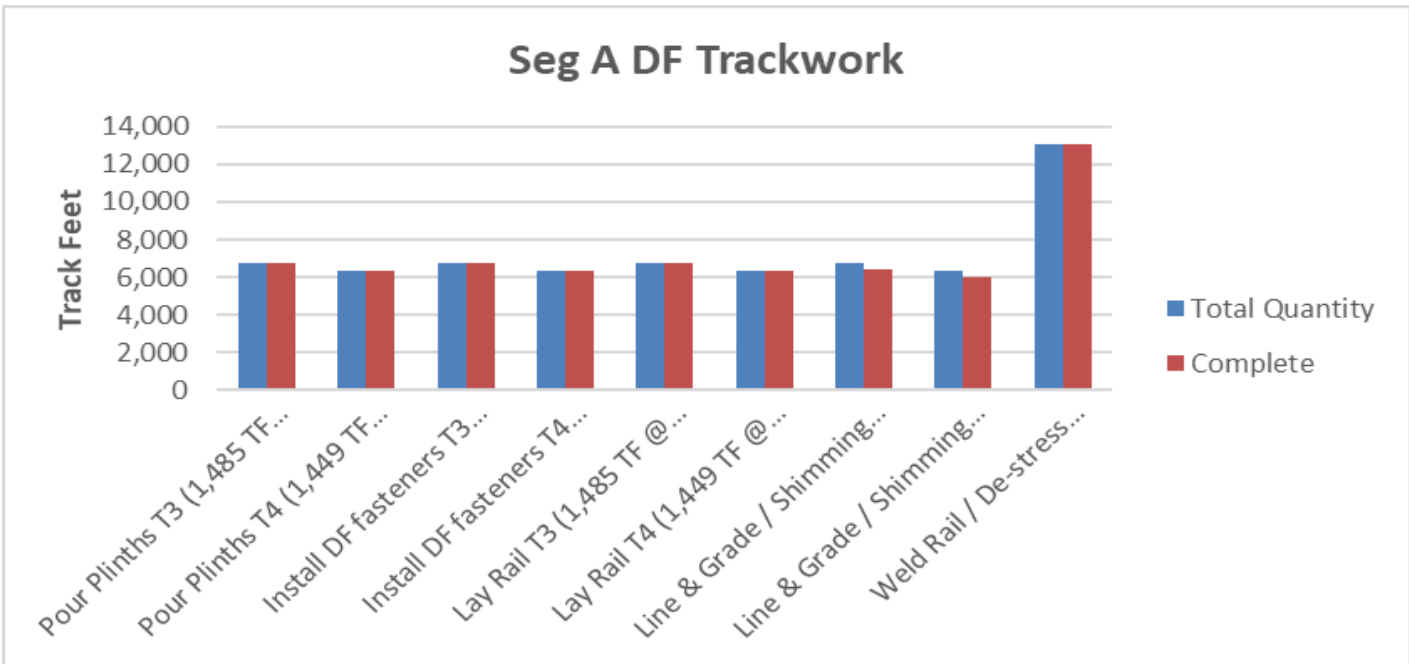
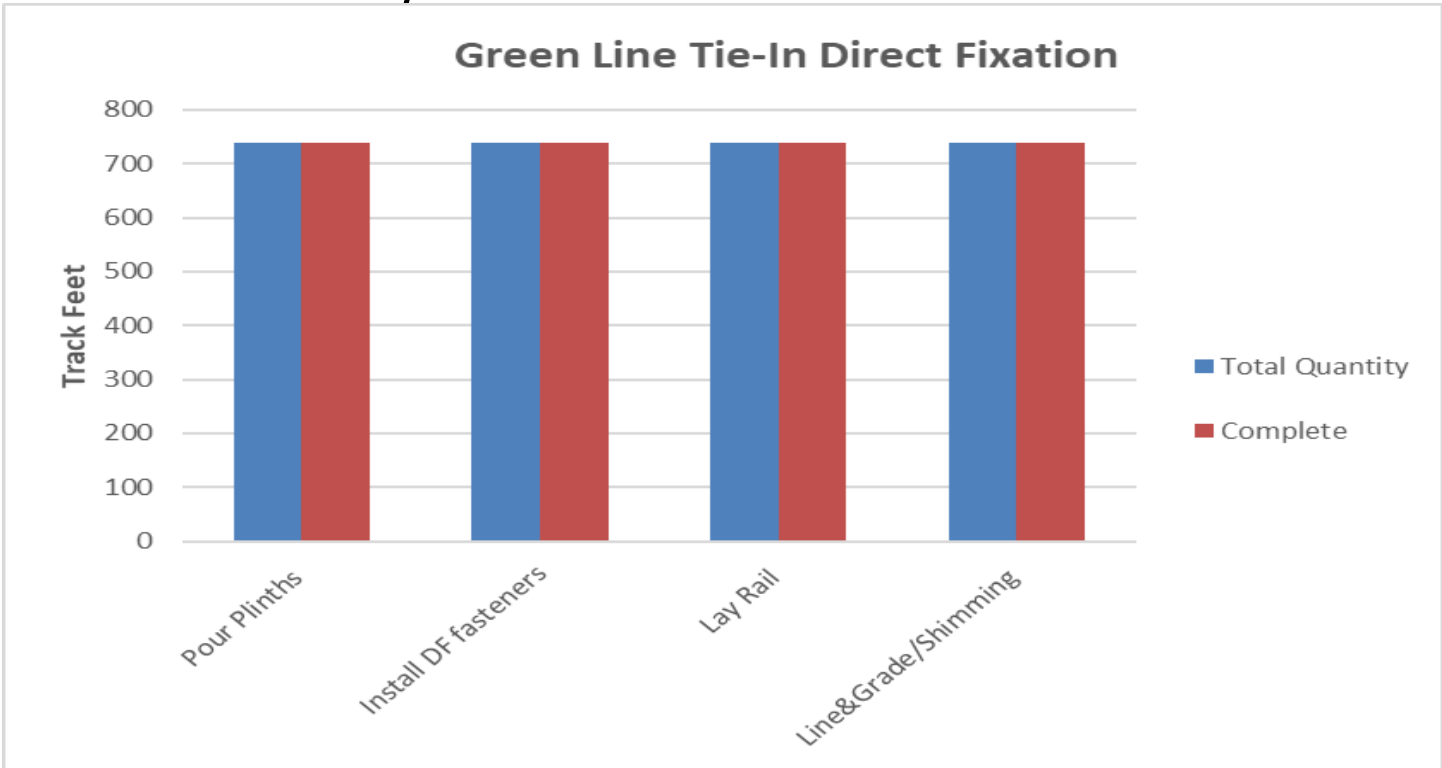
ARBOR VITAE- STA 94+25 NYL looking east – cleaning track ballast before placing AC ramps at the north end of at grade crossing Arbor Vitae.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

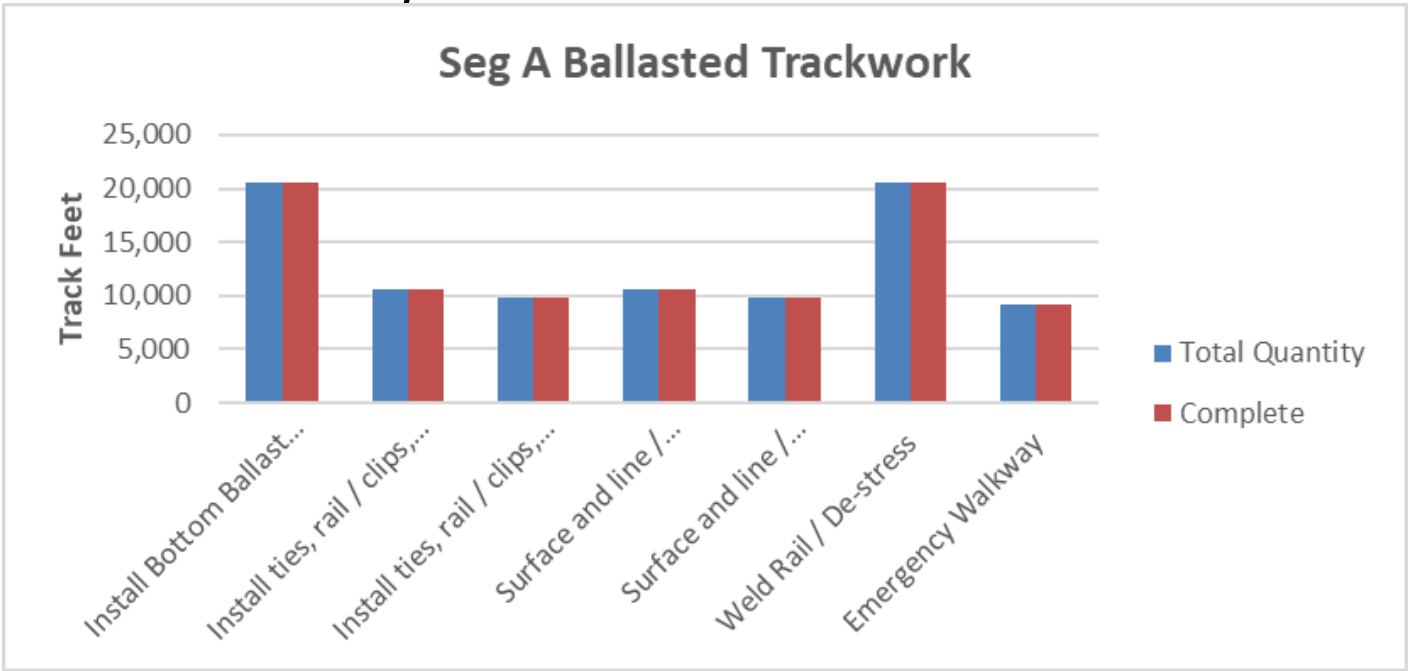
PROJECT WIDE TRACKWORK PROGRESS

	TRACK TYPE	ACTIVITY	TRACK FEET/QUANTITY	INSTALLED TO DATE	REMAINING	ACTIVITY % PROGRESS	Potential Rework *	Punchlist ** (Complete/Incomplete)	
GREENLINE TIE-IN	DIRECT FIXATION	Pour Plinths	738	738	0	100.00%			
		Install DF fasteners	738	738	0	100.00%			
		Lay Rail	738	738	0	100.00%			
		Line&Grade/Shimming	738	738	0	100.00%			
		Weld Rail/ Destress							
		Emergency Walkway	4	4	0	100.00%		INC	
	Acceptance for turnover to subcontractors	yes/no	yes						
	SPECIAL TRACKWORK	DF Double Crossovers (Diamond XING 1 & 2)	2	2	0	100.00%			
		Line & Grade / Shimming	2	2	0	100.00%			
		DF Single Crossovers (A/F, B/E, C/F, D/E)	4	4	0	100.00%			
		Line & Grade / Shimming	4	4	0	100.00%			
		Thermite Welds	40	40	0	100.00%			
		Insulated Joints (IJ's)	28	28	0	100.00%	*		
	Acceptance for turnover to subcontractors	yes/no	yes						
SEGMENT A	DF (13,089 TF include 395 TF of K1/K2 XO)	Pour Plinths T3 (1,485 TF @ wye + 4,884 TF + 395 TF K1/K2 XO) (Insert rework continues)	6,763	6,763	0	100.00%	*		
		Pour Plinths T4 (1,449 TF @ wye + 4,877 TF) (Insert rework continues)	6,326	6,326	0	100.00%	*		
		Install DF fasteners T3 (1,485 TF @ wye + 4,884 TF + 395 TF K1/K2 XO)	6,763	6,763	0	100.00%	*		
		Install DF fasteners T4 (1,449 TF @ wye + 4,877 TF)	6,326	6,326	0	100.00%	*		
		Lay Rail T3 (1,485 TF @ wye + 4,884 TF + 395 TF K1/K2 XO)	6,763	6,763	0	100.00%			
		Lay Rail T4 (1,449 TF @ wye + 4,877 TF)	6,326	6,326	0	100.00%			
		Line & Grade / Shimming T3 (1,485 TF @ wye + 4,884 TF + 395 TF K1/K2 XO)	6,763	6,425	338	95.00%			
		Line & Grade / Shimming T4 (1,449 TF @ wye + 4,877 TF)	6,326	6,010	316	95.00%			
		Weld Rail / De-stress (Rework complete)	13,089	13089	0	100.00%	*		
		Emergency Walkway							
	Acceptance for turnover to subcontractors	yes/no	no						
	BALLASTED TRACKWORK (20,551 TF including grade crossing, Yard Leads & Tail Track)	Install Bottom Ballast (T3+T4, and include SYL, NYL & Tail Track)	20,551	20,551	0	100.00%	*		
		Install ties, rail / clips, top ballast T3 (9,480 TF) + SYL (244 TF) + NYL (937 TF)	10,661	10,661	0	100.00%	*		
		Install ties, rail / clips, top ballast T4 (9,475 TF) + Tail Track (415 TF)	9,890	9,890	0	100.00%	*		
		Surface and line / Regulate T3 + SYL + NYL	10,661	10,661	0	100.00%	*	INC	
		Surface and line / Regulate T4 + Tail Track	9,890	9,890	0	100.00%	*	INC	
		Weld Rail / De-stress	20,550	20,550	0	100.00%	*	INC	
	Emergency Walkway	9,176	9,176	0	100.00%	*	INC		
	Acceptance for turnover to subcontractors	yes/no	no						
	SPECIAL TRACKWORK	Ballasted Double Crossover (G1/G2, H1/H2)	2	2	0	100.00%			
		DF Single Crossover (K1/K2)	2	2	0	100.00%		*	
		Line & Grade / Shimming	2	0	2				
		Ballasted Single Crossover (I1/IEQ, I2/IEQ, M1/M2, N1/N2)	4	4	0	100.00%			
		Install switches (A,B,C,D,E,F,G1,G2,H1,H2,I1,I2,IEQ,S,N1,N2,M1,M2 = 18)	18	18	0	100.00%			
		Thermite Welds	130	130	0	100.00%			
		Insulated Joints (IJ's)	74	74	0	100.00%		*	
	Acceptance for turnover to subcontractors	yes/no	no						
	GRADE X-ING	Construct Crossing (Arbor Vitae, Hindry)	2	2		100.00%			
	DF =	Direct Fixation							
	T3 =	Track 3							
T4 =	Track 4								
TF =	Track Feet								
*	Potential for rework based on recent guideway survey. Total impact of rework is unknown at this time.								
**	Punchlist Complete/Incomplete: Indicates the completion (COMP) or Incompletion (INC) of identified punchlist items								

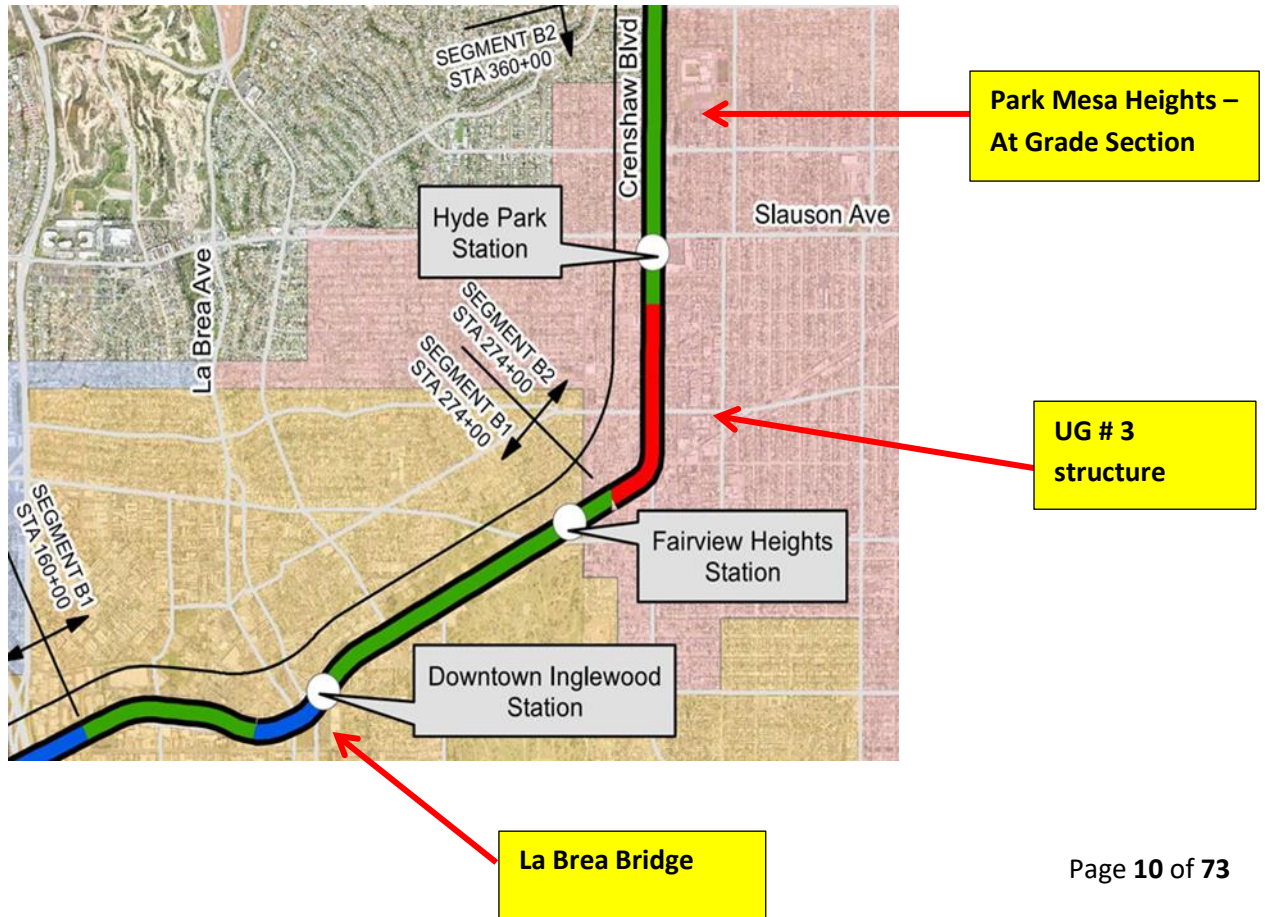
CRENSHAW/LAX PHOTOGRAPHIC UPDATE



CRENSHAW/LAX PHOTOGRAPHIC UPDATE



Segment B



CRENSHAW/LAX PHOTOGRAPHIC UPDATE



La Brea Station - Field site walk with WSCC QC & Metro CM team at La Brea OP SB track STA 202+00 checking track conditions on guideway (looking south)

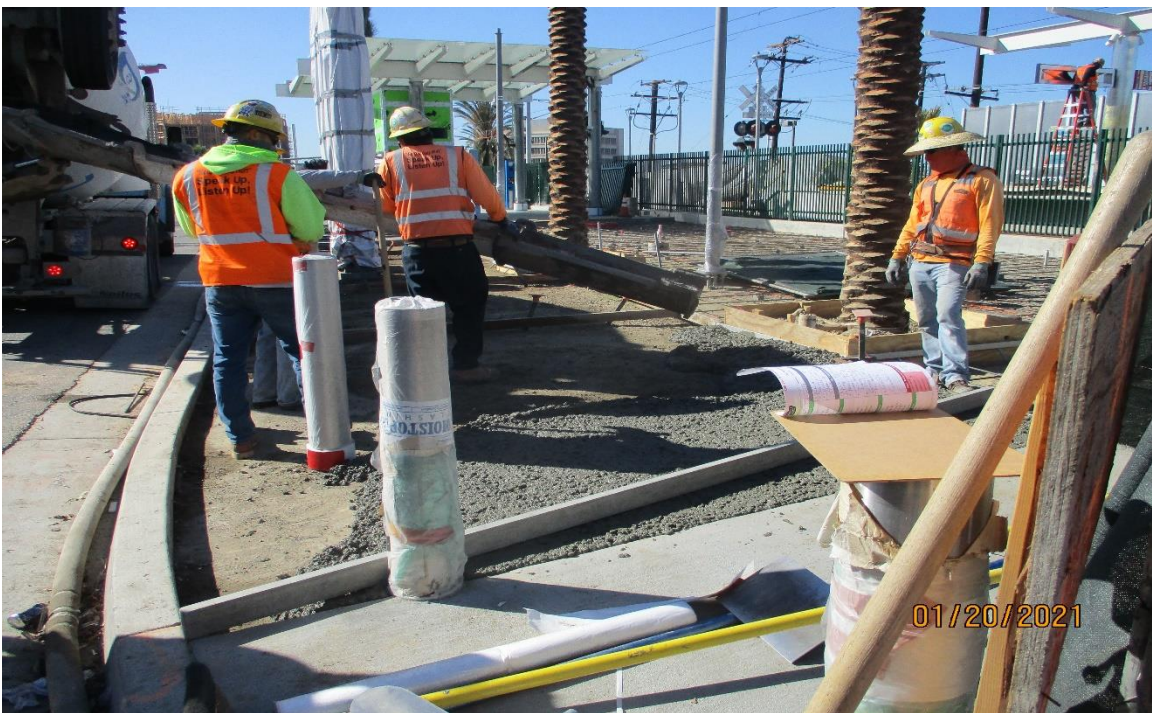


La Brea Station - Glass replacement for the La Brea Station platform canopy.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

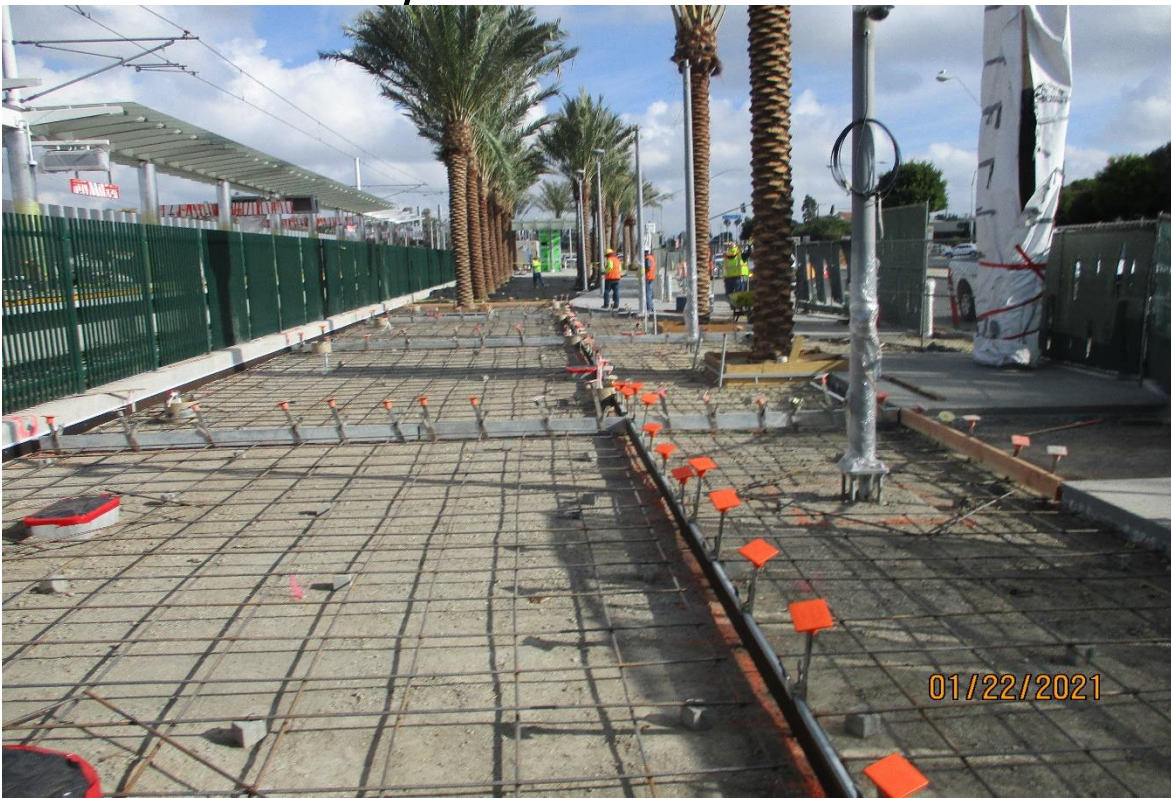


La Brea Station - Weed deterrent fabric placed prior to decomposed granite at the La Brea Station.



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

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



La Brea Station - Rebar placement for the La Brea Station hardscape.

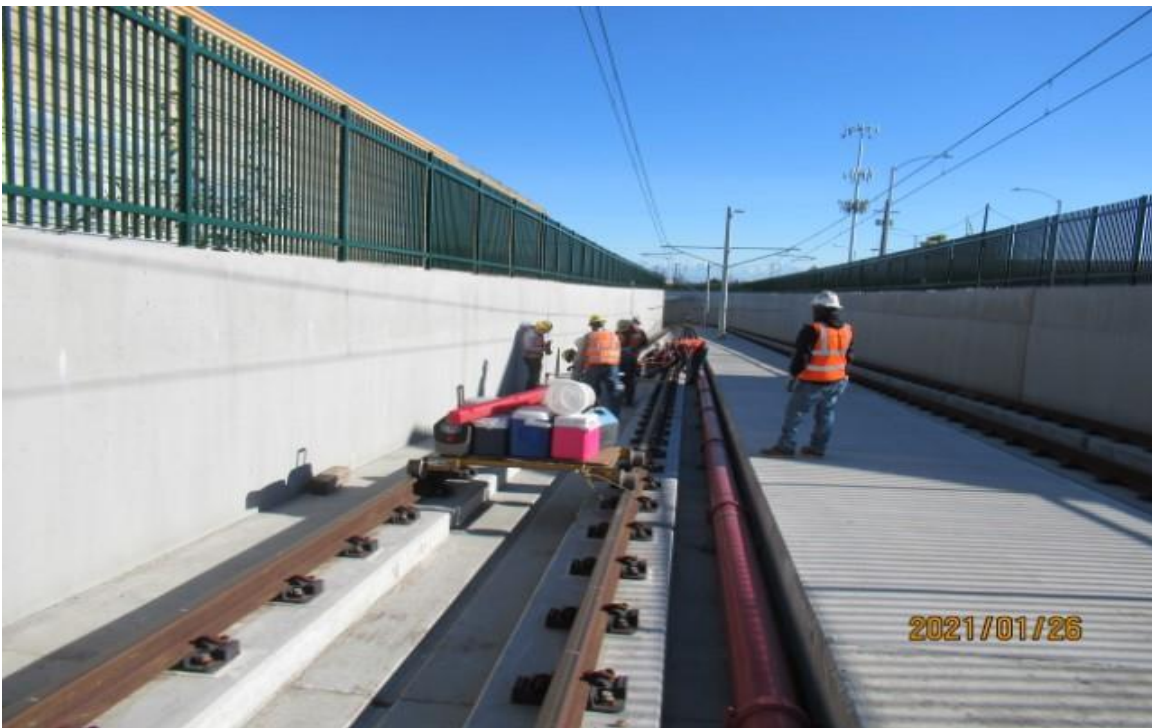


La Brea Station - Cutting expansion joints at the La Brea Station hardscape.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – HCC adjusting track alignment on survey scribe nail off sets SB track UG3 south portal (looking north) Rework

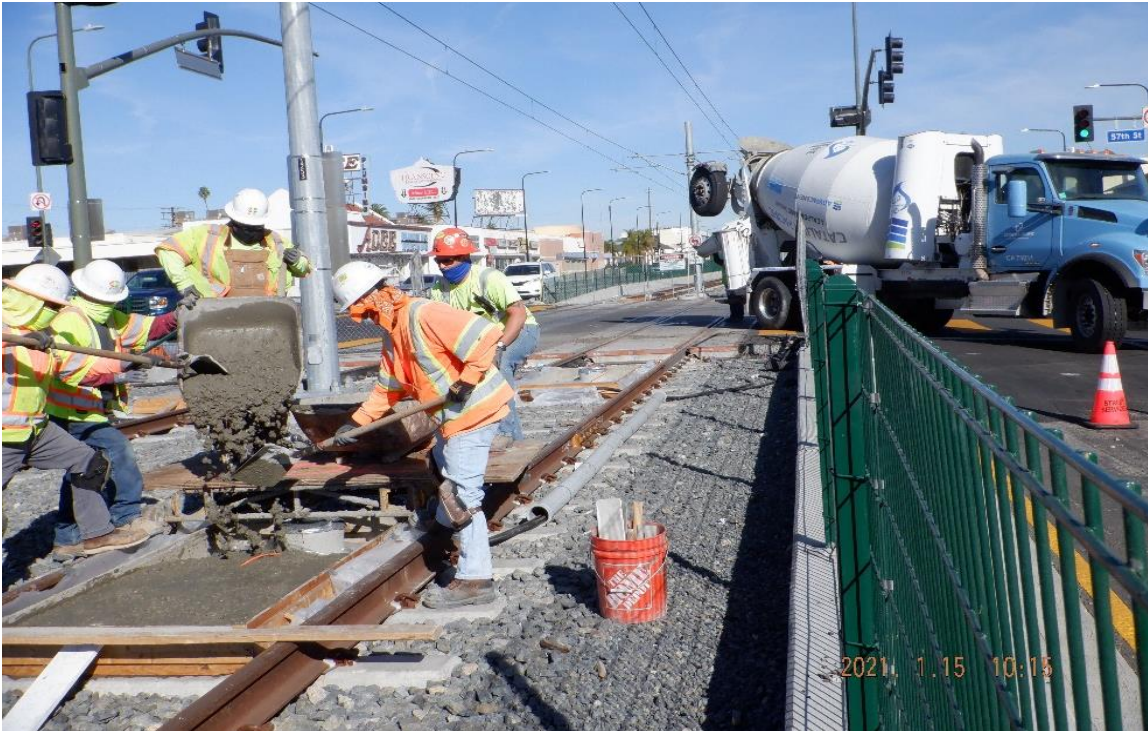


UG3 – WSCC & HCC working on SB track UG3 south portal, adjusting alignment & track gauge (looking north) Rework

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – STA 317+50 TK#3/SB looking east – pour PCC for raised curb for bollard delineators on Crenshaw Blvd crosswalk with 59th St.



UG3 – STA 329+75 TK#4/NB looking north – pour PCC for traffic loop detector slab south of 57th St at grade crossing.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG3 – WSCC at 48th Street preparing for concrete placement for plinth repair work on SB track (looking northwest) for BIM 360 issues log number 000294 rework

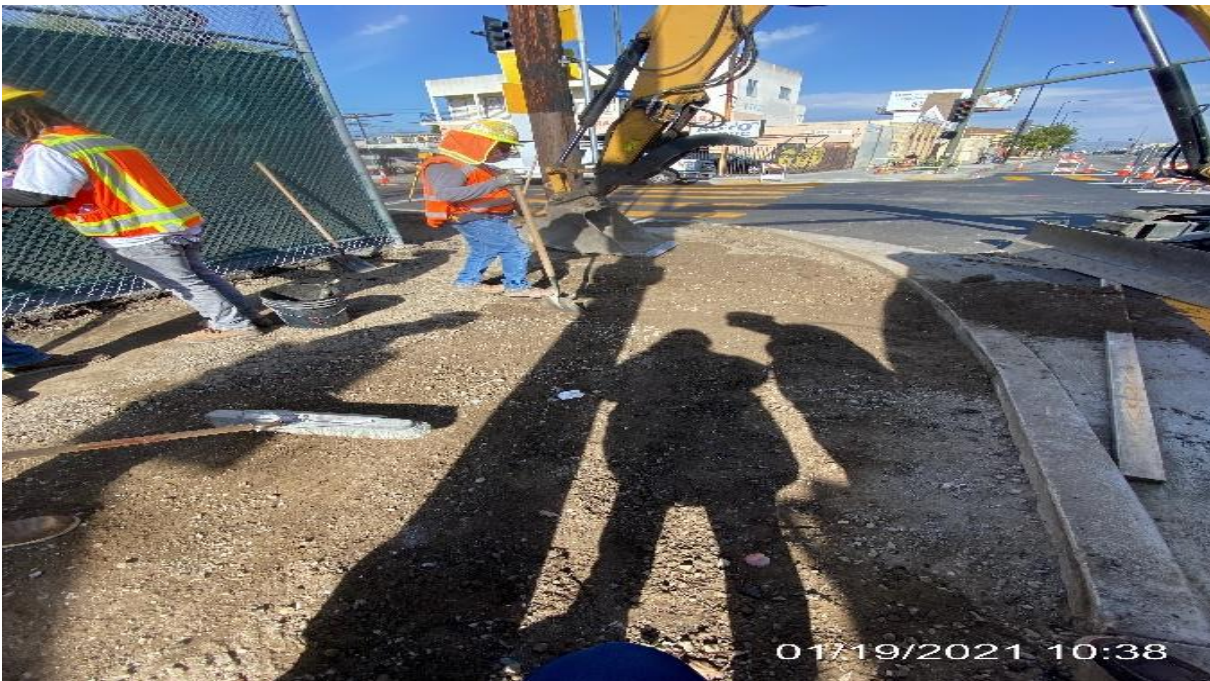


UG3 – RMA Concrete Inspector, collecting concrete samples for break test cylinders at 48th Street (looking southwest) for BIM 360 issues log number 000294 rework

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Installed trees and shrubs along the Victoria Auxiliary fence on eastbound 67th St and Crenshaw Blvd.



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

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Saw cutting control joints for new sidewalk and ADA ramp installation on the southwest corner of 60th St and Crenshaw Blvd.



PARK MESA – Excavating for swale channel installation along the southbound median curb on Crenshaw Blvd from Slauson Ave to 59th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Continue excavating for swale channel installation along the southbound median curb on Crenshaw Blvd from 59th St to 60th St.



PARK MESA – Placing mortar in preparation for cobble installation along the north and southbound median curbs.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Excavating for swale channel installation along the southbound median curb on Crenshaw Blvd from Slauson Ave to 59th St.



PARK MESA – Continue excavating for swale channel installation along the southbound median curb on Crenshaw Blvd from 59th St to 60th St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Placing mortar in preparation for cobble installation along the north and southbound median curbs.



PARK MESA – Placing slurry along the northbound ballast wall near the north entrance ramp.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

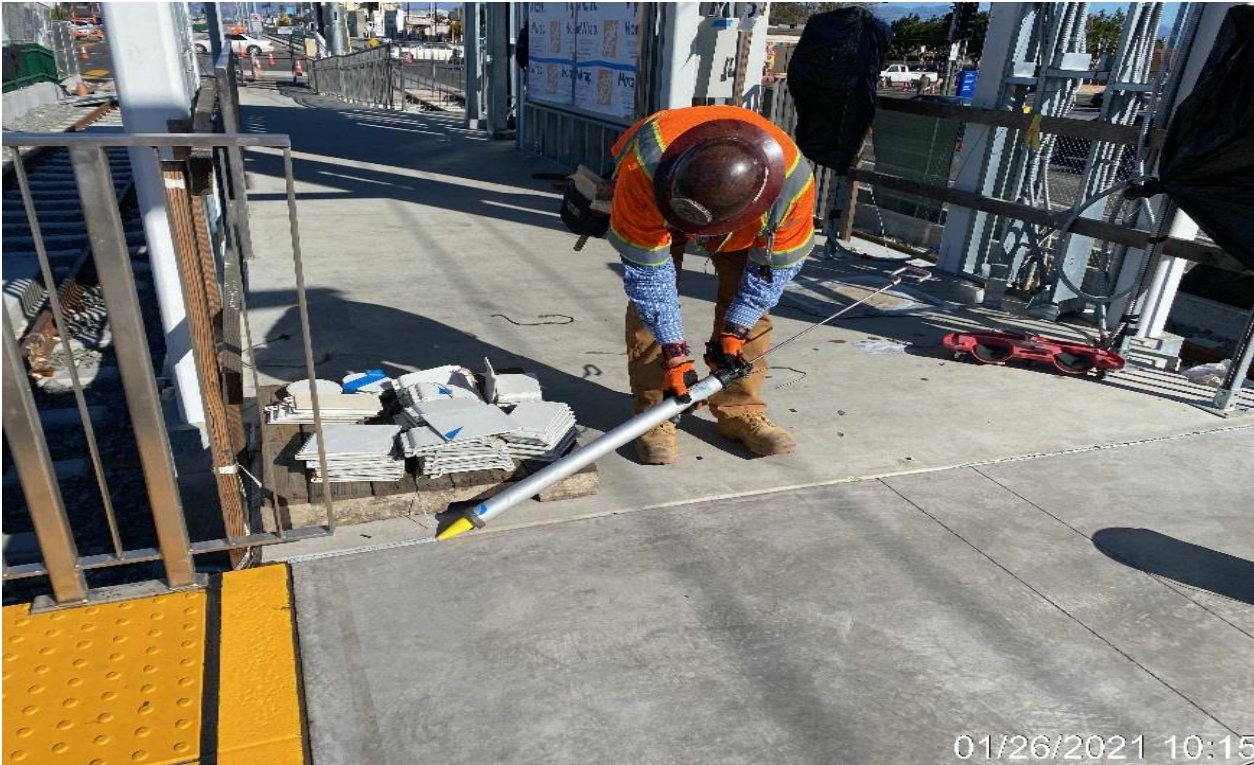


PARK MESA – Backfilling and compacting to grade in preparation for cobble installation along the north and southbound median curbs.



PARK MESA – Excavating in preparation for cobble installation along the northbound median curb.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Caulking and sealing control and expansion joints throughout the platform.



PARK MESA – Placing irrigation along the southbound median of Crenshaw Blvd between 54th St. and 52nd St.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



PARK MESA – Installed trees and shrubs on the northwest corner of Crenshaw Blvd and 48th St.

SEGMENT B1:

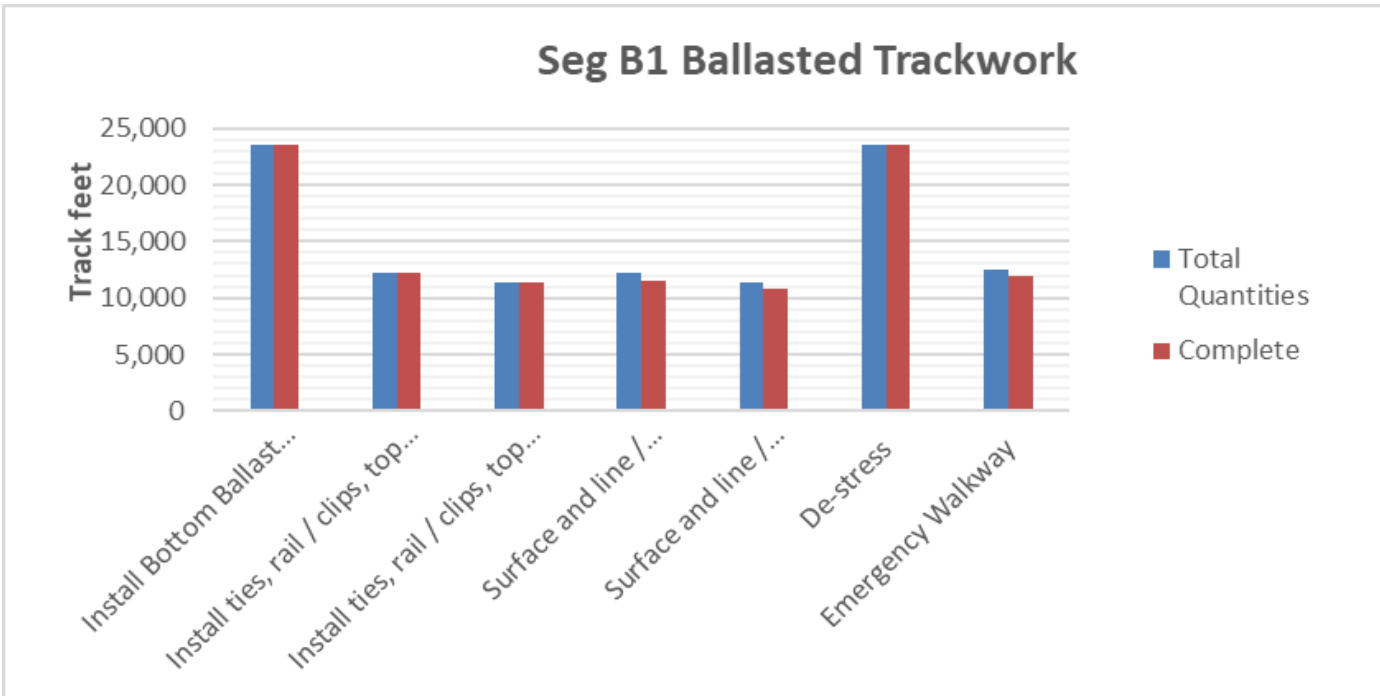
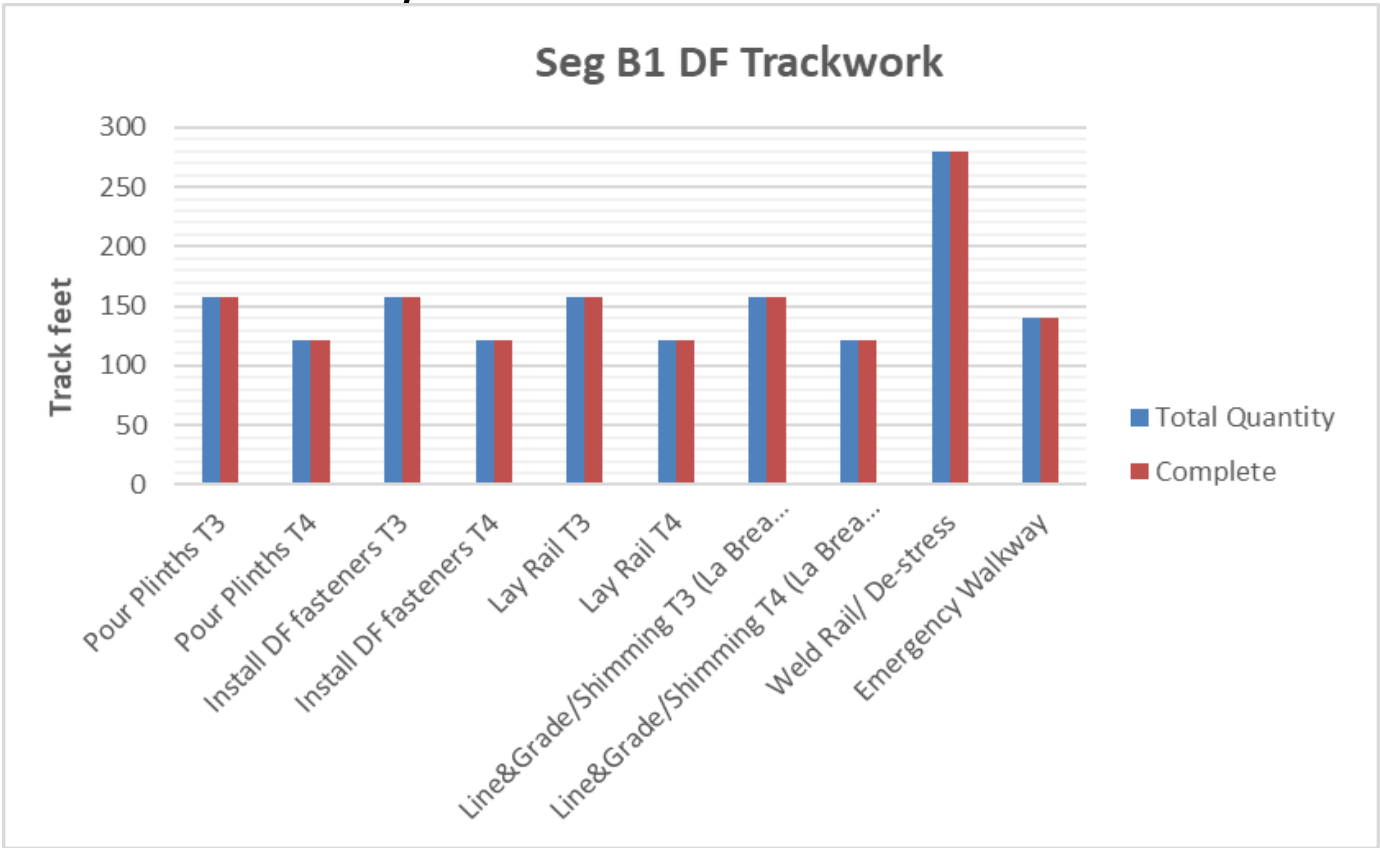
- Disturbed ballast due to systems electrical conduit relocations continues to be repaired and re-dressed.
- WSCC continues the Jet Grouting of MSE Wall 202.
- Investigation of rail flaws continues.

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

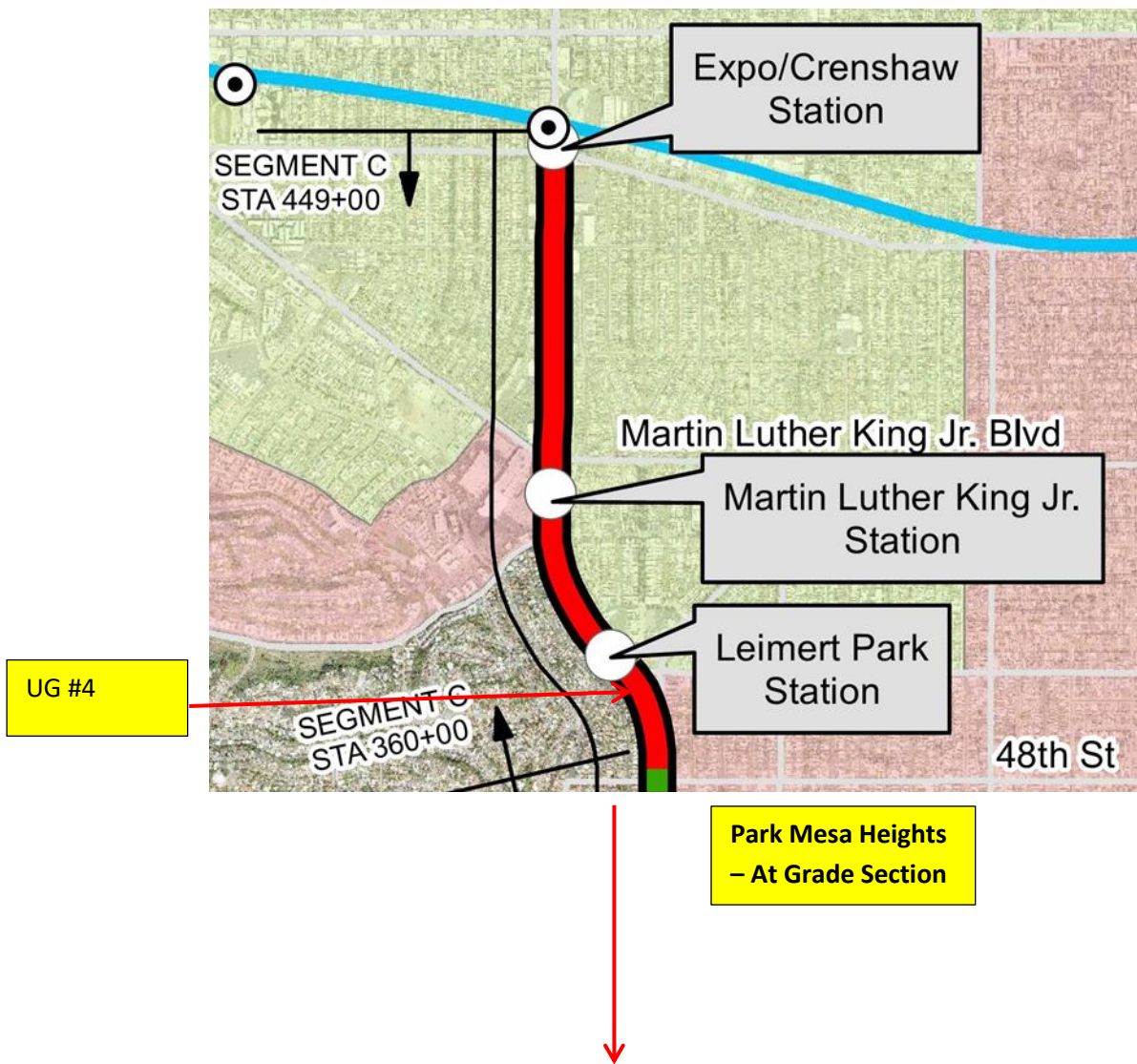


CRENSHAW/LAX PHOTOGRAPHIC UPDATE

SEGMENT B2:

- Disturbed ballast due to systems electrical conduit relocations continues to be repaired and re-dressed.
- Rework continues throughout the Segment resetting and adjusting fasteners and finishing the surface of the plinths.
- Investigation of plinth to rail fastener gaps is started in UG3.

Segment C



CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG4 – UG4 NB track near portal STA 371+25 WSCC on-going work on emergency walkway plates for matching TOR elevations (looking east)



UG4 – HCC in UG4 NB track re-verifying cross level issue for open issues log 000340 after re-adjusting cross level between STA 431+72 & 432+00 (looking south) rework

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG4 – HCC in UG4 NB track working on open issues log 000340 cross level out of tolerance between STA 431+72 & 432+00 (looking south) rework



UG4 – WSCC in UG4 NB track STA 371+25 emergency walkway foundations, multiple tasks taking place (looking north) rework

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG4 – RMA checking track fastener gaps at UG-4.



UG4 – WSCC using electrical jack hammers to control demo out plinth 160 in UG4 NB track (looking north) Rework

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG4 – UG4 NB track at STA 394+55 WSCC plinth 160 left side partial demo (looking north)
Rework

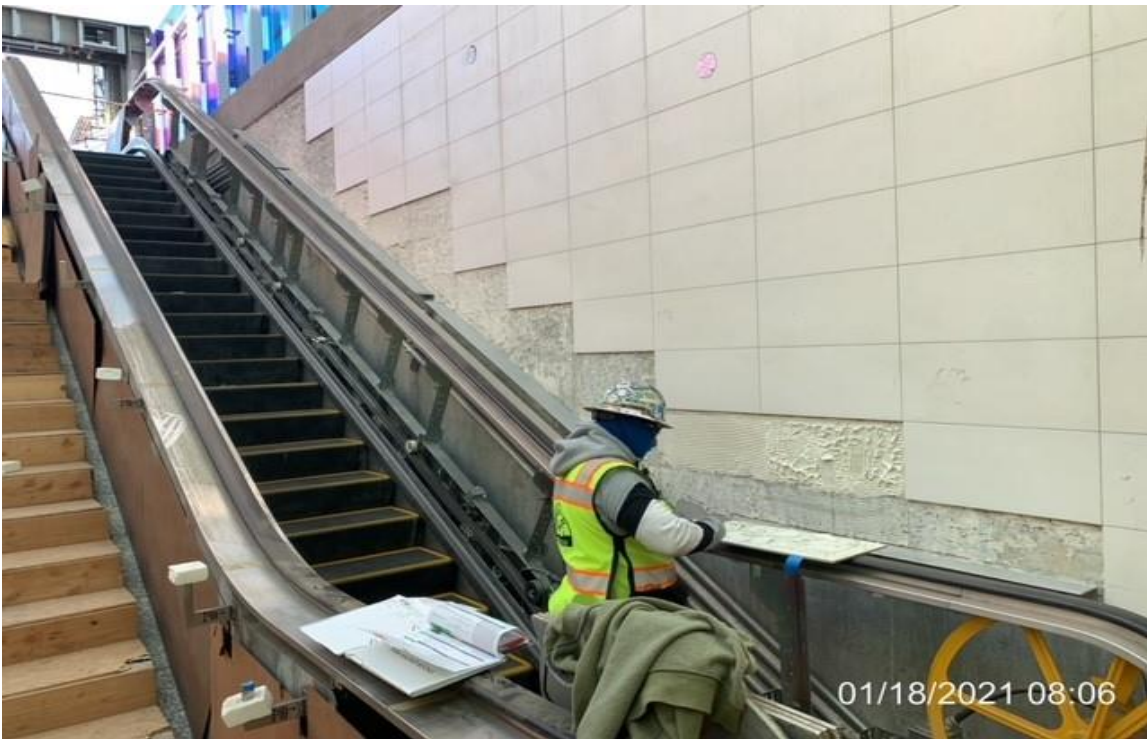


UG4 – Stagnant water condition at south portal NB track.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG4 – McMahon Steel fabricating and welding post cover plates for stair #1.



UG4 – Premier Tile & Marble installing missing tiles between escalator #1 and #2.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG4 – McMahon Steel tack welding handrail to center posts at stair #2.

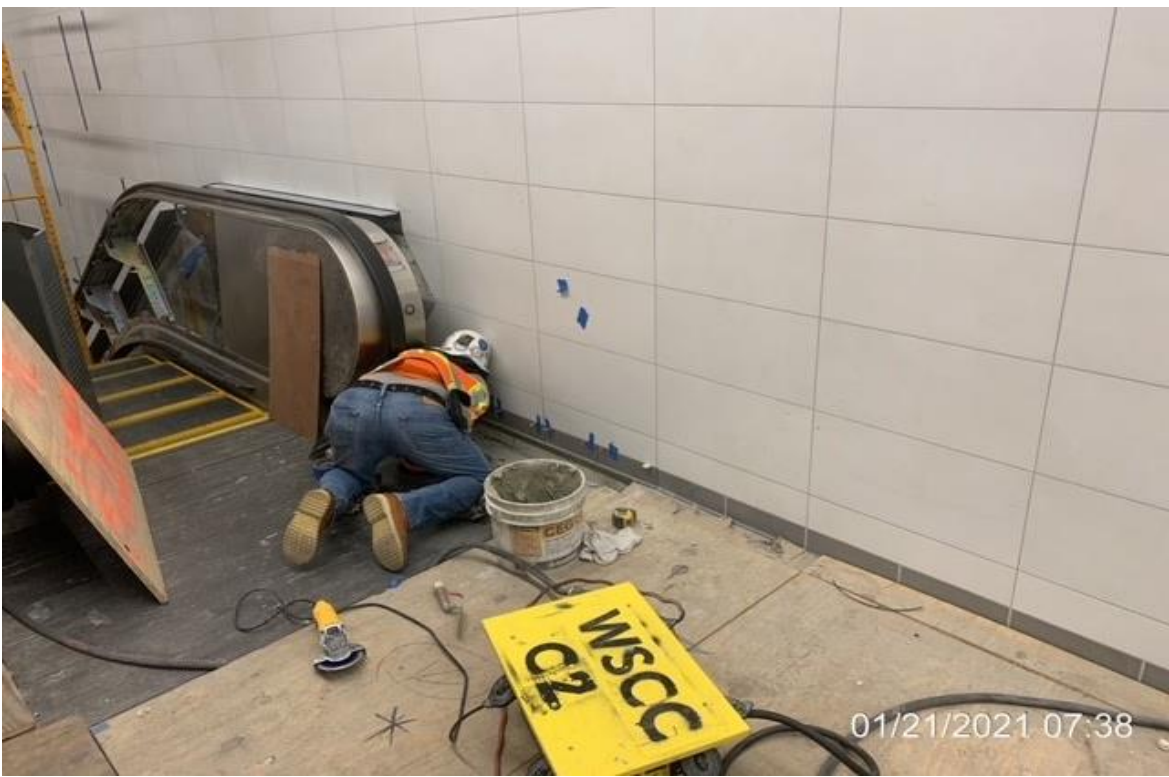


UG4 – WSCC Ironworkers applying protective coating to cat walk I-beam.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



UG4 – McMahon grinding to finish handrail at stair #2



UG4 – Premier Tile & Marble installing base cove at intermediate landing.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

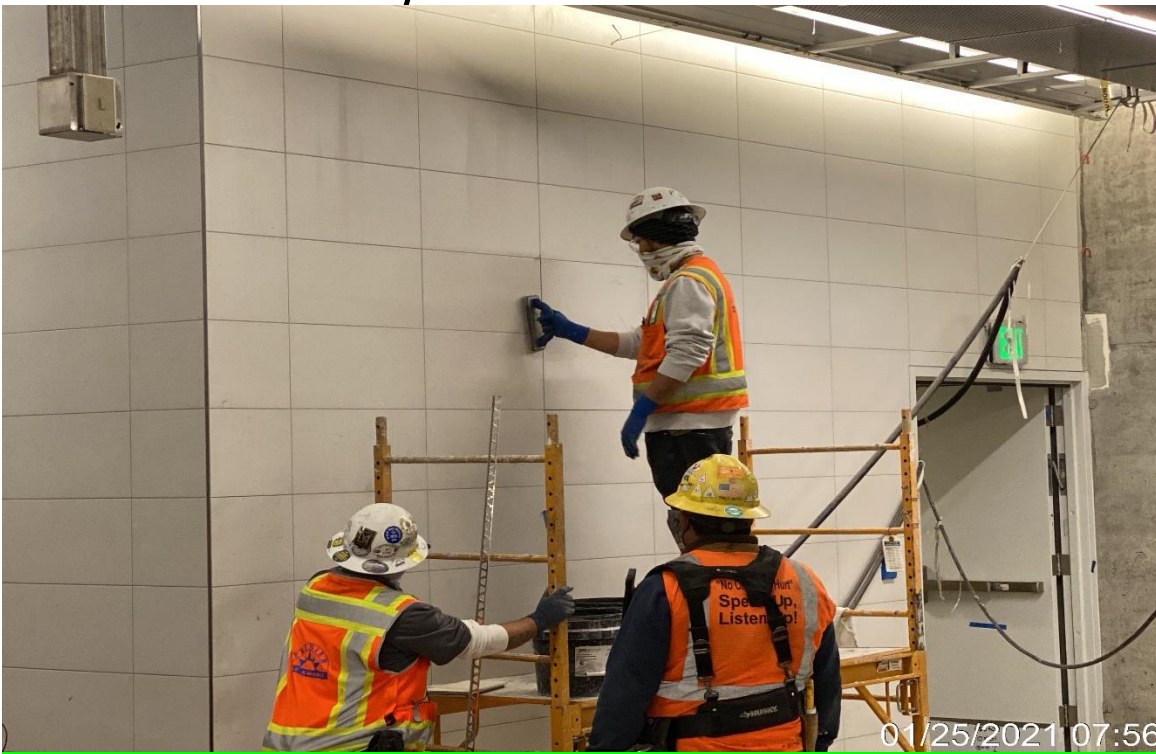


UG4 – McMahon polishing handrail at stair #1 and #2.



UG4 – Premier Tile & Marble installing base cove at concourse.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

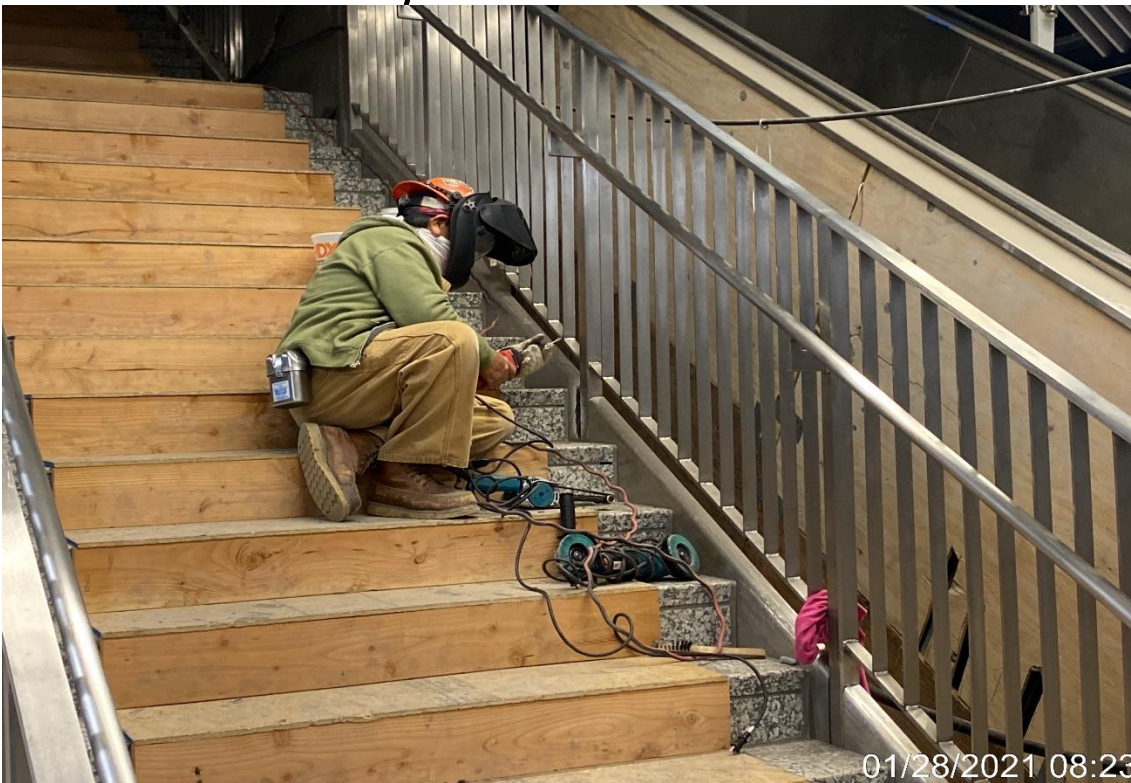


UG4 – Premier installing missing tile at Vernon.

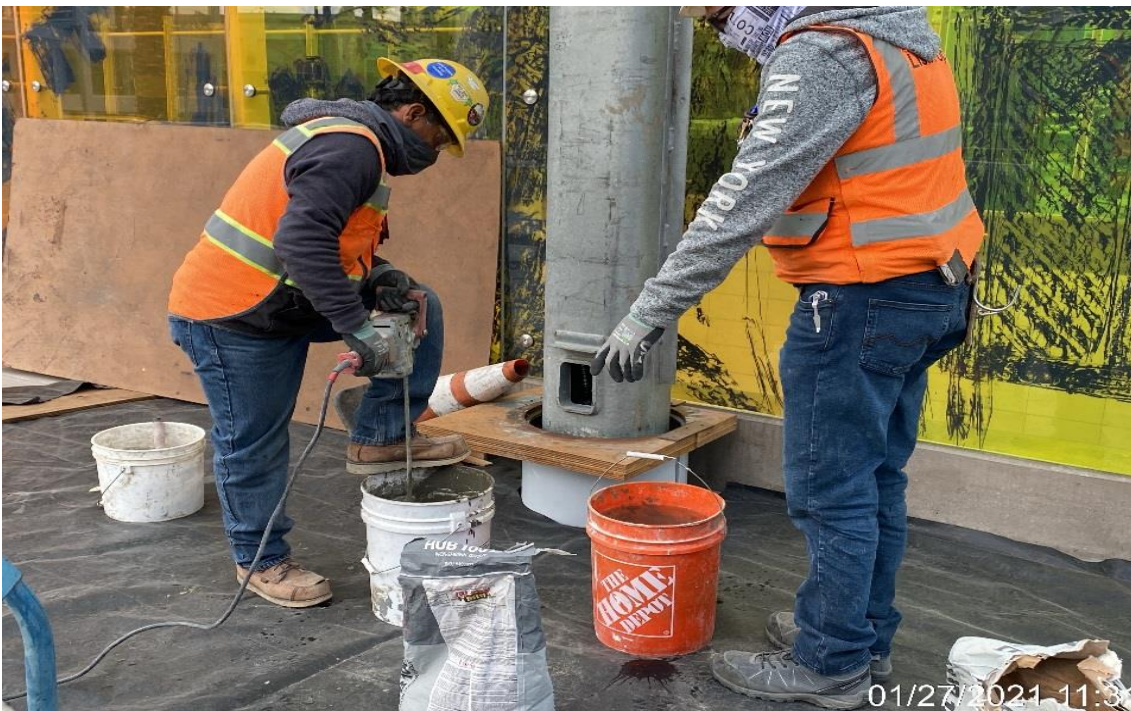


UG4 – McMahon polishing handrails for stairwells at Vernon.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

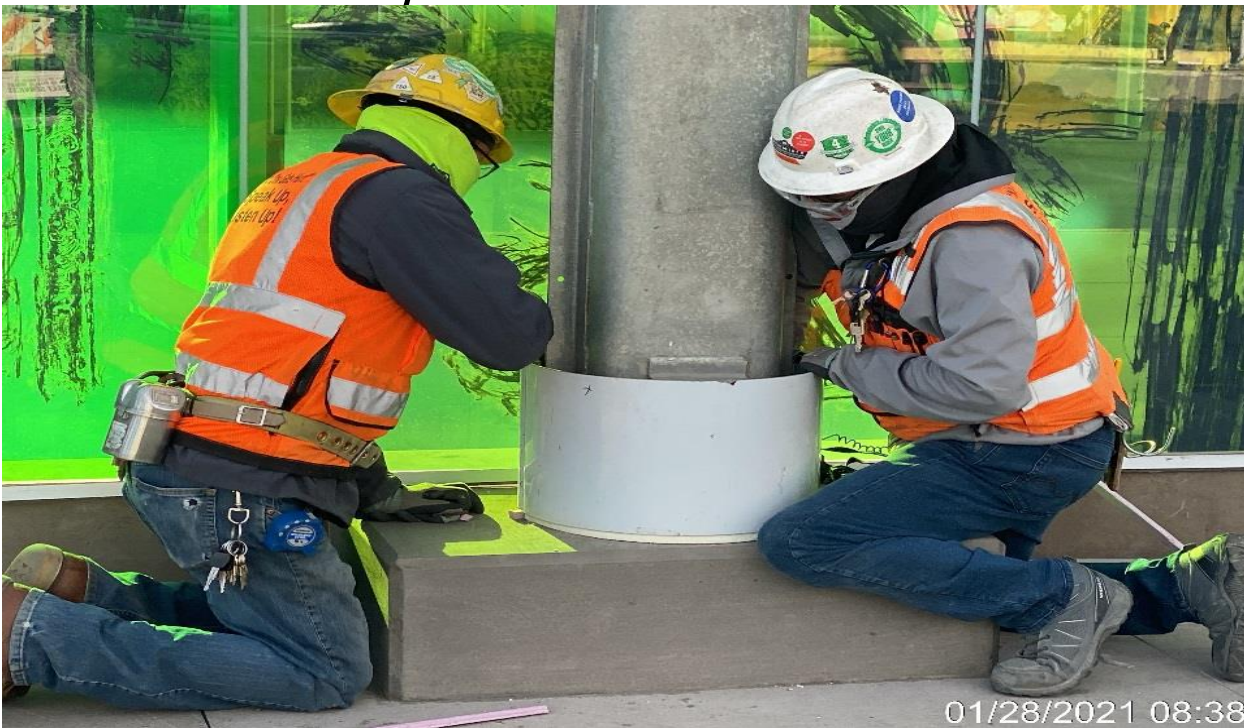


UG4 – McMahon polishing handrails for stairwells at Vernon.

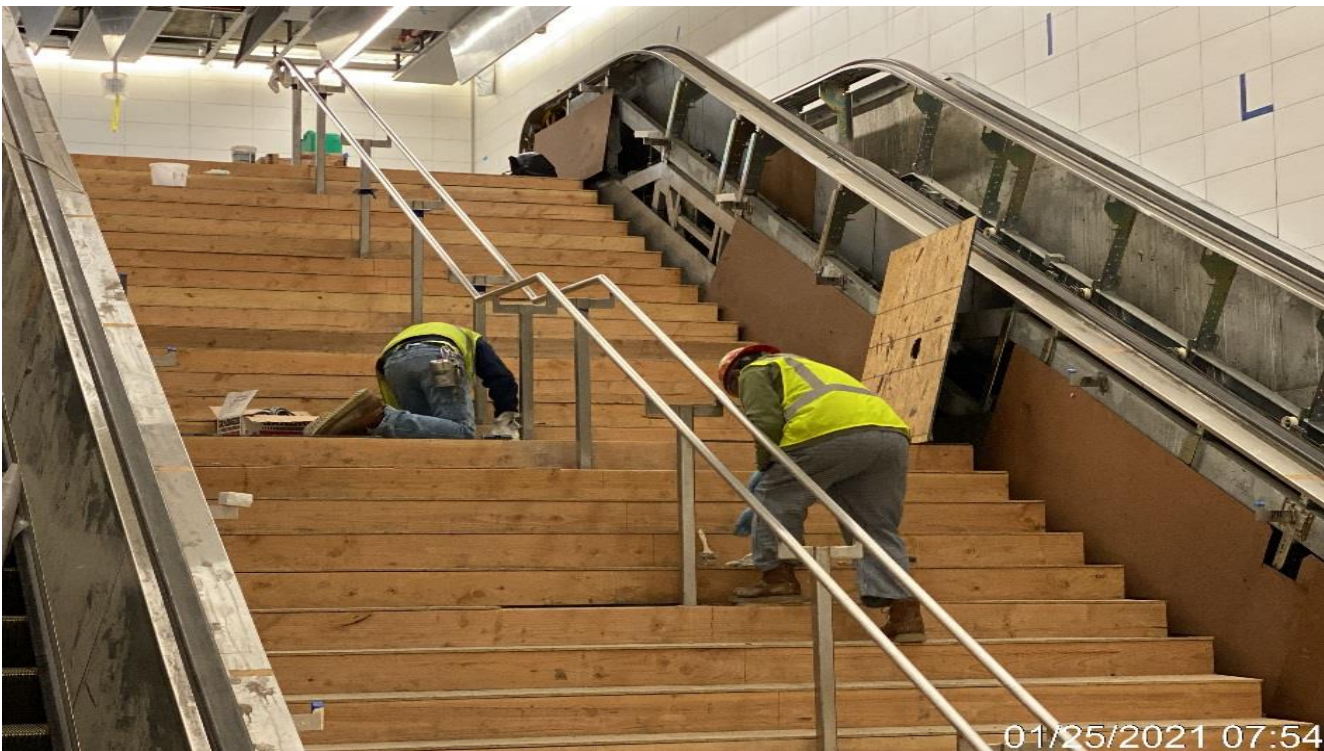


LEIMERT PARK STATION – Grouting around all the column bases of the main entrance canopy at the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Polishing center handrail for Staircase 1 from plaza to intermediate landing.



LEIMERT PARK STATION – Polishing center handrail for Staircase 2 from intermediate landing to concourse.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

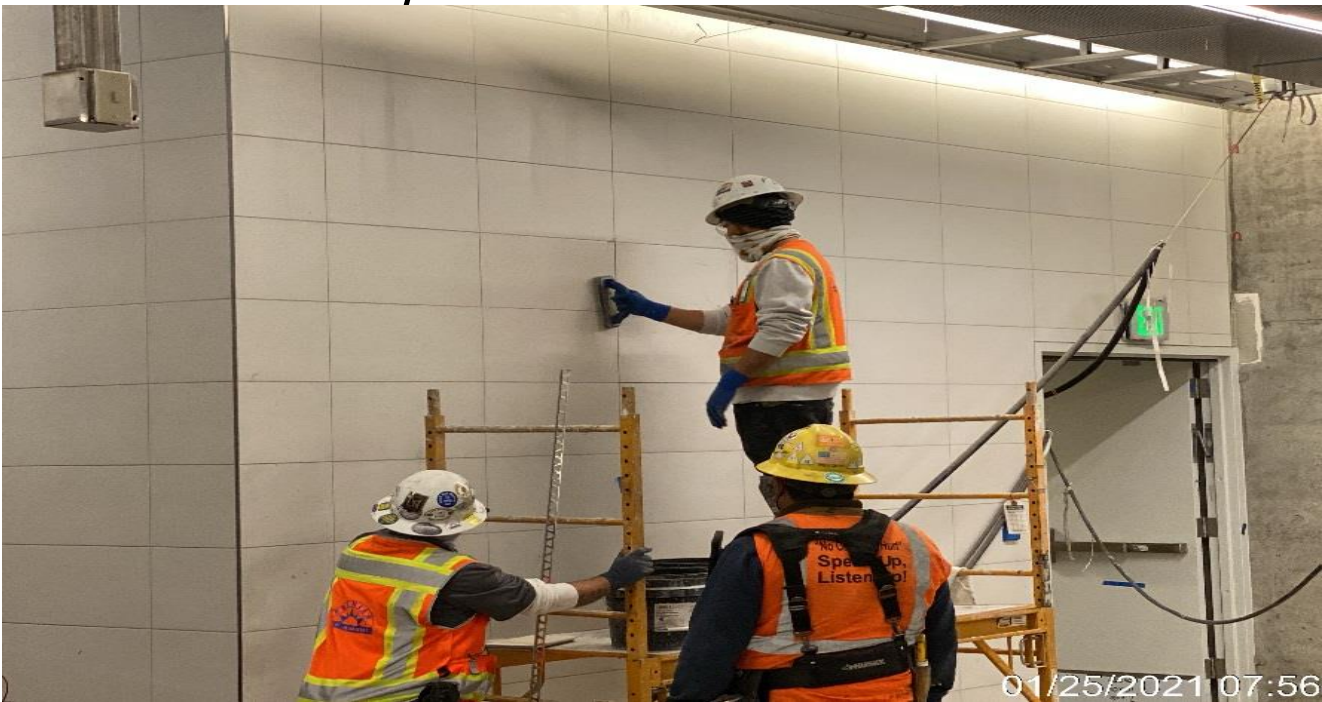


LEIMERT PARK STATION – Continue installation of remaining tiles at base cove locations from intermediate landing to concourse.



LEIMERT PARK STATION – Continue installation of remaining tiles at base cove locations from intermediate landing to concourse.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

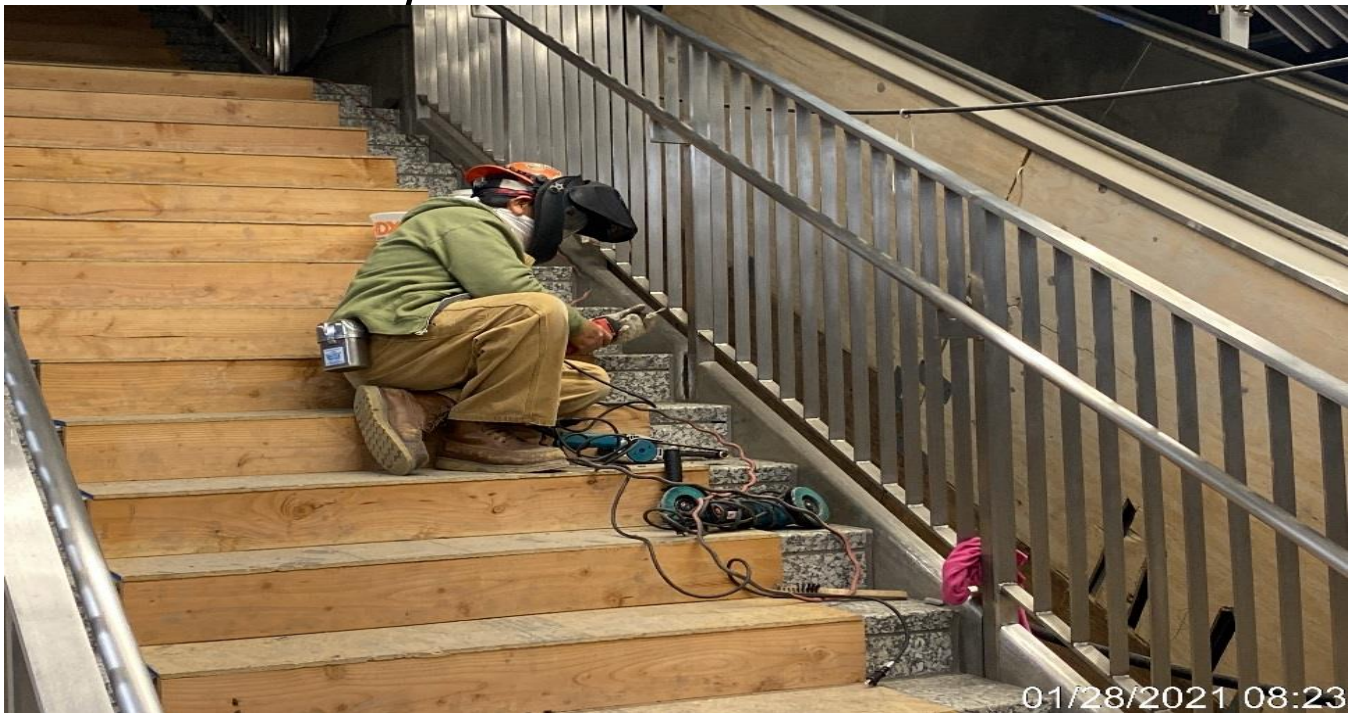


LEIMERT PARK STATION – Continue installation of remaining wall tiles at the Free Area.



LEIMERT PARK STATION – Polishing handrails for Staircases 3&4 from concourse to platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



LEIMERT PARK STATION – Continue polishing handrails for Staircases 3&4 from concourse to platform.



LEIMERT PARK STATION – Installing remaining tile at base cove locations on the platform.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC crew power washing residual concrete from encased water service lines



MLK STATION – IRP installing #5 rebar for pedestrian entrance ADA ramp.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Bielski fire proof caulking unfinished penetrations at invert level back of house NB side.

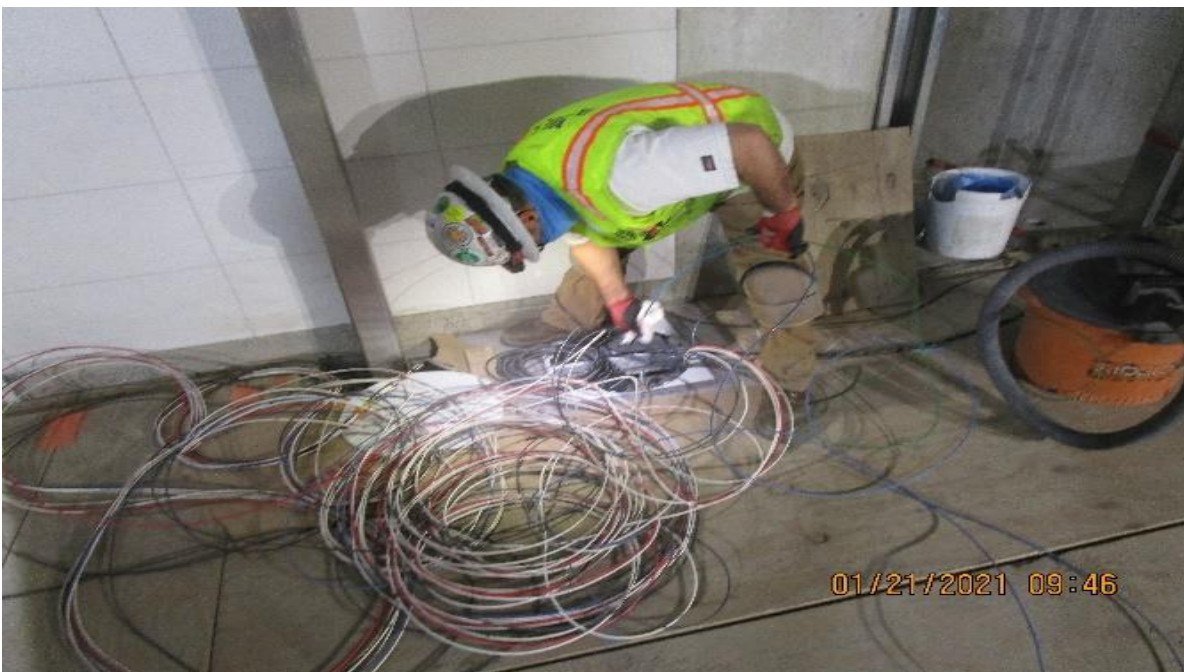


MLK STATION – Grandstorm Masonry laying bedding sand for pavers.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC crew hand digging to expose (2) water valves for height adjustment



MLK STATION – MLK Concourse, begin pulling power & data at walker duct to ticket vending machine niche at cores.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC crew placing concrete for entrance cove and ADA ramp

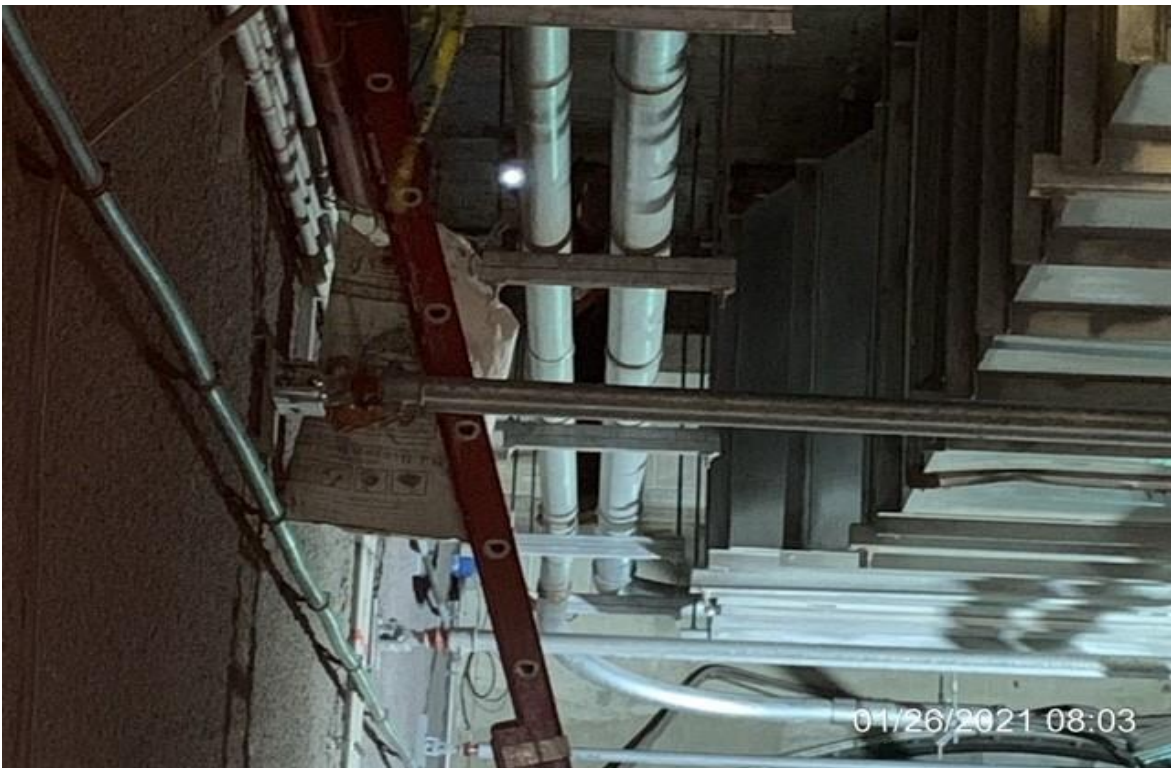


MLK STATION – WSCC finisher chipping out damaged manhole encasement

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC carpenters building formwork for pull boxes.



MLK STATION – Bielski fire proof caulking unfinished penetrations.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Premier Tile & Marble installing missing wall tiles and base cover



MLK STATION – WSCC finisher filling and patching holes not used for guardrail at north EVF room

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC placing base and rough grading at park and ride.

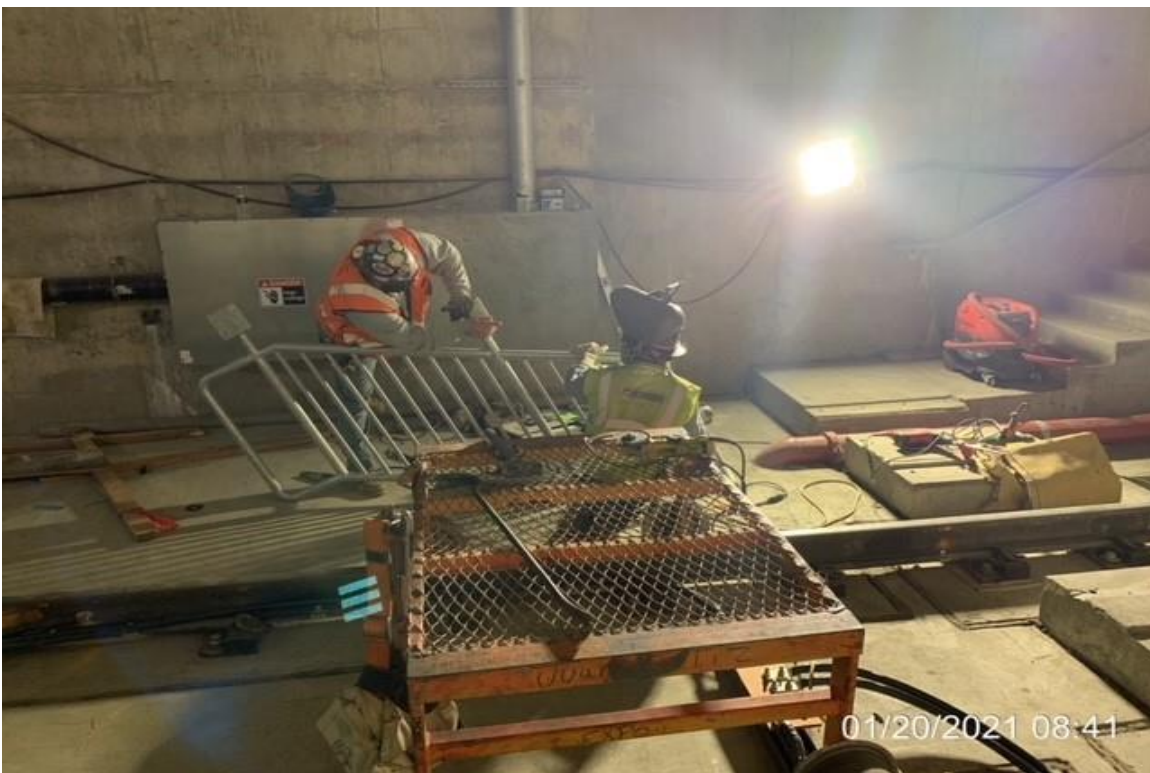


MLK STATION – McMahon grinding to finish stainless steel hand rail for elevator structure #1 and #2.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – McMahon installing emergency exit stair guard rail at south portal SB track.

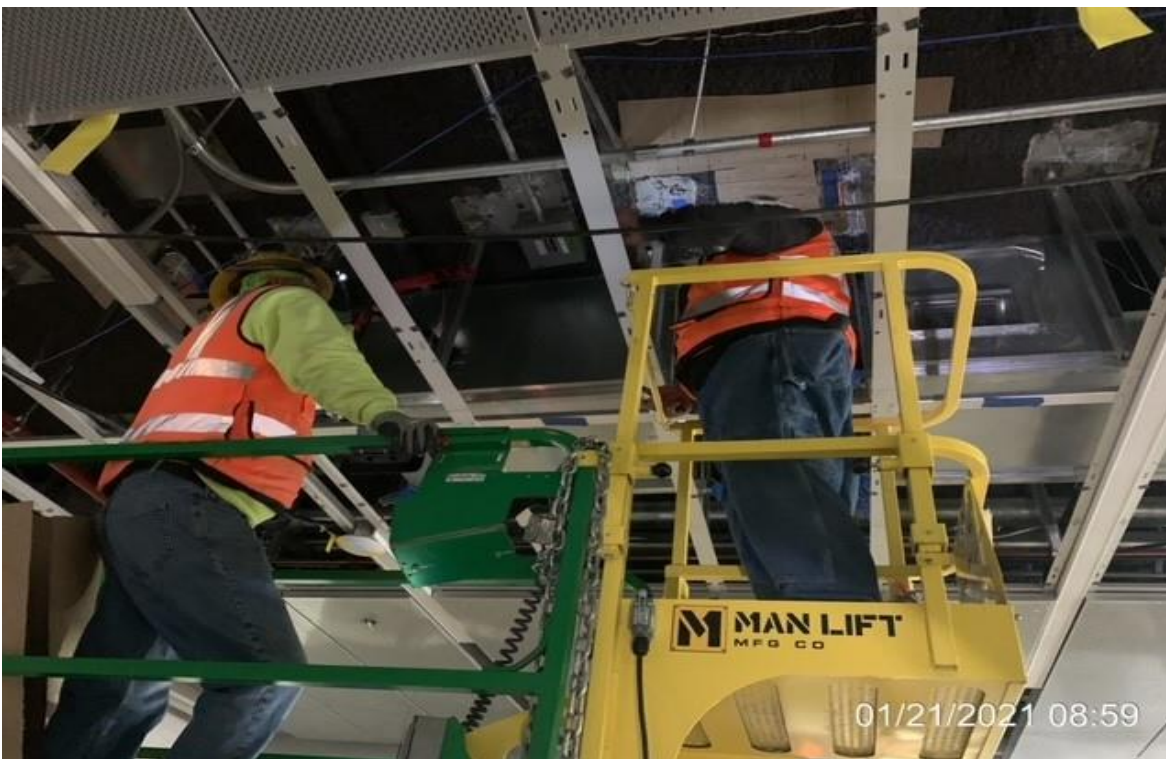


MLK STATION – McMahon Steel installing emergency walkway stairs at invert level south portal

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC ironworkers welding stiffener plates for cat walk.

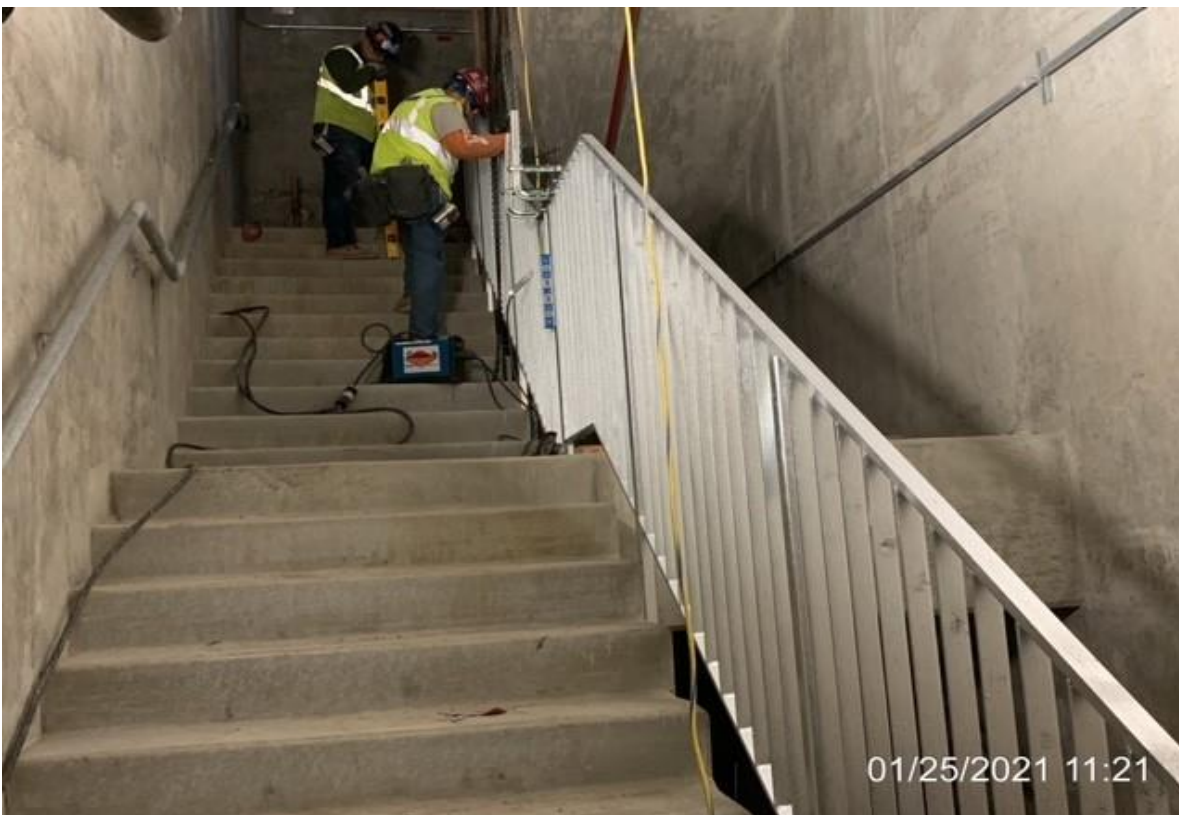


MLK STATION – WSCC crew scanning ceiling for seismic bracing anchors.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC crew scanning ceiling for seismic bracing anchors.



MLK STATION – McMahon installing guard rail at emergency exit north stair #2

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC crew replacing K rail with temporary fencing.

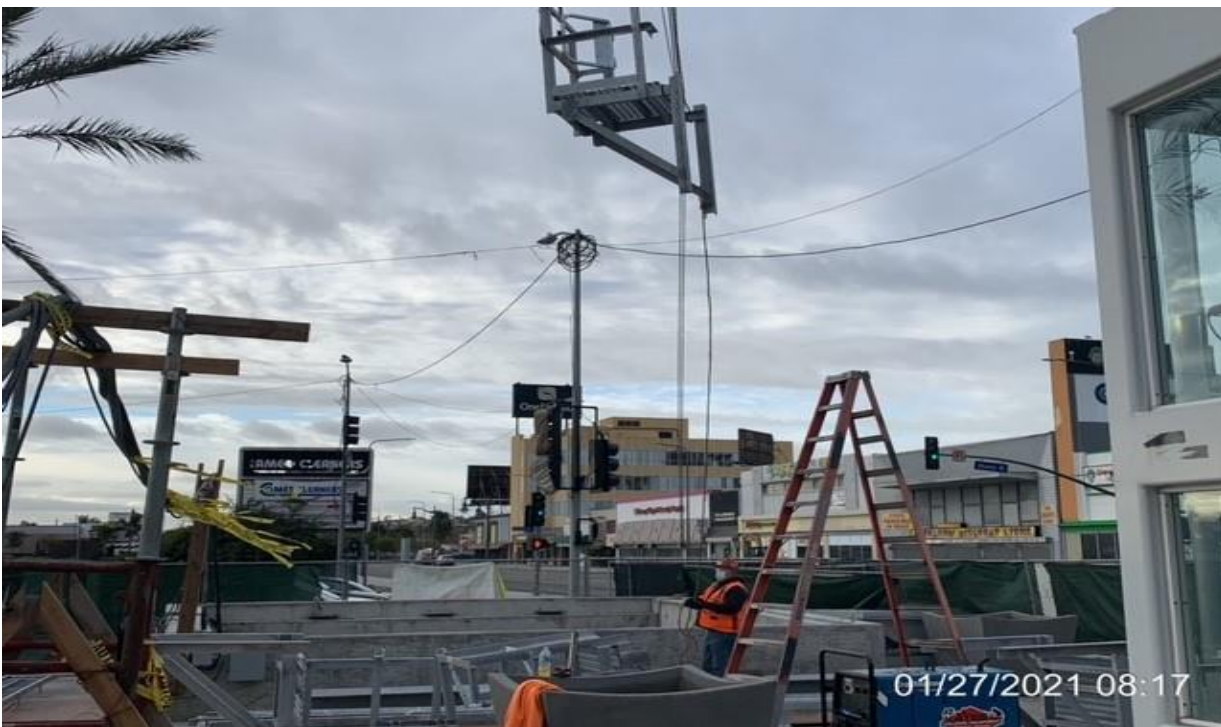


MLK STATION – WSCC crew distributing base and gravel in preparation for rainfall

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC ironworkers drilling holes into ballasts for ground wire.



MLK STATION – WSCC ironworkers mobilizing sections of steel ladder for south air shaft.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – WSCC crew removing K rail from park and ride yard.



MLK STATION – WSCC finisher grinding and patching surface on ledge for exit hatch #3.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Placing formwork for new curb and gutter installation along the access road south of the plaza.



MLK STATION – Placing concrete for new curb and gutter installation along the access road south of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

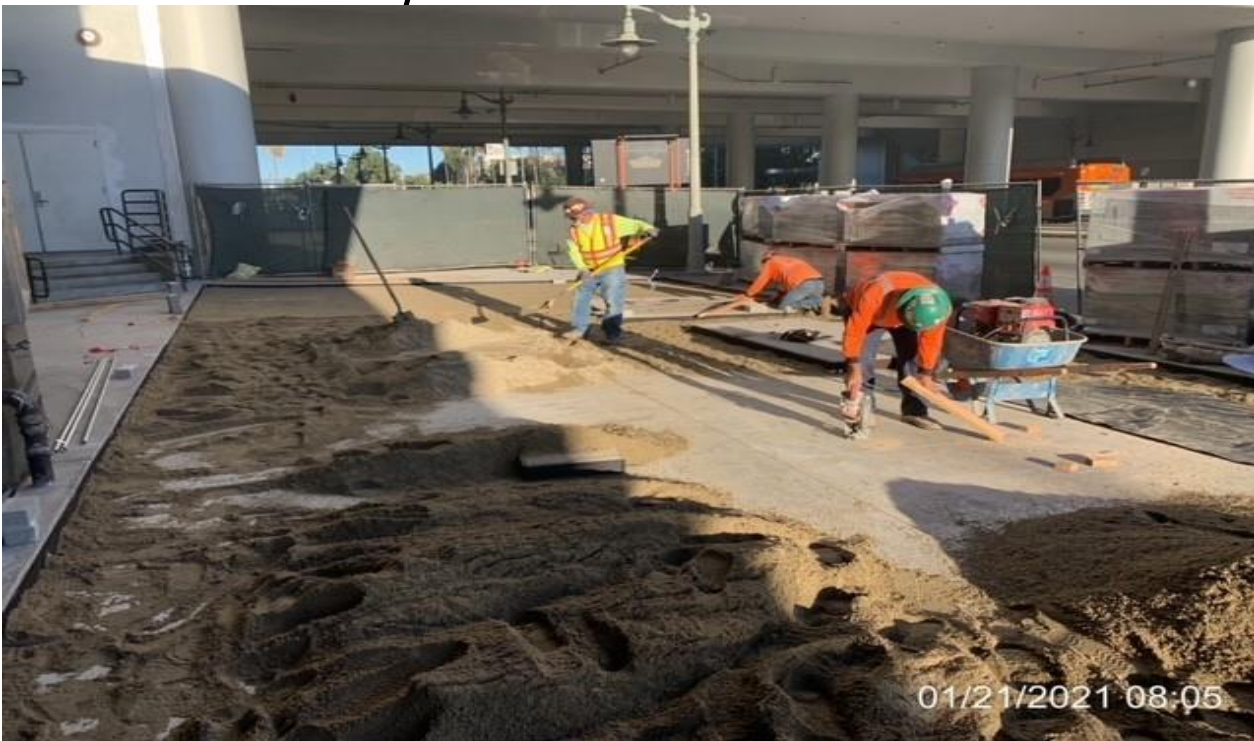


MLK STATION – Placing concrete for the short curb wall along the east side of the Mall at the plaza.

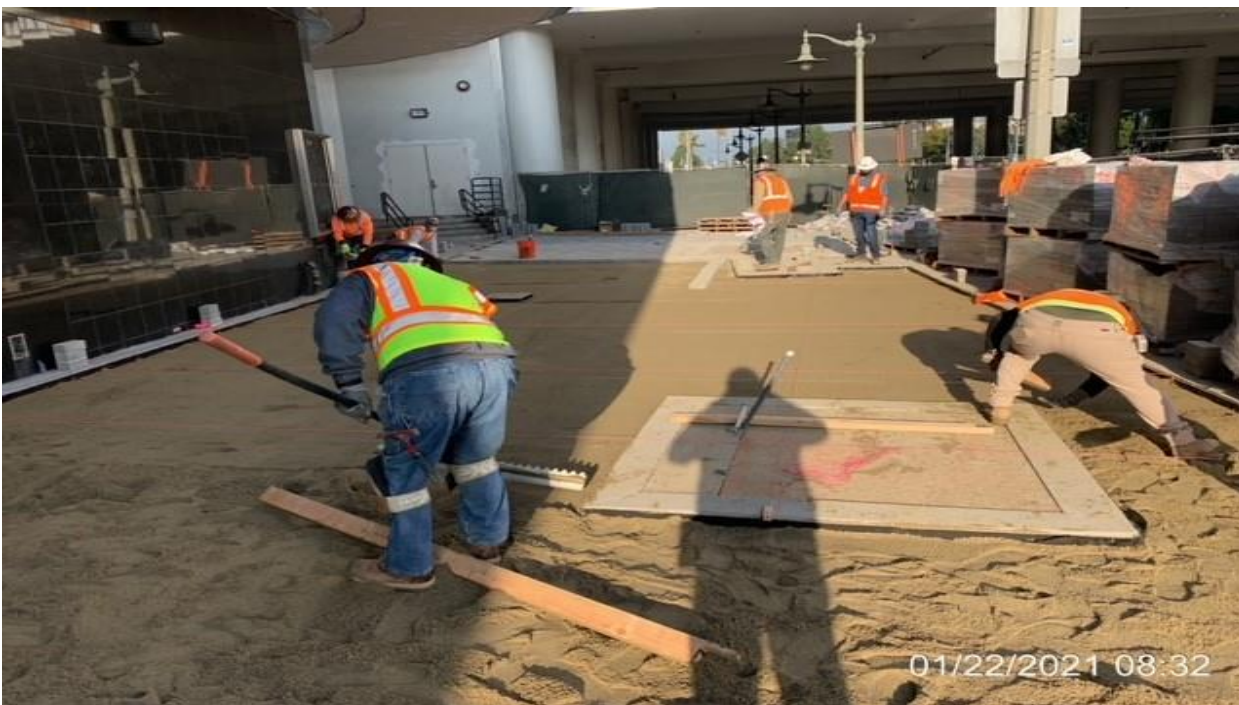


MLK STATION – Installed rebar for stair landing and ADA ramp adjacent to the west side of main entrance at the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Laying bedding sand in preparation for brick paver installation at the far northwest plaza area.

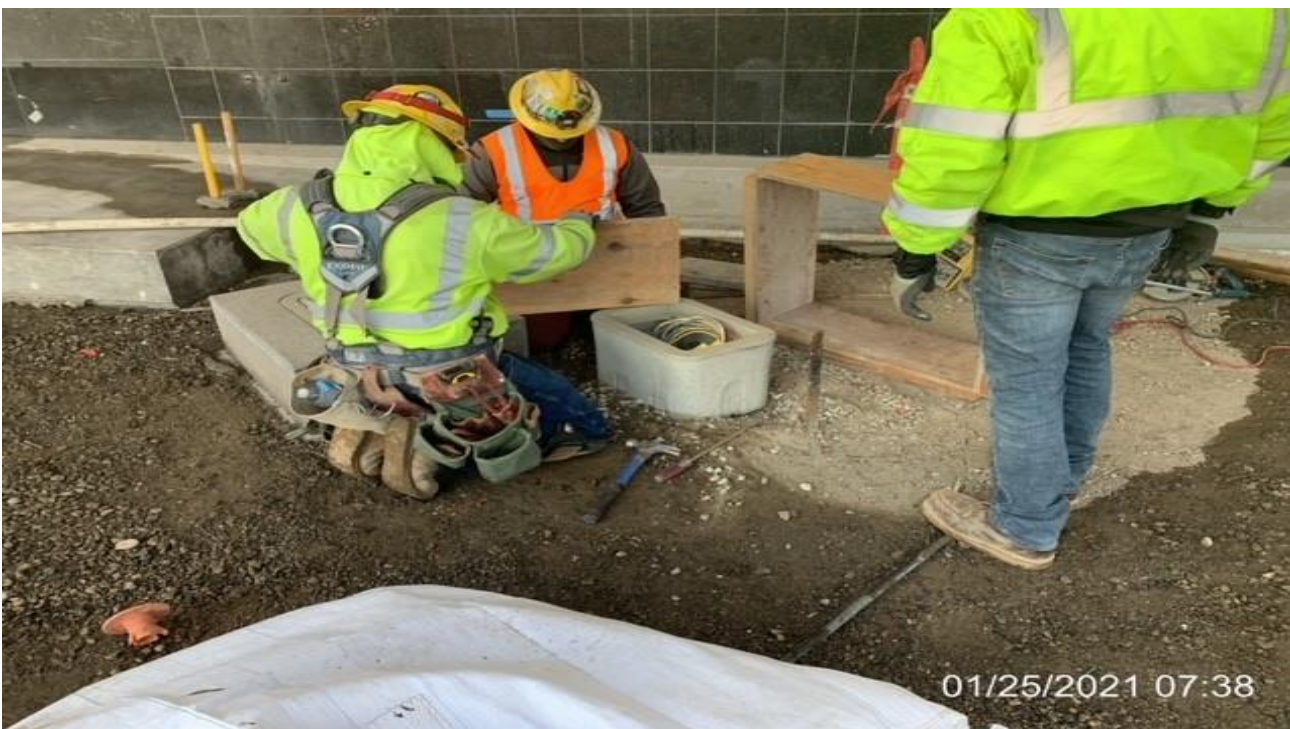


MLK STATION – Continue laying bedding sand and installing brick pavers at the far northwest plaza area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue laying bedding sand and installing brick pavers at the far northwest plaza area.



MLK STATION – Building formwork for pull boxes at the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue laying bedding sand and installing brick pavers at the far northwest plaza area.



MLK STATION – Building formwork for tree wells bases at the south end of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue laying bedding sand and installing brick pavers at the far northwest plaza area.



MLK STATION – Installing precast channel drains and HDPE pipe for storm drain tie-in along the west side of the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Continue laying bedding sand and installing brick pavers at the far northwest plaza area.



MLK STATION – Continue laying bedding sand and installing brick pavers at the far northwest plaza area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Performing electrical work to the fare gate turnstiles at the Paid & Free Area.



MLK STATION – Continue performing electrical work to the fare gate turnstiles at the Paid & Free Area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Preparing for ticket vending machine installation at the Free Area.

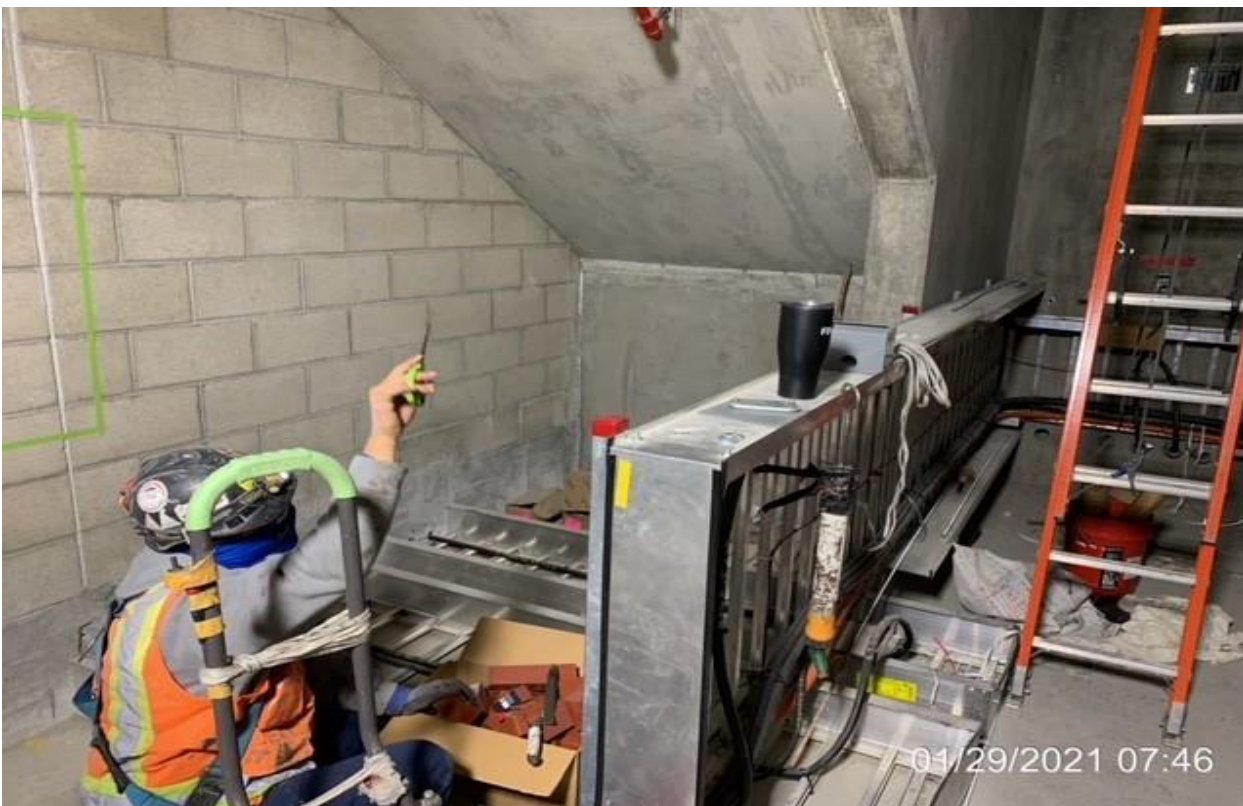


MLK STATION – Anchoring and installing ticket vending machines at the Free Area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



MLK STATION – Installing remaining tile at base cove locations throughout the Free Area.



MLK STATION – Applied fire caulking to penetrations through the invert level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION - Continue excavating/grading and removing existing concrete throughout the entire Park & Ride lot area.



EXPO STATION– Placing base and grading throughout the entire Park & Ride lot area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

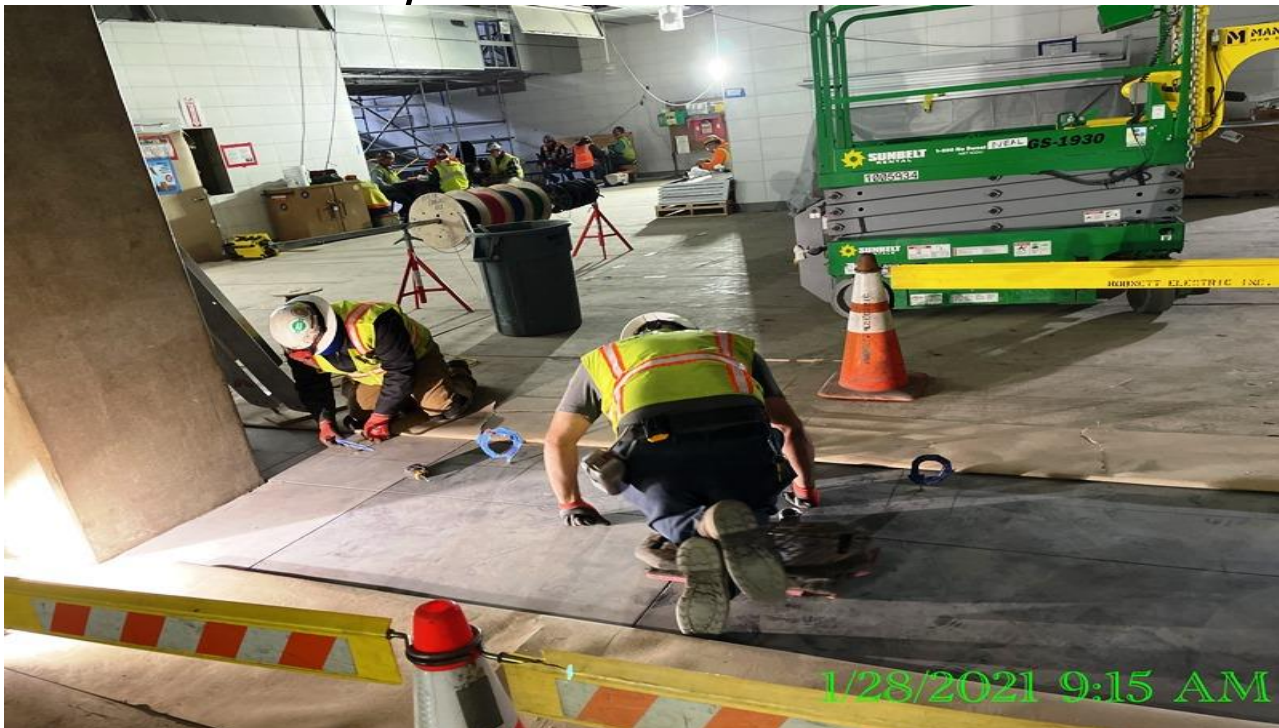


EXPO STATION– Installed domes to all the CCTV cameras mounted on pedestrian light poles throughout the plaza.



EXPO STATION – Continue dome installation to all the CCTV cameras mounted on pedestrian light poles throughout the plaza.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Performing layout in preparation for fare gate turnstile installation at the Paid & Free Area.



EXPO STATION– Continue performing layout in preparation for fare gate turnstile installation at the Paid & Free Area.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE

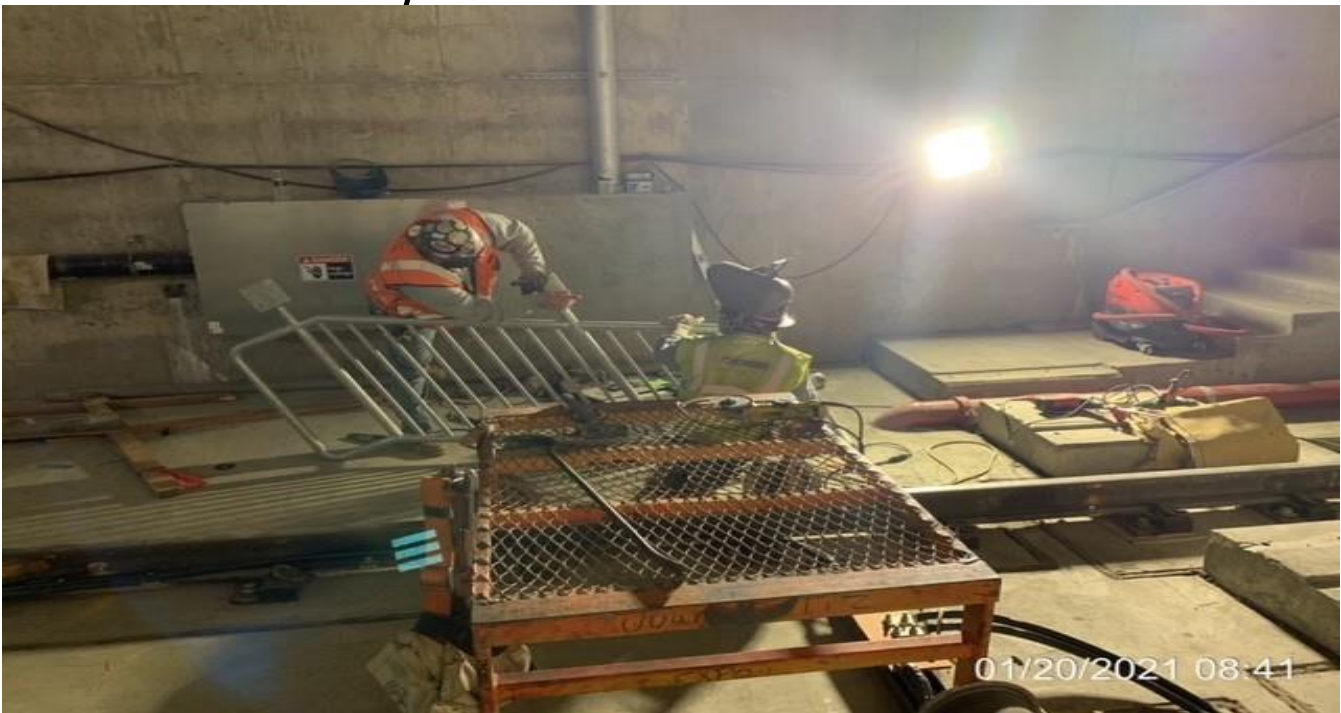


EXPO STATION SITE – Continue LED light fixture installation at the platform ceiling grid.

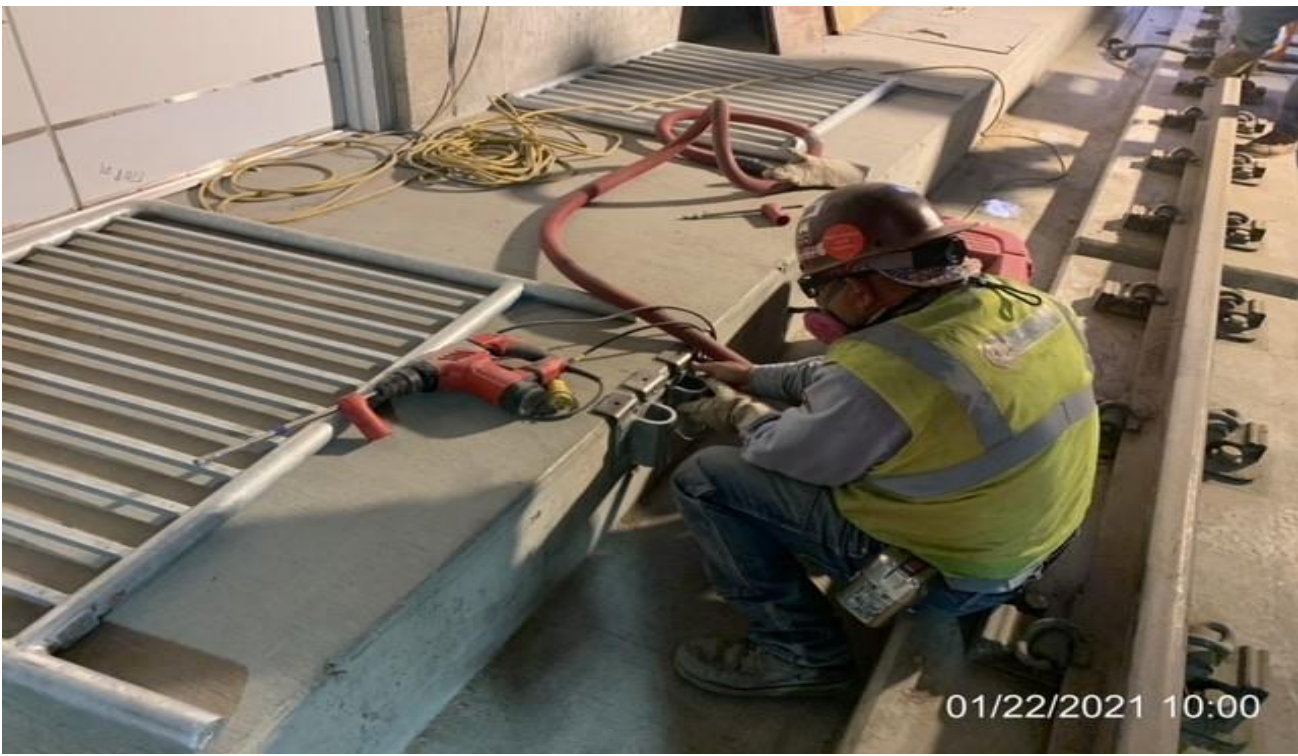


EXPO STATION – Continue LED light fixture installation at the platform ceiling grid.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Continue installing guardrails along the southbound emergency walkway of the South back of House at the invert level.

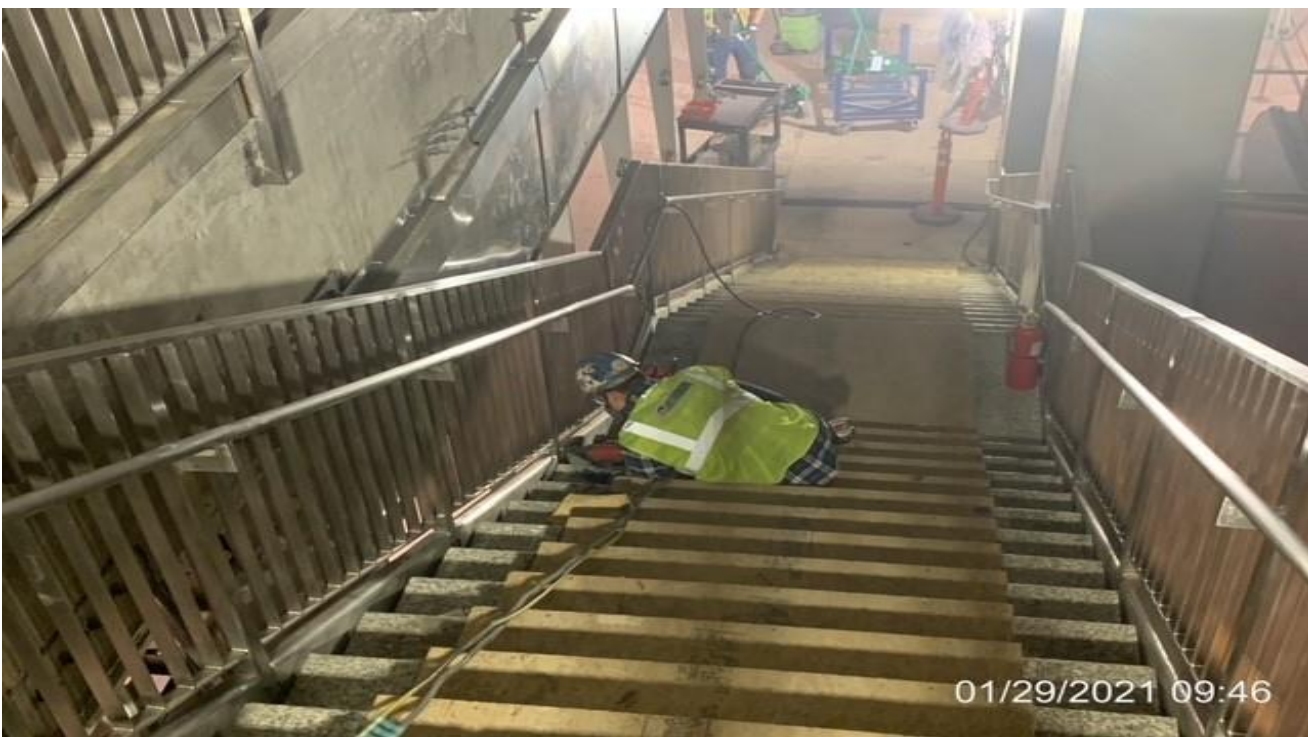


EXPO STATION – Continue installing guardrails along the southbound emergency walkway of the South back of House at the invert level.

CRENSHAW/LAX PHOTOGRAPHIC UPDATE



EXPO STATION – Continue installing guardrails along the northbound emergency walkway of the North back of House at the invert level.



EXPO STATION – Continue grinding and polishing guardrails for Staircase 2 from concourse to platform.

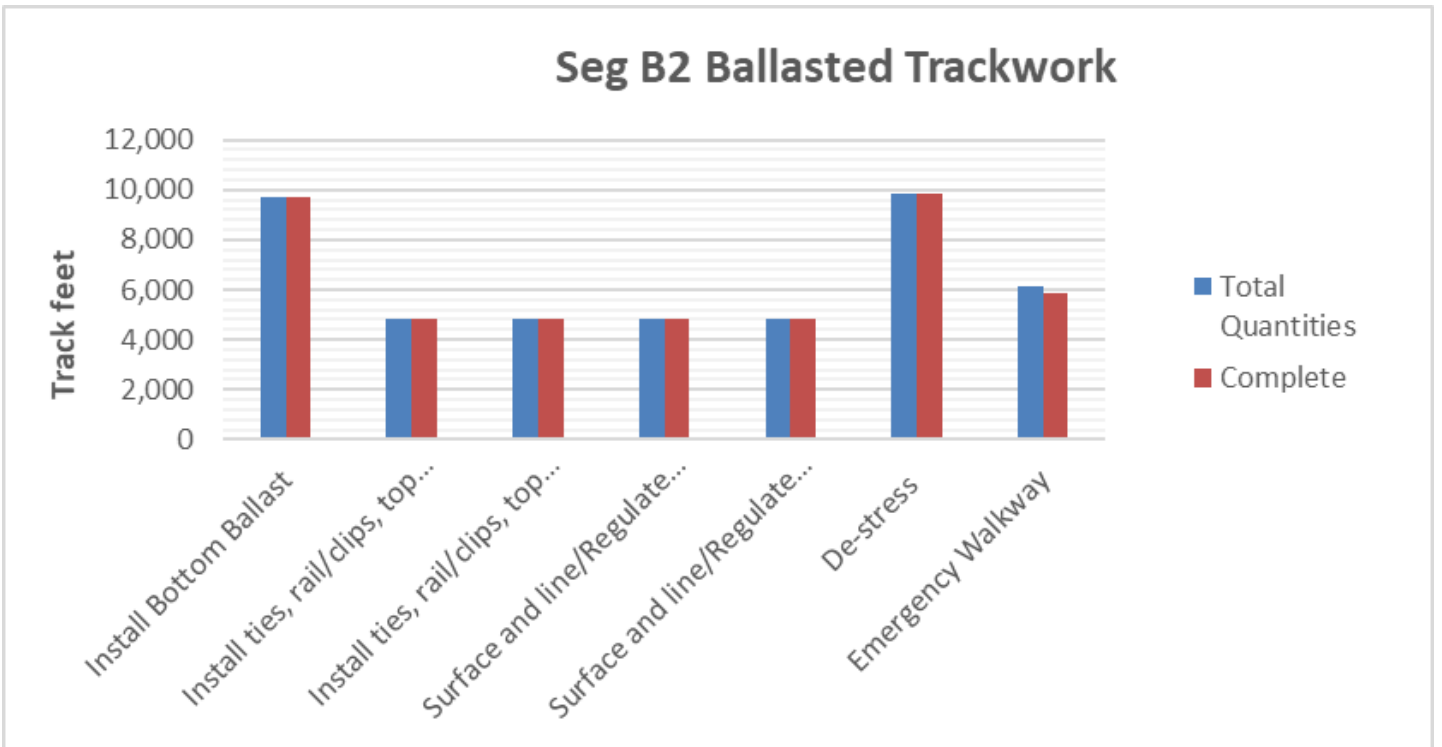
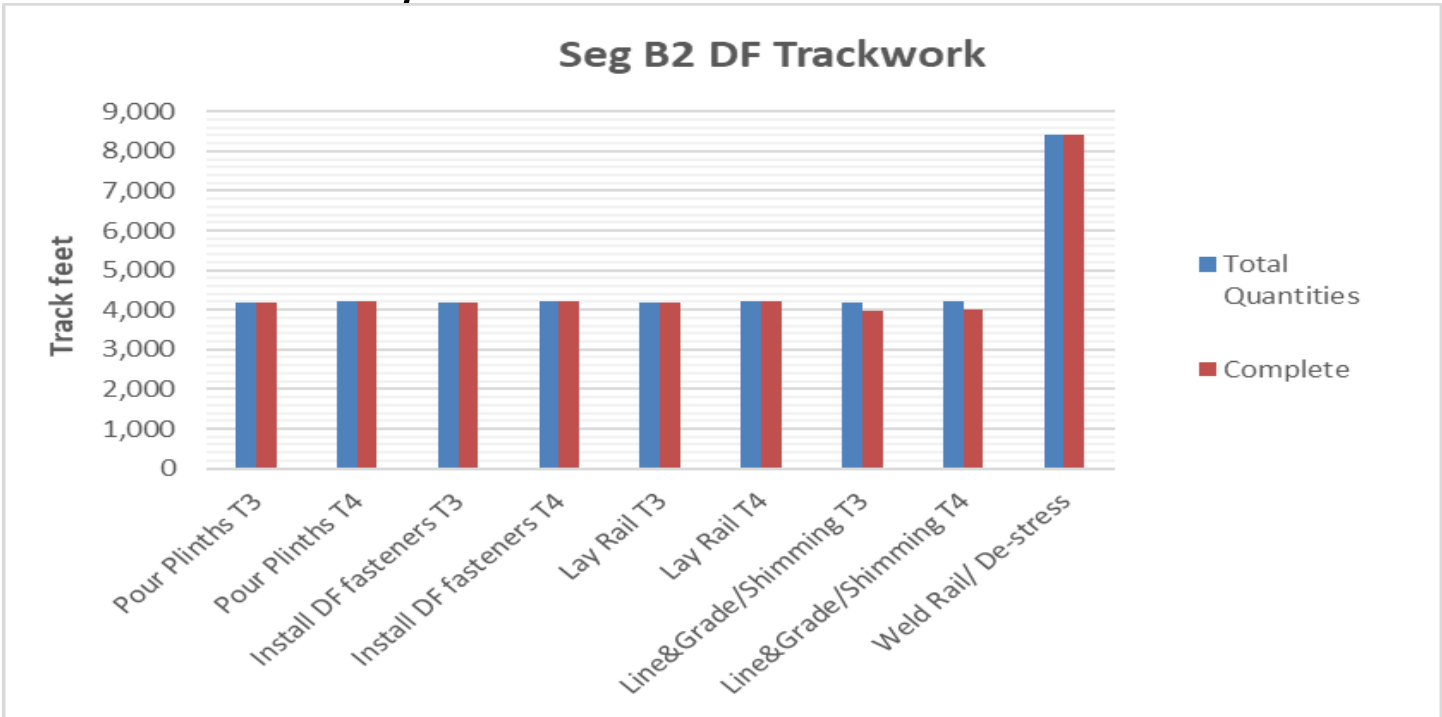
CRENSHAW/LAX PHOTOGRAPHIC UPDATE

SEGMENT C:

- 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.
- Replacement of plinths with failed inserts continues; awaiting pull test for new inserts.
- Investigation of plinth to rail fastener gaps is started in UG4.

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, Stausen)	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							

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CRENSHAW/LAX PHOTOGRAPHIC UPDATE

