



# Airports Development

Executive Management

Program Status Report



January 31, 2014





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## TABLE OF CONTENTS

Project Status	_____	3
Work in Progress	_____	51
Schedule	_____	57
Financial	_____	65
OCIP	_____	''''''82
MWBE/DBE	_____	''''''85

## ELEMENT OVERVIEW

### **Purpose**

This report is a tool to provide status of the Capital Projects for the Airports Development Group. The report presents status per project followed by the Master Program Schedule, a Financial section with Budget, Cash Flow and Change Orders, OCIP, MWBE/DBE, and a section listing projects that are being developed.

### **Airside Element**

The Airside Element consists of multiple projects necessary for accommodating the movement of aircraft between the north and south runways; reconfiguring traffic movement to accommodate the Tom Bradley International Terminal (TBIT) expansion and modernization program; and provide airfield improvements as required by Airfield Operations, the Federal Aviation Administration and other Federal and State regulatory agencies.

### **Bradley West Element**

The Bradley West Element provides for certain improvements identified in the approved LAX Master Plan, specifically related to development of new aircraft gates at the Tom Bradley International Terminal. The new gates will support the airport's ability to effectively and efficiently accommodate new large aircraft, such as the Airbus A380, Boeing 747 and Boeing 747-8. In addition, the project calls for substantial improvements related to the concourses and central core area of the Tom Bradley International Terminal, including:

- construction of new north and south concourses at the terminal, west of the existing concourses, which would be removed;
- construction of eight aircraft gates and associated loading bridges and apron areas, along the west side of the new terminal concourses;
- relocation and consolidation of existing aircraft gates along the east side of the Tom Bradley Terminal;
- renovation and enlargement of the existing U.S. Customs and Border Protection areas within the central core of the terminal; and
- construction of the secure passenger corridors between Terminals 3 and 4, and the Bradley Terminal.

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## **ELEMENT OVERVIEW - Continued**

### **Central Utility Plant (CUP) Replacement Element**

The CUP Replacement Element includes replacing the existing CUP, constructed in 1961, and the co-generation facility, brought into service in 1985, which are considered obsolete and inefficient relative to present-day technology, the distribution network between the CUP and the terminals, and various mechanical/electrical infrastructure improvements within the terminals.

### **Utilities and Infrastructure Element**

These capital improvement projects implement critical utility and infrastructure that support the Terminal and Airport operations within the Central Terminal Area (CTA).

### **Landside Element**

The Landside Element undertakes capital projects designed to provide for the efficient and effective movement of people through the airport; and to provide convenient parking for individuals using the airport. Landside projects are typically related to parking lots, public transportation, train stations, tank farms, warehouse and cargo areas and access roads and perimeter fencing.

### **Residential / Soundproofing Element**

LAWA has implemented a voluntary Airport Residential Soundproofing Program (RSP) for aircraft noise impacted areas in the City of Los Angeles. This program is for impacted homes adjacent to the Los Angeles International Airport (LAX) and Van Nuys (VNY). Funds under this program do not include Grant funding provided to other jurisdictions for residential soundproofing projects.

## ELEMENT OVERVIEW - Continued

### **Terminals Element**

Most of LAX's Terminals have been serving their purpose without major renovations or modernization efforts for years. As needs change, the Terminal spaces and structures need repairs, upgrades, modernization, and standardization to satisfy these changing demands. From modernizing elevators and escalators with standardized devices to updating fire/life safety systems, the Terminals Element is focused on implementing these necessary improvements. The Project Status Section for the Terminal Element is revised to report on three types of projects:

- o Terminal-wide Improvements that typically consist of similar types of work implemented across two or more terminals, such as the Elevator and Escalator Program, the IT/MPOE Room Project, and Americans with Disabilities Act (ADA) Enhancements;
- o Terminal-specific Improvements which typically address the enhancement and/or renovation of one or more parts of a specific terminal, such as the Terminal 2 Improvement, Terminal 3 Improvement, etc.; and
- o Tenant Improvement Projects that are typically a complex series of interrelated efforts, managed directly by the Tenant with close collaboration of LAWA, the Airlines and Concessions staff.

### **Work in Progress**

This section lists the projects that are in various stages of pre-development. Typically, these projects represent efforts for which LAWA has committed funding for the design; not the construction. A project in this category will experience variability as the design is refined. Once the design is suitably developed and a reasonable project cost can be estimated, the project will move into an execution element.

## AIRSIDE ELEMENT - Taxilane 'S' (M204A)

### **Project Description**

This project undertakes the relocation of certain ancillary and support facilities and constructs a 3,785-foot long Taxilane to connect Taxiway 'B' on the south and Taxiway 'E' on the north. Taxilane 'S' will be constructed as part of a 400-foot wide Portland Cement Concrete (PCC) paved strip which will be the first part of the future Dual Taxilane / Taxiway System between the proposed Midfield Satellite Concourse and the Tom Bradley International Terminal. The centerline is located 242 feet west of the existing Taxiway 'Q' centerline. A 169-foot-Object Free Area (OFA) will be provided on the east side of the Taxilane 'S' centerline in accordance with the FAA approved Airport Layout Plan (ALP). This construction also includes the relocation of fuel lines and other utilities, all grading, airfield signage and lighting, construction of LADWP power and communication ductbanks; and the LAWA power and communication ductbanks. Additionally, Taxiway D will be extended approximately 1,000 feet west from Taxiway Q.

The project also includes the construction of approximately 60,000 square yards of pavement and associated drainage covering the aprons on the west side of the north and south Concourses as well as the apron west of the Bradley Core. This apron construction includes all grading, utilities and airfield signage; construction of LADWP power and ductbanks; and the LAWA power and communications ductbanks.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

All work is complete and all taxiways are open and in operation.

### **Budget Status**

The contractor has submitted a group of large change orders and a claim that exceed the budget. LAWA is reviewing these change orders and the claim and evaluating them for merit. The project team is working to mitigate the impact, though this project may complete over budget.

### **Schedule Status**

Substantial completion occurred June 30, 2012.



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## **AIRSIDE ELEMENT - Taxilane 'S' (M204A) - Continued**

### **Issues**

The contractor has submitted a group of large change orders and a claim that exceed the budget. LAWA is reviewing these change orders and the claim and evaluating them for merit. The project team is working to mitigate the impact, though this project may complete over budget.

## AIRSIDE ELEMENT - Taxilane 'T' (M306A)

### **Project Description**

The enabling project for the Taxilane T Program is the Demolition of Low Bay Hangar and Sky Chef Building and Deluge System Modifications Project. This consists of the demolishing the Low Bay Hangar and Sky Chef building floor slabs and foundation within the footprint of the hangar and building. Additionally, the Deluge System Modifications includes demolition of three (3) storage tanks, the entire fire pump structure and supply system, and construction of a new deluge system consisting of fire water storage tank, pump building, deluge system pumps, and associated utility services.

The Taxiway T - Phase 1 project is the southern segment of Taxiway T, which will ultimately construct a 3,166 foot long taxiway to connect Taxiway 'C' on the south and Taxiway 'D' on the north. The Taxiway T - Phase 1 work includes the southern 200 foot long portion of the taxiway construction consisting of approximately 75,000 square yards of Portland Cement Concrete (PCC), associated lighting, utilities and service road at Los Angeles International (LAX). This project also includes approximately 36,000 square yards of RON apron PCC, associated improvements and Taxilane R-1 and Taxilane C-12 connector ramps onto the American Airlines (AAL) leasehold. Also includes hauling and placement of fill at Continental City Drive site.

The final component is the Taxiway T - Phase 2. The work includes demolition of the existing American Airlines/Qantas maintenance hangar and completion of the remaining pavement Northern taxiway portion and utility work to achieve continuous alignment of the new taxilane between Taxiways C to the south and D to the north.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Design is complete.

### **Construction Progress**

Demolition of Low Bay Hangar and Sky Chef Building and Deluge Systems Modifications Project:  
Evans Brothers Inc. substantially completed the construction of this enabling project on March 15, 2013; and LAWA's Final Acceptance of the contract was filed at the County Recorder's Office on June 3, 2013.

Taxiway T – Phase 1 Project:

The Board awarded the construction contract to Coffman Specialties on April 2, 2013; and NTP for mobilization was issued on May 13, 2013. The NTP for field construction of Taxiway T and apron work was issued on September 9, 2013; and construction is 30% complete.



## AIRSIDE ELEMENT - Taxilane 'T' (M306A) - Continued

### **Budget Status**

The project is tracking on budget.

This project is eligible for 75% FAA reimbursement under the existing MOA/LOI.

### **Schedule Status**

Taxiway T - Phase 1 Project:

The contractor has reported a two-week delay; and is working with the Project Team to develop a schedule recovery plan.

### **Issues**

Demolition of Low Bay Hangar and Sky Chef Building and Deluge Systems Modifications Project:

A subcontractor for the construction contractor Evans Brothers Inc. has submitted a formal claim for damages. The matter is with Legal for final determination.

## **AIRSIDE ELEMENT - Runway 25R & Taxiway B East End Rehabilitation & Taxiway C Extension (A012A)**

### **Project Description**

The purpose of the project is to rehabilitate the deteriorating concrete pavement at the east end of Runway 25R/7L and Taxiway B. The project will include full reconstruction of the Runway 25R from the east end of the runway to Taxiway F. The 50-foot wide main wheel gear section of Runway 25R will be reconstructed from Taxiway F to Taxiway N. The project will also reconstruct the east end of Taxiway B from Taxiway F to the eastern end of Runway 25R. In May 2013, LAWA Management revised the project scope, which deleted the TWY C extension, Air Freight 8 demolition, and extended grading operations 1000 feet beyond the end of Runway 7L.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

The Design is 100% complete.

### **Construction Progress**

The Board approved the Authorization to Advertise for construction bids during the September 17, 2013 meeting.

### **Budget Status**

The project is trending on budget; and the impact of the Issue (below) is being determined.

### **Schedule Status**

The schedule is being revised to reflect the revised implementation scenario described in the Issues (below).

### **Issues**

This project was planned to be bid and constructed in conjunction with the Southside Runway 25R/7L RSA project. LAWA Management has decided to de-couple the Runway 25R/7L and Taxiway B Rehabilitation work from the west end Runway 25R/7L RSA work. This is due to concerns that the existing Runway 25L pavement may not be able to take the increased aircraft traffic loads during the full Runway 25R/7L closure necessary to perform the rehabilitation work. The Runway 25R/7L and Taxiway B Rehabilitation work has been deferred until a later date when the condition of the Runway 25L pavement can be evaluated and remediated.

## AIRSIDE ELEMENT - Runway Safety Area Improvements Project - South Side (A014A)

### **Project Description**

This project will make improvements to the Runway Safety Area (RSA) on the west end of Runway 7L/25R, to meet FAA Standards and meet Federal mandated improvements by end of 2015. The project will extend the west end of Runway 7L/25R by approximately 850 feet to provide the full 1,000 feet clearance requirement for the RSA. This project will also require demolition of existing taxiway connector B16, grading, construction of new runway and taxiway pavement, associated storm drains and electrical utilities, pavement markings and striping, airfield lighting modifications, installation of new airfield lights, Navaids relocation, barricades, blast fence and other specialty items.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

The Design is 100% complete.

### **Construction Progress**

The Board approved the Authorization to Advertise for construction bids during the September 17, 2013 meeting; and the Notice Inviting Bids (NIB) was issued on November 27, 2013. Bids were received in January 2014; and are being evaluated.

### **Budget Status**

The project is trending on budget; and the impact of the Issue (below) is being determined.

### **Schedule Status**

The schedule is being revised to reflect the revised implementation scenario described in the Issues (below).

### **Issues**

This project was planned to be bid and constructed in conjunction with the Southside Runway 25R/7L RSA project. LAWA Management has directed ADG to revise the plans decoupling the Runway 25R/7L and Taxiway B Rehabilitation work from the west end Runway 25R/7L RSA work. This is due to concerns that the existing Runway 25L pavement may not be able to take the increased aircraft traffic loads during the full Runway 25R/7L closure necessary to perform the rehabilitation work. ADG has revised the design drawing and issued NIB for the west end Runway 25R/7L RSA work on November 27, 2013. The east end Runway 25R/7L and Taxiway B Rehabilitation work has been deferred until a later date when the condition of the Runway 25L pavement can be evaluated and remediated.

## AIRSIDE ELEMENT - ONT Runway 8L RSA Improvement (A019A)

### **Project Description**

The project will provide a FAA standard Runway Safety Area (RSA). The improvements consist of: Regrading portions of the RSA, relocating portions of the service roads at perimeter service area gates, and extending the concrete cover on top of the West Cucamonga Channel. Additionally, portions of impacted areas will require perimeter fencing realignment.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

The bids were received on October 24, 2013 and have been reviewed. The Board approved the recommendation to award the construction contract on December 17, 2013.

### **Budget Status**

LAWA received an FAA AIP grant for 80% of the construction cost for this project in September 17, 2013.

The price proposal from the the low-bidder exceeded the engineer's estimate for this scope of work; and ADG processed the budget transaction to resolve the impact.

### **Schedule Status**

The project is trending on schedule.

### **Issues**

None at this time.

## **BRADLEY WEST ELEMENT - Bradley West Gates (M201A)**

### **Project Description**

The project consists of the construction of new double-loaded North and South Concourses at Tom Bradley International Terminal (TBIT) and IWBT. The configuration of the concourses will be based upon the approved aircraft parking layout consisting of nine (9) A380 gates and five (5) Airplane Design Group (ADG) V gates and three (3) narrow-body gates. In addition, the work will consist of constructing approximately 540,000-sq. ft. of space for passenger services (concessions, toilets etc.), building systems (mech/elect/plumbing), building maintenance, airline operations, retail/food service concessions, concessions storage areas, back of house secured circulation space and airline lounges. The project will also include Building Systems (pedestrian transportation systems, HVAC, electrical and plumbing, drainage, lighting), Telephone System, Life Safety Systems (PA and smoke/fire detection, alarm and sprinkler) and Terminal Systems such as Electronic Visual Information Display System (EVIDS), baggage conveyance, building management systems, access control, intrusion alarm, etc.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

The Bradley West Terminal became operational on September 18, 2013. A Certificate of Partial Acceptance has been issued to the contractor. The project team continues to pursue Final Acceptance of the project.

### **Budget Status**

With the project now approaching final acceptance, a concentrated effort is underway to close out outstanding issues and to negotiate them to bring the final project cost within budget. LAWA has received a significant number of change orders, which are progressing through the merit review and negotiation phases. The budget may indicate negative variances as these change requests are merited and negotiated.



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## BRADLEY WEST ELEMENT - Bradley West Gates (M201A) - Continued

### **Schedule Status**

Early Operation of Gate 134

Target Date: 08/01/12      Actual Date: 8/26/12

Operation of North Concourse (West Gates):

Target Date: 01/03/13      Actual Date: 02/25/13

West Gates Substantial Completion

Target Date: May-2013      Actual Date: 9/18/13

### **Issues**

The Bradley West Terminal became operational on September 18, 2013. A Certificate of Partial Acceptance has been issued to the contractor. The project team continues to pursue Final Acceptance of the project .

## **BRADLEY WEST ELEMENT - Bradley West Core Improvements (M203A)**

### **Project Description**

This project will provide improvements to the Federal Inspection Service (FIS) facilities in Tom Bradley International Terminal (TBIT) and allow for the development of new 693,000-sq. ft. improved departure level (post security) passenger amenities, including new restrooms, concessions, airline lounges, and administrative offices within TBIT's existing north and south concourses; renovates TBIT Phase 0, and included is the Integrated Environmental Media System (IEMS) which employs cutting edge technology to create an iconic passenger experience.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

The Bradley West Terminal became operational on September 18, 2013. A Certificate of Partial Acceptance has been issued to the contractor. The project team continues to pursue Final Acceptance of the project.

### **Budget Status**

With the project now approaching final acceptance, a concentrated effort is underway to close out outstanding issues and to negotiate them to bring the final project cost within budget. LAWA has received a significant number of change orders, which are progressing through the merit review and negotiation phases. The budget may indicate negative variances as these change requests are merited and negotiated.

### **Schedule Status**

Milestone #3 – New Core Construction Complete  
Target Date: May-2013      Actual Date: 9/18/13

### **Issues**

The Bradley West Terminal became operational on September 18, 2013. A Certificate of Partial Acceptance has been issued to the contractor. The project team continues to pursue Final Acceptance of the project.

## **BRADLEY WEST ELEMENT - Bradley West Traffic Mitigations -World Way South/Center Way (M203C)**

### **Project Description**

This project will allow for the mitigation measure related to the Bradley West Project EIR to be implemented at this intersection, specifically widening World Way South at the approach at Center Way to provide an additional right turn lane. In addition, this project will address additional opportunities for improvements to the intersection, including adjustments to curb radii to allow for better and safer turning of vehicles, upgrades to the ADA access ramps to bring them to current standards and other miscellaneous and related improvements.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

This project has been combined with the Second Level Roadway (SLR) and the New Face of the CTA (NFCTA) Phase 2 Construction Management At Risk (CMAR) Procurement. The CMAR RFP was released on July 24, 2013. The pre-proposal meeting was held on August 9, 2013; and the proposals were received on September 19, 2013. Interviews were held on October 17, 2013. Invitations to price sent on October 28, 2013 with pricing submissions due on November 21, 2013. Pricing Packages were submitted and evaluated. A recommendation to award was presented; and the Board of Airport Commissioners awarded the CMAR Contract on January 13, 2014.

### **Budget Status**

The price proposal from the low-bidder exceeded the engineer's estimate for this scope of work; and ADG processed the budget transaction to resolve the impact.

### **Schedule Status**

The project is trending on schedule.

### **Issues**

See Budget Status above.



## **BRADLEY WEST ELEMENT - Art In Public Places (M308A)**

### **Project Description**

The program, part of the City of Los Angeles commitment to the community, commissions local artists to produce original artwork for public places. The City passed a law in 1989 allocating one percent of all capital improvement costs to commission art in public places. The Department of Cultural Affairs administers this program through its Public Art Division, aiming to utilize this one percent to contribute enduring, contemporary art experiences to public facilities in the City.

### **Planning and Programming Status**

The Art Oversight Committee (AOC) reviewed six applications in response to their invitation and selected three finalists: Ball-Nogues Design Studio; Mark Bradford; and Pae White Studio. The Department of Cultural Affairs has initiated contracts with the selected finalists for \$1 million each; and is monitoring the artists' progress with established payment milestones. Ball-Nogues' artwork will be located in the North Light Well; Mark Bradford's artwork will be located in the existing TBIT building, Ticketing Lobby (Mezzanine Level); and Pae White's artwork will be located in the Sterile Corridor.

### **Design Progress**

Ball-Nogues Studio: The artists will procure and install lighting, as the final step in the artwork installation process.

Pae White: Fabrication has been delayed approximately three months due to design resolution for the brackets intended to hold multiple cords. The artist's fabricator, Carlson Arts, received the permit from LADBS, and has ordered the artwork materials.

Mark Bradford: Permit was compiled and submitted to LADBS; ADG routed a duplicate set to Fentress and JAMA for concurrent review. The fire testing is complete and the artwork received a Class B rating, which meets code..

## **BRADLEY WEST ELEMENT - Art In Public Places (M308A) - Continued**

### **Construction Progress**

Ball-Nogues Studio: The light fixtures have been ordered and the artists anticipate receiving them in February. In the meantime, they'll secure the electrical permit.

Pae White Studio: Materials (cords and brackets) have been ordered. Carlson Arts expects samples of the anodized brackets in approximately three weeks. Carlson Arts proposed a schedule of studio visits for the team to inspect the artwork fabrication: end of April (after the cord has been received); mid-May (review brackets); and mid-June (during sorting/labeling/pre-stringing phase and before the materials are brought to LAX). During installation, Carlson will do a punch list after each bay is completed to avoid going doubling back within the corridor. Carlson will start the installation in the South Corridor and use two teams to install brackets and cords.

Mark Bradford: All panels are in process, including additional panels (30 to 40) for testing. Lexington will start building the sculpture in their studio starting in mid-February or the first week of March. Tentative earliest studio visit would be in mid-March. Lexington is estimating three and half months to four months for fabrication and nine weeks for installation. Logistics coordination with ADG and CMJV in process.

### **Budget Status**

Ball-Nogues has received a portion (\$129,989) of their fifth milestone for completion of the artwork installation. The final portion (\$32,000) will be paid upon completion of the lighting installation. In addition, the final invoice will reflect deductions for the installation of the post supports by WAJV and the construction and demolition of the barricade for the work space. Pae White and Mark Bradford have received their third milestone payments. This project is tracking to the budget.

### **Schedule Status**

Ball Nogues: The artists are working on a draft schedule to install the lighting. Installation of the lighting is expected to occur in February or March.

Pae White: Fabrication is behind schedule by approximately three months. Carlson will stress the schedule with the bracket vendor (in China) and push them as much as possible. Carlson informed the team that business slows down for three weeks in China during Chinese New Year. In order to advance the schedule, Carlson may expedite the shipping of the brackets from China by splitting the shipment in half to start the sorting process at Carlson's studio. The team will hold monthly meetings with the artist, Carlson, LAWA, and DCA starting in mid-December. At this time, Carlson estimates the earliest they would be able to start installation is in mid-June and completing installation by mid-October 2014.

Mark Bradford: Depending on the TBIT construction process, the Artist's project is anticipated to complete on schedule with a 40-day installation period occurring late July to mid-September 2014.

## BRADLEY WEST ELEMENT - Art In Public Places (M308A) - Continued

### **Issues**

For Pae White, there has been some discussion about the nightly installation window available to Carlson; a four-hour minimum per night is required. Since Carlson is on a fixed budget, they will do as much pre-stringing off site. Our team will need to coordinate closely with Operations on the daily flight schedule and with MSD/Facilities Management on the night cleaning crew.

The other issue for Pae White is the schedule; the east gates open in August 2014. Carlson will create a more detailed schedule with finish dates for each gate. At this time, Carlson estimates installation will be completed by mid-October 2014.

For Mark Bradford, the artist and LAWA staff will need to develop a detailed phasing schedule and work plan as the artwork will install while the existing TBIT is under renovation.

## **BRADLEY WEST ELEMENT - Bradley West Core Renovation/East Ramp and Concourse Demo Project (M402A)**

### **Project Description**

This project enables the operation and use of the east gates at Bradley West, improves customer service and convenience within the existing Tom Bradley International Terminal (TBIT) core building and improves the terminal's infrastructure to better meet current and future demand. This project represents the last phase of construction associated with the new Bradley West facility where the overall project scope of work includes:

Existing TBIT core renovation, which will include temporary and permanent passenger security screening checkpoints (SSCP);

Apron and concourse demolition and the construction of apron paving; and

Bradley West Connection between the existing TBIT Core to the new Bradley West Core.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

LAWA issued an administrative Notice-to-Proceed (NTP) on September 9, 2013 and a construction NTP on November 12, 2013. Construction activities, such as mobilization and barricade installation, commenced in December 2013.

### **Budget Status**

Over 60% of the subcontractor bid packages have been awarded; and the remainder are in process. The project is trending to budget.

### **Schedule Status**

The contractor's baseline submittal was received and is being evaluated.

### **Issues**

None at this time.

## **BRADLEY WEST ELEMENT - New Face of CTA - Phase 1 (M403A)**

### **Project Description**

This portion of the new face of the CTA project takes place at both the Departures and Arrivals level of the Tom Bradley International Terminal (TBIT). Scope at the Departures levels is focused on replacement of existing space frame canopies from over the three terminal entryways and from over the north and south escalator complexes. They will be replaced and augmented with new contemporary canopies along the curbside, at the three main entryways and over the escalators. Work at the Arrivals level will reconfigure and improve the exiting vestibules by demolishing existing planters and paving, raising the general site to street level and installing new lighting, planters and landscaping. The landscaping will include new plant material in planters at the Departures level that overlook Arrivals.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

Construction was completed in June 2013. Punch list and nominal training activities are on-going; and expected to be complete by March 2014.

### **Budget Status**

The project is trending on budget.

### **Schedule Status**

Construction was completed in June 2013. Punch list and nominal training activities are on-going; and expected to be complete by March 2014.

### **Issues**

None at this time.

## **CUP REPLACEMENT ELEMENT - Central Utility Plant (C001A)**

### **Project Description**

The project provides a replacement Central Utility Plant (CUP) to supply heating hot-water and chilled water to the Central Terminal Area (CTA); the required chillers, pumps, generators, boilers and piping to produce and distribute the hot and cold water; and gas turbine driven generators with heat recovery steam generators (co-generation). The project also includes:

Utility Distribution System: This project includes interconnection to existing piping as well as providing completely new services to Bradley West and the existing terminals and the replacement or bypassing of some existing piping.

Demolition: Demolition of the existing CUP, cooling towers, an electrical substation and existing maintenance buildings located at the footprint of the new CUP.

Pump Room upgrades: Pump Rooms in each terminal will be renovated with new chilled and hot water system equipment: Pumps, controls, heat exchangers, variable frequency drives, MCCs, and controls replacing existing equipment of original vintage.

Facility Management and Control System (FMCS): FMCS to be located in the control room and related control equipment to be furnished for installation in the mechanical rooms of the terminals.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Formal training of CUP personnel continues; and feedback and grade sheets continue to indicate a high rate of information retention. The Field Performance Test and System Commissioning plans is progressing on schedule.

### **Construction Progress**

Construction activities inside the new Central Utility Plant are nearing completion and most activity is directed towards activation: all five electric chillers are now operational; and the boilers are serving four of the CTA Terminals and activation is progressing on schedule.

### **Budget Status**

This project is tracking to budget.

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## **CUP REPLACEMENT ELEMENT - Central Utility Plant (C001A) - Continued**

### **Schedule Status**

The Phase 2 milestone is currently 120-days behind schedule; and mitigation strategies are being developed with the contractor.

### **Issues**

See Schedule Status above.

## **UTILITIES & INFRASTRUCTURE ELEMENT - Electrical, Communications and Water Utility Ext. - 5th Feeder Project (U020A)**

### **Project Description**

This project will construct a new 2x6, 34.5 kV duct bank from the vicinity of the Theme Building, where the new duct bank will tie into the 2x5 power duct bank constructed by the new Central Utility Plant (CUP) Project, to Sepulveda Boulevard to provide the necessary infrastructure to allow LADWP to pull a new 5th Feeder to the airport for increased capacity and a more reliable redundant electrical power source available for Airport use. In addition, this project will install other improvements to include: two short extensions of a LAWA power duct bank and a communications duct bank for future use; a reclaimed water line to Sepulveda; the extension of a 24-inch fire waterline to Sepulveda; and the extension of a 16-inch domestic water line to Sepulveda.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

The 60% design package was submitted and reviewed by LAWA on November 15, 2013. Comments were returned to the designer to incorporate into the 90% submittal, which is anticipated in January 2014.

### **Construction Progress**

Subsurface potholing investigation was completed in November 2013, and the Designer is incorporating the results into the 90% design package.

### **Budget Status**

The project is tracking on budget.

### **Schedule Status**

LAWA is coordinating with the Department of Water and Power (DWP) during the design process to establish a definitive schedule for completion.

### **Issues**

None at this time.



## LANDSIDE ELEMENT - Second Level Roadway Expansion Joint and Deck Repairs (L008A)

### **Project Description**

This project provides for the repair and replacement of aging structural expansion joints on the Second-Level Roadway (SLR) in the Central Terminal Area (CTA). An expansion joint is an assembly designed to safely absorb the heat-induced expansion and contraction of adjoining concrete slabs. Specifically, this project will replace and repair joints and deck frames as recommended in the Caltrans bridge inspection report.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

This project has been combined with the Second Level Roadway (SLR) and the New Face of the CTA (NFCTA) Phase 2 Construction Management At Risk (CMAR) Procurement. The CMAR RFP was released on July 24, 2013. The pre-proposal meeting was held on August 9, 2013; and the proposals were received on September 19, 2013. Interviews were held on October 17, 2013. Invitations to price sent on October 28, 2013 with pricing submissions due on November 21, 2013. Pricing Packages were submitted and evaluated. A recommendation to award was presented; and the Board of Airport Commissioners awarded the CMAR Contract on January 13, 2014.

### **Budget Status**

The price proposal from the low-bidder was in-line with the engineer's estimate for this scope of work; and ADG processed the budget transaction to resolve the difference.

### **Schedule Status**

The project is tracking on schedule.

### **Issues**

See Budget Status above.

## LANDSIDE ELEMENT - Coastal Dunes Improvement Project (L012A)

### **Project Description**

This project proposes to restore the coastal dunes to a more natural state by removing existing pavement from certain abandoned streets and sidewalks and planting and/or seeding of native coastal plants. This project is a requirement of the 2006 LAX Stipulated Settlement Agreement. Item G of the Agreement calls for a project with a budget not exceeding \$3 million to:

- 1) Remove as much existing pavement as possible from abandoned streets and sidewalks, and;
- 2) Plant appropriate native vegetation in that area.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

The Board awarded the contract to the Griffith Company on August 20, 2013; and the Pre-Construction scheduling meeting was conducted on September 19, 2013. The NTP was issued on October 7, 2013.

The contractor has mobilized on site; and the removal work is underway.

### **Budget Status**

This project is tracking on budget.

### **Schedule Status**

The project is tracking on schedule; and substantial completion of the base scope is anticipated in February 2014.

### **Issues**

None at this time.

## **LANDSIDE ELEMENT - Manchester Square / Belford Demolition Program (L015A)**

### **Project Description**

This project will demolish several residential properties, both single and multi-family types, located in the Manchester Square and Belford residential neighborhoods. The project scope includes hazardous material survey and abatement, demolition of structures, legal disposal of demolition debris; all regulatory notifications and permits; temporary and permanent fencing and site security; recycling of salvageable materials; dust and noise control; and site grading, irrigation and landscaping.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

On December 17, 2012, the Board awarded the contract to Asbestos Instant Response, Inc.; and Notice to Proceed was issued February 20, 2013.

Construction is completed. Notification of Acceptance has been sent to the contractor and the Notice of Completion and Acceptance has been recorded with the County.

### **Budget Status**

The project was completed on budget; and project close-out activities are underway.

### **Schedule Status**

The project was completed on schedule.

### **Issues**

None at this time.

## LANDSIDE ELEMENT - CTA - Landside Accessibility Improvements - Phase 2 (L018A)

### **Project Description**

The project will correct 263 of the 563 ADA deficiencies in the Central Terminal Area as identified by the 2010 Accessibility Study; the remaining ADA deficiencies were either included in the "LAX CTA Landside Accessibility Improvements - Phase 1" project or are being resolved as part of another LAWA project. The majority of Phase 2 work will involve repairing/replacing curb ramps, striping, signage and sidewalk.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

The design has progressed through 30%; and pre-construction activities commenced in December 2013.

### **Construction Progress**

Construction contract is not yet awarded.

### **Budget Status**

The project is trending on budget; though the budget may be impacted as the project scope is refined through the design process.

### **Schedule Status**

The project is trending on schedule.

### **Issues**

Forty-five (45) of the improvements envisioned for this project scope will be transferred to projects that are already underway or are in the process of being awarded. The design and pre-construction is progressing on the remaining 218 improvements; and the budget may be impacted as the scope is finalized.

## LANDSIDE ELEMENT - Orange Line Busway (FlyAway Site) (L017A)

### **Project Description**

This project helps to fulfill a requirement of the Settlement Agreement for the LAX Master Plan. The project provides the site improvements needed to establish a new FlyAway site near the Woodley Avenue/Victory Boulevard transit stop along the Orange Line Bus Bay. This new FlyAway site provides a connection to transit patrons along the Orange Line in the San Fernando Valley who would no longer need to drive to the Van Nuys FlyAway terminal to reach a bus connection to LAX. The existing FlyAway buses serving the Van Nuys terminal will be used to serve this new FlyAway site.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

The task order for design services is approved; and design commenced in late October 2013. The 60% design package is anticipated in February 2014.

### **Construction Progress**

Construction contract is not yet awarded.

### **Budget Status**

The design services task exceeds the original budget, due primarily to the requirements of including additional entities, such as Metro, Los Angeles Department of Parks and Recreation, and the US Army Corps of Engineers, in the plan review process. The budget transaction to increase the budget is progressing through the approval process and is anticipated to be approved in March 2014.

### **Schedule Status**

The project is trending on schedule.

### **Issues**

The budget is impacted by the design services task order exceeding the budget, as described in the Budget Status section above.

## LANDSIDE ELEMENT - New Face of the CTA - Phase 2 (T012A)

### **Project Description**

This project implements various improvements that will dramatically enhance the passenger experience. The improvements adeptly capture the vibrant spirit of LAX by creating an inspiring and dynamic pedestrian and vehicular experience. The improvements are focused upon the upper level roadway within the CTA and include custom designed light poles and light bands along the outer edge of the upper level roadway and canopy extension from TBIT to T3 and T4.

### **Planning and Programming Status**

The project definition phase is complete.

### **Design Progress**

Tom Bradley International Terminal Canopy Extension drawings have been submitted to Los Angeles Department of Building and Safety (LADBS).

The RTI has been issued by the Department of Building and Safety for this project on 10/2/13.

### **Construction Progress**

This project has been combined with the Second Level Roadway (SLR) and the New Face of the CTA (NFCTA) Phase 2 Construction Management At Risk (CMAR) Procurement. The CMAR RFP was released on July 24, 2013. The pre-proposal meeting was held on August 9, 2013; and the proposals were received on September 19, 2013. Interviews were held on October 17, 2013. Invitations to price sent on October 28, 2013 with pricing submissions due on November 21, 2013. Pricing Packages were submitted and evaluated. A recommendation to award was presented; and the Board of Airport Commissioners awarded the CMAR Contract on January 13, 2014.

### **Budget Status**

The price proposal from the low-bidder exceeded the engineer's estimate for this scope of work; and ADG processed the budget transaction to resolve the impact.

### **Schedule Status**

The project is trending on schedule.

### **Issues**

See Budget Status above.

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## RESIDENTIAL/SOUNDPROOFING ELEMENT - Noise Mitigation/Soundproofing (City of LA) (S002A)

### **Project Description**

This project will provide soundproofing of approximately 9,400 eligible dwelling units making them land use compatible.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

No additional design is ongoing.

### **Construction Progress**

Four construction contracts have been awarded and are in different stages of sound mitigating 317 units.

This component of the Noise Mitigation / Soundproofing Program is 96% complete.

### **Budget Status**

This project is trending to complete on budget.

### **Schedule Status**

Project is trending on schedule with contract group RSP 14.12 proceeding towards a March 2014 completion.

### **Issues**

None at this time.

## TERMINAL ELEMENT - Elevators and Escalators Replacement (T001A)

### **Project Description**

This project will upgrade / replace all aging elevators, escalators and moving walkways at LAX, which have exceeded their useful life expectancy. These units will be upgraded/replaced in staggered Priority Groups.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Priority II-IV Site Mods - Design is 100% complete.  
Priority II-IV GC MRL Elevators - Design is 100% complete.  
Parking Garage elevators replacements design is complete.

### **Construction Progress**

Priority I Site Mods - The contract has been closed out.  
Priority II - Procurement - Fabrication is at 80%. Forty six units in service.  
Priority II-IV Site Mods - See Schedule Status below.  
Priority II-IV GC MRL Elevators - Combined with the Priority II-IV Site Mods.  
Parking Structure MRL Elevators - Bid rejection is recommended with a re-advertisement for bids in January 2014 (see Issues below).

### **Budget Status**

Kone's 3 year maintenance contract is underway; and the other awarded contracts are tracking on budget. The Phase IV parking garage bids have exceeded the estimate; and a budget increase will be processed after the new bids are received and evaluated.

### **Schedule Status**

Priority II-IV Site Mods contract began June 20, 2012. The first 48 units have been returned to service and 14 units are currently under construction. Eight more units are scheduled to begin construction in February 2014.

### **Issues**

The Phase IV parking garage elevator upgrades bids were opened with only 2 bidders submitting. Bids have been evaluated for Administrative compliance and Staff is having the Engineer's Estimate evaluated based on the conformed set of documents. Bid rejection is recommended with a re-advertisement for bids in February 2014.



## TERMINAL ELEMENT - Terminal MPOE and IT Room Expansion (T014A)

### **Project Description**

This project implements twenty-one (21) Terminal Main Point of Entry (MPOE) and IT Rooms within the existing terminals. These IT rooms provide an industry-standard, clean and secure, permanent space for the next generation of network switching, application servers and other IT support equipment.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Terminals 3, 4, 5, 6, 7 & 8:

The on-call Architectural/Engineering is designing for Terminals 3, 4, 5, 6, 7 and Terminal 8. The full design Task Order was issued in September 27, 2013 to complete design services of Terminals 3, 4, 5, 6, 7 and 8; and the 60% Design Development is underway.

### **Construction Progress**

The Board approved the Construction Manager at Risk (CMAR) contract on December 17, 2012; and Pre-Construction Services commenced on January 22, 2013.

Terminals 3, 4, 5, 6, 7, 8

The construction packages are in discussion for the best delivery of these IT rooms. The design schedule will be shifted pending the outcome of the construction packages.

### **Budget Status**

Terminal 3, 4, 5, 6, 7 & 8:  
Project trending on budget.

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## TERMINAL ELEMENT - Terminal MPOE and IT Room Expansion (T014A) - Continued

### **Schedule Status**

The project is trending on schedule.

### **Issues**

None at this time.

## TERMINAL ELEMENT - ADA Accessibility Improvements (T016A)

### **Project Description**

Los Angeles International Airport (LAX), during its continuous periods of remodeling, has always strived to maintain an accessible facility with all new work. Ongoing changes to the airport Central Terminal Area (CTA), which include all nine terminal buildings, eight parking structures, administrative building, Central Utility Plant, Control Tower, the Theme Building, surface parking lots, and all the interconnected roadways and sidewalks have attempted to keep up with the accessibility requirements needed for total access. Due to the complexities of the projects and the changing requirements found in later editions of the access codes, it was found that some CTA elements could be improved. This project implements those improvements.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Phase 1A - Design is 100% complete.

Phase 1B/1C - The designs for Terminals/Parking Structures 2, 6, 1, 3, 4, 5, 7 and General and Miscellaneous Improvements at World Way East Entry are complete. ADG issued Notices to Proceed (NTPs) for Terminal 3/Parking Structure 3 and Terminal 4/Parking Structure 4 on November 18, 2013. General Services Department will provide an estimate for the Terminal 7/Parking Structure 7 and the General and Miscellaneous Improvements at World Way East Entry packages in February 2014.

### **Construction Progress**

Phase 1A - Construction was 100% completed on October 24, 2013.

Phase 1B/1C - The recommendation to award was approved on June 18, 2013; and the Notices to Proceed for Terminals/Parking Structures 2 and 6 were issued on July 16, 2013. Construction at Terminal 2/Parking Structures 2A and 2B began on August 19, 2013 and is 88% complete. Construction at Terminal 6 began on September 19, 2013 and is 86% complete.

ADG issued Notices to Proceed for Terminal 3/Parking Structure 3 and Terminal 4/Parking Structure 4 on November 18, 2013. Construction at Terminal 3/Parking Structure 3 began on December 16, 2013 and is 56% complete. ADG will issue the Notice to Proceed for the next terminal/parking structure package after satisfactory progress is made on Terminal 3/Parking Structure 3 or Terminal 4/Parking Structure 4.

### **Budget Status**

The project is tracking on budget.



## TERMINAL ELEMENT - ADA Accessibility Improvements (T016A) - Continued

### **Schedule Status**

The project is tracking on schedule.

### **Issues**

This project scope includes movement of pedestrian push buttons and pedestrian signals which belong to the City of Los Angeles's Department of Transportation. Movement of such equipment requires the preparation of signal plans. The New Face of the CTA project also involves signal plans for work on traffic signals in the same areas. The New Face of the CTA project team has agreed to incorporate our signal plans into theirs. The portion of work in this ADA Accessibility Improvements project involving the Department of Transportation's equipment will likely be constructed by the New Face of the CTA project. The methodology for transferring this scope from one project to another will be finalized once the New Face of the CTA contract is awarded.

## TERMINAL ELEMENT - Concessions Enabling Project (T017A)

### **Project Description**

This project undertakes the initial renovation and upgrading of various fire protection components, electrical distribution elements, accessibility issues in Terminals 4, 5, 7 and 8; as a precursor to the Concessions Redevelopment Program.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Design is 100% completed.

### **Construction Progress**

The Terminal 5 work continues at Stair 61 and Enclosure 57; and exit signs and door hardware installation continues, as well.

### **Budget Status**

The project is tracking on budget.

### **Schedule Status**

To minimize duration of Gate shutdown and also reduce impact to ramp operation at Terminal 5, installation of stairs and 2-hour shaft enclosure will be done intermittently to accommodate airport operations; and all work is to be completed by November 2014.

### **Issues**

See Schedule Status above.

## **TERMINAL ELEMENT - Passenger Boarding Bridge Relocation (T028A)**

### **Project Description**

The Bradley West project provides an opportunity for LAWA to salvage fifteen (15) Passenger Boarding Bridges (PBBs) and associated equipment manufactured between 2006 and 2009; and relocate them to select location at Terminals 2, 3 and 6, where the existing equipment is in poor condition. Staff also identified there (3) additional bridges in these terminals that could be modified to extend their useful life and three (3) bridges that require demolition due to the age and condition of the equipment. In total, the PBB Relocation work will address twenty-one (21) PBBs at LAX.

### **Planning and Programming Status**

The project definition is complete.

### **Design Progress**

Phase 1- Terminal 2, 3 and 6:

The design for the first phase of the project to salvage, renovate, transport and eventually install fifteen (15) PBBs from Bradley West to Terminals 2, 3 and 6 is part of the design build Component Guaranteed Maximum Price (CGMP) approved by the Board on August 20, 2013.

Phase 2- Terminal 2:

The 90% Design progress set was received in December 2013. The Terminal 2 team finalized the CGMP package in December 2013; and the Board approved the CGMP in January 2014.

Phase 2- Terminals 3 and Terminal 6

The Designer has commenced the initial project audit and field investigation; and is preparing a proposal for full design services in February 2014. Design includes structural changes related to new PBB pedestals, and electrical changes to support Pre-conditioned Air and 400 Hz power on the relocated bridges.

## **TERMINAL ELEMENT - Passenger Boarding Bridge Relocation (T028A) - Continued**

### **Construction Progress**

The Component Guaranteed Maximum Price (CGMP) for the first phase of this project was approved by the Board on August 20, 2013. The first phase of the work will secure design and construction services to salvage, renovate, transport and eventually install fifteen (15) PBBs from Bradley West to Terminals 2, 3 and 6. Six additional bridges in Terminals 2, 3 and 6 will either be modified in place or demolished.

Removal of the bridges from TBIT South Concourse was completed on November 26, 2013. The removed PBB's are currently stored in site prepared on Imperial Avenue. PBB restoration and preparation for re-installation of the renovated PBBs will occur after the foundation and other site work is completed as Phase 2 of this project. PBB installation for Terminal 2 is forecast to start in September 2014. PBB installation for Terminal 3 and 6 is forecast to start in third quarter of 2015.

### **Budget Status**

This project is trending on budget.

### **Schedule Status**

The contractor has submitted the Baseline Schedule for the Phase 1 work; and the review is underway

### **Issues**

None at this time.

## TERMINAL ELEMENT – Terminal 2 Improvements

### **Project Description**

Terminal 2 is the second largest international terminal at LAX. In 2012, Terminal 2 served approximately 4.6 million international passengers. The terminal is approximately 30-years old and in need of improvements. LAWA has initiated a Terminal 2 Improvement Program designed to significantly improve the Terminal's level of service. This improvement program will provide major upgrades to the ticket lobby, baggage screening, bag claim, and concourse areas, as well as construction of all new concessions and upgrades of all systems (electrical, mechanical, telecom, etc.) that serve the terminal.

### **Planning and Programming Status**

The Project Definition phase is nearing completion.

### **Design Progress**

Ticketing Area / Bag Claim / Restroom Renovation:

The Notice to Proceed (NTP) for design services was issued on March 19, 2013. The Aesthetic Review Committee (ARC) has selected an option, along with several alternates, for pricing. A design finishes workshop was conducted in September 2013 and design direction was issued. The design team has incorporated the ARC comments and issued the 90% design deliverable in December 2013. The Terminal 2 team is developing a CGMP package; which ADG expects to recommend approval to the Board in February 2014.

Systems Upgrades:

The Notice to Proceed (NTP) for design services was issued on March 19, 2013. The 60% design submittal was completed in August 2013; and the 90% design deliverable was submitted on October 25, 2013. The contractor is preparing a CGMP package; which Airport Development Group (ADG) has finalized and is scheduled to recommend approval to the Board in January 2014.

### **Construction Progress**

Ticketing Area / Bag Claim / Restroom Renovation:

The Board approved the Construction Manager at Risk (CMAR) contract on December 17, 2012; and Pre-Construction Services commenced on January 22, 2013.

Systems Upgrades:

The Component Guaranteed Maximum Price (CGMP) for the electrical panel field survey and load testing was presented to the Board and approved on August 20, 2012. The subcontractors are proceeding through the contract approval and badging and continue presenting key construction submittals.



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## TERMINAL ELEMENT – Terminal 2 Improvements - Continued

### **Budget Status**

#### Ticketing Area / Bag Claim / Restroom Renovation:

The Aesthetic Review Committee (ARC) has selected an option, along with several alternates, for pricing. The project budget will be revised as the design submittal is advanced.

#### Systems Upgrades:

As part of the electrical upgrade field survey, the Terminal 2 team has identified additional work that will be required for compliance to current Los Angeles Building Code and manufacture operational temperature levels for warranty. The project budget will be revised as the design submittal is advanced; and it is likely the project cost will increase.

### **Schedule Status**

Project is tracking on schedule.

### **Issues**

As described within the Budget Status section above, continued scope refinement within both the aesthetic package and the systems package, is likely to impact the budget.

## **TERMINAL ELEMENT – Terminal 3 Improvements**

### **Project Description**

Terminal 3 is approximately 30-years old; and LAWA has initiated an Improvement Program designed to improve the passenger experience. The improvements consist of aesthetic improvements, such as terrazzo flooring, new ceiling and lighting treatments within the Ticketing Lobby; new gate counters and information technology improvements in the Satellite Area; and public restroom renovations.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

Ticketing Area / Bag Claim / Restroom Renovation:  
Design for the Ticketing Lobby and the Satellite area is 100% complete. The design task order for the restroom renovation work is prepared and being negotiated with the designer.

### **Construction Progress**

Ticketing Area / Bag Claim / Restroom Renovation:  
The Ticketing Lobby and the Satellite area construction was completed in February 2013. The restroom renovation construction work is planned to begin in early-2015.

### **Budget Status**

The Ticketing Lobby and the Satellite area construction was completed within budget in February 2013. The restroom renovation work is being designed through mid-2014; and the budget will be established as the scope and design details are refined.

### **Schedule Status**

Project is tracking on schedule.

### **Issues**

As described within the Budget Status section above, the restroom renovation work is being designed through mid-2014; and the budget will be established as the scope and design details are refined.

## TERMINAL ELEMENT - Terminal 4 Connector (T011A)

### **Project Description**

The project consists of the design and construction of a CAL Green certified, multi-use, multi-level facility including a Checked Baggage Inspection System (CBIS), South Matrix Interline Baggage Transfer facility, five lane Passenger Security Screening Check Point (SSCP), South Terminals Passenger Busport, Upper Level World Way Public Plaza, and a Secure Passenger connection between Tom Bradley International Terminal (TBIT) and Terminal 4. This project will also include the installation of a new fire water line in the proximity of the Terminal 4 Connector Building and capped for future utility connections.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

The Contractor is advancing the design document development; and anticipates completing the 100% Construction Document by December 2013. Overall design is 70% complete.

Design Package Status:

1. Gate 41 Improvements - 100% complete.
2. Building Foundations - 100% complete.
3. Structural Steel - 90% complete. 100% planned for January 2014.
4. Site Utilities - 90% complete. 100% planned for January 2014.
5. Primary Building - 60% complete. Design review is on-going.

### **Construction Progress**

Construction of the Temporary Interline System is complete; and testing activities are underway. Site demolition work has commenced. Overall construction progress is 14% complete.

### **Budget Status**

The project is tracking on budget.

### **Schedule Status**

The contractor's baseline schedule was approved in October 2013. The contractor has submitted a revised baseline which includes the Visioning work that was incorporated in November 2013. The revised baseline is being reviewed by LAWA.

### **Issues**

None at this time.

## **TERMINAL ELEMENT – Terminal 6 Improvements**

### **Project Description**

The Systems Upgrade project consists of rebuilding or replacing approximately 204-panels and 22 Electrical Rooms and 43 other terminal locations. The project also involves the addition of panels to provide power to future electrified ground service equipment, but not any of the GSE specific equipment. The existing feeder conductors are expected to remain, however that assumption will be verified through a field investigation and survey.

### **Planning and Programming Status**

The Project Definition phase is underway.

### **Design Progress**

The designer submitted their revised cost proposal for Design Services and it is being reviewed by LAWA. The task order for full design services is anticipated to be issued in January 2014.

### **Construction Progress**

The Board approved the Construction Manager at Risk (CMAR) contract on December 17, 2012; and Pre-Construction Services commenced on January 22, 2013.

### **Budget Status**

The project is tracking to budget, though the Issue outlined below may have an impact.

### **Schedule Status**

Project is tracking on schedule, though the Issue outlined below may have an impact.

### **Issues**

The Terminal 6 team has identified additional work that may be required by this project; and a preliminary Field Survey is underway to refine the scope assumptions and the overall implementation plan. It appears there may be additional work required for compliance to current Los Angeles Building Code. The team is working to mitigate any potential schedule or cost impact.

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## TERMINAL ELEMENT – Terminal 7/8 Improvements

### **Project Description**

LAWA Airports Development Group (ADG) is managing the design services for the renovation of fifteen (15) restrooms in the terminal. The construction will then be completed by United Airlines as part of their major renovation program.

### **Planning and Programming Status**

The Project Definition phase is complete.

### **Design Progress**

LAWA is managing the restroom renovation design; and the 60% submittal is anticipated in January 2014. It is anticipated that the design will be suspended at that submittal, as United Airlines has indicated the restroom locations may change as a result of their improvement program.

### **Construction Progress**

Construction is expected to be implemented by United Airlines, as part of an overall Tenant-sponsored Terminal Renovation and Upgrade Program.

### **Budget Status**

The restroom renovation design is proceeding within budget; though the Issue identified below may impact the budget.

### **Schedule Status**

The restroom renovation design is proceeding within schedule; though the Issue identified below may impact the schedule.

### **Issues**

United Airlines has indicated the restroom locations may change as a result of their terminal-wide improvement program; and this decision may impact the budget and/or schedule.

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## TENANT IMPROVEMENTS ELEMENT - Terminal Commercial Management (TCM) (TI00)

### **Project Description**

The Terminal Commercial Management (TCM) agreements provide for the development, leasing and management of convenience retail, specialty retail, food and beverage and certain other passenger services in Terminals 1, 2, 3, 6, Tom Bradley International Terminal and the Theme Building. In support of the development activities required in the TCM agreements, the TCM and its concession tenants anticipate at least \$160.5 million in initial premise improvements and up to another \$74.5 million in non-premise (public seating, restrooms, common area enhancements, etc.) improvements to the terminal facilities and Theme Building. The details of the investment program, by facility or Area, are developed in the form of a Definitive Improvement Plan (DIP) which requires LAWA review and approval. Each DIP identifies the premises to be incorporated into the respective TCM agreement and the cost of any related non-premises improvements. In accordance with the TCM agreements, the development and investment in non-premises improvements in the terminal facilities and Theme Building are capital assets to be acquired by LAWA subject to Board approval of each DIP.

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## TENANT IMPROVEMENTS ELEMENT - Terminal 1 (TI01)

### **Project Description**

Southwest Airlines is preparing a major renovation program for Terminal 1. These renovations include: improvements to the passenger security screening checkpoint; the design and implementation of a new inline Checked Baggage Inspection System (CBIS) and baggage sorting system; upgraded holdrooms and associated building infrastructure; refurbished arrival/baggage claim area; replacement of the passenger boarding bridges; renovations to airline support office space; and the replacement of aircraft paving sections and associated fuel hydrant pit locations.

## TENANT IMPROVEMENTS ELEMENT - Terminal 5 (TI05)

### **Project Description**

Delta Airlines is renovating Terminal 5 through a series of projects including: upgrade to the Terminal 5 customs and border protection and federal inspection station (CBP/FIS) processing area, construction of an in-line baggage screening facility, upgrade of the Terminal 5 security screening check point (SSCP) by reworking the queuing area, adding escalators and adding additional lanes for passenger screening, upgrade of the ticket lobby and baggage claim, upgrade the signage and wayfinding, and improvements in the gate and departure levels in Terminal 5. In addition to Delta's renovation, a phased implementation of a new concessions program in the terminal began in the fall of 2011.

Overall, work in Terminal 5 includes the scope, both airline and LAWA-related, being done by Delta Airlines, Elevator and Escalator Replacement and Concessions.





## TENANT IMPROVEMENTS ELEMENT - Terminal 6 (TI06)

### **Project Description**

Alaska Airlines has recently completed an upgrade of Terminal 6 through multiple projects including: construction of an in-line baggage screening facility project; construction of Alaska's "airport of the future;" a rework of the ticket lobby; construction of additional lanes for the security screening check point; reconstruction of the FIS corridor in the satellite extension; replacement of the escalators and elevators in the terminal and upgrading the departure area finishes. The concessions program for Terminal 6 is currently in the procurement development stage in coordination with the Terminal Commercial Manager (TCM) program delivery method.



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## **TENANT IMPROVEMENTS ELEMENT - Terminal 7/8 (TI07)**

### **Project Description**

United Airlines is preparing a major renovation program for Terminal 7/8. These renovations include: improvements to the passenger security screening checkpoint; the design and implementation of a new inline Checked Baggage Inspection System (CBIS) and baggage sorting system for Terminals 7 and 8; upgraded holdrooms and associated building infrastructure; refurbished arrival/baggage claim area; replacement of the passenger boarding bridges; renovations to airline support office space; and constructing a new premium passenger lounge and support office space.



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## WORK IN PROGRESS OVERVIEW

### **User's Guide - Work in Progress**

This section lists the projects that are in various stages of pre-development. Typically, these projects represent efforts for which LAWA has committed funding for the design; not the construction. A project in this category will experience variability as the project scope is refined. Once the design is suitably developed and a reasonable project cost can be estimated, the project will move into an execution element.

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## WORK IN PROGRESS - West Maintenance Area (A017A)

### **Project Description**

This project entails the construction of approximately 180,000 sq. yards (37 acres of aircraft apron) that will be between the west side of Taxiway AA and the east side of Pershing road; south of World Way West Road toward Taxiway B, and 100,000 sq. yards (21 acres) of area rough grading for proposed hangar and parking improvements, that may be developed by a third party. Associated ancillary improvements include: demolition of existing facilities, apron pavement, edge lighting, signage, flood lighting, wash rack and recycling system, Remain Overnight Parking (RON) kits (ground power, potable water, pre conditioned air), vehicle charging stations, storm drainage, etc.

### **Issues / Status**

The Project Definition phase is nearing completion.

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## WORK IN PROGRESS - Bradley West Outbound Baggage Handling System (M404A)

### **Project Description**

This project enhances and modifies the existing TBIT In-line Baggage Handling System (BHS) to provide better processing and increased throughput of baggage to accommodate future predicted growth. This will be accomplished primarily by revamping the existing layout to provide more BHS Checked Baggage Inspection room.

### **Issues / Status**

The project definition phase is nearing completion. The design documents are submitted to LAWA and the TSA for review.

The TBIT EDS is an enabling project for the Bradley West Outbound BHS project. The work involves installing 2 EDS machines into the existing oversized baggage lines located at the Apron Level of TBIT. This project will add additional baggage screening capacity and will help alleviate problems during the main Bradley West Outbound BHS work in the future.

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## WORK IN PROGRESS - Midfield Satellite Concourse (North Gates) (T026A)

### **Project Description**

The new Midfield Satellite Concourse, west of the Tom Bradley International Terminal (TBIT), is expected to provide up to 11 new aircraft gates for Group V and VI aircraft, such as the Airbus A380 and the Boeing 747-8. The project may also include taxiway/taxilane improvements, utility improvements, and other work as described in the Notice of Preparation of an Environmental Impact Report (released February 8, 2013).

### **Issues / Status**

The Project Definition phase is underway.

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## WORK IN PROGRESS - Terminal 3 Restroom Enhancements (T029A)

### **Project Description**

The restroom enhancement project involves renovating all the existing finishes in the restrooms (floors, walls, ceilings) and the replacement of all the existing fixtures (toilet, sinks and urinals) in the twelve (12) public restrooms in the terminal. New doors, lighting, mirrors, toilet partitions, paper towel dispensers and soap dispensers will also be installed. There will be new HVAC distribution back to the nearest main trunk line, new electrical distribution and new plumbing within the restroom, among other associated work.

### **Issues / Status**

The project definition phase is complete; and pre-design activities are underway.

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## WORK IN PROGRESS - LAX Runway 6L-24R RSA Improvements and Rehabilitation (A021A)

### **Project Description**

This project implements interim improvements in the northern runway area, including the relocation of a vehicle service road (VSR) along Lincoln Boulevard, relocation of a section of VSR within the RSA boundary, runway pavement rehabilitation and pavement markings.

### **Issues**

The Planning Phase is complete.





## PROGRAM MASTER SCHEDULE OVERVIEW

### User's Guide - Schedule

The information provided herein is designed to furnish users of the Airport Development Group (ADG) Program Construction Schedule Report with greater knowledge and a better understanding of the composition of the various components of the schedule report.

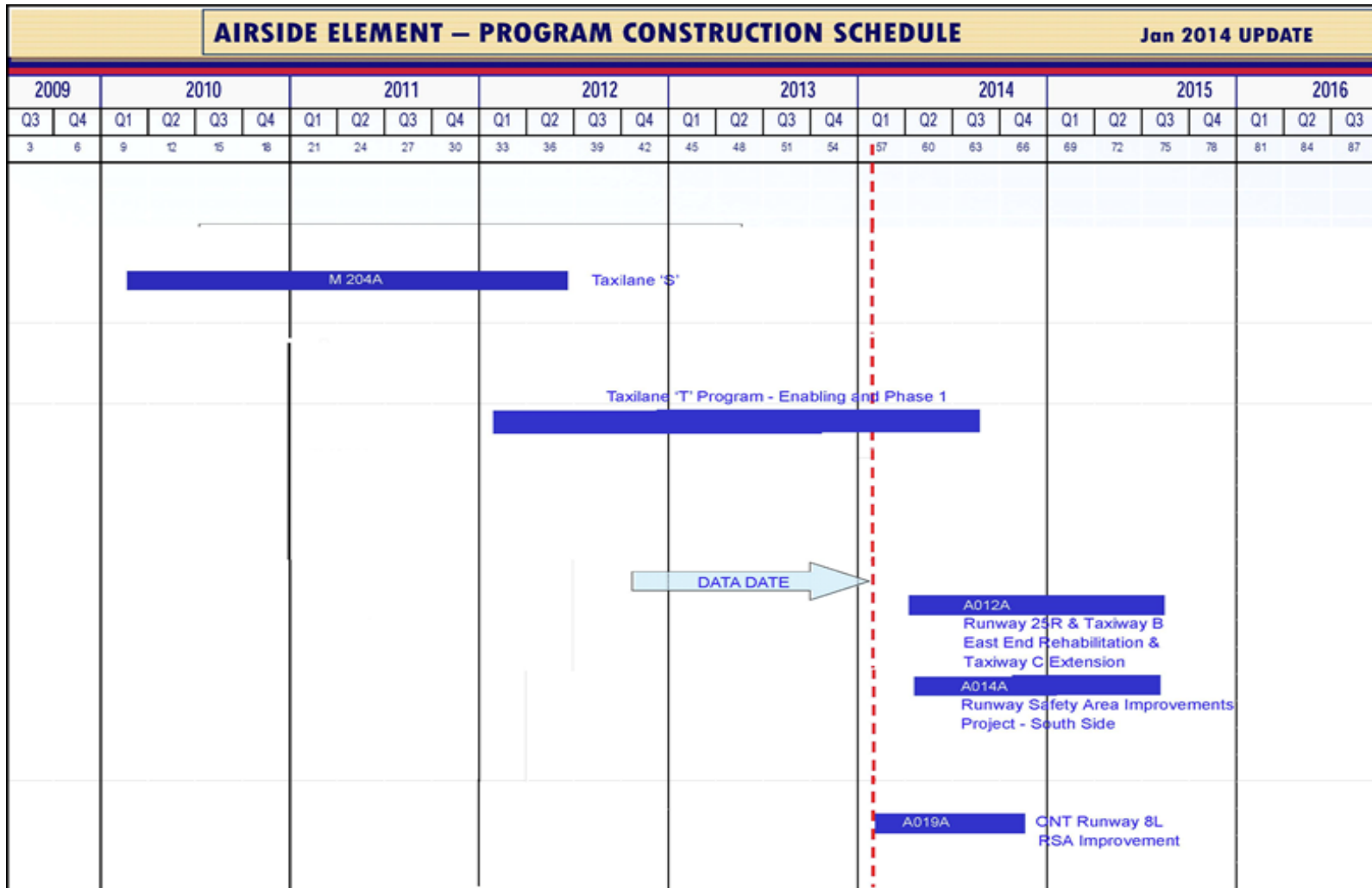
**Data Date** - Is a vertical line showing the current date of the report. Dates to the left side of the data date are known. Dates to the right side of the data date are projected.

**Project Schedule Bar** - Is the blue bar which represents the construction phase for each project; with the exception of the Residential / Soundproofing projects which contains planning, design and construction phases.

**Project Number** - Is a unique identifier for each project that enables the reader to easily correlate scope, schedule and budget.

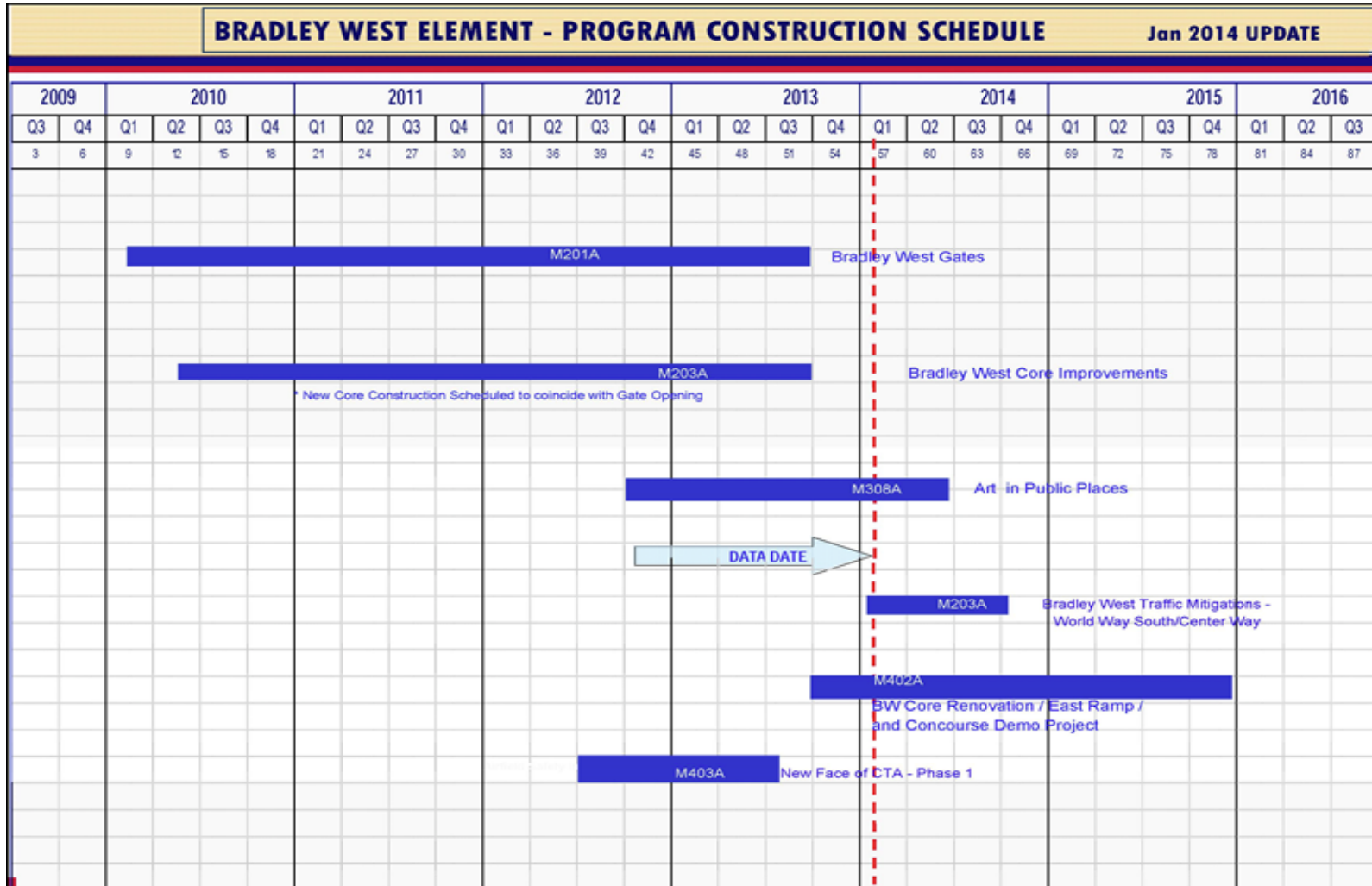


## PROGRAM MASTER SCHEDULE - Continued



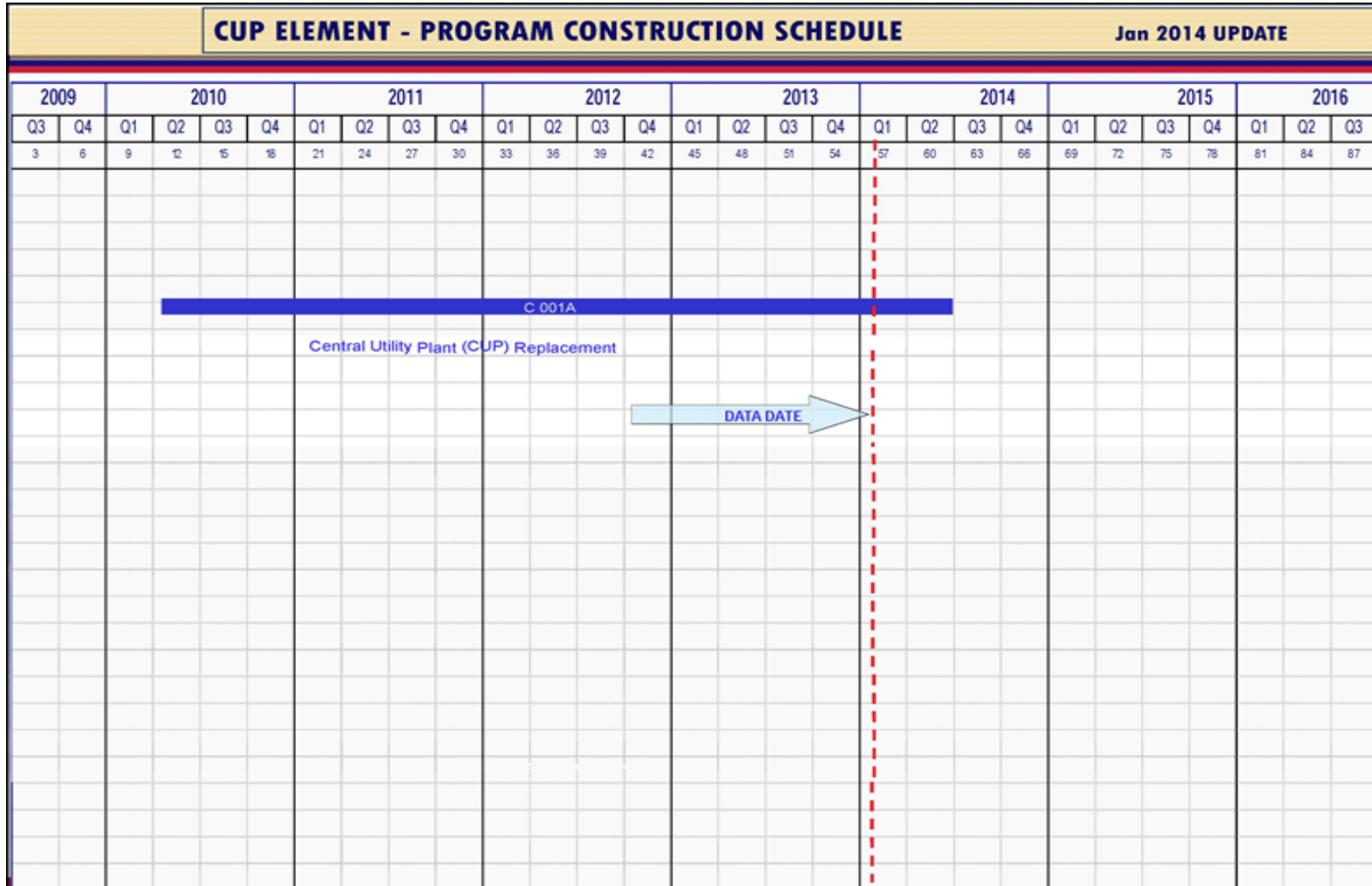


## PROGRAM MASTER SCHEDULE - Continued







## PROGRAM MASTER SCHEDULE - Continued



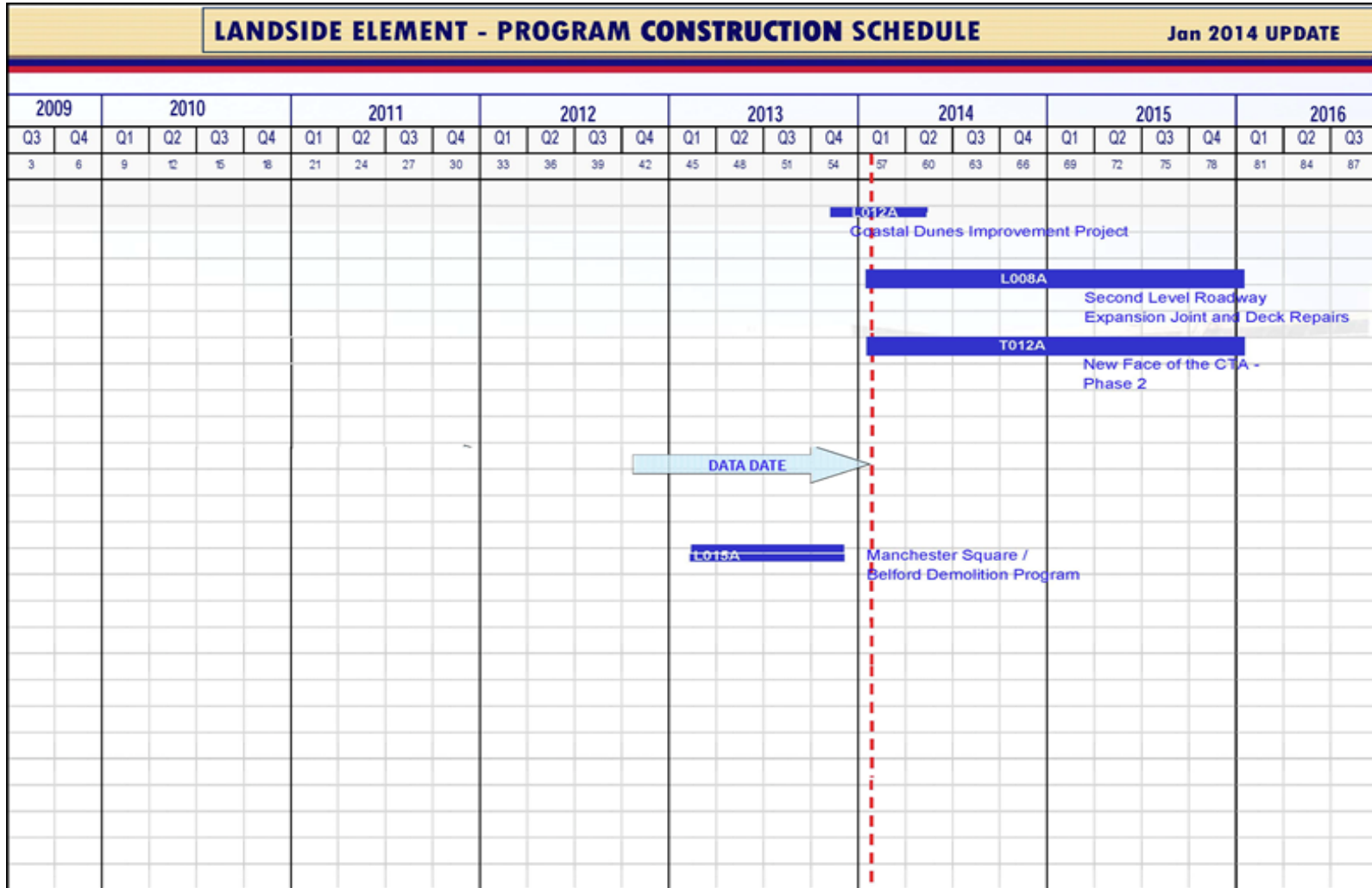


## PROGRAM MASTER SCHEDULE - Continued

UTILITIES & INFRASTRUCTURE ELEMENT - PROGRAM CONSTRUCTION SCHEDULE <span style="float: right;">Jan 2014 UPDATE</span>																												
2009		2010				2011				2012				2013				2014				2015				2016		
Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66	69	72	75	78	81	84	87
																		 U020A Electrical, Communications and Water Utility Ext. - 5th Feeder Project										
														 DATA DATE														



## PROGRAM MASTER SCHEDULE - Continued



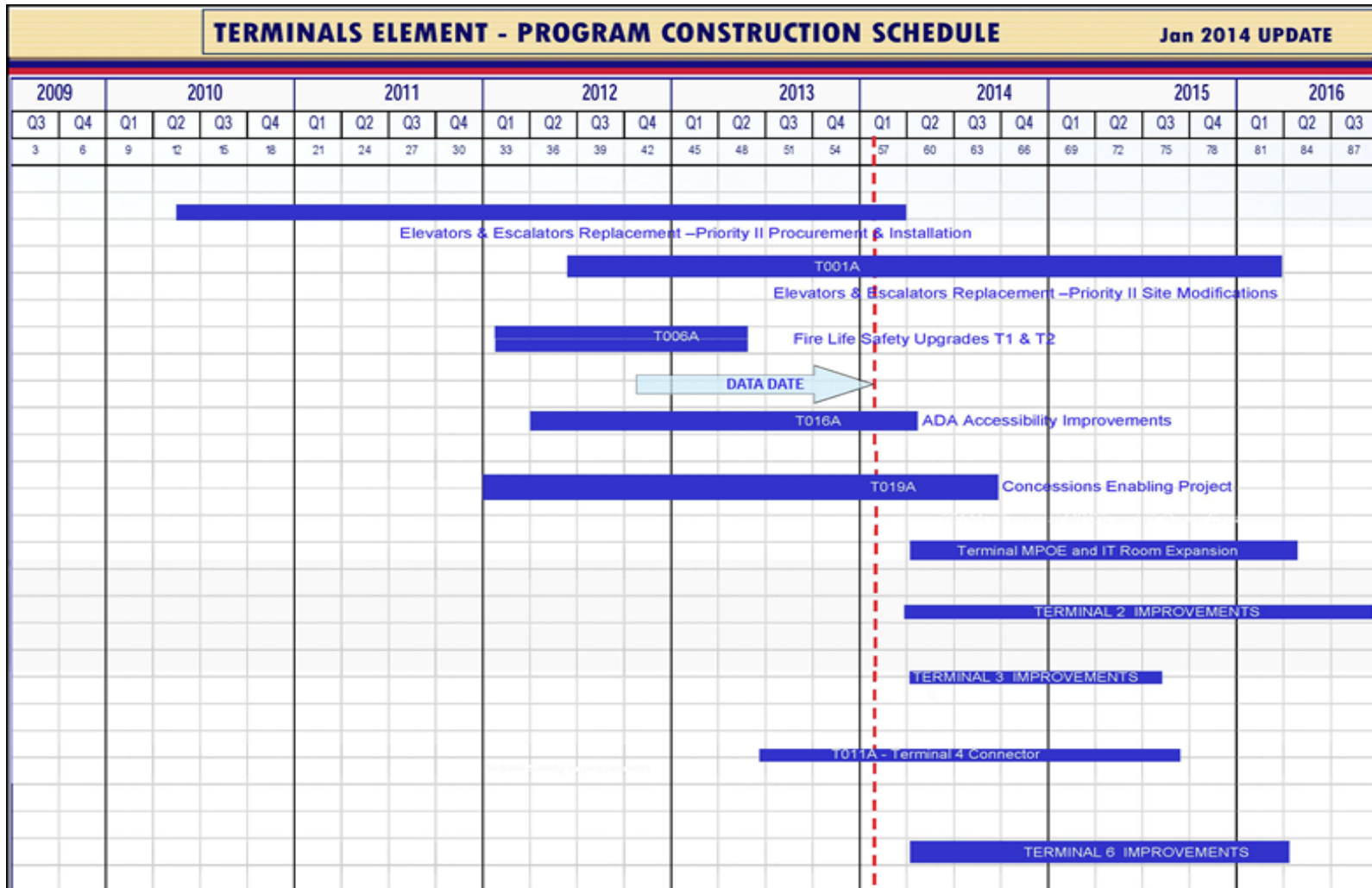


## PROGRAM MASTER SCHEDULE - Continued

<b>RESIDENTIAL/ SOUNDPROOFING ELEMENT- PROGRAM SCHEDULE</b>																											<b>Jan 2014 UPDATE</b>		
2009			2010				2011				2012				2013				2014				2015				2016		
Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66	69	72	75	78	81	84	87	
S002A Noise Mitigation / Soundproofing ( City of LA )																													



## PROGRAM MASTER SCHEDULE - Continued







## BUDGET OVERVIEW

### User's Guide - Budget Reports

The information provided herein is designed to furnish users of the Airport Development Group (ADG) Budget Reports with greater knowledge and a better understanding of the composition of the various components of the budget report. "Incurred to Date" information is based upon data derived from ADG's Project Management System which may reflect amounts different from LAWA's accounting systems due to the timing of expense recognition or other accounting practices.

**Baseline Budget** - Is the estimated cost of the project as it was reported in the November 2009 report with the exception of the Crossfield Taxiway project which is from the February 2009 Operating Statement (OS) budget report.

**Current Budget** - Is the estimated cost of the project as it was planned plus or minus any processed revisions.

**Committed to Date** - Is the total contractual obligation to date for the project, e.g. awarded design contracts, awarded construction contracts, authorized task orders, etc.

**Incurred to Date** - Is the total of invoices received to date for the project.

**Estimate at Completion (EAC)** - Is the latest estimate of the total cost of the project.

**Variance** - Is the difference between Budget minus Estimate at Completion (EAC).

**Percent (%) Incurred** - Calculated as Incurred to Date divided by Estimate at Completion, this column provides a financial-oriented progress indicator.

**Percent (%) Contingency Used**: Calculated as the change in Contingency divided by Original Contingency, this column provides an indicator for project contingency-usage.

## PROGRAM COST SUMMARY REPORT

as of 1/31/2014

(dollars in thousands)								
Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
<b>Capital Budget 1</b>								
Airside Element	506,810	491,297	414,162	372,490	476,937	14,360	78%	73%
Bradley West Element	2,040,915	2,076,756	1,917,095	1,564,916	2,035,894	40,862	77%	50%
CUP Replacement Element	423,835	416,406	378,940	321,423	406,124	10,282	79%	46%
Utilities & Infrastructure Element	8,175	13,994	13,723	13,723	13,723	271	100%	100%
Residential/Soundproofing Element	180,000	160,000	155,139	153,197	160,000	0	96%	0%
Terminal Element	270,000	240,035	195,790	114,948	245,758	(5,723)	47%	15%
CB1-Unallocated Contingency	N/A	34,356	N/A	N/A	N/A	N/A	N/A	N/A
		<b>3,432,844</b>	<b>3,074,851</b>	<b>2,540,697</b>	<b>3,338,435</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Capital Budget 2</b>								
Airside Element	167,864	165,263	51,677	44,644	171,424	(6,161)	26%	12%
Utilities & Infrastructure Element	12,544	12,544	1,058	96	11,314	1,230	1%	0%
Landside Element	105,245	130,542	19,037	13,659	115,652	14,891	12%	4%
Residential/Soundproofing Element	1,317	1,124	1,124	1,124	1,124	0	100%	100%
Terminal Element	282,104	305,812	118,589	31,115	272,062	33,750	11%	9%
CB2-Unallocated Contingency	N/A	19,751	N/A	N/A	N/A	N/A	N/A	N/A
		<b>635,036</b>	<b>191,484</b>	<b>90,637</b>	<b>571,576</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Subtotal</b>		<b>4,067,880</b>	<b>3,266,335</b>	<b>2,631,334</b>	<b>3,910,011</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Work in Progress</b>								
	N/A	0	<b>23,615</b>	<b>21,668</b>	N/A	N/A	N/A	N/A
	N/A	0	<b>23,615</b>	<b>21,668</b>	N/A	N/A	N/A	N/A
<b>Program Total</b>	N/A	<b>4,067,880</b>	<b>3,289,949</b>	<b>2,653,002</b>	N/A	N/A	N/A	N/A

Notes: 1. The current budget and estimate at completion excludes escalation

2. This report is for project management purposes only. Amounts shown above as "incurred to Date" for projects may reflect aggregate amounts for multiple project components tracked in LAWA's financial system. These amounts may differ from those reflected in LAWA's accounting systems due to the timing of expense recognition or other accounting practices and should not be relied upon for investment purposes.

## AIRSIDE ELEMENT BUDGET REPORT as of 1/31/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
<b>AIRSIDE</b>									
<b>Capital Budget 1</b>									
M204A	Taxilane 'S'	174,980	162,041	158,778	151,965	161,956	86	94%	49%
M306A	Taxilane 'T'	96,500	145,284	73,833	39,713	133,427	11,859	30%	22%
Close-out	M000A-Associated Projects	1,340	1,607	1,605	1,476	1,607	0	92%	97%
Close-out	M101A-Crossfield Taxiway Project	177,760	137,245	136,276	136,276	136,276	969	100%	100%
Close-out	M107A-LAX Aircraft Rescue and Fire Fighting Facility	14,190	14,216	14,148	14,148	14,148	68	100%	100%
Close-out	M209A-Construction Support Facilities	14,790	9,475	8,096	7,484	8,096	1,379	92%	57%
Close-out	M309A-American Airlines Settlement	27,250	21,428	21,428	21,428	21,428	0	100%	100%
<b>Capital Budget 1 Total</b>		<b>506,810</b>	<b>491,297</b>	<b>414,162</b>	<b>372,490</b>	<b>476,937</b>	<b>14,360</b>	<b>78%</b>	<b>73%</b>
<b>Capital Budget 2</b>									
A012A	Runway 25R & Taxiway B East End Rehabilitation & Taxiway C Extension	73,206	73,206	250	250	53,802	19,404	0%	0%
A014A	Runway Safety Area Improvements Project - South Side	43,237	43,237	8,529	8,293	75,650	(32,413)	11%	0%
A019A	ONT Runway 8L RSA Improvement	4,467	4,770	3,784	383	4,450	320	9%	0%
CLOSED	A010A-Pavement Management Program - VNY Taxilane A2 Rehabilitation and RSA Improvements	7,970	5,065	5,065	5,065	5,065	0	100%	100%
Close-out	A010B-Pavement Management Program - VNY Taxilane A2 Rehabilitation - Phase 2	2,933	2,933	2,521	2,521	2,521	413	100%	13%
Close-out	A016A-VNY Runway 16R Rehabilitation	20,483	20,483	18,156	16,156	17,664	2,819	91%	2%
Close-out	A018A-Taxilane D-10 Reconstruction	9,062	9,062	7,456	7,456	7,456	1,605	100%	100%



## AIRSIDE ELEMENT BUDGET REPORT as of 1/31/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	<b>Capital Budget 2</b>								
Close-out	L014A-AOA Perimeter Fence - Phase 4	6,506	6,506	5,916	4,520	4,816	1,690	94%	3%
	<b>Capital Budget 2 Total</b>	<b>167,864</b>	<b>165,263</b>	<b>51,677</b>	<b>44,644</b>	<b>171,424</b>	<b>(6,161)</b>	<b>26%</b>	<b>12%</b>
	<b>Airside Total</b>	<b>674,674</b>	<b>656,560</b>	<b>465,839</b>	<b>417,134</b>	<b>648,361</b>	<b>8,199</b>		

Notes: 1. The current budget and estimate at completion excludes escalation

## BRADLEY WEST ELEMENT BUDGET REPORT as of 1/31/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
<b>BRADLEY WEST</b>									
<b>Capital Budget 1</b>									
M201A	Bradley West Gates	906,474	872,931	825,781	784,126	856,388	16,543	92%	65%
M203A	Bradley West Core Improvements	808,364	782,389	738,461	708,638	793,779	(11,389)	89%	54%
M203C	Bradley West Traffic Mitigations -World Way South/Center Way	735	2,166	264	247	2,035	132	12%	0%
M308A	Art In Public Places	5,360	5,360	5,360	3,111	5,360	0	58%	0%
M402A	Bradley West Core Renovation/East Ramp and Concourse Demo Project	273,170	355,498	295,994	27,916	326,673	28,825	9%	0%
M403A	New Face of CTA - Phase 1	43,270	56,261	49,174	38,816	49,599	6,662	78%	0%
Close-out	M203B-Construction Traffic Mitigations	3,542	2,151	2,061	2,061	2,061	90	100%	100%
<b>Capital Budget 1 Total</b>		<b>2,040,915</b>	<b>2,076,756</b>	<b>1,917,095</b>	<b>1,564,916</b>	<b>2,035,894</b>	<b>40,862</b>	<b>77%</b>	<b>50%</b>
<b>Bradley West Total</b>		<b>2,040,915</b>	<b>2,076,756</b>	<b>1,917,095</b>	<b>1,564,916</b>	<b>2,035,894</b>	<b>40,862</b>		

Notes: 1. The current budget and estimate at completion excludes escalation



## CUP REPLACEMENT ELEMENT BUDGET REPORT as of 1/31/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	<b>CUP REPLACEMENT</b>								
	<b>Capital Budget 1</b>								
C001A	Central Utility Plant	423,835	416,406	378,940	321,423	406,124	10,282	79%	46%
	<b>Capital Budget 1 Total</b>	<b>423,835</b>	<b>416,406</b>	<b>378,940</b>	<b>321,423</b>	<b>406,124</b>	<b>10,282</b>	<b>79%</b>	<b>46%</b>
	<b>CUP Replacement Total</b>	<b>423,835</b>	<b>416,406</b>	<b>378,940</b>	<b>321,423</b>	<b>406,124</b>	<b>10,282</b>		

Notes: 1. The current budget and estimate at completion excludes escalation



## UTILITIES & INFRASTRUCTURE ELEMENT BUDGET REPORT as of 1/31/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
<b>UTILITIES &amp; INFRASTRUCTURE</b>									
<b>Capital Budget 1</b>									
Close-out	U009A-Airport Response Coordination Center (ARCC)	8,175	13,994	13,723	13,723	13,723	271	100%	100%
<b>Capital Budget 1 Total</b>		<b>8,175</b>	<b>13,994</b>	<b>13,723</b>	<b>13,723</b>	<b>13,723</b>	<b>271</b>	<b>100%</b>	<b>100%</b>
<b>Capital Budget 2</b>									
U020A	Electrical, Communications and Water Utility Ext. - 5th Feeder Project	12,544	12,544	1,058	96	11,314	1,230	1%	0%
<b>Capital Budget 2 Total</b>		<b>12,544</b>	<b>12,544</b>	<b>1,058</b>	<b>96</b>	<b>11,314</b>	<b>1,230</b>	<b>1%</b>	<b>0%</b>
<b>Utilities &amp; Infrastructure Total</b>		<b>20,719</b>	<b>26,538</b>	<b>14,781</b>	<b>13,819</b>	<b>25,036</b>	<b>1,501</b>		

Notes: 1. The current budget and estimate at completion excludes escalation

## LANDSIDE ELEMENT BUDGET REPORT as of 1/31/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
<b>LANDSIDE</b>									
<b>Capital Budget 2</b>									
L008A	Second Level Roadway Expansion Joint and Deck Repairs	18,900	35,442	3,437	2,511	33,164	2,278	8%	0%
L012A	Coastal Dunes Improvement Project	3,000	3,000	1,908	499	2,818	182	18%	0%
L015A	Manchester Square / Belford Demolition Program	1,981	1,185	1,105	1,081	1,165	20	93%	100%
L017A	Orange Line Busway (FlyAway Site)	626	626	219	16	728	(102)	2%	0%
L018A	CTA - Landside Accessibility Improvements - Phase 2	2,976	2,976	12	12	2,508	469	0%	0%
T012A	New Face of the CTA - Phase 2	70,528	80,363	5,859	3,078	68,772	11,591	4%	0%
Close-out	L016A-Jenny Lot Site Modifications	7,233	6,951	6,496	6,461	6,496	454	99%	100%
<b>Capital Budget 2 Total</b>		<b>105,245</b>	<b>130,542</b>	<b>19,037</b>	<b>13,659</b>	<b>115,652</b>	<b>14,891</b>	<b>12%</b>	<b>4%</b>
<b>Landside Total</b>		<b>105,245</b>	<b>130,542</b>	<b>19,037</b>	<b>13,659</b>	<b>115,652</b>	<b>14,891</b>		

Notes: 1. The current budget and estimate at completion excludes escalation



## RESIDENTIAL/SOUNDPROOFING ELEMENT BUDGET REPORT as of 1/31/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
<b>RESIDENTIAL/SOUNDPROOFIN</b>									
<b>Capital Budget 1</b>									
S002A	Noise Mitigation/Soundproofing (City of LA)	180,000	160,000	155,139	153,197	160,000	0	96%	0%
<b>Capital Budget 1 Total</b>		<b>180,000</b>	<b>160,000</b>	<b>155,139</b>	<b>153,197</b>	<b>160,000</b>	<b>0</b>	<b>96%</b>	<b>0%</b>
<b>Capital Budget 2</b>									
CLOSED	S008A-VNY Soundproofing	1,317	1,124	1,124	1,124	1,124	0	100%	100%
<b>Capital Budget 2 Total</b>		<b>1,317</b>	<b>1,124</b>	<b>1,124</b>	<b>1,124</b>	<b>1,124</b>	<b>0</b>	<b>100%</b>	<b>100%</b>
<b>Residential/Soundproofing Total</b>		<b>181,317</b>	<b>161,124</b>	<b>156,263</b>	<b>154,321</b>	<b>161,124</b>	<b>0</b>		

Notes: 1. The current budget and estimate at completion excludes escalation

## TERMINAL ELEMENT BUDGET REPORT as of 1/31/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	<b>TERMINAL</b>								
	<b>Capital Budget 1</b>								
T001A	Elevators and Escalators Replacement	270,000	240,035	195,790	114,948	245,758	(5,723)	47%	15%
	<b>Capital Budget 1 Total</b>	<b>270,000</b>	<b>240,035</b>	<b>195,790</b>	<b>114,948</b>	<b>245,758</b>	<b>(5,723)</b>	<b>47%</b>	<b>15%</b>
	<b>Capital Budget 2</b>								
	<b>Terminal-wide Improvements</b>								
T014A	Terminal MPOE and IT Room Expansion	19,653	16,412	1,257	373	10,945	5,467	3%	0%
T016A	ADA Accessibility Improvements	2,000	4,540	2,042	878	4,179	361	21%	0%
T017A	Concessions Enabling Project	3,445	3,445	1,464	1,409	2,441	1,004	58%	0%
T028A	Passenger Boarding Bridge Relocation	19,611	19,611	9,985	1,100	17,355	2,256	6%	0%
Close-out	T006A-Fire Life Safety System Upgrades T1 & T2	5,300	3,334	3,308	2,979	3,334	0	89%	100%
	<b>Terminal-wide: Subtotal</b>	<b>50,009</b>	<b>47,342</b>	<b>18,056</b>	<b>6,739</b>	<b>38,254</b>	<b>9,088</b>		
	<b>Terminal 2 Improvements</b>								
T027A	Terminal 2 Improvement Program	86,199	117,088	6,944	4,690	105,905	11,183	4%	0%
	<b>Terminal 2: Subtotal</b>	<b>86,199</b>	<b>117,088</b>	<b>6,944</b>	<b>4,690</b>	<b>105,905</b>	<b>11,183</b>		
	<b>Terminal 3 Improvements</b>								
Close-out	T015A-Terminal 3 Backfill Project	5,846	6,598	6,517	6,503	6,576	22	99%	98%
	<b>Terminal 3: Subtotal</b>	<b>5,846</b>	<b>6,598</b>	<b>6,517</b>	<b>6,503</b>	<b>6,576</b>	<b>22</b>		

## TERMINAL ELEMENT BUDGET REPORT as of 1/31/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	<b>Terminal 4 Improvements</b>								
T011A	Terminal 4 Connector	114,318	114,496	85,785	12,050	103,872	10,624	12%	0%
	<b>Terminal 4: Subtotal</b>	<b>114,318</b>	<b>114,496</b>	<b>85,785</b>	<b>12,050</b>	<b>103,872</b>	<b>10,624</b>		
	<b>Terminal 6 Improvements</b>								
T025A	Terminal 6 Electrical Upgrades Project	19,574	19,574	663	662	16,741	2,833	4%	0%
	<b>Terminal 6: Subtotal</b>	<b>19,574</b>	<b>19,574</b>	<b>663</b>	<b>662</b>	<b>16,741</b>	<b>2,833</b>		
	<b>Terminal 7 Improvements</b>								
T022A	Terminal 7 Restroom Enhancements	6,159	714	623	470	714	0	66%	0%
	<b>Terminal 7: Subtotal</b>	<b>6,159</b>	<b>714</b>	<b>623</b>	<b>470</b>	<b>714</b>	<b>0</b>		
	<b>Capital Budget 2 Total</b>	<b>282,105</b>	<b>305,812</b>	<b>118,588</b>	<b>31,114</b>	<b>272,062</b>	<b>33,750</b>		
	<b>Terminal Total</b>	<b>552,105</b>	<b>545,847</b>	<b>314,378</b>	<b>146,062</b>	<b>517,820</b>	<b>28,027</b>		

Notes: 1. The current budget and estimate at completion excludes escalation



## WORK IN PROGRESS BUDGET REPORT as of 1/31/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
<b>WORK IN PROGRESS</b>									
<b>Capital Budget 2</b>									
A017A	West Maintenance Area	N/A	N/A	10,307	9,653	N/A	N/A	N/A	N/A
M404A	Bradley West Outbound Baggage Handling System	N/A	N/A	6,746	5,855	N/A	N/A	N/A	N/A
T026A	Midfield Satellite Concourse (North Gates)	N/A	N/A	6,160	6,160	N/A	N/A	N/A	N/A
T029A	Terminal 3 Restroom Enhancements	N/A	N/A	402	0	N/A	N/A	N/A	N/A
A021A	LAX Runway 6L-24R RSA Improvements and Rehabilitation	N/A	N/A	0	0	N/A	N/A	N/A	N/A
<b>Capital Budget 2 Total</b>		<b>N/A</b>	<b>N/A</b>	<b>23,615</b>	<b>21,668</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Work in Progress Total</b>		<b>N/A</b>	<b>N/A</b>	<b>23,615</b>	<b>21,668</b>	<b>N/A</b>	<b>N/A</b>		

Notes: 1. The current budget and estimate at completion excludes escalation



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## CHANGE ORDER OVERVIEW

### **User's Guide - Change Order**

The information provided herein is designed to furnish users of the Airport Development Group (ADG) Change Order Reports with greater knowledge and a better understanding of the composition of the various components of the change order report.

Change Orders - Process by which an adjustment is made to the total contract capacity.

CGMP Revision - Process by which the value of a CGMP is adjusted within the original total contract capacity. This process is employed by the Bradley West Element - Gates and Core projects in the administration of the Construction Management at Risk (CMAR) contracts.



**CHANGE ORDERS**  
as of 1/31/2014

Element	Project	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
Airside Element							

## CHANGE ORDERS - Continued as of 1/31/2014

Element	Project	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
<b>Bradley West Element</b>							
<b>DA-4337 - BRADLEY WEST GATES (DA-4337)</b>							
	DA-4337/CGMP01		0111	\$21,352			CCP Field Adjustments (Field Services)
	DA-4337/CGMP03		0160	\$78,964			CCP Field Adjustments (Concrete)
	DA-4337/CGMP04		0182	\$2,299			Close Out J T Wimsatt - BWG - Gates Interior Expansion Joints Revis
	DA-4337/CGMP05		0194	\$(6,563)			VOIDS 5.192 to correct coding for replenishment refer to CGMP REV
	DA-4337/CGMP05		0195	\$6,563			BWG - Request to Replenish Contingency - CGMP 5 Partial
	DA-4337/CGMP06		0093	\$38,993			BWG - Request to Replenish Contingency - CGMP 6
	DA-4337/CGMP08		0444	\$(62,607)			Cancels CGMP Rev 8.442 refer to CGMP 8.445
	DA-4337/CGMP08		0445	\$62,607			BWG - Request to Replenish Contingency - CGMP 8
	DA-4337/CGMP08		0446	\$19,913			CLOSEOUT for CSI Electrical
	DA-4337/CGMP08		0447	\$39,161			CLOSEOUT - Shimmick Construction - Gates
	DA-4337/CGMP12		0146	\$126,853			BWG - Request to Replenish Contingency - CGMP 12 Partial
	DA-4337/CGMP13		0139	\$29,428			BWG - Hardwood Close Out
	DA-4337/CGMP14		0062	\$(102,648)			CLOSEOUT - Best Contracting - Gates
	DA-4337/CGMP15		0029	\$16,749			CLOSEOUT CNP Signs & Graphics
<b>DA-4382 - BRADLEY WEST CORE (DA-4382)</b>							
	DA-4382/CGMP01		0157				BWC - Request to Replenish Contingency - CGMP 01 Partial
	DA-4382/CGMP01		0158	\$6,024			BWC - NFA Add Stone Base for Shindler Crane, Hand Digging and H
	DA-4382/CGMP01		0160		\$(842,411)		BWC - Request to Replenish Contingency - CGMP 1
	DA-4382/CGMP02		0050	\$42,644			BWC - Request to Replenish Contingency - CGMP 02
	DA-4382/CGMP04		0180	\$22,490			BWC - CLOSEOUT for GLOW Electric
	DA-4382/CGMP04		0181	\$12,323			BWC Coordination of Tenant Electrical Work
	DA-4382/CGMP05		0122	\$(9,584)			CANCELS 5.120 BWC - Request to Replenish Contingency - CGMP 05 Part
	DA-4382/CGMP05		0123	\$9,584			BWC - Request to Replenish Contingency - CGMP 05 Partial
	DA-4382/CGMP06		0430	\$(321)			BWC - Revised Connection Plate on B1 Sign Supports
	DA-4382/CGMP06		0431	\$(6,703)			BWC - Premier Lounge Elevators C6EL03-04, Level 3 Added Stop, E
	DA-4382/CGMP07		0086	\$(24,388)			CANCELS 7.84 BWC - Request to Replenish Contingency - CGMP 07
	DA-4382/CGMP07		0087	\$24,388			BWC - Request to Replenish Contingency - CGMP 07
	DA-4382/CGMP08		0652				Request to Replenish Contingency - CGMP 8 Partial
	DA-4382/CGMP08		0653	\$(35,356)			CANCELS CGMP Rev 8.649 refer to CGMP 8.654
	DA-4382/CGMP08		0654	\$35,356			BWC - Request to Replenish Contingency - CGMP 8 Partial
	DA-4382/CGMP08		0655	\$(108,523)			VOIDS BWC - IEMS Fire Protection at Welcome Wall - Bon Voyage W



**Bradley West Element**

**DA-4382 - BRADLEY WEST CORE (DA-4382)**

DA-4382/CGMP08	0657	\$3,241		FA - Level 5 Corridor 5C6-20 Fire Alarm Strobes
DA-4382/CGMP11	0017	\$2,216		BWC - Request to Replenish Contingency - CGMP 11
DA-4382/CGMP12	0355	\$1,085		BWC - Request to Replenish Contingency - CGMP 12
DA-4382/CGMP13	0180	\$135,840		BWC - Request to Replenish Contingency - CGMP 13 Partial
DA-4382/CGMP13	0181	\$89,979		BWC - 13.178 BWC - Request to Replenish Contingency - CGMP 13
DA-4382/CGMP14	0220	\$22,380		BWC - Request to Replenish Contingency - CGMP 14 Partial
DA-4382/CGMP15	0052	\$25,466		BWC - Request to Replenish Contingency - CGMP 15
DA-4382/CGMP15	0053	\$(40,671)		CLOSEOUT - Best Contracting - Core
DA-4382/CGMP15	0054	\$(556)		Subcontractor Close-out TANGRAM Fabricators
DA-4382/CGMP18	0174	\$6,195		BWC - NFA Plaster and Associated Work at Soffit under N&S Stair
DA-4382/CGMP18	0175	\$21,852		BWC - NFA Add Stone Base for Shindler Crane, Hand Digging and H
DA-4382/CGMP18	0176	\$1,564		NFA Install Mulch and Ground Cover in Area D
DA-4382/CGMP18	0177	\$(6,195)		VOIDS 18.174 NFA Plaster and Associated Work at Soffit under N&S
DA-4382/CGMP18	0178	\$37,919		BWC - NFA - Grade Revisions in Areas A, B, C and D
DA-4382/CGMP18	0179	\$8,305		CLOSEOUT XL Fire Protection - Core
DA-4382/CGMP18	0180	\$110,814		BWC - CLOSEOUT for SASCO
DA-4382/CGMP18	0181	\$109,802		Subcontractor Close-Out for Woodbridge
DA-4382/CGMP18	0182	\$97,543		BWC - Cal-State Steel Close Out - Part 1 of 2
DA-4382/CGMP18	0183	\$(8,305)		VOIDS CGMP rev 18.179 REFER TO 18.184
DA-4382/CGMP18	0184	\$7,389		BWC - CLOSEOUT XL Fire Protection - Core
DA-4382/CGMP18	0185	\$(110,814)		VOIDS 18.180 refer to 18.186
DA-4382/CGMP18	0186	\$36,034		BWC CLOSEOUT for SASCO
DA-4382/CGMP18	0187		\$164,110	BWC - Cal Sate Steel Close Out - Part 2 of 2
DA-4382/CGMP18	0188	\$20,803		NFA Cut Beam Penetrations for Fire Sprinkler at Entry Canopies per
DA-4382/CGMP18	0189	\$3,163		NFA - Additional Concrete Mockups in Loyola Yard
DA-4382/CGMP20	0136	\$51,794		RENO - Level 2 MEP Removals Under Level 3 Bumpout Slab Demo





## CHANGE ORDERS - Continued as of 1/31/2014

Element	Project	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
<b>CUP Replacement Element</b>							
<b>C001A - CENTRAL UTILITY PLANT</b>							
	DA-4554		0162	\$51,861			Temporary Load Bank
	DA-4554		0177		\$253,810		Inlet NOx Monitoring, Installation of NOx Equipment and Unbillcals
	DA-4554		0191	\$9,558			Soil Engineer Deputy Inspections
	DA-4554		0192	\$12,104			Water Line Sepulveda Terminus Study
	DA-4554		0193	\$11,639			Grinding & Sealing of CUP Corridors & Entrances
	DA-4554		0194	\$21,675			Replacement CUP Phone Licenses
	DA-4554		0196	\$2,355			Unforeseen Condition at T1 In-Line. Transite, Chiller Water Pipe Replacement
	DA-4554		0197	\$11,804			Addition of Two Compressed Air Hose Reels in Maintenance Bldg.
<b>Landside Element</b>							
<b>L015A - MANCHESTER SQUARE / BELFORD DEMOLITION PROGRAM</b>							
	DA-4781		0001	\$(97,361)			Final Bid Item Allowance Adjustment
<b>Residential/Soundproofing Element</b>							
<b>Terminal Element</b>							

### Bradley West- Gates

CHANGE TYPE	EXECUTED CHANGES (CUMULATIVE)	APPROVED CHANGES (CUMULATIVE)	SUBTOTAL	% OF CONTRACT VALUE *
DESIGN EVOLUTION	\$30,385,326	\$0	\$30,385,326	4.89%
DOCUMENT CORRECTION	\$52,445,122	\$176,333	\$52,621,455	8.47%
FIELD CONDITIONS	\$17,436,369	\$212,201	\$17,648,570	2.84%
OWNER BETTERMENT	\$28,438,723	(\$3,358,771)	\$25,079,952	4.04%
CODE REQUIREMENT	\$4,481,496	\$271,651	\$4,753,147	0.76%
<b>TOTAL</b>	<b>\$133,187,036</b>	<b>(\$2,698,586)</b>	<b>\$130,488,450</b>	<b>20.99%</b>

\*Base Contract Value = \$621,550,000

Note:

1) The Walsh/Austin Joint Venture purchased Passenger Boarding Bridges for installation on the east gates of the new Bradley Terminal. Installation of these bridges will now be performed by the contractor selected to perform the Core Renovation Project.

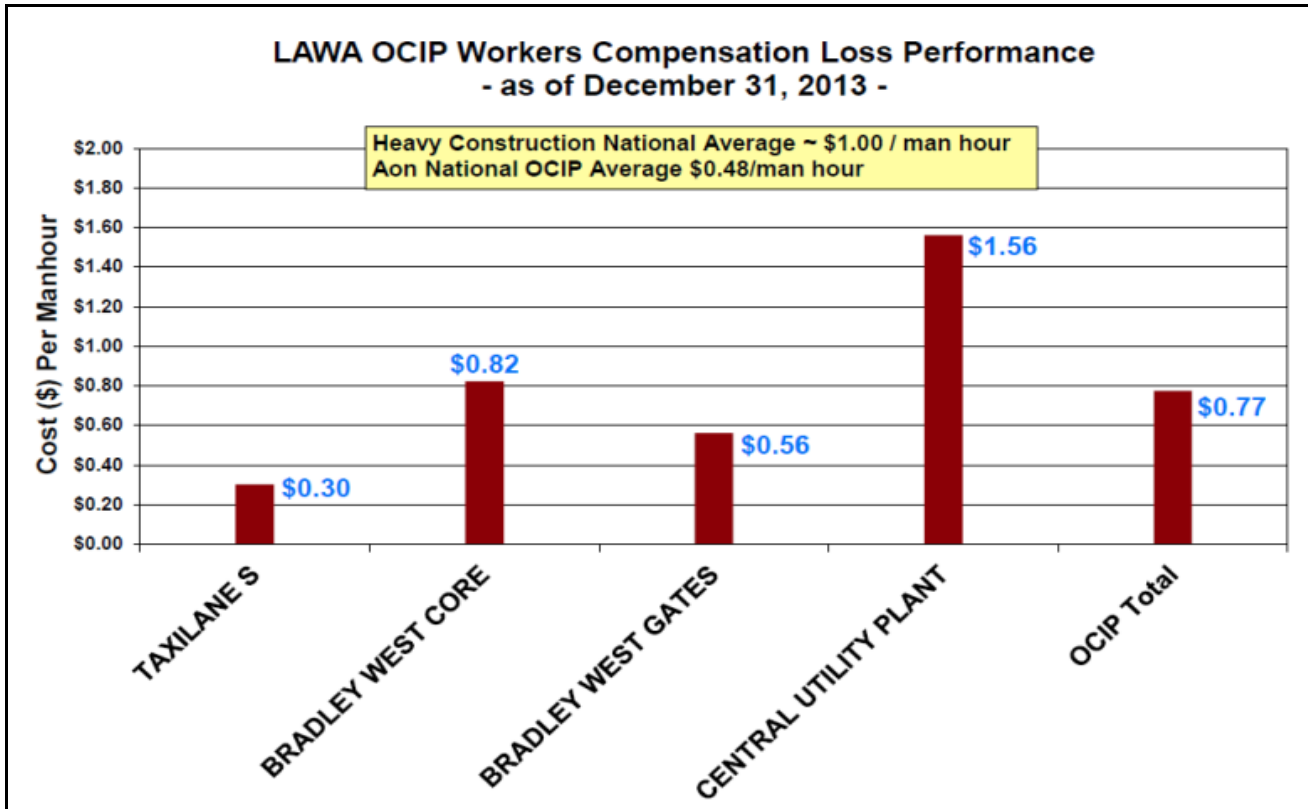
**Bradley West- CORE**

CHANGE TYPE	EXECUTED CHANGES (CUMULATIVE)	APPROVED CHANGES (CUMULATIVE )	SUBTOTAL	% OF CONTRACT VALUE*
DESIGN EVOLUTION	\$30,093,188	\$0	\$30,093,188	4.83%
DOCUMENT CORRECTION	\$37,476,999	\$783,081	\$38,260,080	6.15%
FIELD CONDITIONS	\$14,670,277	\$6,010,453	\$20,680,730	3.32%
OWNER BETTERMENT	\$78,273,568	(\$933,924)	\$77,339,644	12.42%
CODE REQUIREMENT	\$8,162,649	\$54,666	\$8,217,315	1.32%
<b>TOTAL</b>	<b>\$168,676,681</b>	<b>\$5,914,276</b>	<b>\$174,590,957</b>	<b>28.04%</b>

\*Base Contract Value = \$622,600,000

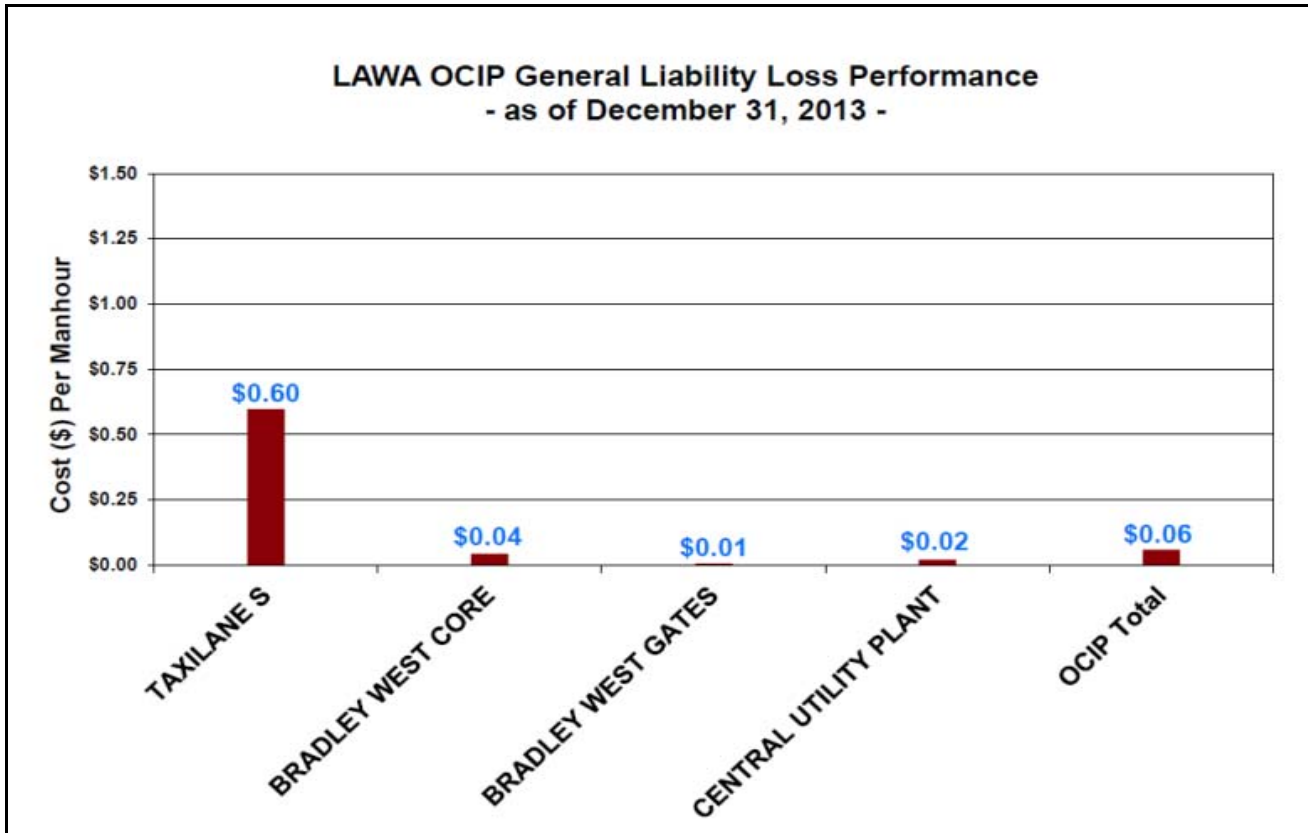


**OCIP**  
as of 1/31/2014



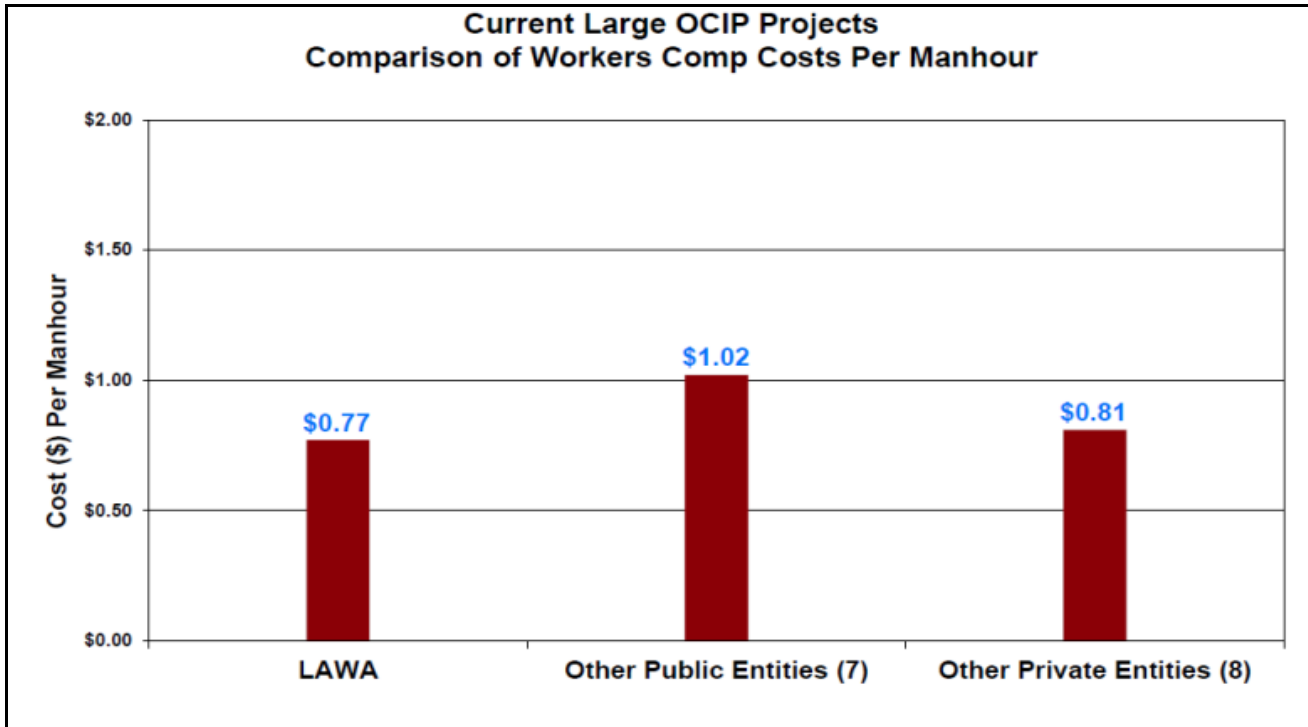


OCIP - Continued  
as of 1/31/2014





**OCIP - Continued**  
as of 1/31/2014





**MWBE/DBE**

**as of 1/31/2014**

SUBCONTRACTOR UTILIZATION SUMMARY REPORT			Achieved Participation to Date*			
Firm	Contract No.	DBE/SBE or MWBE Contract	Proposed Level of Participation	DBE	M/WBE	Remarks
AECOM Technical Services, Inc.	DA-4260	DBE	12.00%	17.88%	N/A	
Arcadis	DA-4413	MWBE	20.00%	N/A	20.85%	
Atkins	DA-4515	DBE	24.00%	27.12%	N/A	
Atkins	DA-4679	MWBE	11.50%	N/A	13.72%	
AVB Management Partners Joint Venture	DA-4834	SBE	20.00%	N/A	N/A	Pending First Billing
Base Architecture	DA-4713	MWBE	20.00%	N/A	21.59%	
Clark McCarthy Joint Venture	DA-4849	DBE	18.05%		N/A	Under Review
Clark/McCarthy Joint Venture - Construction	DA-4554	MWBE	16.00%	N/A	10.31%	
Clark/McCarthy Joint Venture - Design	DA-4554	MWBE	20.10%	N/A	15.13%	
Coffman Specialties, Inc.	DA-4803	DBE	7.00%		N/A	Pending First Billing
Evans Brothers, Inc.	DA-4690	DBE	2.23%		N/A	
Fentress Architects	DA-4274	DBE	13.75%	6.06%	12.97%	
Gin Wong	DA-4750	MWBE	20.00%	N/A	57.74%	
Griffith Company	DA-4645	DBE	8.00%		N/A	Under Review
Griffith Company	DA-4836	SBE	15.00%	N/A	N/A	Under Review
Gruen Associates	DA-4761	MWBE	25.00%	N/A	26.35%	
Hatch Mott MacDonald, LLC	DA-4275	DBE	11.63%	19.52%	N/A	
Hill/APSI Joint Venture	DA-4828	SBE	20.00%	N/A	N/A	Pending First Billing
HNTB Corporation	DA-4709	DBE	10.80%	10.35%	4.20%	
HNTB Corporation	DA-4748	MWBE	20.00%	2.91%	13.28%	
Intergrated Project Control Team (IPCT) Joint Venture	DA-4829	SBE	20.00%	N/A	N/A	Pending First Billing



MWBE/DBE-Continued

as of 1/31/2014

SUBCONTRACTOR UTILIZATION SUMMARY REPORT			Achieved Participation to Date*			
Firm	Contract No.	DBE/SBE or MWBE Contract	Proposed Level of Participation	DBE	M/WBE	Remarks
Jacobs Project Management Co.	DA-4417	MWBE	25.00%	N/A	24.06%	
KDG Dev + Construction Consulting	DA-4418	MWBE	20.00%	N/A	21.61%	
Kimley-Horn and Associates	DA-4555	DBE	5.13%	8.43%	N/A	Limited Scope.
Myers - Banicki	DA-4879	SBE	15.00%	N/A	N/A	Pending First Billing
Parsons Transportation Group	DA-4835	SBE	20.00%	N/A	N/A	Pending First Billing
Parsons Transportation Group, Inc.	DA-4415	MWBE	23.00%	N/A	50.15%	
Paslay Management Group	DA-4324	MWBE	10.00%	N/A	19.25%	
Rivers & Christian	DA-4762	MWBE	26.00%	N/A	29.52%	
Security Paving Company Inc.	DA-4760	DBE	18.05%		N/A	Under Review
Skidmore Owings & Merrill	DA-4822	MWBE	23.00%	N/A	0.00%	Pending First Billing
Stronghold Engineering	DA-4644	MWBE	7.43%	N/A	0.00%	Under Review
Sully-Miller Contracting Company	DA-4705	MWBE	5.00%	N/A	0.00%	Under Review
Turner Construction Company	DA-4779	MWBE	15.00%	N/A	26.38%	
Turner Construction Company	DA-4798	DBE	15.00%		N/A	Pending First Billing
URS Corporation, Inc.	DA-4763	MWBE	20.00%	N/A	14.66%	
Vanir Construction Management, Inc.	DA-4416	MWBE	20.00%	N/A	20.41%	
W.E. O'Neil Construction Co. of California	DA-4712	MWBE	9.60%	N/A	5.30%	
Walsh Austin Joint Venture - Construction (Core)	DA-4382	MWBE	14.00%	N/A	15.59%	
Walsh Austin Joint Venture - Construction (Gates)	DA-4337	MWBE	14.00%	N/A	21.56%	

\*Achieved Participation to Date includes progress in the pledged program and progress outside of the pledge.