



Airports Development

Executive Management

Program Status Report



February 28, 2014





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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.

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.



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 40% 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 10-day 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

No construction contract is awarded.

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, Nav aids 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

No construction contract is awarded.

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 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. 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 - 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; and Notice to Proceed (NTP) was issued to Griffith Company on January 27, 2014.

The contractor is mobilizing manpower and equipment to the site; and field construction is on track to begin in late April 2014.

Budget Status

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

The project is tracking on budget.

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.

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 Board of Airport Commissioners awarded the CMAR Contract on January 13, 2014; and Notice to Proceed (NTP) was issued February 18, 2014.

Budget Status

The project is tracking on budget.

Schedule Status

The project is trending on schedule.

Issues

None at this time.

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: Construction of the sculpture at Lexington's studio is to begin in March.

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

Construction Progress

Ball-Nogues Studio: The light fixtures have been ordered, but delivery has been delayed and the fixtures will now ship in mid-March. In the meantime, they have submitted their paperwork to secure the electrical permit.

Pae White Studio: Final engineering is in progress; permit will be finalized the week of March 10. Carlson Arts received the sample anodized brackets (5 samples), but rejected all of them due to wrong color. New ones are expected to be received in two weeks, but this will not negatively impact the schedule. The die for the bracket is complete. For the cords, the company has the approved sample colors and will custom dye two colors at a time and will then ship half the cords when they are ready. The team will submit an ASR on May 1, and then do a walk-through with Operations and CBP in mid- to late-May.

Mark Bradford: The first portions of the support structure (steel plates) are expected to be in by late March, once CMJV has the space ready. Path of travel will be through the front door and possibly up the escalator at the north end. CMJV will submit the ASR on behalf of Lexington.

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 late March.

Pae White: 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. Lexington would like two weeks after the 40-day window for the artist to finalize/enhance finishes, etc., but the team will need to review if that would impact CMJV's overall schedule.

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 and maintain a detailed phasing schedule and work plan as the artwork will install while the existing TBIT is under renovation. There has also been a discussion about floor protection and who is responsible for it. ADG will review CMJV's contract scope.

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.

Demolition activities have commenced on both the renovation and apron components of this project. Work on Taxiway C is anticipated to start in early April 2014. Demolition of the existing South Gates is expected to commence in March 2014. Overall, construction progress is 3%.

Budget Status

Over 80% of the subcontractor bid packages have been awarded; and the remainder are in process. The project is trending to budget.

Schedule Status

ADG provided comments to the contractor's baseline schedule submittal; and approval is expected in March 2014. The target date for the completion of the Temporary Security Screening Checkpoint (SSCP) is tracking 30-days behind schedule; and the Project Team is working with the contractor to mitigate the delay.

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; and all punch list and nominal training activities are complete.

Budget Status

The project is trending on budget and the project financial close-out is anticipated to complete in June 2014.

Schedule Status

Construction was completed in June 2013; and all punch list and nominal training activities are complete.

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 is approximately 75% complete. Training for the Terminal Pump Room equipment has started; and is scheduled to complete in March 2014. The Field Performance Test and System Commissioning plans is progressing on schedule.

Construction Progress

The Replacement CUP Project received the Temporary Certificate of Occupancy from LADBS and other jurisdictional authorities; thus allowing CUP staff to occupy the building.

Budget Status

This project is tracking to budget.



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

Schedule Status

The Phase 2 milestone is currently 184-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 90% design package was submitted to LAWA on February 2, 2014; and the review was complete on February 21, 2014. Comments were returned to the designer for incorporation into the 100% submittal.

Construction Progress

No construction contract awarded at this time.

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 Board of Airport Commissioners awarded the CMAR Contract on January 13, 2014; and Notice to Proceed (NTP) was issued February 18, 2014.

Budget Status

The project is tracking on budget.

Schedule Status

The project is tracking on schedule.

Issues

None at this time.

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 completed the removal operation and is applying the landscape features.

Budget Status

This project is tracking on budget.

Schedule Status

The project is tracking on schedule.

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

Thirty-two (32) 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 231 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 60% design package was received 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. The team is working to secure the Right-of-Way agreements, which may impact the 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 Board of Airport Commissioners awarded the CMAR Contract on January 13, 2014; and Notice to Proceed (NTP) was issued February 18, 2014.

Budget Status

The project is tracking on budget.

Schedule Status

The project is trending on schedule.

Issues

None at this time.

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 on budget.

Schedule Status

This project is tracking on schedule.

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 – The contract was re-advertised in February 2014 (see Issues below).

Budget Status

Kone's 3 year maintenance contract is underway; and the other awarded contracts are tracking on budget.

Schedule Status

Priority II-IV Site Mods contract began June 20, 2012. The first 54 units have been returned to service and 1 unit is currently under construction. Two more units are scheduled to begin construction in March 2014.

Issues

The Phase IV parking garage elevator upgrades bids were opened with only 2 bidders submitting. The bids were rejected; and the construction contract was re-advertised 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.



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 (GSD) will provide an estimate for the Terminal 7/Parking Structure 7 and the General and Miscellaneous Improvements at World Way East Entry packages by March 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 96% complete. Construction at Terminal 6 began on September 19, 2013 and is 99% 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 99% complete. Construction at Terminal 4/Parking Structure 4 is 1% complete. ADG issued the Notice to Proceed for Terminal 1/Parking Structure 1 on February 18, 2014.

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 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 March 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; and the PBB's are currently in storage. PBB restoration and preparation for re-installation will occur after the foundation and other site work is completed, in 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

Terminal Finishes:

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 April 2014.

Terminal Systems:

The Notice to Proceed (NTP) for design services was issued on March 19, 2013. The 90% design deliverable was submitted in November 2013; and the CGMP package was approved by the Board in January 2014. The project team is preparing a CGMP package for the Phase 2 work, which is scheduled to be presented to the Board in April 2014.

Construction Progress

Terminal Finishes:

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

Terminal Systems:

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; and the Phase 1 work was awarded in January 2014. The Phase 1 Notice to Proceed (NTP) was issued in February 2014 and the subcontractors are proceeding through the contract approval and badging and continue presenting key construction submittals. The construction is anticipated to commence in July 2014.

TERMINAL ELEMENT – Terminal 2 Improvements - Continued

Budget Status

Terminal Finishes:

The Aesthetic Review Committee (ARC) has selected an option, along with several alternates, for pricing. The project budget will be revised as the design is progressed and the CGMP packages are authorized.

Terminal Systems:

As part of the electrical upgrade field survey, the Terminal 2 team has identified additional work that will be required for code compliance and manufacture operational temperature levels. The project budget will be revised as the design is progressed and the CGMP packages are authorized.

Schedule Status

The team is currently working together to create a Terminal 2 Improvement Program schedule. The Terminal Improvement schedule and phasing is being coordinated with stakeholders, LAWA operations, other LAWA departments and the involved Federal Agencies.

Issues

As described within the Budget Status section above, continued design development will increase the budget as CGMP packages are authorized.

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 was issued; and the 60% submittal is forecast for April 2014.

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 late-2014.

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 CGMP package is authorized.

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 CGMP package is authorized.

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 - 100% complete.
4. Site Utilities - 100% complete.
5. Primary Building - 95% complete. Design review for this 95% package is on-going.

Construction Progress

Overall construction progress is 20% complete.

Budget Status

The project is tracking on budget.

Schedule Status

The project is tracking on schedule.

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 task order for full design services was issued in February 2014; and the designer has commenced the design.

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

As part of the electrical upgrade field survey, the Terminal 2 team has identified additional work that will be required for code compliance and manufacture operational temperature levels. The project budget will be revised as the design is progressed and the CGMP packages are authorized.

Schedule Status

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

Issues

As described within the Budget Status section above, continued design development will likely increase the budget as CGMP packages are authorized.

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 development of the 60% submittal is underway. 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.

Schedule Status

The restroom renovation design is proceeding within schedule.

Issues

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.

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.

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.



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.



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.

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 complete; and the request to advertise for construction bids is scheduled for the Board in March 2014.

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. This scope is expected to be implemented within a Tenant Improvement Program.

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.

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.

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.

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; and pre-design activities are underway.

WORK IN PROGRESS – CTA Departure Level Security Bollards (L020A)

Project Description

The purpose of this project is to provide additional passenger security at the upper level of the Central Terminal Area (CTA) by implementing security bollards at locations in front of the passenger terminals that present the highest vulnerability. In addition, this project will evaluate several bollard design options to determine which design option will offer the maximum amount of security while providing an option that is cost effective and less hindering on pedestrian circulation.

Issues

The Planning Phase is complete; and pre-design activities are underway.



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.

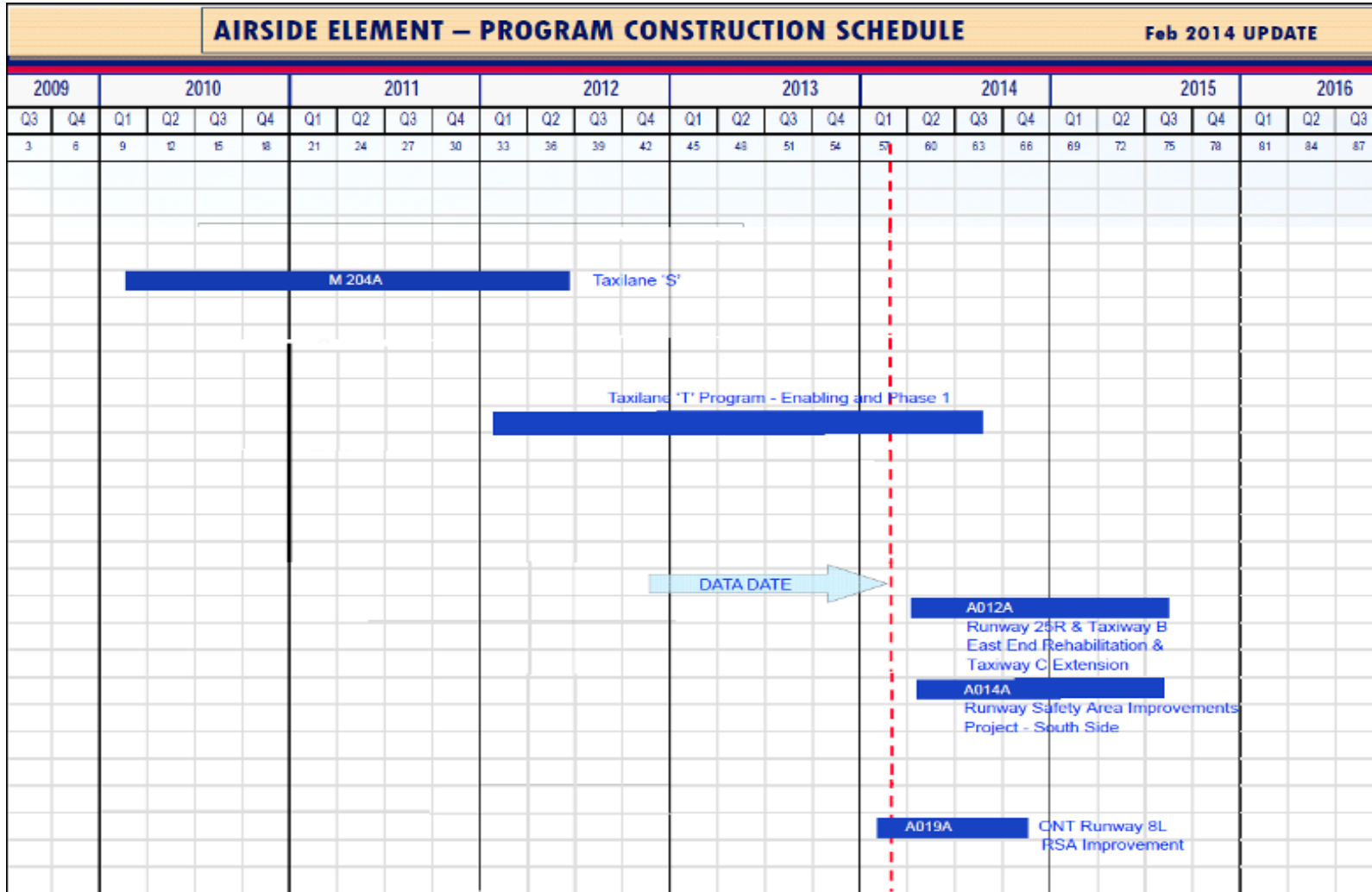
Data Date - Is a vertical line showing the current date of the report. Dates to the left side of the data date are known. Dates to the right side of the data date are projected.

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.

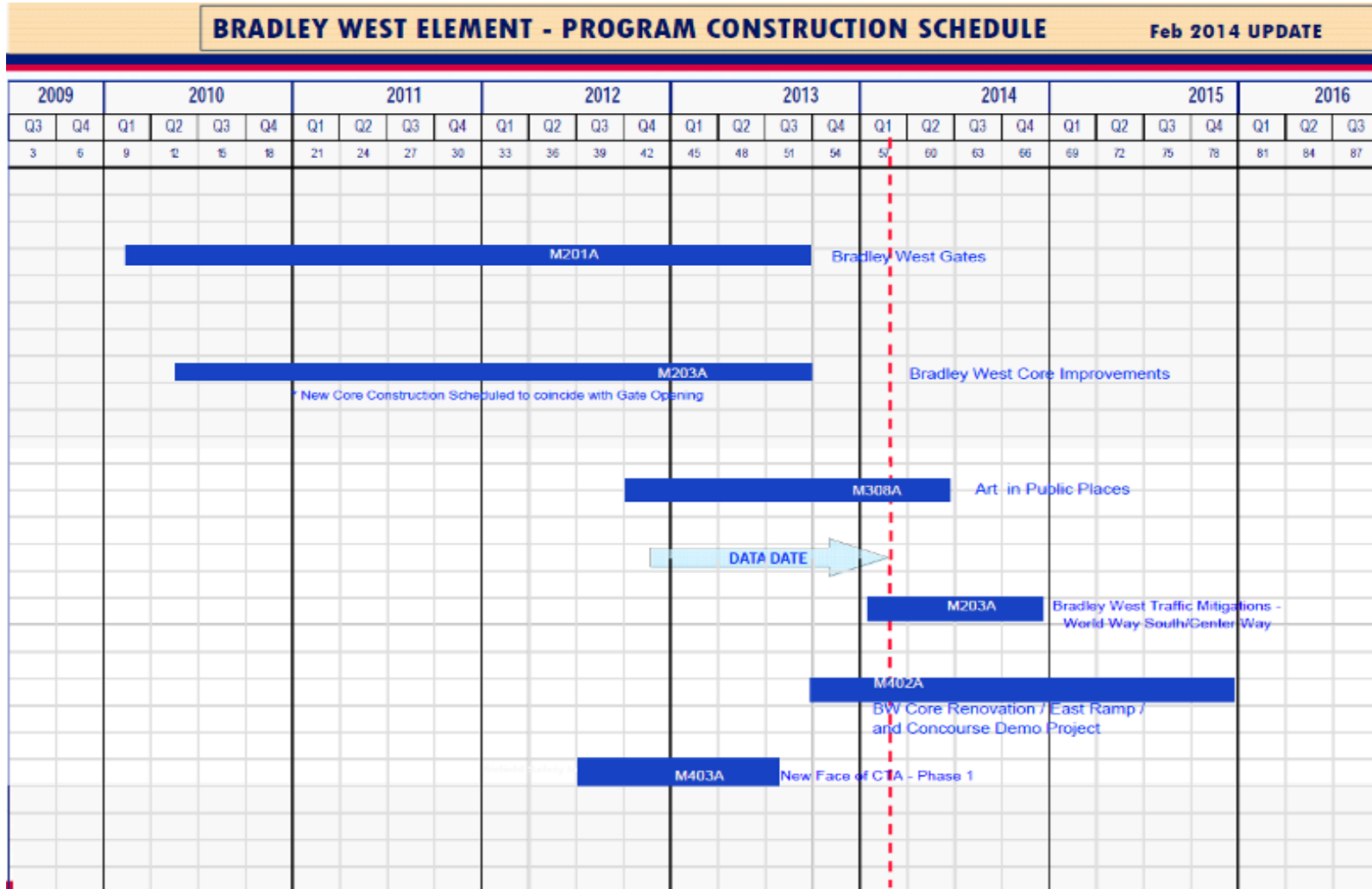


PROGRAM MASTER SCHEDULE - Continued



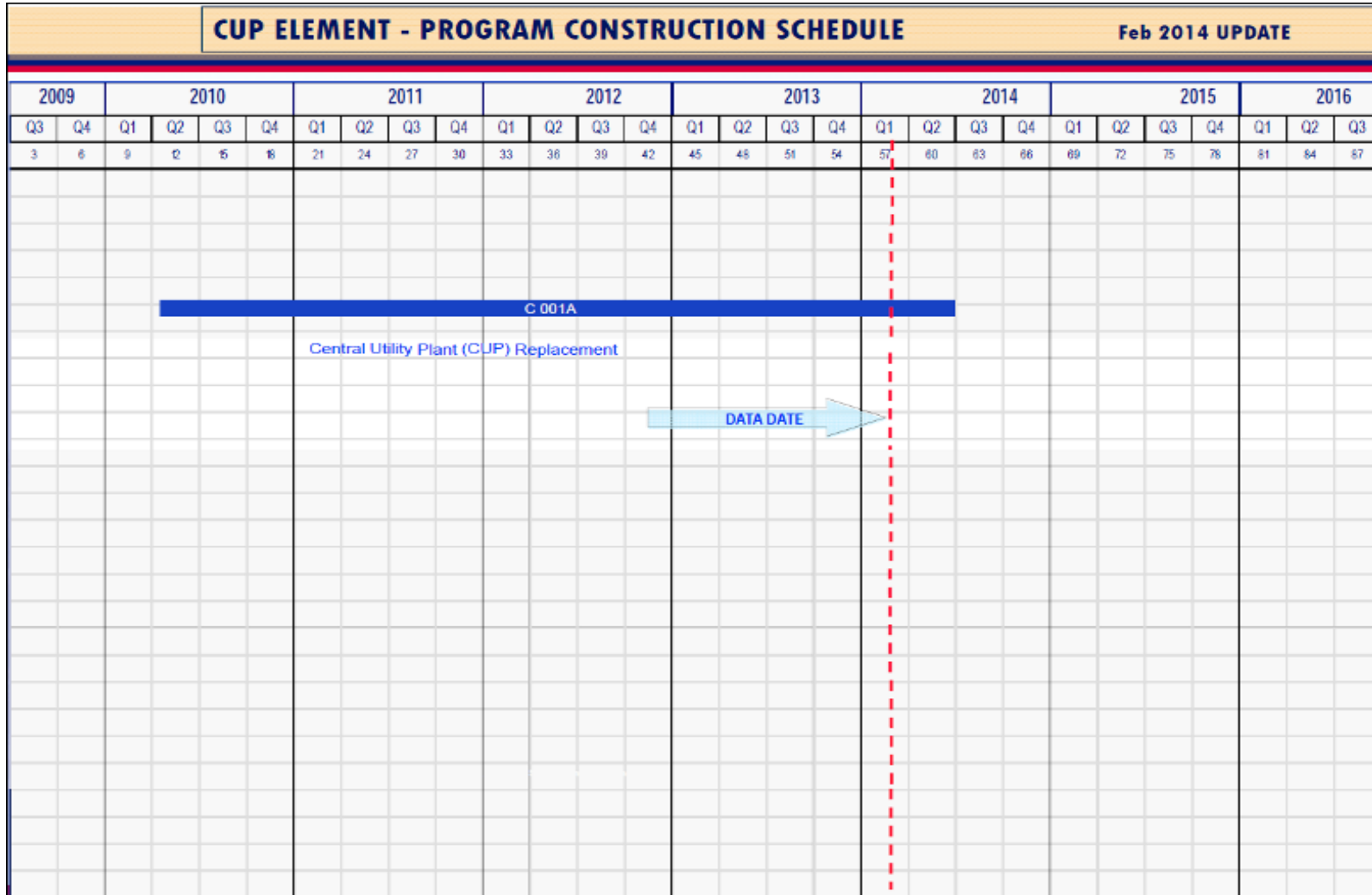


PROGRAM MASTER SCHEDULE - Continued





PROGRAM MASTER SCHEDULE - Continued



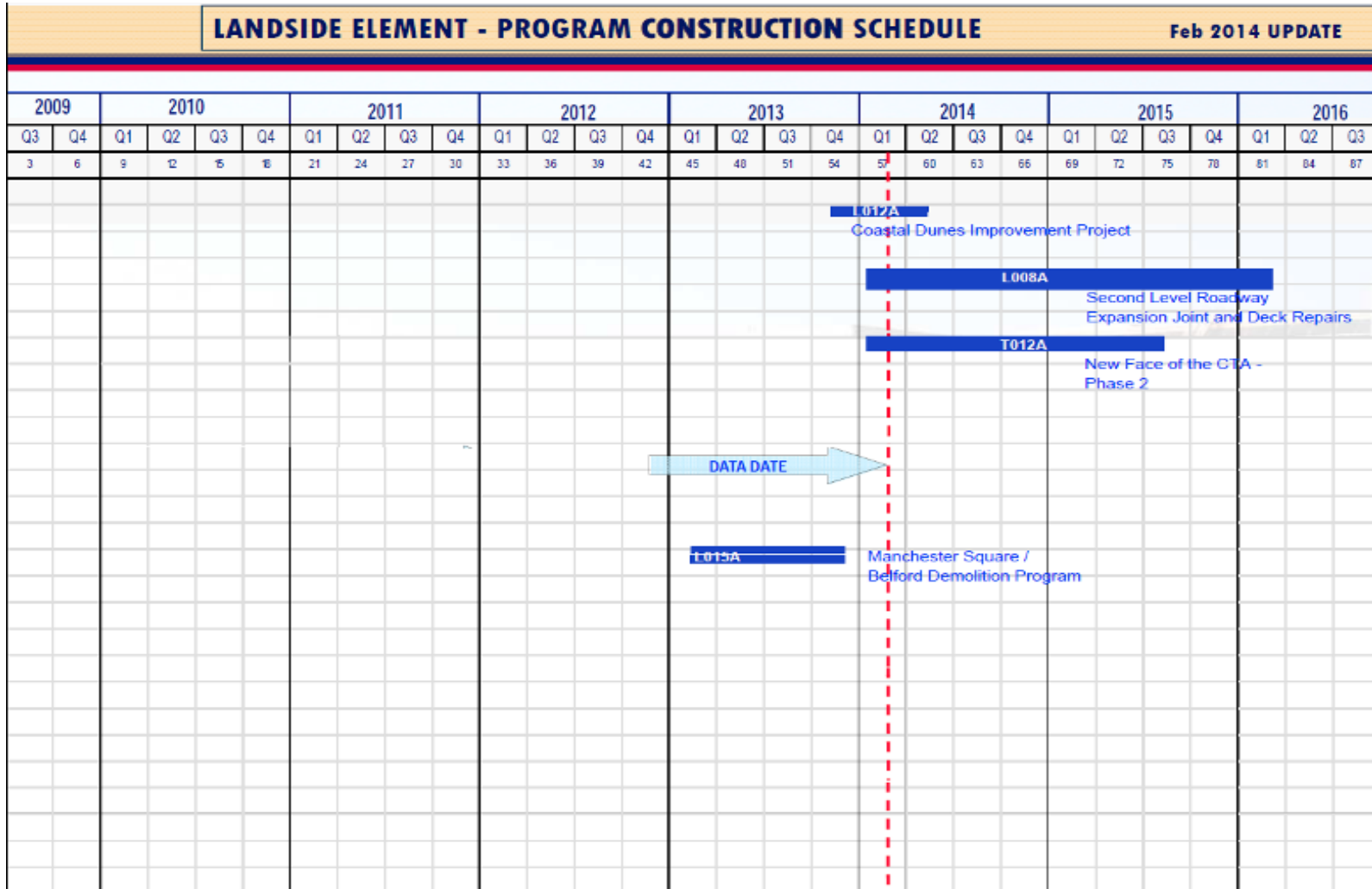


PROGRAM MASTER SCHEDULE - Continued

UTILITIES & INFRASTRUCTURE ELEMENT - PROGRAM CONSTRUCTION SCHEDULE Feb 2014 UPDATE																												
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
<p>U020A Electrical, Communications and Water Utility Ext. - 5th Feeder Project</p>																												



PROGRAM MASTER SCHEDULE - Continued



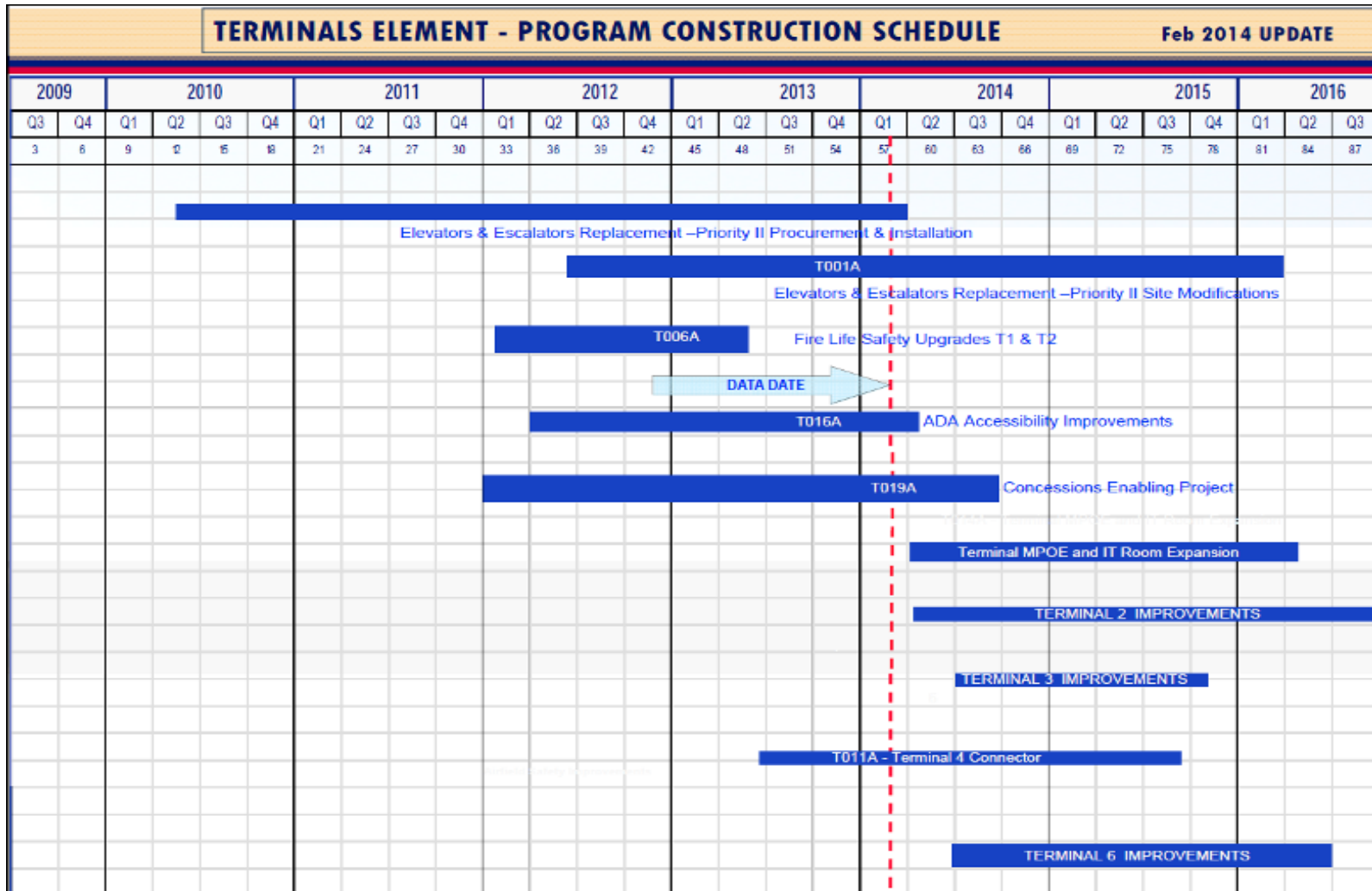


PROGRAM MASTER SCHEDULE - Continued

RESIDENTIAL/ SOUNDPROOFING ELEMENT- PROGRAM SCHEDULE																											Feb 2014 UPDATE		
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	



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 2/28/2014

(dollars in thousands)								
Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
Capital Budget 1								
Airside Element	506,810	491,297	414,251	376,896	476,937	14,360	79%	73%
Bradley West Element	2,040,915	2,076,667	1,927,567	1,577,324	2,037,471	39,195	77%	50%
CUP Replacement Element	423,835	416,406	380,362	325,856	407,554	8,852	80%	47%
Utilities & Infrastructure Element	8,175	13,994	13,723	13,723	13,723	271	100%	100%
Residential/Soundproofing Element	180,000	160,000	155,140	153,197	160,000	0	96%	0%
Terminal Element	270,000	240,035	195,803	118,066	221,239	18,796	53%	15%
CB1-Unallocated Contingency	N/A	34,446	N/A	N/A	N/A	N/A	N/A	N/A
		3,432,844	3,086,846	2,565,062	3,316,924	81,474	N/A	N/A
Capital Budget 2								
Airside Element	167,864	163,244	51,812	45,087	171,424	(8,180)	26%	39%
Utilities & Infrastructure Element	12,544	12,544	1,059	97	15,814	(3,270)	1%	0%
Landside Element	105,245	130,542	97,747	14,718	115,936	14,606	13%	4%
Residential/Soundproofing Element	1,317	1,124	1,124	1,124	1,124	0	100%	100%
Terminal Element	282,104	305,812	193,755	31,899	275,543	30,270	12%	6%
CB2-Unallocated Contingency	N/A	21,771	N/A	N/A	N/A	N/A	N/A	N/A
		635,038	345,497	92,925	579,840	55,197	N/A	N/A
Subtotal		4,067,881	3,432,342	2,657,987	3,896,764	171,118	N/A	N/A
Work in Progress								
	N/A	0	27,256	24,617	N/A	N/A	N/A	N/A
	N/A	0	27,256	24,617	N/A	N/A	N/A	N/A
Program Total	N/A	4,067,881	3,459,598	2,682,604	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 2/28/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
AIRSIDE									
Capital Budget 1									
M204A	Taxilane 'S'	174,980	162,041	158,778	151,965	161,956	86	94%	49%
M306A	Taxilane 'T'	96,500	145,284	73,922	44,119	133,427	11,859	33%	22%
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%
Closed	M000A-Associated Projects	1,340	1,607	1,605	1,476	1,607	0	92%	97%
Closed	M309A-American Airlines Settlement	27,250	21,428	21,428	21,428	21,428	0	100%	100%
Capital Budget 1 Total		506,810	491,297	414,251	376,896	476,937	14,360	79%	73%
Capital Budget 2									
A012A	Runway 25R & Taxiway B East End Rehabilitation & Taxiway C Extension	73,206	73,206	262	262	53,802	19,404	0%	0%
A014A	Runway Safety Area Improvements Project - South Side	43,237	43,237	8,637	8,421	75,650	(32,413)	11%	0%
A019A	ONT Runway 8L RSA Improvement	4,467	4,770	3,799	398	4,450	320	9%	0%
Close-out	L014A-AOA Perimeter Fence - Phase 4	6,506	6,506	5,916	4,686	4,816	1,690	97%	3%
Close-out	A016A-VNY Runway 16R Rehabilitation	20,483	20,483	18,156	16,277	17,664	2,819	92%	2%



AIRSIDE ELEMENT BUDGET REPORT as of 2/28/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	Capital Budget 2								
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%
Closed	A010B-Pavement Management Program - VNY Taxilane A2 Rehabilitation - Phase 2	2,933	2,521	2,521	2,521	2,521	0	100%	100%
Closed	A018A-Taxilane D-10 Reconstruction	9,062	7,456	7,456	7,456	7,456	0	100%	100%
	Capital Budget 2 Total	167,864	163,244	51,812	45,087	171,424	(8,180)	26%	39%
	Airside Total	674,674	654,542	466,063	421,983	648,361	6,181		

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

BRADLEY WEST ELEMENT BUDGET REPORT as of 2/28/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
BRADLEY WEST									
Capital Budget 1									
M201A	Bradley West Gates	906,474	872,931	828,144	785,537	854,322	18,609	92%	65%
M203A	Bradley West Core Improvements	808,364	787,389	744,651	714,035	795,441	(8,052)	90%	48%
M203C	Bradley West Traffic Mitigations -World Way South/Center Way	735	2,166	1,696	248	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	296,153	33,268	328,753	26,745	10%	0%
M403A	New Face of CTA - Phase 1	43,270	51,261	49,501	39,064	49,499	1,762	79%	73%
Closed	M203B-Construction Traffic Mitigations	3,542	2,061	2,061	2,061	2,061	0	100%	100%
Capital Budget 1 Total		2,040,915	2,076,667	1,927,567	1,577,324	2,037,471	39,195	77%	50%
Bradley West Total		2,040,915	2,076,667	1,927,567	1,577,324	2,037,471	39,195		

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



CUP REPLACEMENT ELEMENT BUDGET REPORT as of 2/28/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	CUP REPLACEMENT								
	Capital Budget 1								
C001A	Central Utility Plant	423,835	416,406	380,362	325,856	407,554	8,852	80%	47%
	Capital Budget 1 Total	423,835	416,406	380,362	325,856	407,554	8,852	80%	47%
	CUP Replacement Total	423,835	416,406	380,362	325,856	407,554	8,852		

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



UTILITIES & INFRASTRUCTURE ELEMENT BUDGET REPORT as of 2/28/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
UTILITIES & INFRASTRUCTURE									
Capital Budget 1									
Close-out	U009A-Airport Response Coordination Center (ARCC)	8,175	13,994	13,723	13,723	13,723	271	100%	100%
Capital Budget 1 Total		8,175	13,994	13,723	13,723	13,723	271	100%	100%
Capital Budget 2									
U020A	Electrical, Communications and Water Utility Ext. - 5th Feeder Project	12,544	12,544	1,059	97	15,814	(3,270)	1%	0%
Capital Budget 2 Total		12,544	12,544	1,059	97	15,814	(3,270)	1%	0%
Utilities & Infrastructure Total		20,719	26,538	14,782	13,820	29,536	(2,999)		

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

LANDSIDE ELEMENT BUDGET REPORT as of 2/28/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	LANDSIDE								
	Capital Budget 2								
L008A	Second Level Roadway Expansion Joint and Deck Repairs	18,900	35,442	26,936	2,518	33,164	2,278	8%	0%
L012A	Coastal Dunes Improvement Project	3,000	3,000	1,944	1,369	2,818	182	49%	0%
L015A	Manchester Square / Belford Demolition Program	1,981	1,185	1,108	1,083	1,165	20	93%	100%
L017A	Orange Line Busway (FlyAway Site)	626	626	250	48	1,012	(386)	5%	0%
L018A	CTA - Landside Accessibility Improvements - Phase 2	2,976	2,976	16	16	2,508	469	1%	0%
T012A	New Face of the CTA - Phase 2	70,528	80,363	60,997	3,223	68,772	11,591	5%	0%
Close-out	L016A-Jenny Lot Site Modifications	7,233	6,951	6,496	6,461	6,496	454	99%	100%
	Capital Budget 2 Total	105,245	130,542	97,747	14,718	115,936	14,606	13%	4%
	Landside Total	105,245	130,542	97,747	14,718	115,936	14,606		

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



RESIDENTIAL/SOUNDPROOFING ELEMENT BUDGET REPORT as of 2/28/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
RESIDENTIAL/SOUNDPROOFIN									
Capital Budget 1									
S002A	Noise Mitigation/Soundproofing (City of LA)	180,000	160,000	155,140	153,197	160,000	0	96%	0%
Capital Budget 1 Total		180,000	160,000	155,140	153,197	160,000	0	96%	0%
Capital Budget 2									
Closed	S008A-VNY Soundproofing	1,317	1,124	1,124	1,124	1,124	0	100%	100%
Capital Budget 2 Total		1,317	1,124	1,124	1,124	1,124	0	100%	100%
Residential/Soundproofing Total		181,317	161,124	156,264	154,321	161,124	0		

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

TERMINAL ELEMENT BUDGET REPORT as of 2/28/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	TERMINAL								
	Capital Budget 1								
T001A	Elevators and Escalators Replacement	270,000	240,035	195,803	118,066	221,239	18,796	53%	15%
	Capital Budget 1 Total	270,000	240,035	195,803	118,066	221,239	18,796	53%	15%
	Capital Budget 2								
	Terminal-wide Improvements								
T014A	Terminal MPOE and IT Room Expansion	19,653	16,412	1,264	381	10,945	5,467	3%	0%
T016A	ADA Accessibility Improvements	2,000	4,540	2,905	888	4,179	361	21%	0%
T017A	Concessions Enabling Project	3,445	3,445	1,465	1,409	2,441	1,004	58%	0%
T028A	Passenger Boarding Bridge Relocation	19,611	19,611	10,048	1,188	19,162	449	6%	0%
Closed	T006A-Fire Life Safety System Upgrades T1 & T2	5,300	3,334	3,308	2,983	3,334	0	89%	100%
	Terminal-wide: Subtotal	50,009	47,342	18,990	6,849	40,061	7,281		
	Terminal 2 Improvements								
T027A	Terminal 2 Improvement Program	86,199	117,088	80,201	5,239	107,590	9,499	5%	0%
	Terminal 2: Subtotal	86,199	117,088	80,201	5,239	107,590	9,499		
	Terminal 3 Improvements								
Close-out	T015A-Terminal 3 Backfill Project	5,846	6,598	6,517	6,503	6,576	22	99%	98%
	Terminal 3: Subtotal	5,846	6,598	6,517	6,503	6,576	22		

TERMINAL ELEMENT BUDGET REPORT as of 2/28/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
	Terminal 4 Improvements								
T011A	Terminal 4 Connector	114,318	114,496	85,814	12,153	103,861	10,635	12%	0%
	Terminal 4: Subtotal	114,318	114,496	85,814	12,153	103,861	10,635		
	Terminal 6 Improvements								
T025A	Terminal 6 Electrical Upgrades Project	19,574	19,574	1,614	667	16,741	2,833	4%	0%
	Terminal 6: Subtotal	19,574	19,574	1,614	667	16,741	2,833		
	Terminal 7 Improvements								
T022A	Terminal 7 Restroom Enhancements	6,159	714	618	488	714	0	68%	0%
	Terminal 7: Subtotal	6,159	714	618	488	714	0		
	Capital Budget 2 Total	282,105	305,812	193,754	31,899	275,543	30,270		
	Terminal Total	552,105	545,847	389,557	149,965	496,782	49,066		

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



WORK IN PROGRESS BUDGET REPORT as of 2/28/2014

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
WORK IN PROGRESS									
Capital Budget 2									
L020A	CTA Departure Level Security Bollards	N/A	0	0	0	N/A	N/A	N/A	N/A
A017A	West Maintenance Area	N/A	0	12,935	12,577	N/A	N/A	N/A	N/A
M404A	Bradley West Outbound Baggage Handling System	N/A	0	6,759	5,880	N/A	N/A	N/A	N/A
T026A	Midfield Satellite Concourse (North Gates)	N/A	0	7,160	6,160	N/A	N/A	N/A	N/A
T029A	Terminal 3 Restroom Enhancements	N/A	0	402	0	N/A	N/A	N/A	N/A
Capital Budget 2 Total		0	0	27,256	24,617	N/A	N/A	N/A	N/A
Work in Progress Total		N/A	0	27,256	24,617	N/A	N/A		

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



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 2/28/2014

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

CHANGE ORDERS - Continued as of 2/28/2014

Element	Project	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
Bradley West Element							
DA-4337 - BRADLEY WEST GATES (DA-4337)							
	DA-4337/CGMP01		0112	\$1,053			BWG - PCA Room Equipment Access Provisions
	DA-4337/CGMP02		0388	\$28,011			CCP2 - IWBT Apron Lighting Foundation Installations and Bollard Cori
	DA-4337/CGMP02		0389	\$12,424			BWG - Request to Replenish Contingency - Approved Overtime/Acce
	DA-4337/CGMP03		0161	\$57,887			BWG - Request to Replenish Contingency - Approved Overtime/Accel
	DA-4337/CGMP04		0183	\$1,003			BWG - Request to Replenish Contingency - Approved Overtime/Accel
	DA-4337/CGMP04		0184	\$149,997			JT Wimsatt PLA Travel Time Change Request
	DA-4337/CGMP05		0196		\$239,559		BWG - Pier Mechanical Shaft Platform and Ladders
	DA-4337/CGMP05		0197	\$30,500			BWG - Request to Replenish Contingency - Approved Overtime/Accel
	DA-4337/CGMP05		0198	\$67,676			BWG - PCA Room Equipment Access Provisions
	DA-4337/CGMP06		0094	\$30,687			BWG - Request to Replenish Contingency - Approved Overtime/Accel
	DA-4337/CGMP07		0223	\$31,619			Request to Replenish Contingency - CGMP 7
	DA-4337/CGMP07		0224	\$1,507			BWG - PCA Room Equipment Access Provisions
	DA-4337/CGMP08		0448	\$53,150			BWG - CLOSEOUT - Glow Electric - Gates
	DA-4337/CGMP08		0449	\$5,102			BWG - PCA Room Equipment Access Provisions
	DA-4337/CGMP08		0450	\$46,020			BWG - Request to Replenish Contingency - Approved Overtime/Accel
	DA-4337/CGMP09		0130	\$7,476			BWG - Request to Replenish Contingency - Approved Overtime/Accel
	DA-4337/CGMP11		0046	\$28,810			BWG - CLOSEOUT for Elljay Acoustical
	DA-4337/CGMP11		0047	\$6,180			BWG - Request to Replenish Contingency - Approved Overtime/Accel
	DA-4337/CGMP12		0147	\$7,233			BWG - Request to Replenish Contingency - Approved Overtime/Acc
	DA-4337/CGMP13		0140	\$67,474			Request to Replenish Contingency - CGMP 13
	DA-4337/CGMP13		0141	\$3,206			BWG - PCA Room Equipment Access Provisions
	DA-4337/CGMP14		0063	\$2,486			BWG - Request to Replenish Contingency - Approved Overtime/Accel
DA-4382 - BRADLEY WEST CORE (DA-4382)							
	DA-4382/CGMP01		0161	\$6,189			Request to Replenish Contingency - CGMP 01 Partial
	DA-4382/CGMP01		0162	\$1,135			BWC - RENO - Procure and Install Microwaves for Tenant (CBP North Office)
	DA-4382/CGMP01		0163	\$(3,129)			VOIDS CGMP Rev 1.150
	DA-4382/CGMP04		0182	\$(4,516)			VOIDS CGMP Rev 4.177
	DA-4382/CGMP05		0124	\$22,015			BWC - Request for Replenish Contingency - CGMP 5
	DA-4382/CGMP06		0432	\$745			Request to Replenish Contingency-CGMP-6
	DA-4382/CGMP07		0088	\$17,230			Request to Replenish Contingency-CGMP-7
	DA-4382/CGMP08		0658	\$108,599			Request to Replenish Contingency - CGMP 08 Partial



Bradley West Element

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

DA-4382/CGMP09	0254	\$123,295		BWC - Request to Replenish Contingency - CGMP 9
DA-4382/CGMP09	0255	\$(19,734)		VOIDS CGMP Rev 9.250
DA-4382/CGMP12	0356	\$3,302		BWC- CLOSEOUT Elljay Acoustical
DA-4382/CGMP12	0357	\$75,719		BWC - Request to Replenish Contingency - CGMP 12 Partial
DA-4382/CGMP14	0221	\$80,089		BWC - Request to Replenish Contingency - CGMP 14 Partial
DA-4382/CGMP17	0012		\$178,909	Daktronics Subcontractor Close-out
DA-4382/CGMP18	0190	\$(102)		CLOSEOUT for Jezowski & Markel
DA-4382/CGMP20	0137	\$(1,769)		VOIDS CGMP REV 20.115
DA-4382/CGMP20	0138	\$512		BWC - RENO - Door Hardware Change at 1C11-F07 (Rigid to Opera



CHANGE ORDERS - Continued as of 2/28/2014

Element	Project	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
CUP Replacement Element							
C001A - CENTRAL UTILITY PLANT							
	DA-4554/0000		0198		\$251,795		IS-2299 Air Supply Duct Renovation
	DA-4554/0000		0199	\$99,521			Area D8 - Unforeseen Chilled Water at Vault 12 Points of Connection
	DA-4554/0000		0200	\$61,313			Chiller Capacity Change
	DA-4554/0000		0201	\$53,078			Unforeseen Conflict at Existing Utility Vault at T4
	DA-4554/0000		0202	\$17,055			Salt Spraying Rating for DOA-1, AHU-1 and AHU-2
	DA-4554/0000		0203	\$107,367			Additional Cooling Tower Nozzle Inspection Access Locations
	DA-4554/0000		0204		\$372,126		Modifications to USO and Other Existing Improvements Associated with Center Way North Widening
Landside Element							
Residential/Soundproofing Element							
Terminal Element							

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	\$52,454,131	(\$47,232)	\$52,406,899	8.43%
FIELD CONDITIONS	\$17,760,655	\$346,277	\$18,106,932	2.91%
OWNER BETTERMENT	\$30,733,303	(\$5,730,393)	\$25,002,910	4.02%
CODE REQUIREMENT	\$4,481,496	\$271,651	\$4,753,147	0.76%
TOTAL	\$135,814,911	(\$5,159,697)	\$130,655,214	21.02%

*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

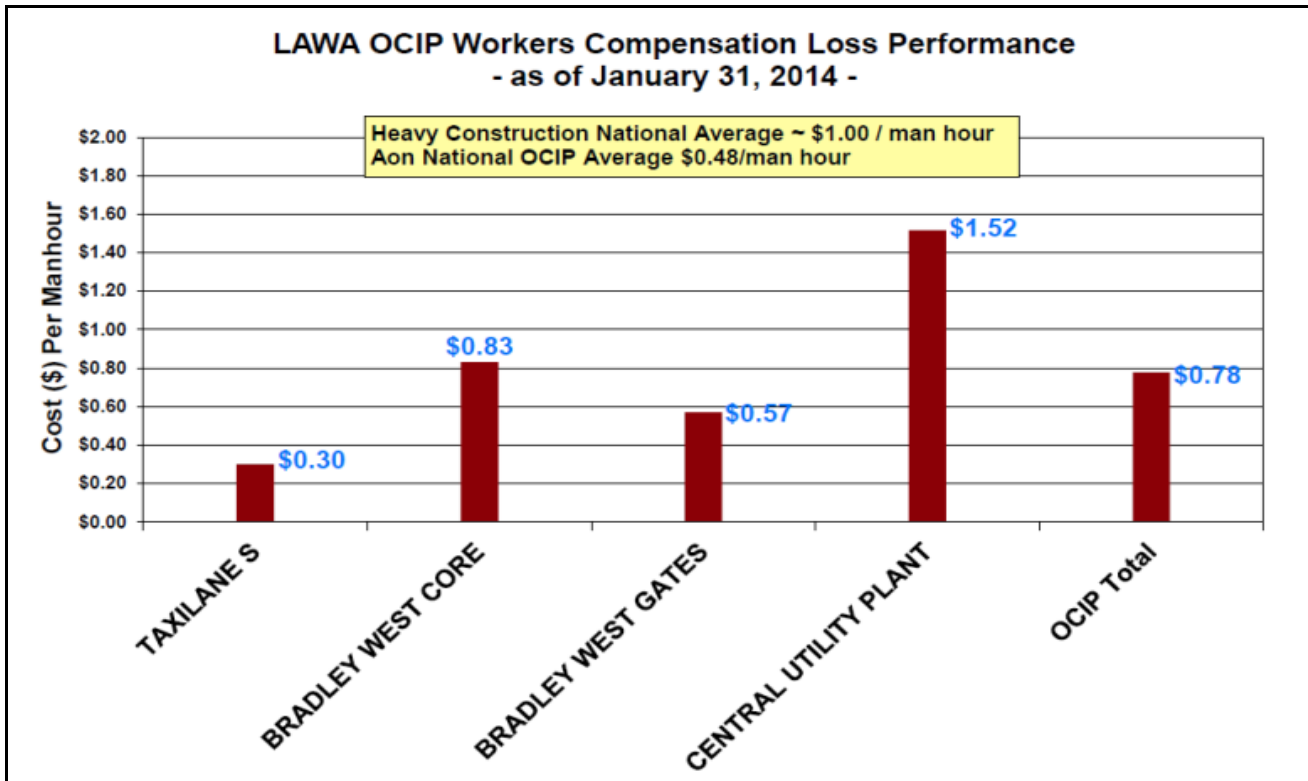
CHANGE TYPE	EXECUTED CHANGES (CUMULATIVE)	APPROVED CHANGES (CUMULATIVE)	SUBTOTAL	% OF CONTRACT VALUE*
DESIGN EVOLUTION	\$30,093,188	\$0	\$30,093,188	4.83%
DOCUMENT CORRECTION	\$37,871,652	\$569,774	\$38,441,426	6.17%
FIELD CONDITIONS	\$19,730,942	\$1,126,171	\$20,857,113	3.35%
OWNER BETTERMENT	\$78,379,956	(\$231,359)	\$78,148,597	12.55%
CODE REQUIREMENT	\$8,202,603	\$35,814	\$8,238,417	1.32%
TOTAL	\$174,278,341	\$1,500,400	\$175,778,741	28.23%

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



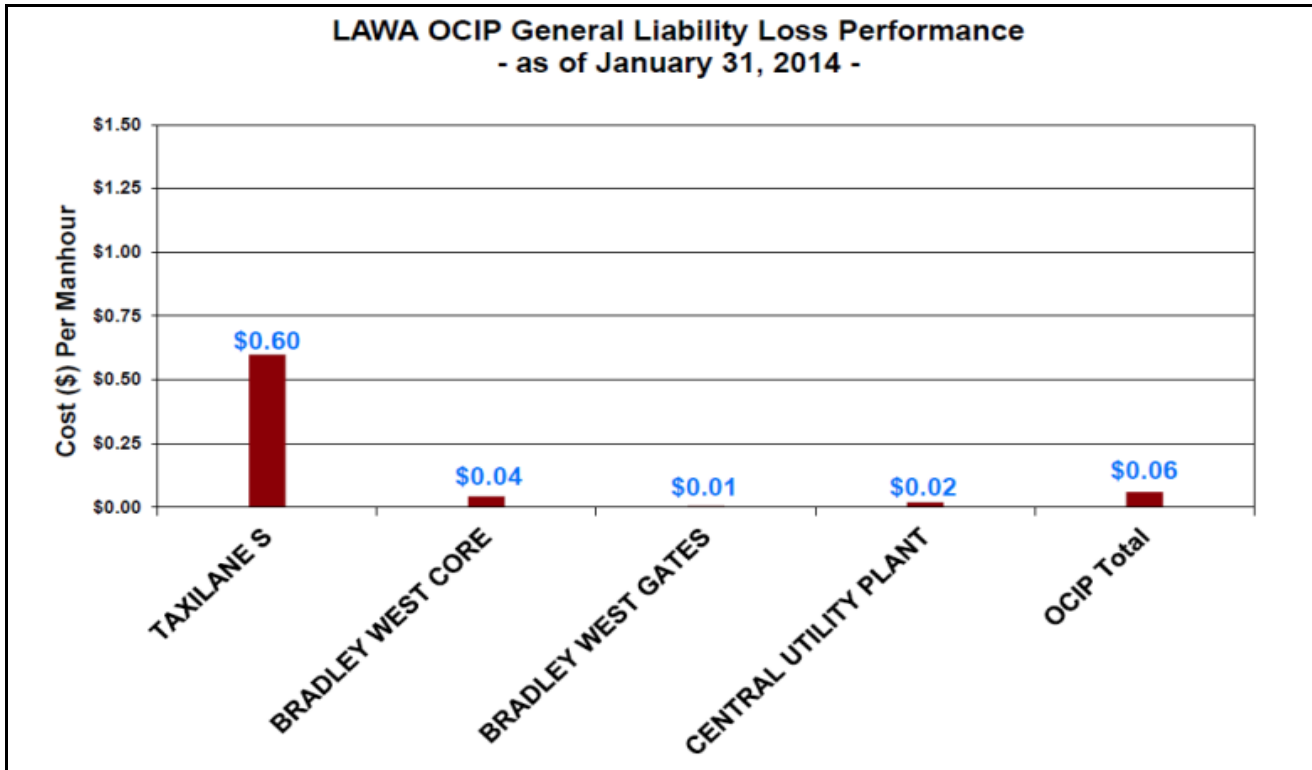
OCIP

as of 2/28/2014



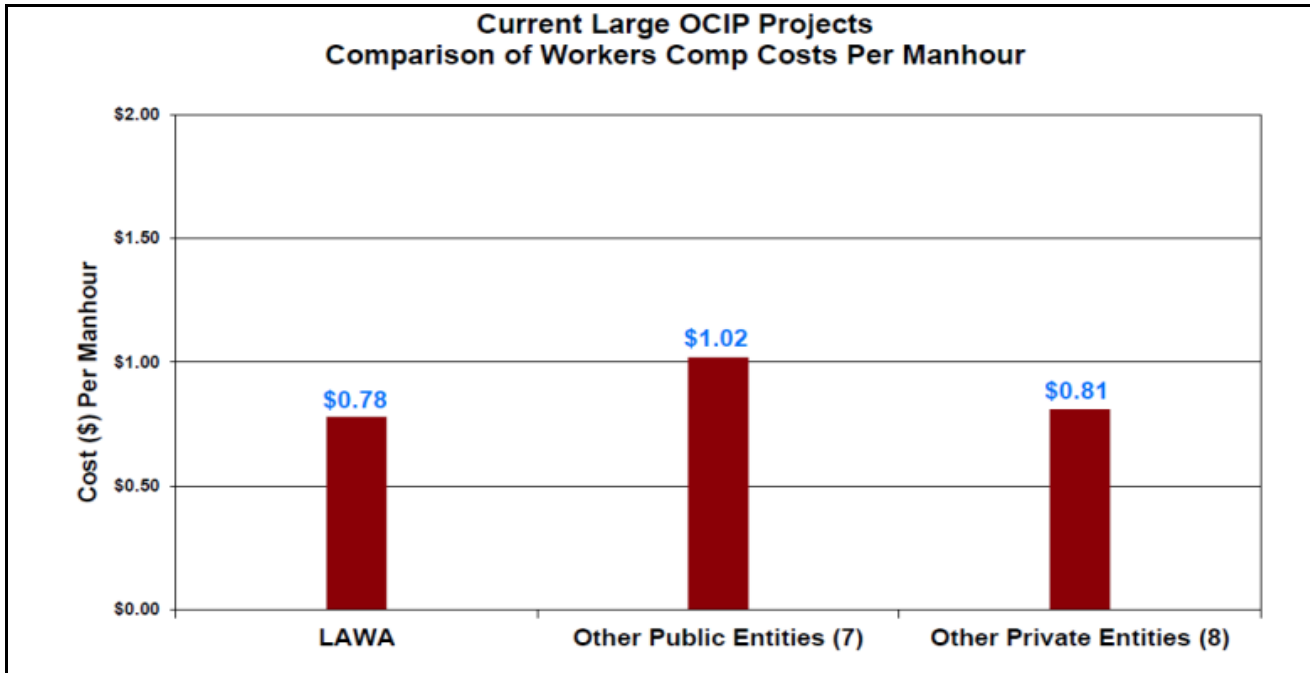


OCIP - Continued
as of 2/28/2014





OCIP - Continued
as of 2/28/2014





MWBE/DBE

as of 2/28/2014

SUBCONTRACTOR UTILIZATION SUMMARY REPORT		Achieved Participation to Date*				
Firm	Contract No.	Proposed Level of Participation	SBE	DBE	M/WBE	Remarks
SBE PROCURED CONTRACTS						
AVB Management Partners Joint Venture	DA-4834	20.00%	86.33%	N/A	N/A	1st inv. SBE Sub only
Griffith Company	DA-4836	15.00%		N/A	N/A	Under Review
Hill/APSI Joint Venture	DA-4828	20.00%		N/A	N/A	
Integrated Project Control Team (IPCT) Joint Venture	DA-4829	20.00%	2.48%	N/A	N/A	first invoice
Myers - Banicki	DA-4879	15.00%		N/A	N/A	Pending First Billing
Parsons Transportation Group	DA-4835	20.00%		N/A	N/A	Pending First Billing
DBE PROCURED CONTRACTS						
AECOM Technical Services, Inc.	DA-4260	12.00%	N/A	21.45%	N/A	
Atkins	DA-4515	24.00%	N/A	27.11%	N/A	
Clark McCarthy Joint Venture	DA-4849	18.05%	N/A		N/A	Under Review
Coffman Specialties, Inc.	DA-4803	7.00%	N/A	3.84%	N/A	
Evans Brothers, Inc.	DA-4690	2.23%	N/A	14.81%	N/A	
Fentress Architects	DA-4274	13.75%	N/A	6.06%	13.00%	
Griffith Company	DA-4645	8.00%	N/A		N/A	Under Review
Hatch Mott MacDonald, LLC	DA-4275	11.63%	N/A	19.52%	N/A	
HNTB Corporation	DA-4709	10.80%	N/A	10.34%	4.20%	
Kimley-Horn and Associates	DA-4555	5.13%	N/A	8.65%	6.57%	
Security Paving Company Inc.	DA-4760	0.00%	N/A		N/A	Under Review
Turner Construction Company	DA-4798	15.00%	N/A		N/A	



SUBCONTRACTOR UTILIZATION SUMMARY REPORT		Achieved Participation to Date*				
Firm	Contract No.	Proposed Level of Participation	SBE	DBE	M/WBE	Remarks
<u>M/WBE PROCURED CONTRACTS</u>						
Arcadis	DA-4413	20.00%	N/A	N/A	20.61%	
Atkins	DA-4679	11.50%	N/A	10.12%	4.10%	
Base Architecture	DA-4713	20.00%	N/A	N/A	22.65%	
Clark/McCarthy Joint Venture - Construction	DA-4554	16.00%	N/A	N/A	10.31%	
Clark/McCarthy Joint Venture - Design	DA-4554	20.10%	N/A	N/A	15.13%	
Gin Wong	DA-4750	20.00%	N/A	N/A	52.84%	
Gruen Associates	DA-4761	25.00%	N/A	N/A	25.10%	
HNTB Corporation	DA-4748	20.00%	N/A	12.37%	4.20%	
Jacobs Project Management Co.	DA-4417	25.00%	N/A	N/A	23.85%	
KDG Dev + Construction Consulting	DA-4418	20.00%	N/A	N/A	21.53%	
Parsons Transportation Group, Inc.	DA-4415	23.00%	N/A	N/A	50.15%	
Paslay Management Group	DA-4324	10.00%	N/A	N/A	19.25%	
Rivers & Christian	DA-4762	26.00%	N/A	N/A	29.52%	
Skidmore Owings & Merrill	DA-4822	23.00%	N/A	N/A	0.00%	subs not invoiced
Stronghold Engineering	DA-4644	7.43%	N/A	N/A	0.00%	Under Review
Sully-Miller Contracting Company	DA-4705	5.00%	N/A	N/A	8.07%	
Turner Construction Company	DA-4779	15.00%	N/A	N/A	26.38%	
URS Corporation, Inc.	DA-4763	20.00%	N/A	N/A	13.85%	
Vanir Construction Management, Inc.	DA-4416	20.00%	N/A	N/A	20.41%	
W.E. O'Neil Construction Co. of California	DA-4712	9.60%	N/A	N/A	5.30%	
Walsh Austin Joint Venture - Construction (Core)	DA-4382	14.00%	N/A	N/A	15.59%	
Walsh Austin Joint Venture - Construction (Gates)	DA-4337	14.00%	N/A	N/A	21.56%	

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