



# Airports Development

Executive Management

Program Status Report

November 30, 2010

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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 in Definition.

### **Airside Element**

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

### **Bradley West Element**

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

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

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## ELEMENT OVERVIEW - Continued

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

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

### **Utilities and Infrastructure Element**

These capital improvement projects are critical utility and infrastructure elements that support Terminal and Airport operations within the Central Terminal Area (CTA). Current construction projects include the In-Line Baggage Screening System program consisting of the construction of fully integrated Transportation Security Administration (TSA) screening equipment in Terminal 3 and removal of lobby machines, plus, the IT Fiber Loop Backbone project which will provide new connectivity between all Terminals and the Telecommunication Building.

### **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).

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## ELEMENT OVERVIEW - Continued

### **Terminals Element**

Most of LAX's Terminals have been serving their purpose without major renovations or modernization efforts over the 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.

### **TBIT Renovation Element**

The Tom Bradley International Terminal (TBIT) was designed in 1982 and constructed for the opening of the 1984 Olympics that were held in Los Angeles. In the intervening years, other than minor improvements and concessions additions, the terminal had not been remodeled or modernized and did not provide comparable standards, amenities, and aesthetics realized at other international and national airports around the world. The aesthetics and finishes at TBIT were based on 1980s design. The lighting in most areas was not up to current standards, the paging system was inadequate, and some areas did not meet current building code requirements including the Americans with Disabilities Act (ADA). Contact gates at TBIT were inadequate to accommodate the "New Large Aircrafts", e.g. Airbus A380. Lastly, due to the events following September 11, 2001, the Transportation Security Administration (TSA) mandated requirements for in-line 100% checked baggage screening of the outbound baggage system at TBIT. The proposed project addresses these deficiencies and new security baggage screening requirements through a comprehensive modernization and upgrade of TBIT.

### **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. If approved, projects in Work in Progress will be moved into the appropriate execution element. If not approved, projects will be dropped from this report.

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## AIRSIDE ELEMENT - Construction Support Facilities (M209A)

### **Project Description**

The project includes the construction of a new aircraft parking ramp/block, new emergency exits for American Airlines Maintenance Hangar, airfield security fencing, building modifications, and other miscellaneous construction activities as may be required.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

First construction contract awarded to Griffith Construction on April 21, 2009.

Notice to Proceed issued June 29, 2009.

Construction is 93% complete.

### **Budget Status**

This project is anticipated to complete on budget.

### **Schedule Status**

The project's original completion date of May 25, 2010 has been extended to February 2011 to accommodate ASDE-X and replacement FAA fiber work.

### **Issues**

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## AIRSIDE ELEMENT - Crossfield Taxiway Project (M101A)

### **Project Description**

The project entails the construction of a 3,437-foot-long by 100-foot-wide taxiway that connects Taxiway 'B' on the south and Taxiway 'E' on the north. To facilitate this construction, there will be removal of existing deteriorated concrete pavement and the removal of asphalt pavement replaced with Portland Cement Concrete (PCC) and asphalt concrete pavement. This project also constructs a new parallel service road and a replacement apron for Remain Overnight (RON) and the following facilities: Realignment of World Way West and two bridges over the road; one for aircraft crossing as a part of taxiway C13 and the other for vehicular traffic; Taxiway centerline electrical, lighting and signage; Pavement markings, including centerline, edge striping and edge reflectors; and Installation of redesigned drainage and modifications to existing utilities.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

Construction contract awarded to R & L Brosamer Inc. on March 23, 2009.

Construction Notice to Proceed issued May 11, 2009.

Taxiway 'R' opened on May 24, 2010.

Construction is 100% complete.

### **Budget Status**

Contingency may be allocated to fund the change orders that are still under negotiations.

### **Schedule Status**

Punch list items and testing and commissioning of equipment currently on-going.

### **Issues**

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## **AIRSIDE ELEMENT - LAX Aircraft Rescue and Fire Fighting Facility (M107A)**

### **Project Description**

The new Aircraft Rescue and Fire Fighting Facility (ARFF) is proposed to be constructed as a replacement for the existing Fire Station No. 80. This new facility will be located on World Way West just west of Remain Over Night (RON) aircraft aprons situated relative to the mid-points of the outmost runways (Runway 6L/24R on the north and Runway 7R/25L on the south). The proposed ARFF would provide approximately 27,500 square feet of administrative office area and station living quarters within a 2-story structure, six bays for emergency vehicles along with a service bay, storage area for various emergency response equipments, and briefing and training rooms.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

Construction contract awarded to Tobo Construction on June 10, 2009.

Administrative Notice to Proceed issued July 10, 2009.

Construction Notice to Proceed issued September 4, 2009.

Construction is 99% complete.

### **Budget Status**

This project is tracking on budget.

### **Schedule Status**

Temporary Certificate of Occupancy was issued November 2, 2010. Substantial Completion with move-in and operational was issued November 5, 2010; and the old ARFF station was demolished.

Anticipate construction contract close-out in February 2011.

### **Issues**

The Grand Opening of the LAX Aircraft Rescue and Firefighting Station 80 occurred on November 22, 2010.



## AIRSIDE ELEMENT - Bradley West - Aprons (M205A)

### **Project Description**

The Bradley West Aprons project contains an East and West component. The Bradley West Aprons project consists of approximately 34,000 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 Core. This apron construction includes all grading, utilities, airfield signage and lighting; construction of LADWP power and communication ductbanks; and the LAWA power and communication ductbanks.

The Bradley East Aprons project entails construction of approximately 121,000 square yards of pavement and associated drainage from the edge of the new Concourses to the edge of Taxilanes C10/D10. It includes all grading, drainage, utilities, airfield signage and lighting; construction of LADWP power and communication ductbanks; and the LAWA power and communication ductbanks.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

West Aprons awarded design is 100% complete.  
East Aprons design is 50% complete.

### **Construction Progress**

West Aprons - Construction forecast in April 2010 through June 2012  
The Bradley West Gates and Core contracts awarded to Walsh-Austin.

East Aprons -  
No construction contracts awarded.

### **Budget Status**

This project is tracking on budget.

### **Schedule Status**

This project progressing on schedule.

### **Issues**

## 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**

Project Definition is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

Construction contract awarded to Flatiron West, Inc. on December 7, 2009.

Administrative Notice to Proceed issued on December 18, 2009.

Construction Notice to Proceed issued on March 1, 2010.

Construction is 19% complete.

The contractor completed demolition of the existing fire station in November 2010; and Guard Post #5 was closed in November 2010. LAWA is coordinating the permanent closure of Service Road S in early January 2011.

### **Budget Status**

Additional funds may be required for the changes that are currently being negotiated. These changes include two Change Orders totaling approximately \$4 million; Security Access Post No. 5 Revisions and Deep Sewer Modifications. Additional change directives for Fire & Domestic water lines modifications are still under review.

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

### **Schedule Status**

Taxilane 'S' is anticipated to open May 2011. However, schedule impacts from various sources including additional contaminated soil, Word Way West utilities, resequencing the DWP duct bank installation, and Guard Post #5 design revisions are threatening this completion date. As an attempt to mitigate schedule impacts, existing Taxiway S will remain closed permanently.

### **Issues**

- \* Provide new natural gas service to the Bradley West across new Taxilane 'S'.
- \* In order to mitigate potential schedule impacts to the Bradley West Project, DWP duct bank work has been completed in November 2010.
- \* Design revisions to the deep utilities (Central Outfall Sewer (COS) and North Outfall Relief Sewer (NORS)) sanitary sewer connections which will result in additional costs.
- \* Design revisions to Guard Post #5 which may impact the completion date.

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

### **Project Description**

The project consists of the construction of a 3,166-foot long Taxilane to connect Taxiway 'C' on the south and Taxiway 'D' on the north. Taxilane 'T' will be constructed as part of a 300 ft. wide Portland Cement Concrete (PCC) paved strip which will be the second part of the future Dual Taxilane / Taxiway System replacing existing Taxiways 'Q' and 'S', west of reconfigured Tom Bradley International Terminal (TBIT). The Taxilane 'T' centerline is located 818 feet west of the existing Taxiway 'Q' centerline. A 169-foot-Object Free Area (OFA) will be provided on the west side of the Taxilane 'T' centerline in accordance with the FAA approved Airport Layout Plan (ALP). This construction also includes the Taxilane "T" Service Road, the relocation of fuel lines and other utilities, all grading, airfield signage and lighting, construction of LADWP power ductbanks; and the LAWA power and communication ductbanks. This Scope of work also includes associated projects which consist of the Demo AA Low Bay Hanger, Relocate and Demo H2O Deluge System, Demo Existing Sky Chef airline catering facility, Demo AA (former TWA) Hangar, an Emission Reduction Credit and Site Restoration of Southwest Apron Remain Overnight (RON) parking area.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

The design for the Southwest Apron Remain Overnight (RON) parking area was awarded to Post, Buckley, Schuh & Jernigan, Inc. (PBS&J) in September 2010.

The design contract for Taxilane T was awarded to Kimley Horn & Associates on November 15, 2010.

The design of the Demo AA Low Bay Hangar and deluge system is underway.

The project definition for the Southwest Apron was completed in November 2010.

### **Construction Progress**

No construction contracts awarded.

### **Budget Status**

This project is tracking on budget.

### **Schedule Status**

The NTP for design of the Southwest Aprons and parts of Taxilane T is currently forecast for January 2011.

### **Issues**

Delayed availability of AA Leaseholds may impact project schedule.

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## AIRSIDE ELEMENT - Demolition of Existing Concourses (M210A)

### **Project Description**

Upon completion of the new Bradley West Concourses, this project includes demolition of the existing concourses with the exception of Gate 123, demolition of any existing utilities and restores the site to an appropriate state for Apron construction.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

No design contract awarded.

### **Construction Progress**

No construction contract awarded. Currently evaluating the merits of adding this scope to the Walsh Austin Joint Venture contract.

### **Budget Status**

This project is tracking on budget.

### **Schedule Status**

This project is progressing on schedule.

### **Issues**

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## **AIRSIDE ELEMENT - Pavement Management Program - VNY Taxi Lane A2 Rehabilitation and RSA Improvements (A010A)**

### **Project Description**

This project will rehabilitate the existing asphalt concrete pavement for Taxi Lane A2 and construct a dual taxi lane, among other improvements. Additionally, this project will improve airfield lighting and signage for Taxi Lane A2 and improvements on Runway Safety Area (RSA) for Runway 16L/34R.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

Construction contract awarded to Griffith Company on August 2, 2010.  
Administrative Notice to Proceed was issued on September 7, 2010.

### **Budget Status**

This project is tracking on budget.

### **Schedule Status**

Construction Notice to Proceed was issued on November 8, 2010. It is forecasted to complete in the second quarter of 2011.

### **Issues**

## **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). 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**

Project Definition is complete.

### **Design Progress**

Design is 90% complete.

### **Construction Progress**

Communications Cutover (Core - South Half) for LAWA & FAA has been completed.

LADWP Electrical Ductbank relocations have been completed.

Gate #119 utility relocations have been completed. Site restoration activities are underway.

Concrete pours on the North and South Concourse basements continue.

Concourse Structural Steel erection has commenced.

### **Budget Status**

This project is anticipated to complete on budget (inclusive of contingency reserves).  
Component Guaranteed Maximum Price 01 through 10 have been approved by the Board.  
Buy out is 81% complete.

The project is currently forecast to be 6% over trade cost budget. This represent all buyouts and pending changes, exceeding the original contracted amount.

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

### Schedule Status

Gate 134 Substantial Completion

Target Date: 08/01/12      Forecast Date: 09/29/12

West Gates Substantial Completion

Target Date: 12/12/12      Forecast Date: 12/12/12

East Gates (North and South) Substantial Completion

Target Date: 10/19/13      Forecast Date: 1/29/14

### Issues

Schedule recovery activities continue in an effort to mitigate the forecast schedule delay. The permanent closure of existing Taxiway S has been approved. New work areas for both the Bradley West and new Taxiway S contractors have been established in concept. Detail planning and construction phasing is ongoing.



## **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 sf 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, improves and enlarges the space used by the FIS and the Customs and Border Patrol (CBP); constructs secure/sterile passenger corridors between TBIT and Terminals 3 and 4; and renovates and improves existing facilities throughout TBIT including re configuration of the security screening checkpoint.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

Design is 96% complete.

### **Construction Progress**

Work on South Core Egress and Loading Dock continues.  
Temporary Certificate of Occupancy (TCO) for the Fire Control Building has been obtained.  
Core excavation and demolition of the existing TBIT west wall continue.  
Core foundation work has commenced.

### **Budget Status**

This project is anticipated to complete on budget (inclusive of contingency reserves).  
Component Guaranteed Maximum Price 01 through 09 have been approved by the board.  
Buy out is 48% complete and is continuing favorably. The trade cost is currently forecast to be 3% under the trade cost budget.

### **Schedule Status**

Milestone: New Core Substantial Completion

Target Date: 12/12/12                      Current Forecast Date: 12/12/12

Unforeseen conditions in the Core footprint have hindered construction progress, and has delayed the scheduled completion of West Wall Demolition, and Junction Structure installation. These are critical path activities. A 24-hour operation is currently underway to remediate schedule delays.

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

### Issues

A schedule recovery plan for the Bradley West project has been established in concept. Efforts are underway to price and negotiate the schedule mitigation and acceleration required to meet the opening date.

## **BRADLEY WEST ELEMENT - Construction Traffic Mitigations (M203B)**

### **Project Description**

The general scope of work involves improving roadway capacity at the two intersections identified by the Bradley West Project Environmental Impact Report as being affected by the Bradley West construction activities and enhancing safety at the future construction contractor parking area.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

BOAC awarded construction contract DA-4478 to Griffith Company on June 28, 2010.  
Construction is approximately 20% complete.

### **Budget Status**

This project is tracking on budget.

### **Schedule Status**

Administrative Notice to Proceed (NTP) was issued on July 29, 2010.  
Construction NTP issued September 7, 2010.

The first phase of this project, Imperial Hwy. and Main St., is scheduled to be completed in January 2011. The overall project is scheduled to be completed in May 2011.

### **Issues**

ADG has worked with the Contractor to revise the DOT approved traffic plans to mitigate lane closure and traffic impacts to the traveling public.

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## **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**

Proposals from six nominated Los Angeles-based artists have been received and are being reviewed by the Art Oversight Committee (AOC).

### **Design Progress**

No design contract awarded.

### **Construction Progress**

No construction contract awarded.

### **Budget Status**

This project is tracking to the budget.

### **Schedule Status**

This project is anticipated to complete on schedule.

### **Issues**

## 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:

Temporary Power and Associated Relocations Project (TPAR): Construction of a new substation to feed power to the existing CUP and installation of replacement switchgear to allow demolition of the CUP Maintenance Shop Building. This work also includes installing new underground utilities to replace the existing utilities within the footprint of the new CUP.

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.

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**

Project Definition is complete.

### **Design Progress**

Design is complete for solicitation of a design build contractor.

### **Construction Progress**

TPAR: The Walsh-Austin Joint Venture (WAJV) is responsible for the construction of the TPAR Project. TPAR construction continues according to schedule: access was provided to DWP on September 17, 2010; and substantial completion is forecast for January 2011.

Interim Maintenance Shop: This portion of the CUP project (a critical path activity) is Permit Ready.

### **Budget Status**

This Design Build contract is under procurement. The bids for the CUP were opened on July 27, 2010 and the low bid was below budget. After approval by City Council budget adjustments will be implemented.

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

### **Schedule Status**

BOAC awarded the Design Build contract on November 15, 2010. It is now pending City Council approval, currently forecast for December 17, 2010.

### **Issues**

One contractor filed a bid protest; which has been withdrawn. The administrative delay threatens the completion date by four-months.

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## UTILITIES & INFRASTRUCTURE ELEMENT - Airport Response Coordination Center (ARCC) (U009A)

### **Project Description**

This project will provide a centralized response coordination center on the 4th floor of the existing Badging Building located at 7333 World Way West at Los Angeles International Airport (LAX). The project will improve efficiency and communication for day to day operations and response to incidents by collocating various shared operational functionalities into one consolidated location. The new Airport Response Coordination Center will co-locate Airfield Operations, Terminal Operations, Construction and Maintenance, non-emergency Airport Police functions, and traffic management staff into a joint use facility. This new office environment, will utilize information technology for audio, video, CCTV, voice, network, Cable TV connections, PCs, and associated video wall and peripherals to improve situational awareness and communication among various Divisions and staff at LAX.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

The IT Hardware and Software procurement contract was awarded by the BOAC on April 5, 2010.

The construction contract was awarded to Technion Contractors, Inc. (TCI) on May 17, 2010 and the Notice to Proceed for construction was issued to TCI on June 14, 2010.

4th floor construction is substantially complete. Building and Safety approved occupying the ARCC on October 28, 2010. Final punchlist work is ongoing. The IT infrastructure, including additional conduit and cabling for crash phone, new video feeds, and radio equipment have been completed. Completion of redundant HVAC and emergency generator are scheduled to be complete by December 15, 2010.

Admin West Data Center improvements are complete.

Construction is approximately 90% complete.

IT Consultant installed all work stations at the ARCC.

Onsite commissioning and training is ongoing. Initial operation staff have moved onto 4th floor.

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## UTILITIES & INFRASTRUCTURE ELEMENT - Airport Response Coordination Center (ARCC) (U009A) - Continued

### **Budget Status**

This project is tracking on budget.

### **Schedule Status**

This project is anticipated to be substantially complete complete on schedule in December 2010. Additional owner betterment work is anticipated to extend the contractor through the first quarter of 2011.

### **Issues**

The IT Consultant moved over to the ARCC from the staging area approximately one month behind schedule. This results in an accelerated training and commissioning schedule which could impact the 'go live' date.



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## **LANDSIDE ELEMENT - AOA Perimeter Fence (World Way West) Phase 3 (L003A)**

### **Project Description**

This project will enhance approximately 2.2 miles of fence from Taxiway AA to Coast Guard Road of LAX and will be constructed in the same manner as Phases 1 and 2. This project also provides security lighting and electrical duct banks along portions of World Way West from Taxiway AA to Coast Guard Road.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

Construction contract awarded to Griffith Company December 8, 2008.

Notice to Proceed issued January 22, 2009.

Construction is 100% complete.

Punch list items currently being addressed.

### **Budget Status**

This project is anticipated to complete on or under budget.

### **Schedule Status**

Installation of crash/pedestrian gates and the Access Control Alarm Monitoring System (ACAMS) are complete. Contractor is nearing completion of the punch list.

### **Issues**

Liquidated damages have been assessed due to the security gates not being installed prior to the contract completion date. The contractor, Griffith Company, submitted a Time Impact Analysis (TIA) which is currently under review.

## LANDSIDE ELEMENT - Theme Building Restoration (L005A)

### **Project Description**

This project provides for the reconstruction of the upper and lower arches to restore the appearance and provide weather protection. The entire structure will be seismically retrofitted using FEMA 356/ASCE 41 as the design guideline to a Collapse Prevention level. This will be accomplished using a Tuned Mass Damper on top of the elevator core and bolting and lap splices for confinement at the basement, ground floor and plaza levels.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

Construction contract awarded to Tower General Construction Group on July 7, 2008.

Notice to Proceed issued August 18, 2008.

Notice of Substantial Completion June 30, 2010.

Project is complete.

### **Budget Status**

Phase I: Emergency Abatement for Upper Arch completed within budget.

Phase II: The Theme Building Restoration is tracking to the budget.

### **Schedule Status**

As of October 31, 2010, this project is complete.

### **Issues**

Contract documents allow for the assessment of liquidated damages (LDs) for delays in overall project completion and for certain milestones (e.g. the cladding of arches). Tower General Contractors is subject to potential LDs for delays to completion of the project. The value was determined from the evaluation of Time Impact Analyses. Weather or concurrent delays occurring after the September 30, 2009 contract completion date were negotiated and settled. On April 1, 2010, Tower General Contractors submitted a Change Order Request totaling approximately \$577,000, claiming potential delays and their submittal was reviewed by LAWA. LAWA in negotiations with Tower General Contractors resolved the \$577,000 delay claim. LAWA has negotiated a tentative settlement for an amount to be disclosed upon the signing of the agreement.

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## **RESIDENTIAL/SOUNDPROOFING ELEMENT - Aircraft & Noise Monitoring & Management System (ANMMS)-LAX (S004A)**

### **Project Description**

LAWA installed a state of the art Aircraft and Noise Monitoring and Management System (ANMMS) in 1990. The monitors measure noise 24 hours a day, 365 days a year. ANMMS measures airport generated noise in the community, tracks and identifies aircraft within a certain radius of the airport, and is used to help LAWA produce maps showing the noise impact area, as required by the State of California. LAWA continually monitors its ANMMS to ensure the accuracy of noise data and related operations information, and to improve the access to and utilization of the various types of available data.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

Construction contract awarded to Lochard Corporation on October 4, 2004.

### **Budget Status**

This project is anticipated to complete on budget.

### **Schedule Status**

The system has been accepted and punch list activities are ongoing.

### **Issues**

None.

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

### **Project Description**

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

### **Planning and Programming Status**

Not applicable.

### **Design Progress**

Selection pending for acoustic design architect for remaining units.

### **Construction Progress**

Various Construction Contracts ongoing.

This component of the Noise Mitigation / Soundproofing Program is 88% complete.

### **Budget Status**

This project is trending to complete on budget.

### **Schedule Status**

This project is on track to be completed in 2012.

### **Issues**

## 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**

Project Definition is complete.

### **Design Progress**

Priority I Procurement - Design is 100% complete.  
Priority I Site Mods - Design is 100% complete.  
Priority II-IV Procurement - Design is 100% complete.  
Priority II-IV Site Mods - Design is 98% complete.  
Priority II-IV GC MRL Elevators - Design is 45% complete.

### **Construction Progress**

Priority I Procurement - Contract awarded to Kone, Inc. on May 18, 2009 - Procurement is 90% complete.  
Priority I Site Mods - Construction contract awarded to W.E. O'Neil Construction Company on August 17, 2009 - Construction is 50% complete.  
Priority II - Procurement - NTP issued to Schindler Elevator Corporation on April 19, 2010. Fabrication has begun.  
Priority II-IV Site Mods - Bid window will open in December 2010.  
Priority III-IV GC MRL Elevators - No construction contracts awarded.

### **Budget Status**

Each active project remains on track to finish within the respective project budget.

### **Schedule Status**

The Priority 1 Units are currently running sixty days behind schedule due to design deficiencies, incomplete as-built drawings, or a combination of both. Resequencing future work is anticipated to recover time to meet current milestones.

### **Issues**

LAWA Executive Management is working with the tenants to determine the scope of work for terminal renovations. As Alaska Airlines and Delta Airlines scope out the work associated with renovating their terminals (Terminal 5 and 6), LAWA is negotiating with the airlines to have them perform work within their terminals, including the escalator and elevator renovation program that would typically be performed by LAWA. LAWA is procuring the equipment fabrication and installation; and the Tenants are performing the necessary site work to prepare for the installation.

---

## **TBIT RENOVATION ELEMENT - TBIT Interior Improvements and Baggage Screening Facilities (B001A)**

### **Project Description**

This project will renovate the interior public spaces (including the departure lobby; departure concourses; arrival concourses; bus hold room; meeter-greeter area; in-transit lounge; in-bound and outbound baggage system; upgrade the building's paging system, all IT Systems and upgrade the existing elevators, escalators, and moving walks) and construct the North New Large Aircraft Gates. The outbound baggage system will be pursuant to the requirements of the TSA and will include new "matrix" buildings to house the security screening equipment and TSA personnel.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

Construction contract awarded to Clark/McCarthy Joint Venture September 8, 2006.  
Construction was substantially complete on February 7, 2010.  
The contract is in close-out phase.

### **Budget Status**

This project completed under budget.

### **Schedule Status**

The closeout phase is underway.

### **Issues**

---

## **TBIT RENOVATION ELEMENT - Passenger Boarding Bridges (PBB) Replacements & Extensions (B002A)**

### **Project Description**

This project will deliver and install 26 new passenger boarding bridges (PBBs) at LAX, 19 at Tom Bradley International Terminal, 4 at West Remote Boarding Facilities and 3 at Terminal 3. This project also constructs 6 extension PBBs at Ontario Terminals 2 and 4.

### **Planning and Programming Status**

Project Definition is complete.

### **Design Progress**

Design is 100% complete.

### **Construction Progress**

This project is complete.

### **Budget Status**

This project completed under budget.

### **Schedule Status**

This project is completed.

### **Issues**

---

## 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 design is refined, until it is deemed operationally and economically viable and moved into an execution element.



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## **WORK IN PROGRESS - Interim Taxiway Safety Improvement Project (ITSIP) (A006B)**

### **Project Description**

The Interim Taxiway Safety Improvement Project (ITSIP) relocates three high-speed exit taxiways between the North Airfield Runways. The relocated taxiways reduce the likelihood and severity of potential runway incursions without significant impacts to runway occupancy and operational efficiency. The construction elements include demolition of existing features, decommissioning of existing taxiways, construction of new taxiways involving concrete and asphalt pavement, pavement striping and marking, airfield lighting modifications and modifications to navigational equipment.

### **Issues**

The design was awarded to Post, Buckley, Schuh & Jernigan, Inc. (PBS&J) in September 2010. The scoping and cost validation work is underway.

---

## PROGRAM MASTER SCHEDULE OVERVIEW

### User's Guide - Schedule

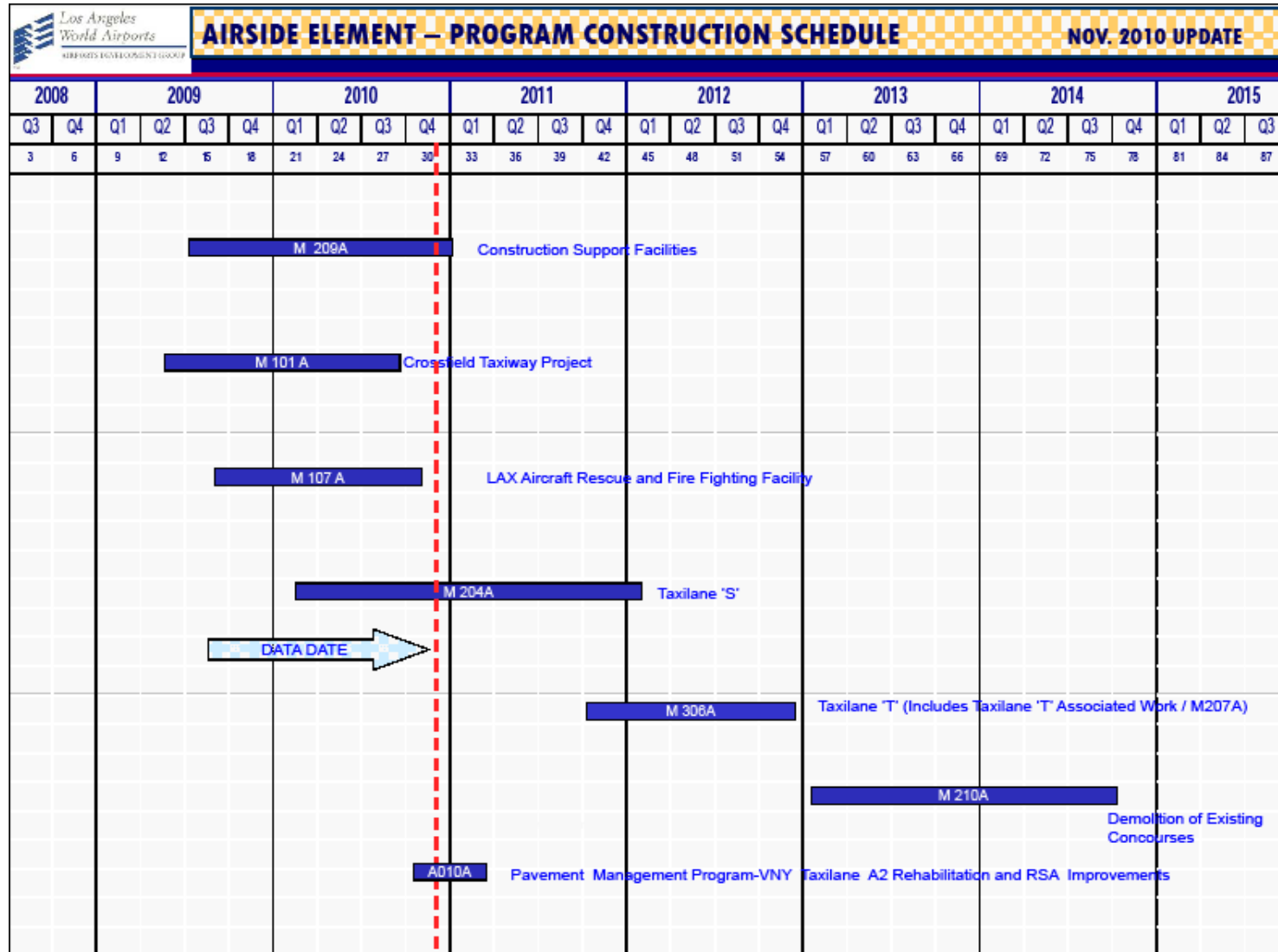
The information provided herein is designed to furnish users of the Airport Development Group (ADG) Program Construction Schedule Report with greater knowledge and a better understanding of the composition of the various components of the schedule report.

**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.

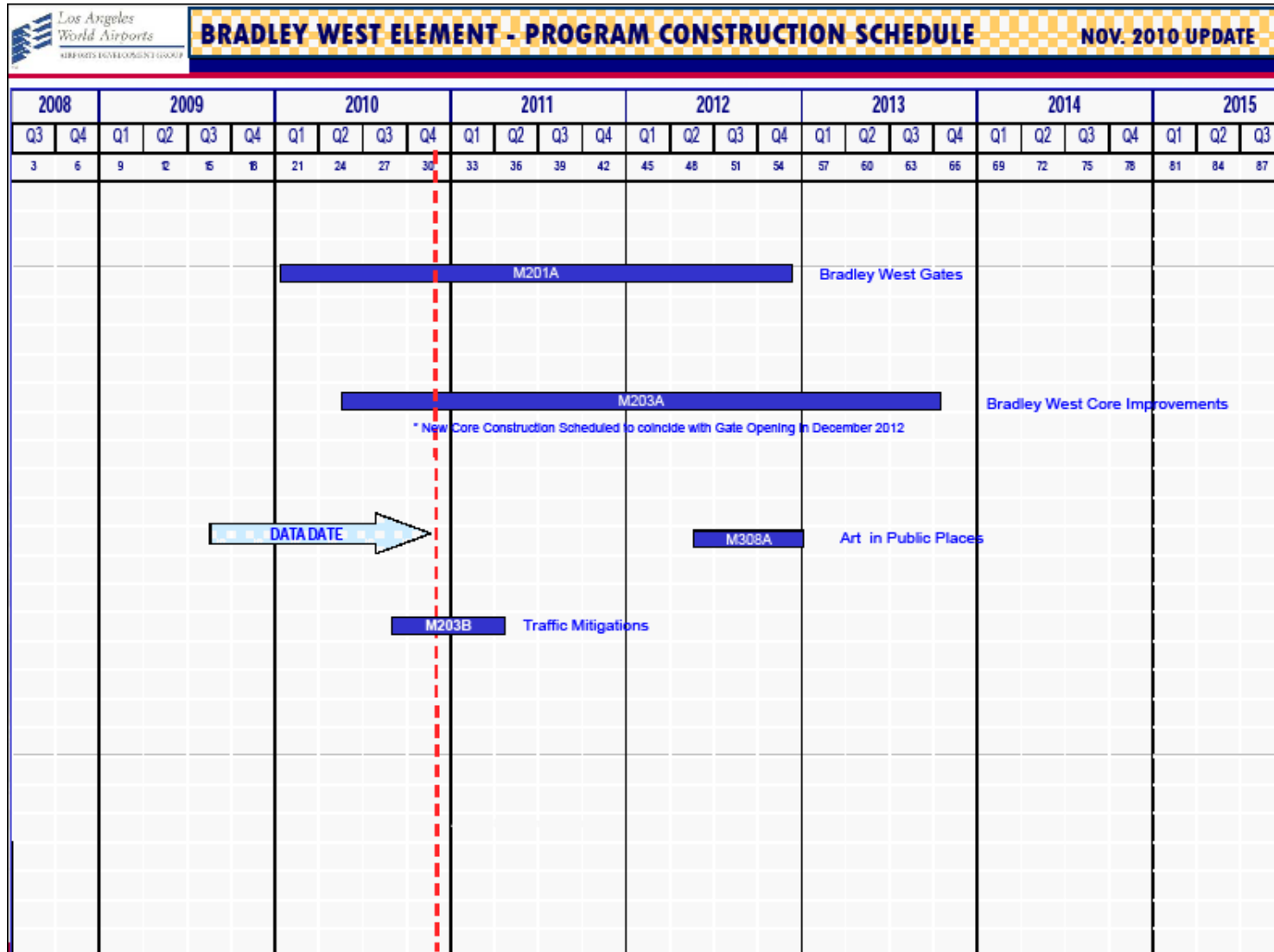
**Project Schedule Bar** - Is the blue bar which represents the construction phase for each project; with the exception of the Residential / Soundproofing projects which contains planning, design and construction phases.

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

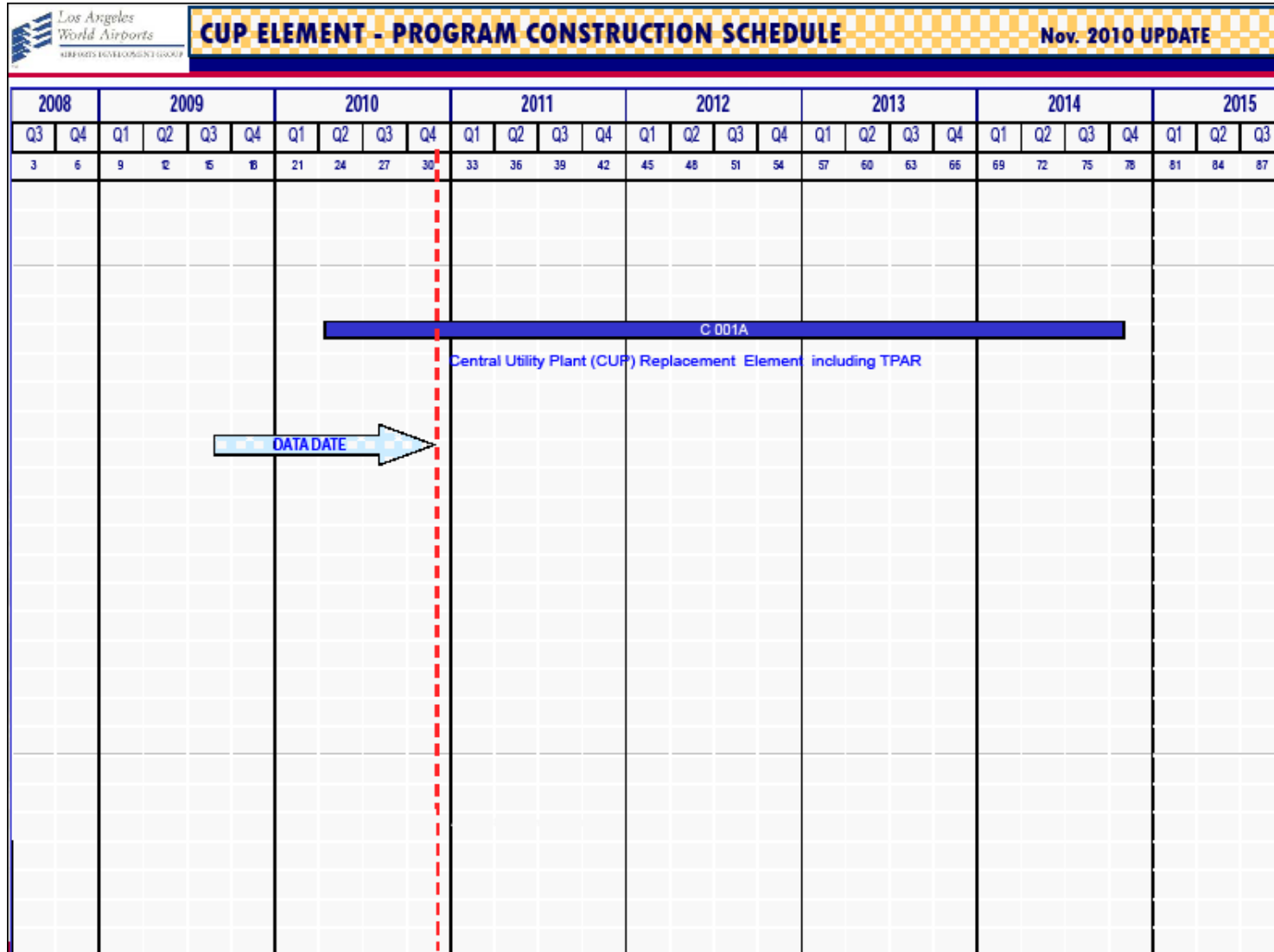
## PROGRAM MASTER SCHEDULE - Continued



# PROGRAM MASTER SCHEDULE - Continued



# PROGRAM MASTER SCHEDULE - Continued

2008		2009				2010				2011				2012				2013				2014				2015		
						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

<b>UTILITIES &amp; INFRASTRUCTURES ELEMENT - PROGRAM CONST. SCHEDULE</b> <span style="float: right;">NOV. 2010 UPDATE</span>																													
2008			2009				2010				2011				2012				2013				2014				2015		
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
<div style="position: relative; width: 100%; height: 100%;"> <div style="position: absolute; top: 40%; left: 25%; width: 15%; height: 20px; background-color: #ADD8E6; border: 1px solid black; border-radius: 10px; display: flex; align-items: center; justify-content: center;"> <span style="color: blue; font-weight: bold;">DATA DATE</span> <div style="width: 10px; height: 10px; border-left: 1px solid black; border-right: 1px solid black; border-bottom: 1px solid black; margin-left: 5px;"></div> </div> <div style="position: absolute; top: 55%; left: 25%; width: 15%; height: 15px; background-color: #4169E1; color: white; border: 1px solid black; border-radius: 5px; display: flex; align-items: center; justify-content: center;"> <span style="font-weight: bold;">U009A</span> </div> <div style="position: absolute; top: 55%; left: 25%; width: 15%; color: blue; font-weight: bold;"> <span style="font-size: 1.2em;">→</span> Airport Response Coordination Center (ARCC)         </div> </div>																													

# PROGRAM MASTER SCHEDULE - Continued

2008		2009				2010				2011				2012				2013				2014				2015		
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
L003A										AOA Perimeter Fence (World Way West) Phase 3																		
L005A										Theme Building Restoration																		
DATA DATE																												

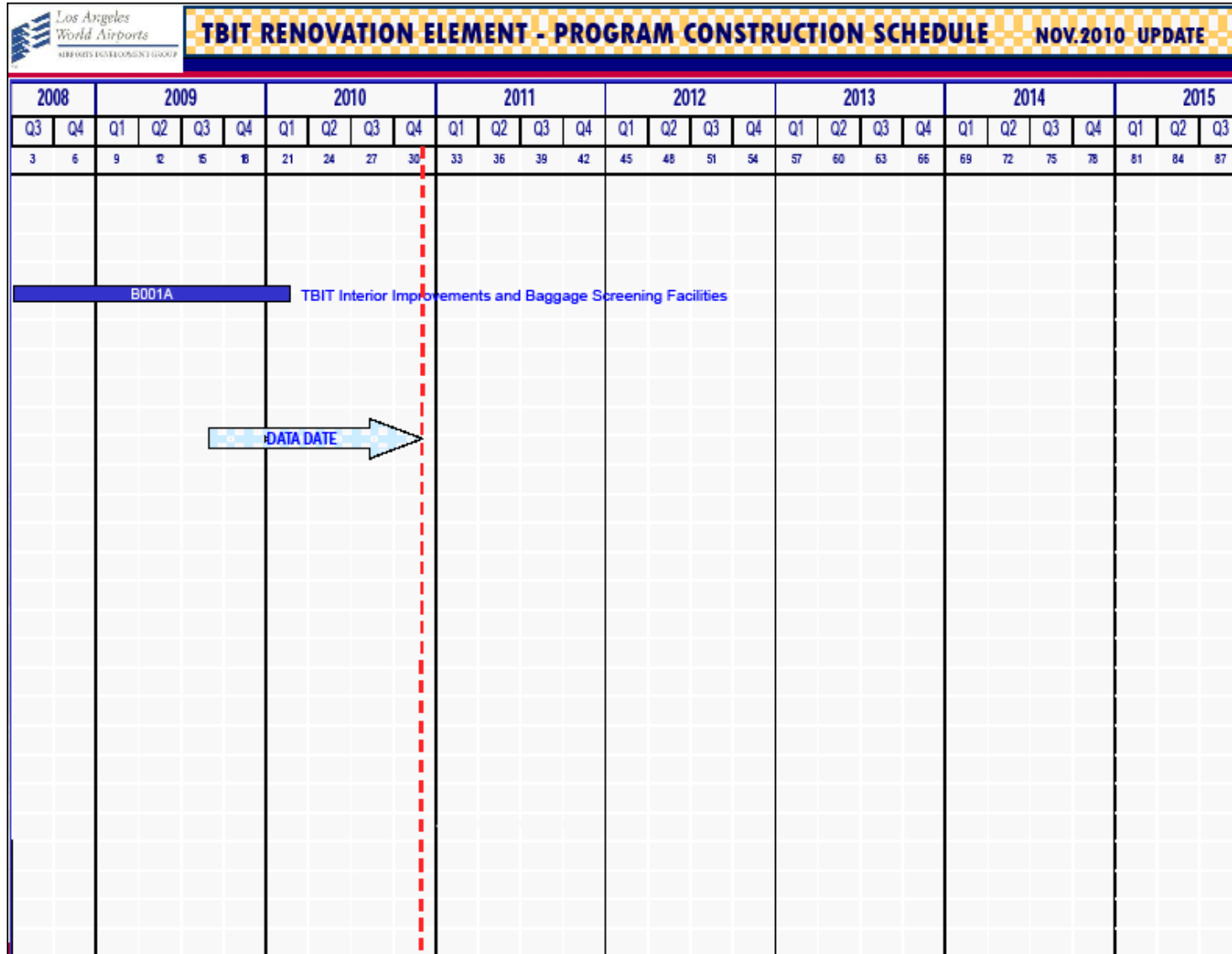
# PROGRAM MASTER SCHEDULE - Continued

2008		2009				2010				2011				2012				2013				2014				2015		
Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66	69	72	75	78	81	84	87
S002A										Noise Mitigation / Soundproofing ( City of LA )																		
S004A										Aircraft & Noise Monitoring Management System (ANMMS) - LAX																		
																												





## PROGRAM MASTER SCHEDULE - Continued



### 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.

**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 10/31/2010

(dollars in thousands)								
Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
Airside Element	650,660	647,859	325,819	203,518	611,265	36,594	33%	46%
Bradley West Element	1,545,020	1,547,803	910,374	265,066	1,407,290	140,514	19%	0%
CUP Replacement Element	438,085	438,085	50,381	43,245	372,789	65,295	12%	0%
Utilities & Infrastructure Element	8,175	13,914	12,389	4,120	13,696	219	30%	57%
Landside Element	28,685	28,685	27,174	25,170	26,648	2,037	94%	31%
Residential/Soundproofing Element	183,233	163,233	150,194	143,005	163,233	0	88%	0%
Terminal Element	270,000	270,000	96,366	36,683	205,787	64,213	18%	8%
TBIT Renovation Element	755,343	755,343	737,914	735,043	738,396	16,946	100%	89%
<b>Subtotal</b>	<b>3,879,201</b>	<b>3,864,922</b>	<b>2,310,611</b>	<b>1,455,850</b>	<b>3,539,104</b>	<b>325,818</b>	<b>41%</b>	<b>29%</b>
Unallocated Contingency	N/A	270,317	0	0	N/A	N/A	N/A	N/A
<b>Subtotal</b>	<b>4,078,781</b>	<b>4,135,239</b>	<b>2,310,611</b>	<b>1,455,850</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
Work in Progress	N/A	6,754	6,754	850	N/A	N/A	N/A	N/A
<b>Program Total</b>	<b>N/A</b>	<b>4,141,993</b>	<b>2,317,365</b>	<b>1,456,700</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

Notes:

1. The current budget and estimate at completion excludes escalation

## AIRSIDE ELEMENT BUDGET REPORT as of 10/31/2010

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
M209A	Construction Support Facilities	14,790	8,425	7,049	5,500	7,799	626	71%	34%
M101A	Crossfield Taxiway Project	177,760	145,678	137,432	129,710	142,882	2,796	91%	88%
M107A	LAX Aircraft Rescue and Fire Fighting Facility	14,190	14,190	12,258	11,190	13,028	1,162	86%	31%
M205A	Bradley West - Aprons	111,870	111,870	27,214	13,013	102,820	9,050	13%	1%
M204A	Taxilane 'S'	174,980	150,918	129,289	37,280	151,164	(246)	25%	32%
M306A	Taxilane 'T'	96,500	156,208	6,271	4,742	144,898	11,310	3%	0%
M210A	Demolition of Existing Concourses	52,600	52,600	1,765	1,493	43,604	8,996	3%	0%
A010A	Pavement Management Program - VNY Taxilane A2 Rehabilitation and RSA Improvements	7,970	7,970	4,541	590	5,070	2,900	12%	0%
<b>Airside Element Total</b>		<b>650,660</b>	<b>647,859</b>	<b>325,819</b>	<b>203,518</b>	<b>611,265</b>	<b>36,594</b>	<b>33%</b>	<b>46%</b>

Notes:

1. The current budget and estimate at completion excludes escalation

## BRADLEY WEST ELEMENT BUDGET REPORT

as of 10/31/2010

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
M201A	Bradley West Gates	742,954	744,879	530,047	171,497	700,605	44,274	24%	0%
M203A	Bradley West Core Improvements	793,164	795,089	373,002	93,172	699,073	96,016	13%	0%
M203B	Construction Traffic Mitigations	3,542	2,475	1,965	397	2,252	224	18%	0%
M308A	Art In Public Places	5,360	5,360	5,360	0	5,360	0	0%	0%
<b>Bradley West Element Total</b>		<b>1,545,020</b>	<b>1,547,803</b>	<b>910,374</b>	<b>265,066</b>	<b>1,407,290</b>	<b>140,514</b>	<b>19%</b>	<b>0%</b>

Notes:

1. The current budget and estimate at completion excludes escalation

## CUP REPLACEMENT ELEMENT BUDGET REPORT as of 10/31/2010

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
C001A	Central Utility Plant	438,085	438,085	50,381	43,245	372,789	65,295	12%	0%
<b>CUP Replacement Element Total</b>		<b>438,085</b>	<b>438,085</b>	<b>50,381</b>	<b>43,245</b>	<b>372,789</b>	<b>65,295</b>	<b>12%</b>	<b>0%</b>

Notes:

1. The current budget and estimate at completion excludes escalation

## UTILITIES & INFRASTRUCTURE ELEMENT BUDGET REPORT

as of 10/31/2010

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
U009A	Airport Response Coordination Center (ARCC)	8,175	13,914	12,389	4,120	13,696	219	30%	57%
<b>Utilities &amp; Infrastructure Element Total</b>		<b>8,175</b>	<b>13,914</b>	<b>12,389</b>	<b>4,120</b>	<b>13,696</b>	<b>219</b>	<b>30%</b>	<b>57%</b>

Notes:

1. The current budget and estimate at completion excludes escalation



## LANDSIDE ELEMENT BUDGET REPORT

as of 10/31/2010

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
L003A	AOA Perimeter Fence (World Way West) Phase 3	17,162	17,162	15,651	14,326	15,221	1,941	94%	31%
L005A	Theme Building Restoration	11,523	11,523	11,523	10,844	11,427	96	95%	100%
<b>Landside Element Total</b>		<b>28,685</b>	<b>28,685</b>	<b>27,174</b>	<b>25,170</b>	<b>26,648</b>	<b>2,037</b>	<b>94%</b>	<b>31%</b>

Notes:

1. The current budget and estimate at completion excludes escalation

## RESIDENTIAL/SOUNDPROOFING ELEMENT BUDGET REPORT as of 10/31/2010

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
S004A	Aircraft & Noise Monitoring & Management System (ANMMS)-LAX	3,233	3,233	3,233	2,993	3,233	0	93%	0%
S002A	Noise Mitigation/Soundproofing (City of LA)	180,000	160,000	146,961	140,012	160,000	0	88%	0%
<b>Residential/Soundproofing Element Total</b>		<b>183,233</b>	<b>163,233</b>	<b>150,194</b>	<b>143,005</b>	<b>163,233</b>	<b>0</b>	<b>88%</b>	<b>0%</b>

Notes:

1. The current budget and estimate at completion excludes escalation

## TERMINAL ELEMENT BUDGET REPORT

as of 10/31/2010

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
T001A	Elevators and Escalators Replacement	270,000	270,000	96,366	36,683	205,787	64,213	18%	8%
<b>Terminal Element Total</b>		<b>270,000</b>	<b>270,000</b>	<b>96,366</b>	<b>36,683</b>	<b>205,787</b>	<b>64,213</b>	<b>18%</b>	<b>8%</b>

Notes:

1. The current budget and estimate at completion excludes escalation

## TBIT RENOVATION ELEMENT BUDGET REPORT

as of 10/31/2010

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
B001A	TBIT Interior Improvements and Baggage Screening Facilities	750,174	750,174	733,470	730,933	733,952	16,221	100%	89%
B002A	Passenger Boarding Bridges (PBB) Replacements & Extensions <small>(Note 2)</small>	5,169	5,169	4,444	4,110	4,444	725	92%	0%
<b>TBIT Renovation Element Total</b>		<b>755,343</b>	<b>755,343</b>	<b>737,914</b>	<b>735,043</b>	<b>738,396</b>	<b>16,946</b>	<b>100%</b>	<b>89%</b>

Notes:

1. The current budget and estimate at completion excludes escalation
2. These Passenger Boarding Bridges (PBBs) are outside of TBIT

## WORK IN PROGRESS BUDGET REPORT as of 10/31/2010

(dollars in thousands)									
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion	Variance (Budget-EAC)	% Incurred	% Cont Used
A006B	Interim Taxiway Safety Improvement Project (ITSIP)	N/A	6,754	6,754	850	N/A	N/A	N/A	N/A
<b>Work in Progress Element Total</b>		N/A	<b>6,754</b>	<b>6,754</b>	<b>850</b>	N/A	N/A	N/A	N/A

Notes:

1. The current budget and estimate at completion excludes escalation

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## PROGRAM CASH FLOW OVERVIEW

### User's Guide - Cash Flow

The information provided herein is designed to furnish users of the Airport Development Group (ADG) Cash Flow Reports with greater knowledge and a better understanding of the cash flow report.

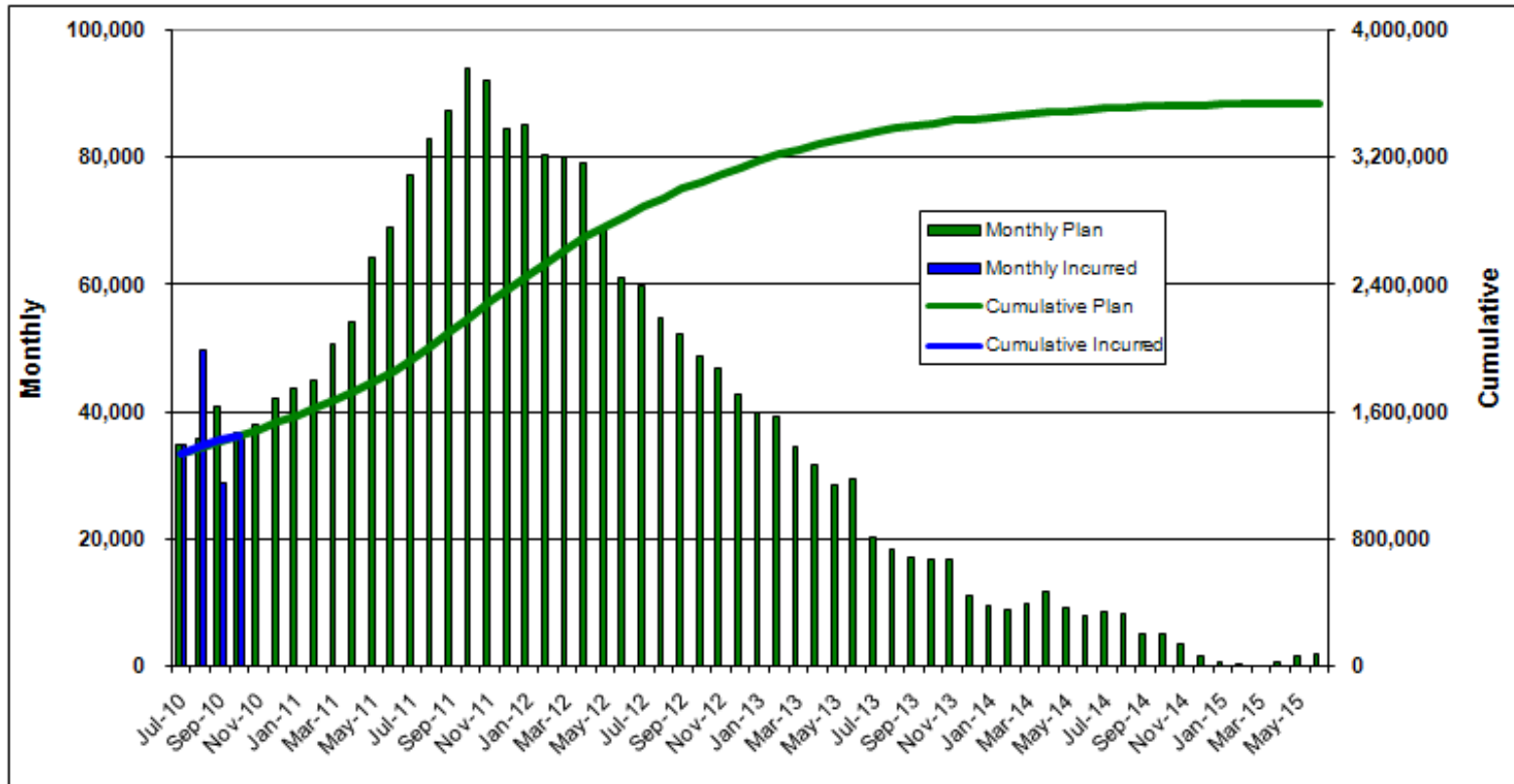
Monthly Plan - Is the estimated cost of the work anticipated for a given month.

Monthly Incurred - Is the cost of the work actually completed and invoiced for a given month.

Cumulative Plan - Represents the summation of the Monthly Plan amounts, to a given point in time, and provides the user with an overall forecast.

Cumulative Incurred - Represents the summation of the Monthly Incurred amounts, to a given point in time, and provides the user with the total amount invoiced.

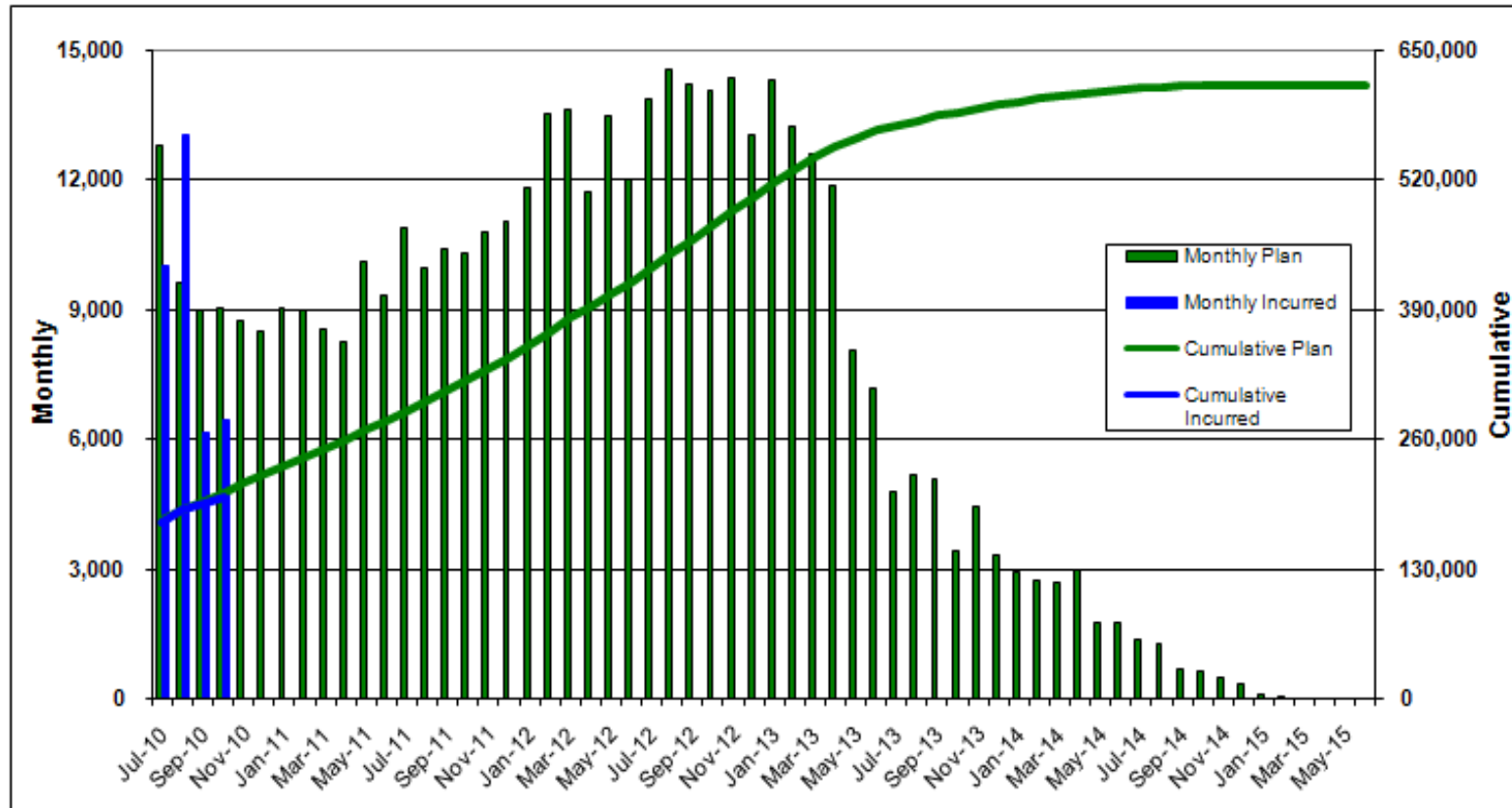
## PROGRAM CASH FLOW as of 10/31/2010



- Notes:
1. Unallocated Contingency is not included.
  2. Escalation is not included.

## AIRSIDE ELEMENT CASH FLOW

as of 10/31/2010

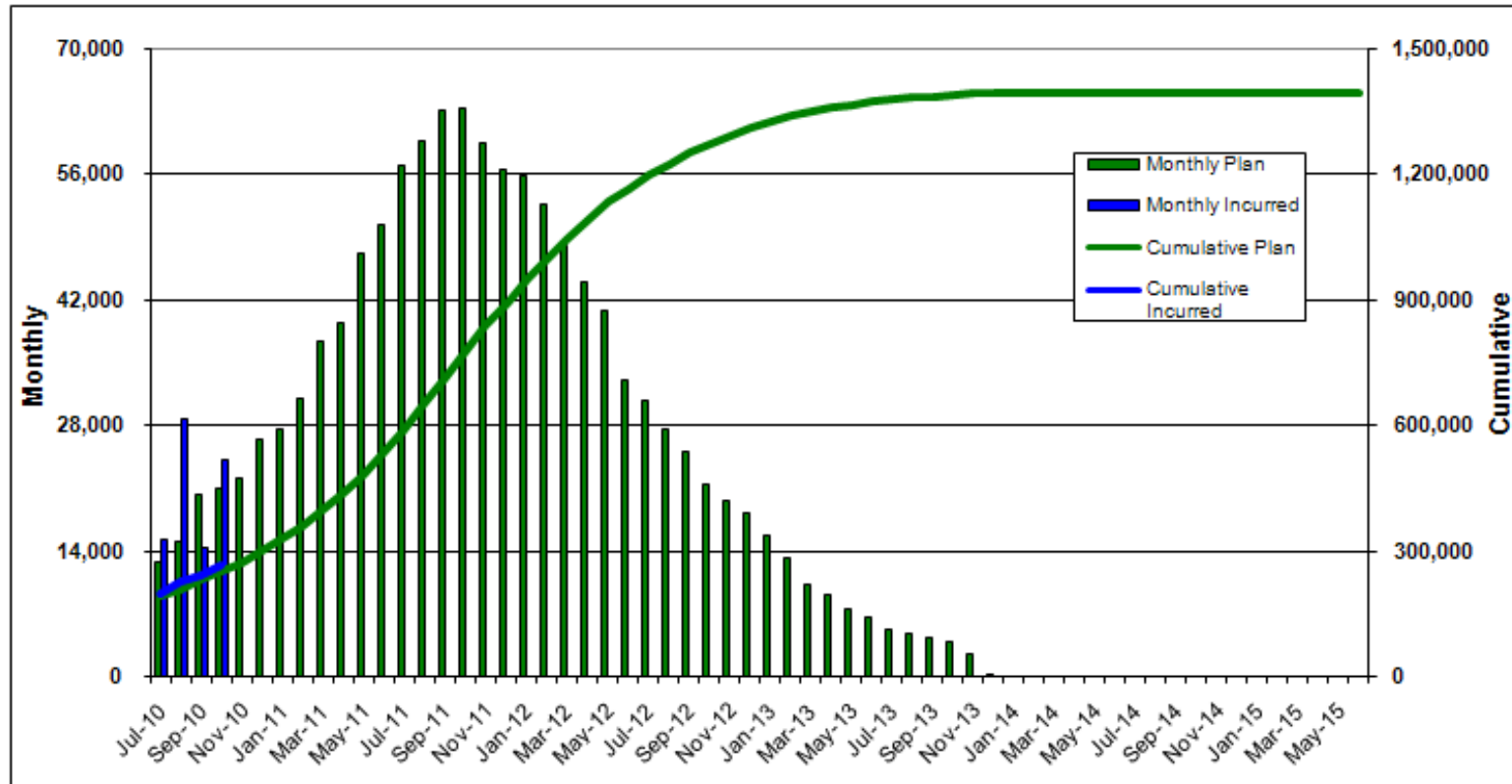


- Notes:
1. Unallocated Contingency is not included.
  2. Escalation is not included.



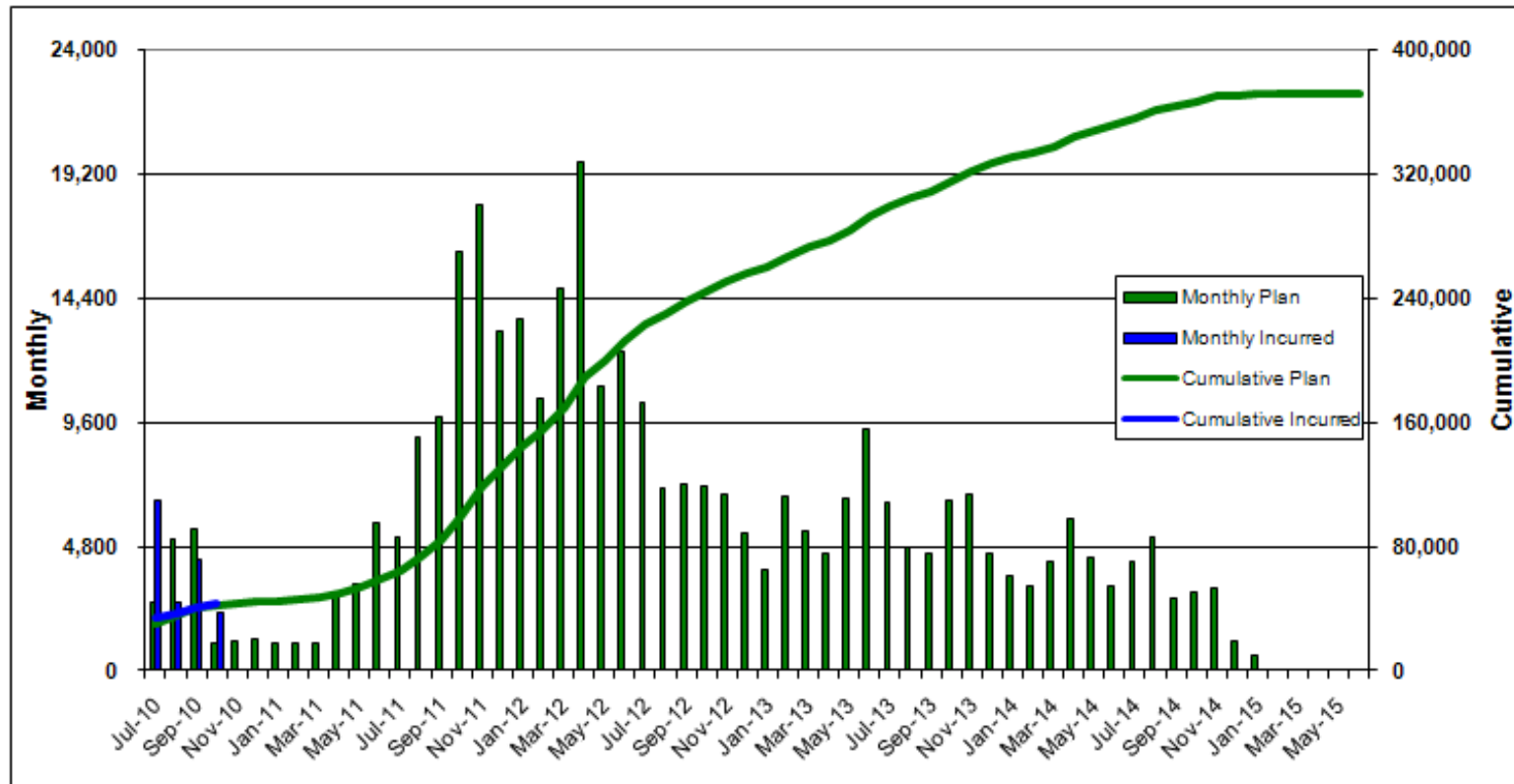
## BRADLEY WEST ELEMENT CASH FLOW

as of 10/31/2010



- Notes:
1. Unallocated Contingency is not included.
  2. Escalation is not included.

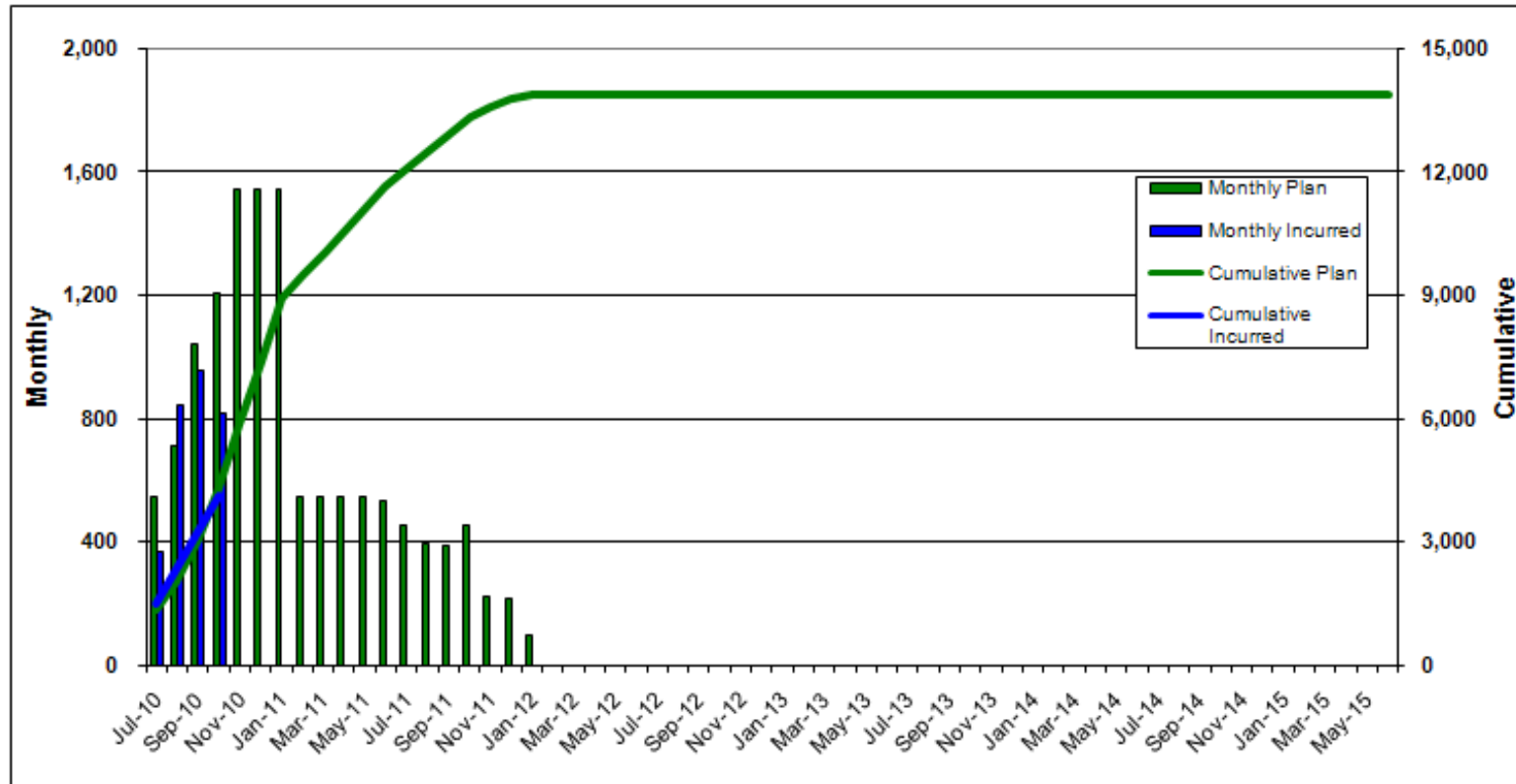
## CUP REPLACEMENT CASH FLOW as of 10/31/2010



- Notes:
1. Unallocated Contingency is not included.
  2. Escalation is not included.

## UTILITIES & INFRASTRUCTURE ELEMENT CASH FLOW

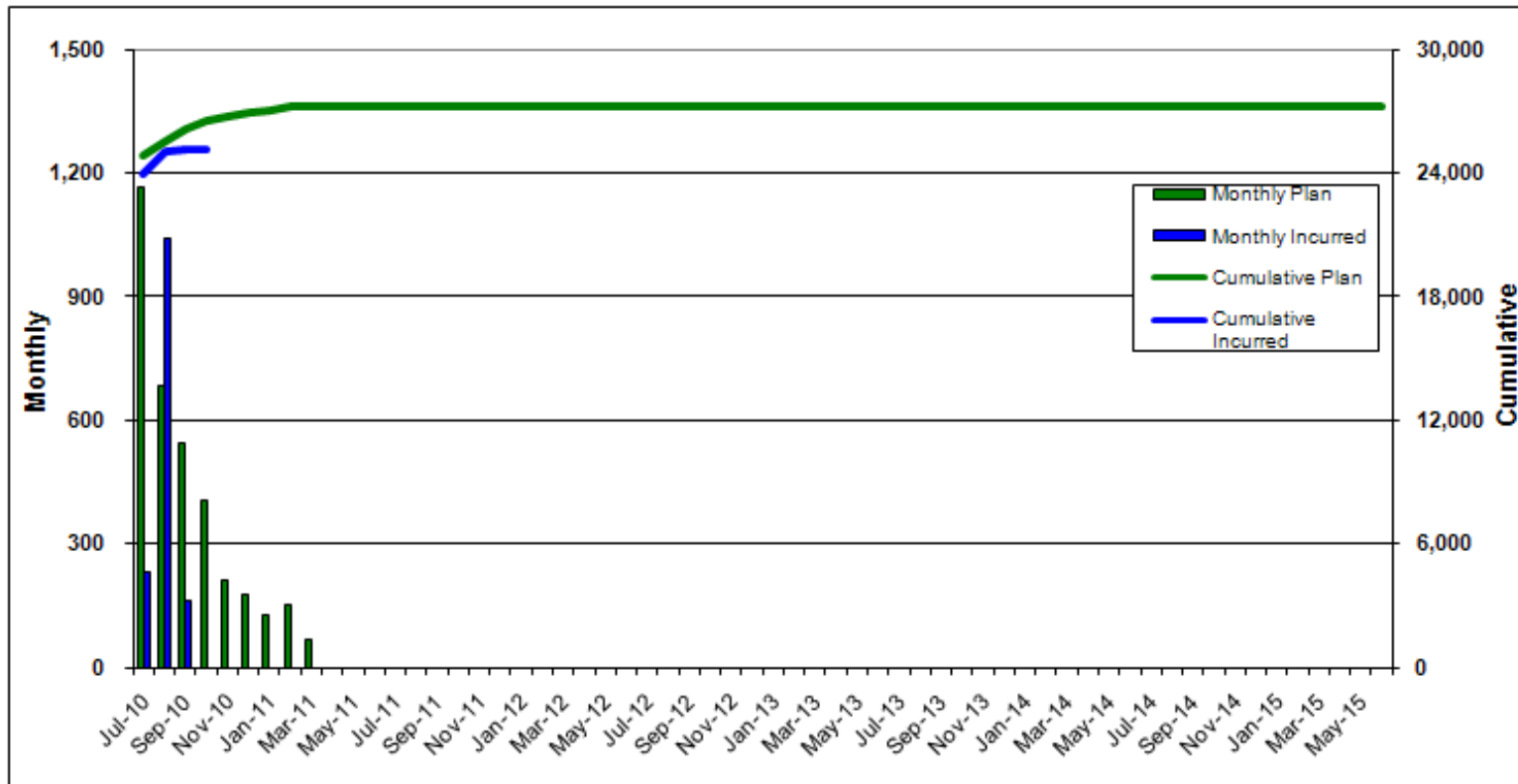
as of 10/31/2010



Notes:

1. Unallocated Contingency is not included.
2. Escalation is not included.

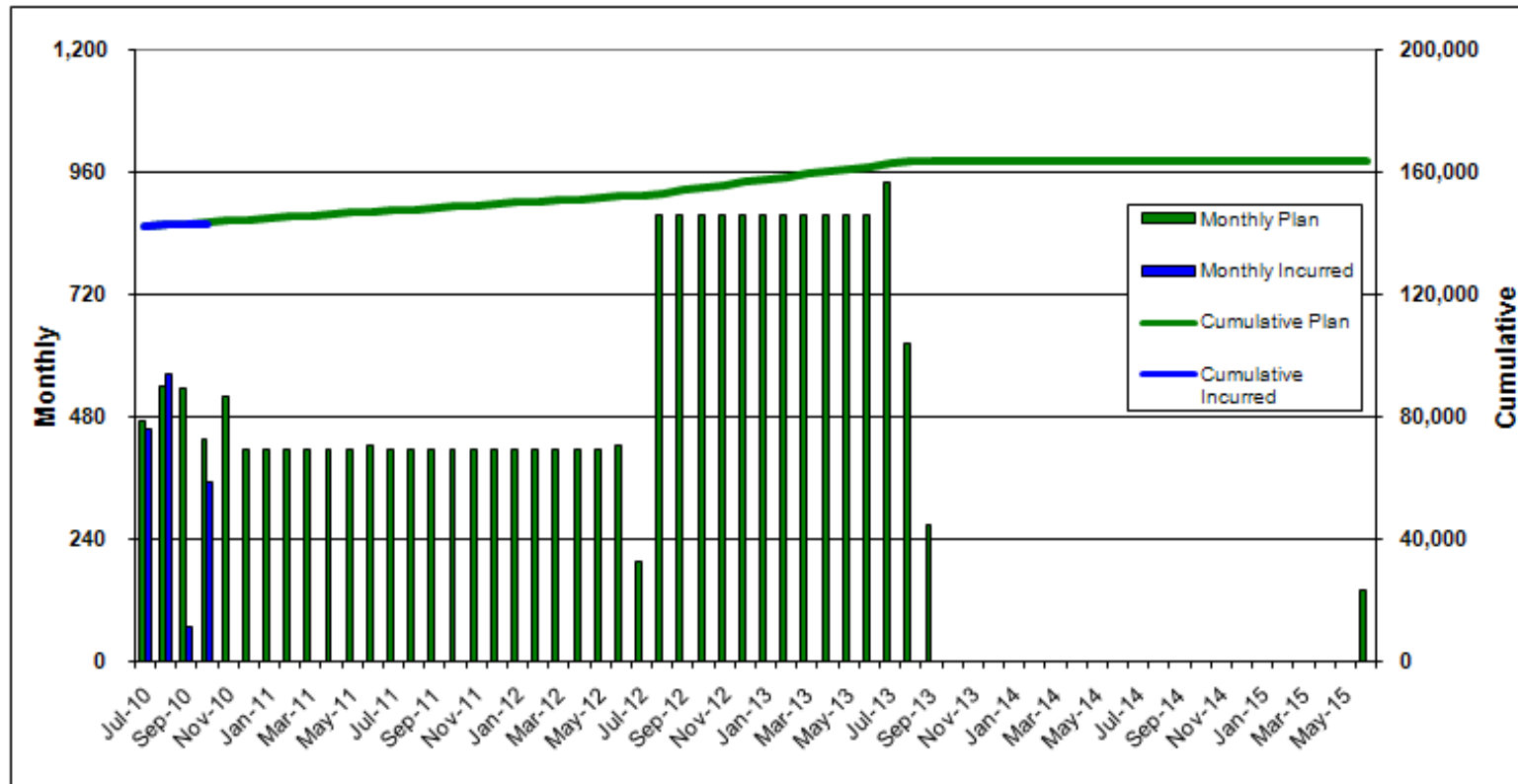
## LANDSIDE ELEMENT CASH FLOW as of 10/31/2010



- Notes:
1. Unallocated Contingency is not included.
  2. Escalation is not included.

## RESIDENTIAL/SOUNDPROOFING ELEMENT CASH FLOW

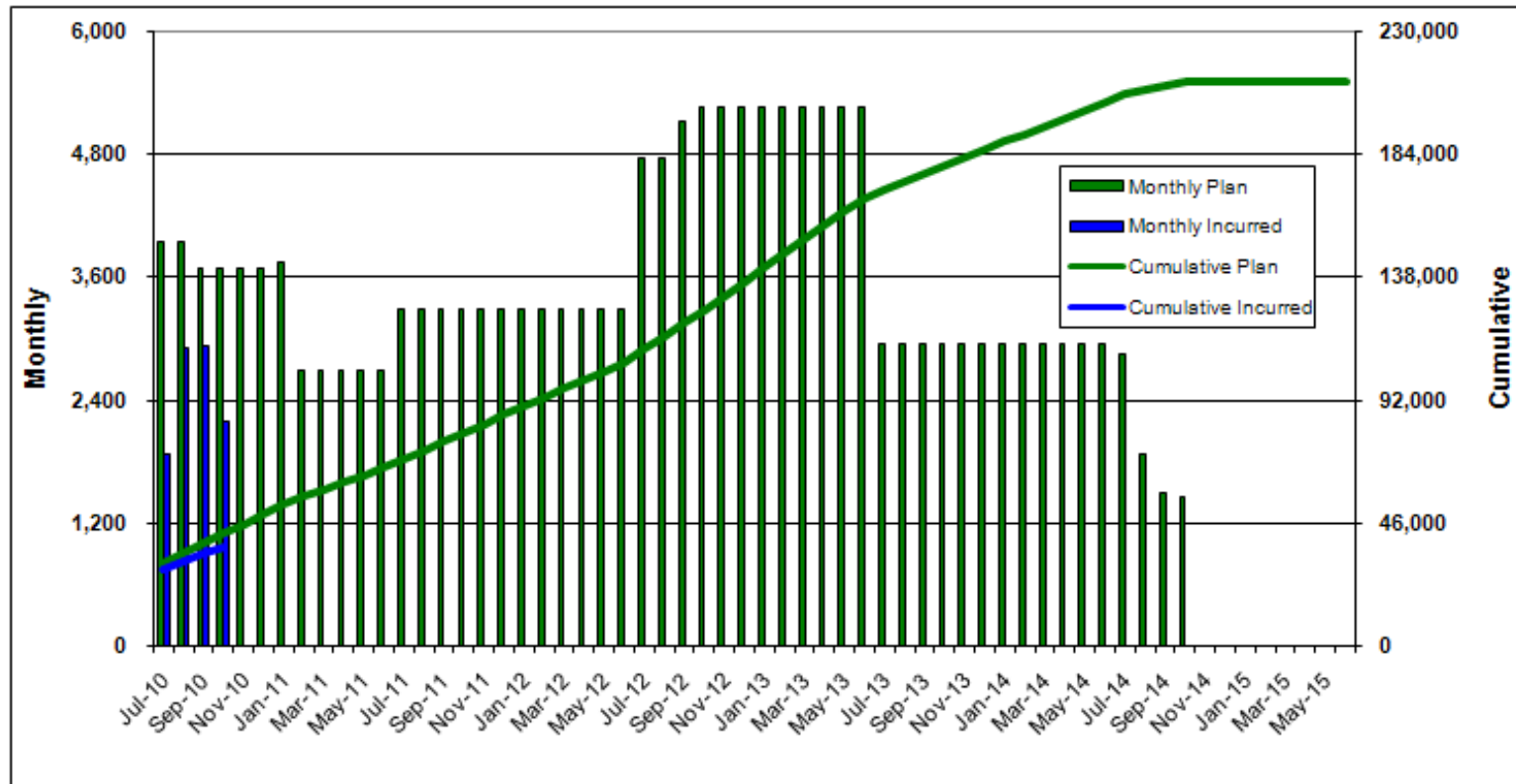
as of 10/31/2010



- Notes:
1. Unallocated Contingency is not included.
  2. Escalation is not included.

## TERMINALS ELEMENT CASH FLOW

as of 10/31/2010

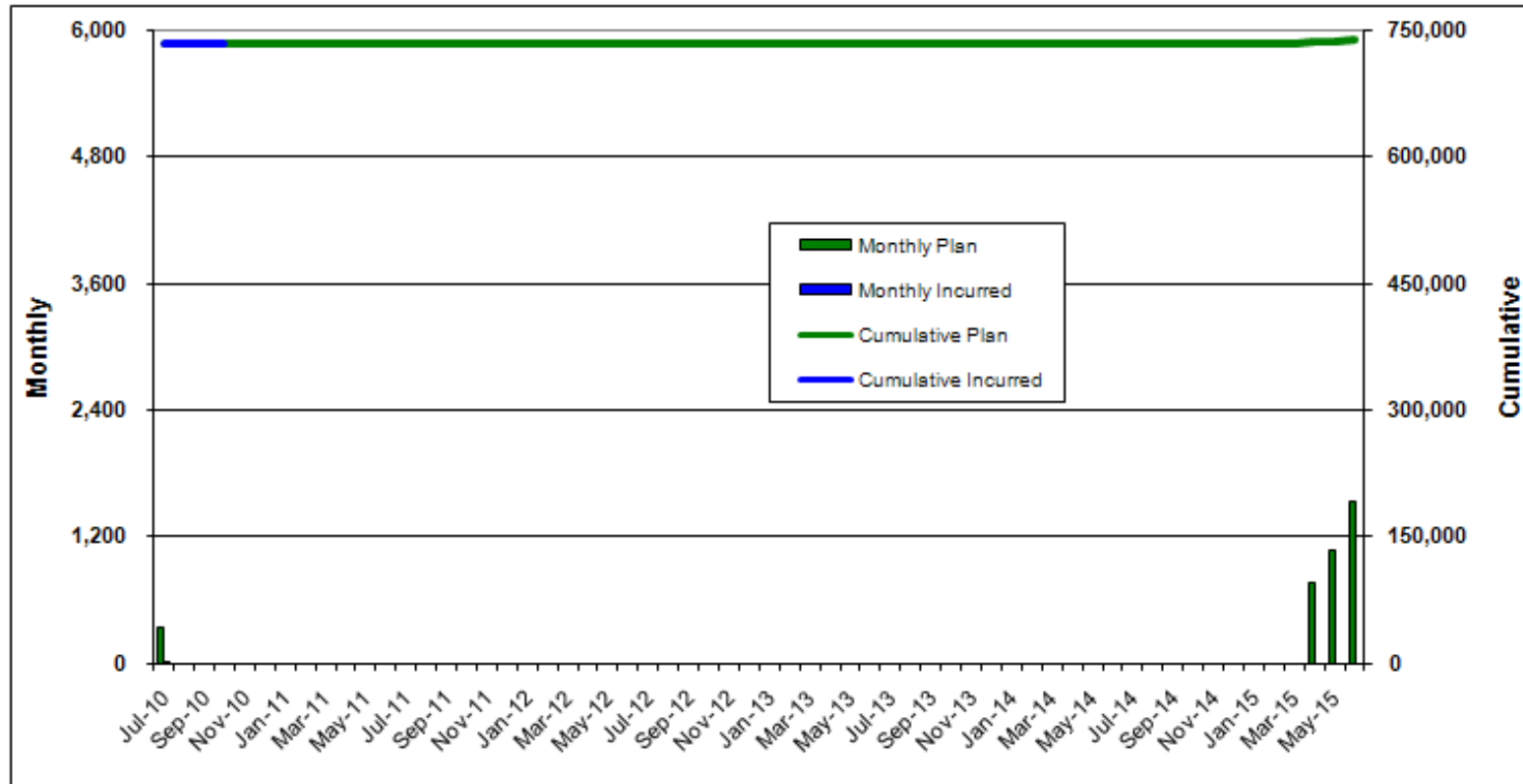


Notes:

1. Unallocated Contingency is not included.
2. Escalation is not included.

## TBIT RENOVATION ELEMENT CASH FLOW

as of 10/31/2010



Notes:

1. Unallocated Contingency is not included.
2. Escalation is not included.

### **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 11/30/2010

Element	Project	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
<b>Airside Element</b>							
<b>M101A - CROSSFIELD TAXIWAY PROJECT</b>							
	DA-4331		0042	\$84,334			AA Ground Power Units, Filter Box Foundation Slab Coordinate Change, 16 inch Valve Vault Elevation Change, Existing Communication MH 232 & 234 Modifications T&M, Stop for Aircraft Sign Bases, Service Road R Barrier Rail, Methane Level Change for Pump Station, Coast Guard Storm Drain Line Cleaning
	DA-4331		0043		\$422,449		Taxiway E-11 Utility Crossing
	DA-4331		0044	\$108,200			4" RON Waterline Profile Modification
	DA-4331		0045	\$110,956			AA Tunnel Coordination, Steel Casing Restocking Fee, Light Can Number Painting Removal and Replacement, Grading Changes at 1C
	DA-4331		0046	\$149,647			Temporary Fence at ARFF Facility, Taxiway E Pavement Joint Revisions - T&M
	DA-4331		0047	\$86,086			Pump Station Electrical Permit Revised Plan
<b>M107A - LAX AIRCRAFT RESCUE AND FIRE FIGHTING FACILITY</b>							
	DA-4354		0006	\$42,334			Plan Check Approved Set
	DA-4354		0007	\$0			Non-Compensable Administrative Time Ext due to Rain Delays
<b>M204A - TAXILANE 'S'</b>							
	DA-4398		0004	(\$220,159)			Deletion of 54" SD Jacking Operations
	DA-4398		0005		\$975,000		Package 1 Concrete Paving "Percent Within Limit" Allowance
	DA-4398		0006	\$124,500			Temporary Laydown Power, American Airlines Jet Fuel Line, Undocumented Concrete Cap on Duct Bank, Undocumented Fuel Lines and Valves Phase 1, Phase 4 Blast Fence Salvage, Phase 2 Geogrid Removal, Pavement Removals in Phase 3A
	DA-4398		0007	\$117,777			Phase 4 Start of Work Delays, Removals of Undocumented Utilities in Phase 4, Post 5 Sewer Conflicts, Temporary Tenant AOA Access, Storm Water Filter Vault Calculations

## CHANGE ORDERS - Continued as of 11/30/2010

Element	Project	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
<b>Bradley West Element</b>							
<b>DA-4337 - BRADLEY WEST GATES (DA-4337)</b>							
	DA-4337/CGMP02		0005			\$1,655,023	Fee CGMP02, ARB - Site Electrical - CCP/1, ISEC -Steel IWBT, SASCO- Electrical IWBT, SASCO- Electrical IWBT, SASCO- Electrical IWBT, City Revenue Tax CGMP02, ISEC -Steel IWBT
	DA-4337/CGMP02		0006	(\$925,896)			Unallocated CCP-1 - ARB, Unallocated BP 03-05-01 (WAJV Adjustment) , Unallocated BP 03-15-01 XL Fire, Unallocated BP 03-02-01 Griffith, Unallocated (\$750 BP 03-09-03) (\$43,538 BP 03-09-04 Hasson Paint), Fee CGMP02, City Revenue Tax CGMP02
	DA-4337/CGMP03		0002		\$654,846		CMAR Allowances BP-07, Fee CGMP02, Fee CGMP02, Griffith - Utilities - IWBT
	DA-4337/CGMP05		0001			\$1,931,133	Conveyance Allowances, CMAR Fee, City Tax
	DA-4337/CGMP06		0001	(\$1,931,133)			Conveying Allowances BP-06, CMAR Fee, City Tax
<b>DA-4382 - BRADLEY WEST CORE (DA-4382)</b>							
	DA-4382/CGMP04		0002			\$3,522,710	Owner Allowances Enabling (transfer), CMAR Allowances Enabling (transfer), CMAR Allowances Conveyances (transfer), Fee, Tax
	DA-4382/CGMP04		0005	\$13,131			WE O'Neil, Fee, Gross Receipts Tax
	DA-4382/CGMP04		0006	\$65,424			Subcontractor, Fee, Gross Receipts Tax
	DA-4382/CGMP04		0007		\$221,973		Subcontractor, Fee, Gross Receipts Tax
	DA-4382/CGMP05		0001	(\$3,522,710)			Owner Allowances - Enabling (transfer), CMAR Allowances - Enabling (transfer), CMAR Allowances - Conveyances (transfer), Fee, Tax
<b>CUP Replacement Element</b>							
<b>Utilities &amp; Infrastructure Element</b>							
<b>U009A - AIRPORT RESPONSE COORDINATION CENTER (ARCC)</b>							
	DA-4462/000000		0004	\$147,925			Building and Safety Approved "Issued for Construction" Drawings/Plans, Existing Conduits in the way of Supply Duct. and modifications to the existing Sprinkler System, Dowels for roof top curbs
<b>Landside Element</b>							
<b>L003A - AOA PERIMETER FENCE (WORLD WAY WEST) PHASE 3</b>							
	DA-4315		0016	\$46,017			Miscellaneous Work to Avoid Interference in Zones 17 & 20, Modify Type-2 Fence - West Side of LAXFuel Rd between STA 55 & 46.59 (Crash Gate 411) & LAXFuel Access Gate, Revisions to AOA Perimeter Fence in Zones 5 & 6, Construction of Type 2 Fence in lieu of Crash Gate 474

**CHANGE ORDERS - Continued**  
as of 11/30/2010

Element	Project	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
Residential/Soundproofing Element							
Terminal Element							
TBIT Renovation Element							

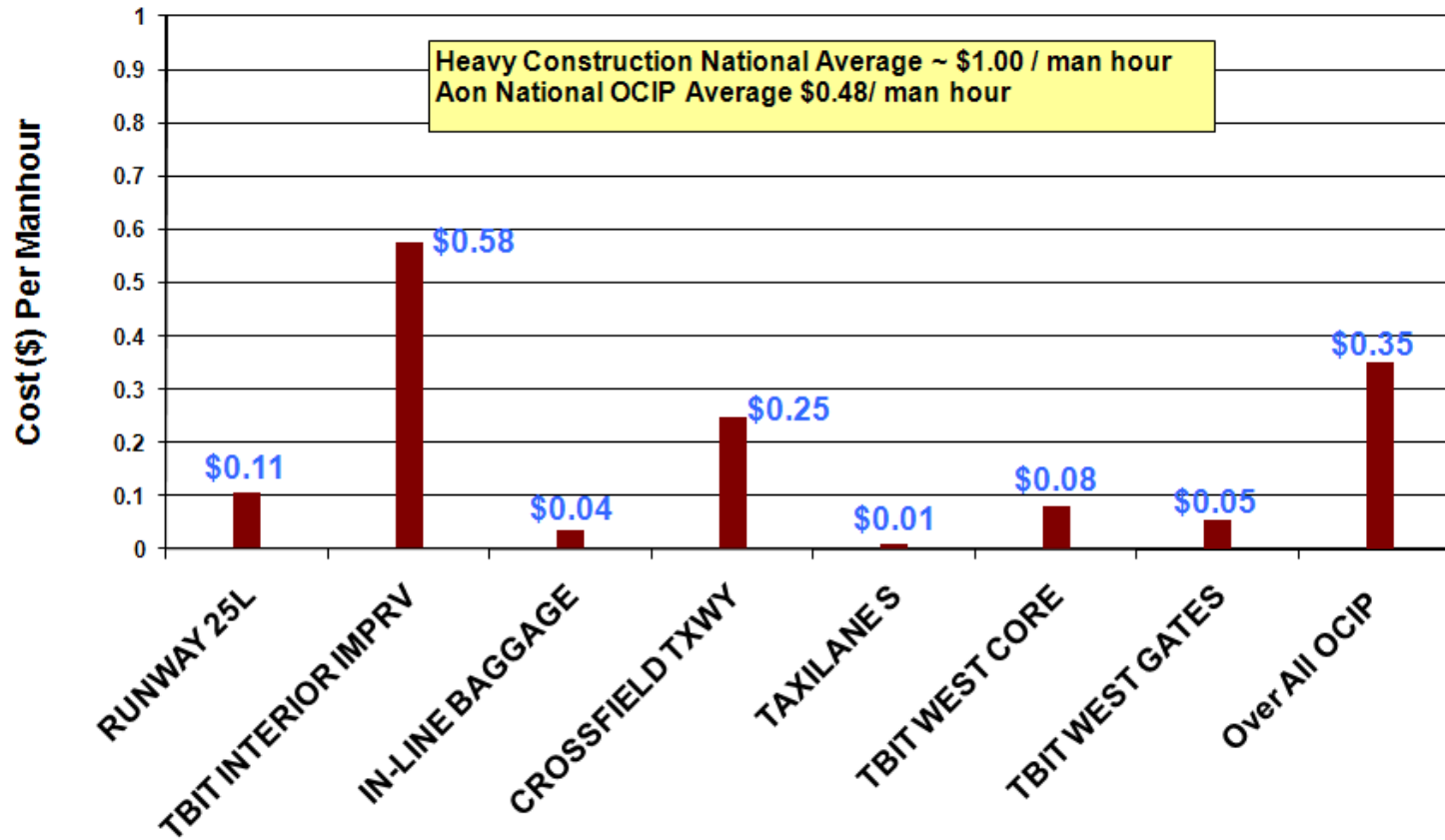
### Bradley West- Gates

CHANGE TYPE	EXECUTED CHANGES (CUMMULATIVE \$)	APPROVED CHANGES (CUMMULATIVE \$)	SUBTOTAL	% OF CONTRACT VALUE
DESIGN EVOLUTION	\$11,157,663.00	\$40,438,468.00	\$51,596,131.00	9.46%
DOCUMENT CORRECTION	-\$111,950.00	\$0.00	-\$111,950.00	-0.02%
FIELD CONDITIONS	\$638,683.00	\$154,490.00	\$793,173.00	0.15%
OWNER BETTERMENT	\$2,914,877.00	\$0.00	\$2,914,877.00	0.53%
CODE REQUIREMENT	\$261,540.00	\$0.00	\$261,540.00	0.05%
<b>TOTAL</b>	<b>\$14,860,813.00</b>	<b>\$40,592,958.00</b>	<b>\$55,453,771.00</b>	<b>10.17%</b>

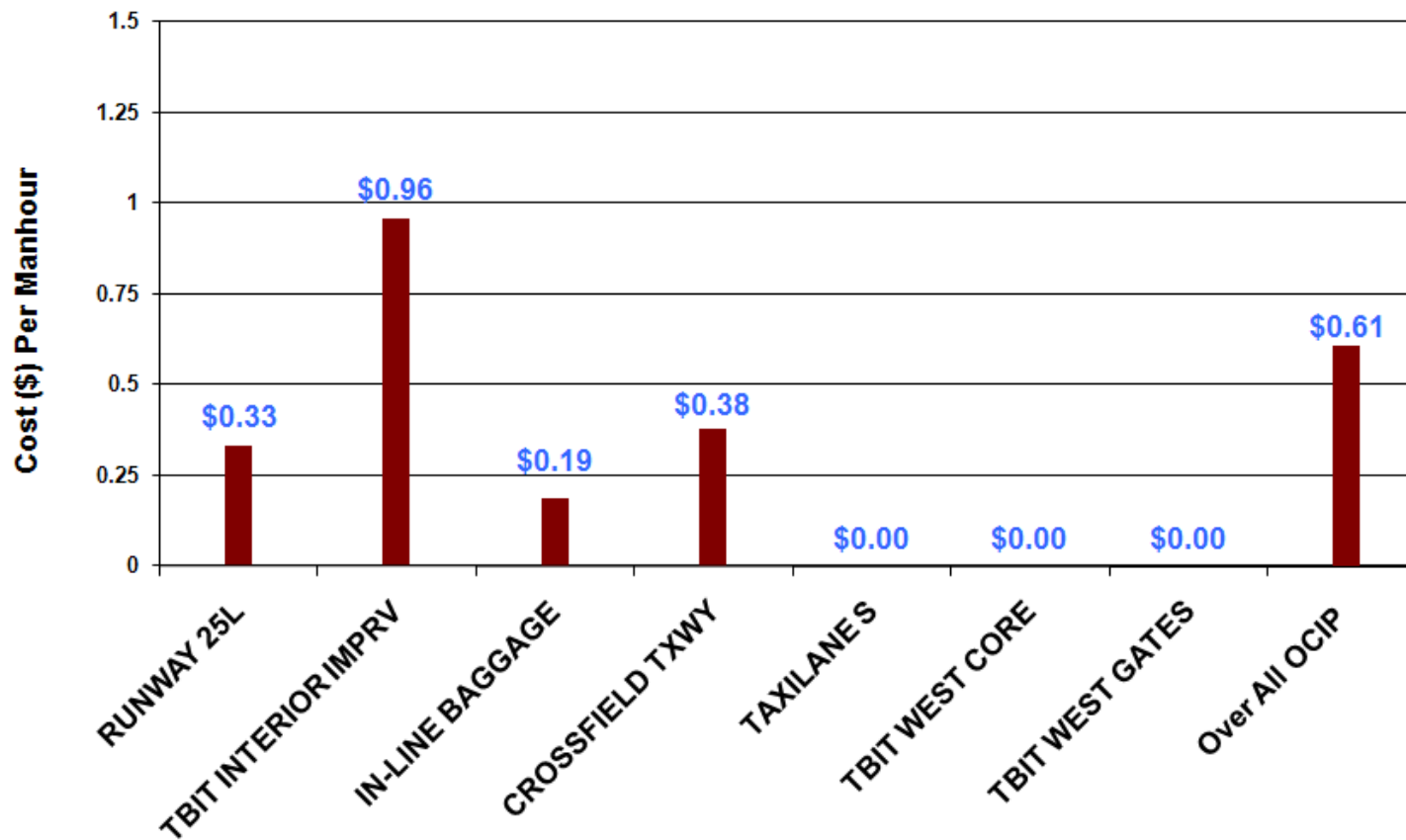
**Bradley West- CORE**

CHANGE TYPE	EXECUTED CHANGES (CUMMULATIVE \$)	APPROVED CHANGES (CUMMULATIVE \$)	SUBTOTAL	% OF CONTRACT VALUE
DESIGN EVOLUTION	\$1,217,390.00	\$10,823,633.00	\$12,041,023.00	2.06%
DOCUMENT CORRECTION	\$0.00	\$0.00	\$0.00	0.00%
FIELD CONDITIONS	\$1,753,909.00	\$4,217,338.00	\$5,971,247.00	1.02%
OWNER BETTERMENT	\$1,846,981.00	\$0.00	\$1,846,981.00	0.32%
CODE REQUIREMENT	\$311,839.00	\$37,144.00	\$348,983.00	0.06%
<b>TOTAL</b>	<b>\$5,130,119.00</b>	<b>\$15,078,115.00</b>	<b>\$20,208,234.00</b>	<b>3.46%</b>

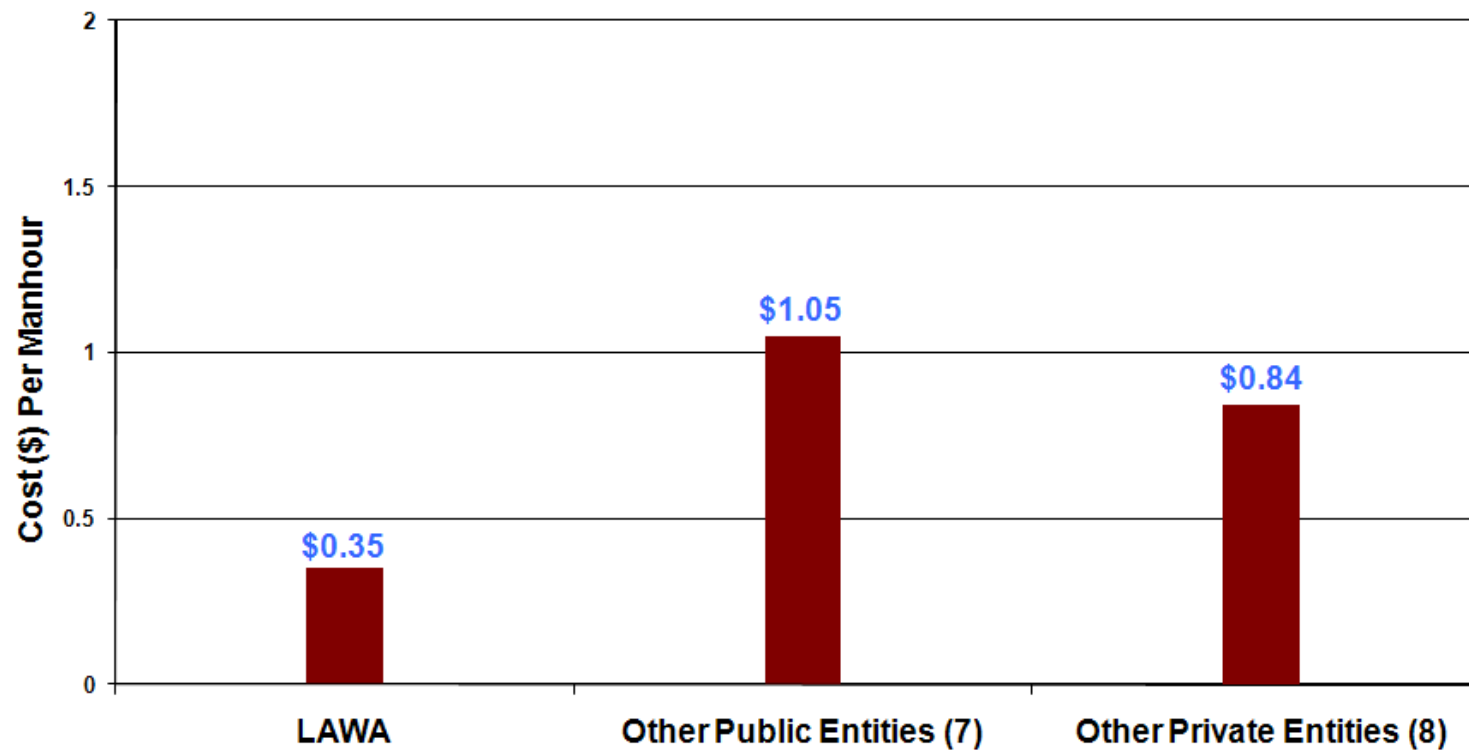
**LAWA OCIP Workers Compensation Loss Performance**  
 - as of October 31, 2010 -



LAWA OCIP General Liability Loss Performance  
- as of October 31, 2010 -



**Current Large OCIP Projects  
Comparison of Workers Comp Costs Per Manhour**





## MWBE/DBE

### Subcontractor Utilization Summary Report

as of 10/31/2010

Firm	Contract No.	DBE or M/WBE Contract	Proposed Level of Participation	Achieved Participation to Date*				Remarks
				M/WBE	DBE			
CH2M Hill	DA-4414	M/WBE	22.00 %	38.71 %	N/A %			
AECOM Technical Services, Inc.	DA-4260	DBE	12.00 %	N/A %	19.76 %			
Fentress Architects	DA-4274	DBE	9.30 %	15.77 %	6.93 %			
Flatiron West, Inc.	DA-4398	DBE	1.00 %	N/A %	19.49 %			
Griffith Company	DA-4315	M/WBE	9.60 %	9.42 %	N/A %			
Griffith Company	DA-4338	M/WBE	6.60 %	2.48 %	N/A %			
Hatch Mott MacDonald, LLC	DA-4275	DBE	11.63 %	N/A %	21.49 %			
Hellmuth, Obata + Kassabaum,	DA-4313	M/WBE	25.00 %	38.53 %	N/A %			
Jacobs Project Management Co.	DA-4417	M/WBE	25.00 %	0.00 %	N/A %			
Paragon Project Resources, Inc.	DA-4332	M/WBE	16.00 %	5.28 %	N/A %			
Parsons Transportation Group,	DA-4415	M/WBE	23.00 %	58.70 %	N/A %			
Paslay Management Group	DA-4324	M/WBE	10.00 %	14.80 %	N/A %			
R & L Brosamer	DA-4331	M/W/DBE	15.40 %	7.84 %	3.49 %		Combined = MBE+WBE+DBE = 11.33%	
Technion Contractors	DA-4462	M/WBE	0.16 %	0.00 %	N/A %			
Tobo Construction	DA-4354	DBE	0.00 %	15.04 %	2.26 %			
Vanir Construction Management,	DA-4416	M/WBE	20.00 %	17.08 %	N/A %			
W.E. O'Neil	DA-4371	M/WBE	6.80 %	9.95 %	N/A %			
Walsh Austin Joint Venture - Pre-Construction (Gates)	DA-4337	M/WBE	20.00 %	32.43 %	N/A %			
Walsh Austin Joint Venture - Construction (Gates)	DA-4337	M/WBE	14.00 %	9.59 %	N/A %			
Walsh Austin Joint Venture - Pre-Construction (Core)	DA-4382	M/WBE	20.00 %	26.83 %	N/A %			
Walsh Austin Joint Venture - Construction (Core)	DA-4382	M/WBE	14.00 %	16.42 %	N/A %			
<b>Total Participation:</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>12.59%</b>	<b>4.11%</b>			
<b>Total Combined Participation:</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>16.70%</b>				

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

