

**AMENDMENT No.2 TO MEASURE R FUNDING AGREEMENT BETWEEN
PORT OF LOS ANGELES
AND
THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**

This Amendment No. 2 to the Funding Agreement (this "Amendment"), is dated as of January 14, 2022 by and between the Port of Los Angeles ("Grantee") and the Los Angeles County Metropolitan Transportation Authority ("LACMTA").

RECITALS:

A. Grantee and LACMTA entered into that certain Funding Agreement No. 92000000MR312.32 dated July 31, 2017, which was amended on August 26, 2018, (as amended, the "Existing FA"), which Existing FA provides for the Project Approval and Environmental Document (PAED) and Plans, Specification and Estimations (PS&E) of the SR-47/Vincent Thomas Bridge & Front St./Harbor Blvd Interchange Reconfiguration Project (the "Project"); and

B. WHEREAS, at its June 25, 2020 meeting, the LACMTA Board of Directors approved an additional \$37,395,000 to fund Construction for a total Project budget of \$41,225,000; and

C. WHEREAS, the total designated amount for Project Approval & Environmental Document (PAED), Plans, Specifications and Estimates (PS&E), and Construction of the Project is \$41,225,000; and

D. Grantee and LACMTA desire to amend the Existing FA as provided herein.

AGREEMENT:

NOW, THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties hereby agree as follows:

1. Part I, Paragraph 2.2 of the Existing FA is hereby amended by deleting it in its entirety and replacing it with the following: “To the extent the Measure R funds are available, LACMTA shall make to GRANTEE a grant of the Measure R funds in the amount of \$41,225,000 (the “Funds”) for the Project. LACMTA Board of Directors actions on April 27, 2017, April 26, 2018, and June 25, 2020, granted the Measure R Funds for the Project. The Funds are currently programmed over six Fiscal Years: \$900,000 in FY2016-17, \$700,000 in FY2018-19, \$2,230,000 in FY 2019-20; \$7,000,000 in FY 2021-22; \$10,000,000 in FY 2022-23 and \$20,395,000 in FY 2023-24.”

2. Part II, Section 9.1 (vii) of the Existing FA is hereby amended by deleting it in its entirety and replacing it with the following: “(vii) within three years or 36 months from July 1 of the Fiscal Year in which the Funds are programmed, unless otherwise stated in this FA. All Funds programmed in FY 2016-17 and FY 2018-19 are no longer available. All funds programmed in FY 2019-20 are subject to lapse by June 30, 2022. All Funds programmed for FY 2021-22 are subject to lapse by June 30, 2024. All Funds programmed for FY 2022-23 are subject to lapse by June 30, 2025. All Funds programmed for FY 2023-24 are subject to lapse by June 30, 2026.”

3. Attachment A-1 of the Existing FA is hereby replaced by Attachment A-2, attached.

4. Attachment B1-1 of the Existing FA is hereby replaced by Attachment B1-2, attached.

5. Attachment C-1 of the Existing FA is hereby replaced by Attachment C-2, attached.

6. Except as expressly amended hereby, the Existing FA remains in full force and effect as originally executed. All rights and obligations of the parties under the Existing FA that are not expressly amended by this Amendment shall remain unchanged.

IN WITNESS WHEREOF, the parties have caused this Amendment No.2 to the FA to be executed by their duly authorized representatives as of the dates indicated below:

LACMTA:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: _____
Stephanie N. Wiggins
Chief Executive Officer

Date: _____

APPROVED AS TO FORM:

RODRIGO A. CASTRO-SILVA
County Counsel

By: _____

Deputy

Date: 3/13/2022

GRANTEE:

CITY OF LOS ANGELES – HARBOR DEPARTMENT

By: _____
Eugene D. Seroka
Executive Director

Date: _____

APPROVED AS TO FORM:

By: _____
Mike Feuer
City Attorney

Date: _____

ATTACHMENT A-2 - PROJECT FUNDING

Measure R Program - Funding Agreement Projects - FA# 920000000MR312.32 A-2

Project Title: SR- 47/Vincent Thomas Bridge & Front St./Harbor Blvd Interchange Reconfiguration

PROGRAMMED BUDGET - SOURCES OF FUNDS

SOURCES OF FUNDS	Prior Years	FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2024-26	Total Budget	% of Budget
LACMTA PROGRAMMED FUNDING									
MEASURE R FUNDS	\$ 3,830,000		\$ 7,000,000	\$ 10,000,000	\$ 20,395,000			\$ 41,225,000	58%
LACMTA PROGRAMMED FUNDS BY YEAR SUBTOTAL	\$ 3,830,000	\$ -	\$ 7,000,000	\$ 10,000,000	\$ 20,395,000	\$ -	\$ -	\$ 41,225,000	58%
OTHER SOURCES OF FUNDING:									
LOCAL: Port Funds	\$ 235,000	\$ 1,788,000	\$ 3,512,000	\$ -	\$ -		\$ 17,000	\$ 5,552,000	8%
STATE: SB1 TCEP Funds				\$ 13,383,000				\$ 13,383,000	19%
FEDERAL: MARAD PIDP Funds				\$ 7,250,000	\$ 1,400,000	\$ 1,230,000		\$ 9,880,000	14%
OTHER: SBCCOG - Measure R	\$ 460,000							\$ 460,000	1%
OTHER FUNDING SUBTOTAL	\$ 695,000	\$ 1,788,000	\$ 3,512,000	\$ 20,633,000	\$ 1,400,000	\$ 1,230,000	\$ 17,000	\$ 29,275,000	42%
TOTAL PROJECT FUNDS	\$ 4,525,000	\$ 1,788,000	\$ 10,512,000	\$ 30,633,000	\$ 21,795,000	\$ 1,230,000	\$ 17,000	\$ 70,500,000	100%

ATTACHMENT B1-2- EXPENDITURE PLAN COST & CASH FLOW BUDGET

Measure R Program - Funding Agreement Projects - FA# 92000000MR312.32 A-2
 Project Title: SR- 47/Vincent Thomas Bridge & Front St./Harbor Blvd Interchange Reconfiguration
 PROGRAMMED SOURCES OF FUNDS

SOURCES OF FUNDS	Prior Expenditures	FY 2020-21 Qtr 1	FY 2020-21 Qtr 2	FY 2020-21 Qtr 3	FY 2020-21 Qtr 4	FY 2021-22 Qtr 1	FY 2021-22 Qtr 2	FY 2021-22 Qtr 3	FY 2021-22 Qtr 4	TOTAL BUDGET
LACMTA PROGRAMMED FUNDS:										
MEASURE R FUNDS:										
PAED	\$540,000									\$540,000
PS&E	\$3,290,000									\$3,290,000
RW Support										\$0
Const. Support										\$0
RW										\$0
Construction						\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$7,000,000
Total MEASURE R	\$3,830,000	\$0	\$0	\$0	\$0	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,830,000
SUM PROG LACMTA FUNDS:	\$3,830,000	\$0	\$0	\$0	\$0	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,830,000
OTHER NON LACMTA FUNDING:										
LOCAL: Port Funds										
PAED	\$235,000									\$235,000
PS&E		\$300,000	\$300,000	\$300,000	\$888,000	\$1,000,000	\$1,000,000	\$1,000,000	\$512,000	\$5,300,000
RW Support										\$0
Const. Support										\$0
RW										\$0
Construction										\$0
Total LOCAL	\$235,000	\$300,000	\$300,000	\$300,000	\$888,000	\$1,000,000	\$1,000,000	\$1,000,000	\$512,000	\$5,535,000
SUM NON-LACMTA FUNDS :	\$235,000	\$300,000	\$300,000	\$300,000	\$888,000	\$1,000,000	\$1,000,000	\$1,000,000	\$512,000	\$5,535,000
PROJECT FUNDING FY20-21 and FY21-22	\$4,065,000	\$300,000	\$300,000	\$300,000	\$888,000	\$2,000,000	\$3,000,000	\$3,000,000	\$2,512,000	\$16,365,000
SOURCES OF FUNDS	FY 2022-23 Qtr 1	FY 2022-23 Qtr 2	FY 2022-23 Qtr 3	FY 2022-23 Qtr 4	FY 2023-24 Qtr 1	FY 2023-24 Qtr 2	FY 2023-24 Qtr 3	FY 2023-24 Qtr 4	FY 2024-25 Qtr 1	TOTAL BUDGET
LACMTA PROGRAMMED FUNDS:										
MEASURE R FUNDS:										
PAED										\$0
PS&E										\$0
RW Support										\$0
Const. Support										\$0
RW										\$0
Construction	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,395,000		\$30,395,000
Total MEASURE R	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,395,000	\$0	\$30,395,000
SUM PROG LACMTA FUNDS:	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,395,000	\$0	\$30,395,000
OTHER NON LACMTA FUNDING:										
STATE: TCEP SB1										
PAED										\$0
PS&E										\$0
RW Support										\$0
Const. Support										\$0
RW										\$0
Construction	\$3,345,750	\$3,345,750	\$3,345,750	\$3,345,750						\$13,383,000
Total STATE	\$3,345,750	\$3,345,750	\$3,345,750	\$3,345,750						\$13,383,000
FEDERAL: MARAD PIDP (non-FHWA)										
PAED										\$0
PS&E										\$0
RW Support										\$0
Const. Support										\$0
RW										\$0
Construction	\$1,812,500	\$1,812,500	\$1,812,500	\$1,812,500	\$350,000	\$350,000	\$350,000	\$350,000	\$307,500	\$8,957,500
Total FEDERAL	\$1,812,500	\$1,812,500	\$1,812,500	\$1,812,500	\$350,000	\$350,000	\$350,000	\$350,000	\$307,500	\$8,957,500
OTHER: SBCCOG - Measure R										
PAED	#####	####								\$460,000
PS&E										\$0
RW Support										\$0
Const. Support										\$0
RW										\$0
Construction										\$0
Total OTHER	\$460,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$460,000
SUM NON-LACMTA FUNDS :	\$5,618,250	\$5,158,250	\$5,158,250	\$5,158,250	\$350,000	\$350,000	\$350,000	\$350,000	\$307,500	\$22,800,500
PROJECT FUNDING FY22-23 and FY23-24	\$8,118,250	\$7,658,250	\$7,658,250	\$7,658,250	\$5,350,000	\$5,350,000	\$5,350,000	\$5,745,000	\$307,500	\$53,195,500
SOURCES OF FUNDS	FY 2024-25 Qtr 2	FY 2024-25 Qtr 3	FY 2024-25 Qtr 4	FY 2025-26 Qtr 1	FY 2025-26 Qtr 2	FY 2025-26 Qtr 3	FY 2025-26 Qtr 4	FY 2026-27 Qtr 1	FY 2026-27 Qtr 2	TOTAL BUDGET
OTHER NON LACMTA FUNDING:										
LOCAL: Port Funds										
PAED										\$0
PS&E										\$0
RW Support										\$0
Const. Support										\$0
RW										\$0
Construction				\$17,000						\$17,000
Total LOCAL	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$0	\$0	\$17,000
FEDERAL: MARAD PIDP (non-FHWA)										
PAED										\$0
PS&E										\$0
RW Support										\$0
Const. Support										\$0
RW										\$0
Construction	\$307,500	\$307,500	\$307,500							\$922,500
Total FEDERAL	\$307,500	\$307,500	\$307,500	\$0	\$0	\$0	\$0	\$0	\$0	\$922,500
SUM NON-LACMTA FUNDS :	\$307,500	\$307,500	\$307,500	\$17,000	\$0	\$0	\$0	\$0	\$0	\$939,500
PROJECT FUNDING FY24-25 and FY25-26	\$307,500	\$307,500	\$307,500	\$17,000	\$0	\$0	\$0	\$0	\$0	\$939,500
SUMMARY OF ALL FUNDS										
PAED	\$ 1,235,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ 1,235,000
PS&E	\$3,290,000	\$300,000	\$300,000	\$300,000	\$888,000	\$1,000,000	\$1,000,000	\$1,000,000	\$512,000	\$8,590,000
RW Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Const. Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$7,965,750	\$7,965,750	\$7,965,750	\$7,675,250	\$5,350,000	\$6,350,000	\$7,350,000	\$7,745,000	\$2,307,500	\$60,675,000
TOTAL MILESTONES	\$12,490,750	\$8,265,750	\$8,265,750	\$7,975,250	\$6,238,000	\$7,350,000	\$8,350,000	\$8,745,000	\$2,819,500	\$ 70,500,000
SUM PROG LACMTA FUNDS	\$6,330,000	\$2,500,000	\$2,500,000	\$2,500,000	\$5,000,000	\$6,000,000	\$7,000,000	\$7,395,000	\$2,000,000	\$41,225,000
SUM NON-LACMTA FUNDS	\$6,160,750	\$5,765,750	\$5,765,750	\$5,475,250	\$1,238,000	\$1,350,000	\$1,350,000	\$1,350,000	\$819,500	\$29,275,000
TOTAL PROJECT FUNDING	\$12,490,750	\$8,265,750	\$8,265,750	\$7,975,250	\$6,238,000	\$7,350,000	\$8,350,000	\$8,745,000	\$2,819,500	\$70,500,000

ATTACHMENT C-2 SCOPE OF WORK

PROJECT TITLE:

SR- 47/Vincent Thomas Bridge & Front St./Harbor Blvd Interchange Reconfiguration

PROJECT LOCATION:

The project is located on State Route 47 (SR-47) in the City of Los Angeles, in the Port of Los Angeles Area

PROJECT LIMITS:

The project limits are 07-LA-047 – 0.3/0.89.

NEXUS TO HIGHWAY OPERATION, DEFINITION/PROJECT PURPOSE:

This project will modify the existing SR-47/Front St. /Harbor Blvd Interchange to improve operations, safety, and access on this highly congested corridor. This project is an eligible Highway Operational Improvement Project.

PROJECT BACKGROUND:

The project proposes to modify the existing on- and off-ramps at the SR-47 / Front Street / Harbor Blvd Interchange to improve safety, access, operations, and the movement of goods and traffic circulation in the area.

The existing SR-47/ Front St. / Harbor Blvd. Interchange configuration creates safety and operational issues caused by vehicle slowing and weaving on the ramp as vehicles approach the terminus. Traffic routinely backs up on both exit ramps during peak periods. Queuing on the eastbound exit can extend into the freeway lanes.

The eastbound loop on-ramp has short acceleration and merging lengths, approximately 30% of standard lengths, due to the close proximity of the Vincent Thomas Bridge. Slow moving traffic between the post mile limits of 07 - LA - 047 – 0.3/0.89 approaching from the loop must accelerate on an ascending grade to merge with faster moving mainline traffic. The westbound SR-47 on-ramp terminus is currently uncontrolled. A single left-turn pocket creates long queues on northbound Front Street as vehicles wait for gaps in southbound traffic to move onto the on-ramp, presenting safety and operational concerns.

The proposed traffic safety and operational improvements will be accomplished via replacement of the existing westbound (WB) off-ramp from the Vincent Thomas Bridge (VTB) currently located on the south side of the VTB, with a new off-ramp to be located on the north side of the VTB, realignment of the existing WB on-ramp onto the SR47 and I-110 connector, modification of the WB off-ramp onto Harbor Boulevard, and modification of the EB on-ramp onto the VTB toward Terminal Island.

PROJECT BUDGET:

Component	Measure R	Port Funds	MARAD PIDP Funds	SB1 TCEP Funds	SBCCOG - Measure R
PAED	\$540,000	\$235,000			\$460,000
PS&E	\$3,290,000	\$5,300,000			
R/W Support					
R/W Capital					
Construction Support					
Construction Capital	\$37,395,000	\$17,000	\$9,880,000	\$13,383,000	
Total Budget: \$70,500,000					

SCOPE:

As documented in the approved National Environmental Policy Act (NEPA) Environmental Assessment (EA) and Finding of No Significant Impact (FONSI), this project addresses existing traffic operating and geometry deficiencies, which will only be exacerbated with expected future traffic volume growth. Most significantly, as documented in the EA/FONSI, the current accident rates at this interchange are as much as eight times higher than statewide averages for similar facilities. The following describes these existing conditions, and how the project improves traffic conditions:

- Currently, westbound SR 47 traffic and southbound I-110 traffic exit to a shared terminus at Harbor Boulevard. This condition creates safety and operational problems caused by vehicle slowing and weaving on the ramp, as vehicles approach the signalized terminus. The truck share is as high as 75% during peak hours. Due to this weave, queues extend upstream on both exit ramps onto SR 47 and I-110 throughout the day, and this condition is expected to worsen with projected growth. The PROJECT will separate the two exit ramps from SR47/I-110, thereby eliminating the dangerous weave and significantly reducing delays.
- A difficult weaving section (with an auxiliary lane) exists upstream from the eastbound off-ramp from the I-110 connector ramp and Gaffey Street on-ramp. The modification of this freeway segment to provide a second off-ramp lane will significantly improve traffic operations from a level of service (LOS) D to C under year 2043 conditions. The emissions reductions associated with this particular ramp improvement have not been

included in the total PROJECT emission reductions. Thus, the computed benefit-cost ratio (BCR) is understated.

- Due to the close proximity of the VT Bridge, the existing eastbound loop on-ramp merge length is about 30% of the normal standard length. Slow moving vehicles, with up to 40% trucks over many hours of the day, on a grade of close to 6%, must accelerate from almost a stop to merge with SR 47/VT Bridge mainline traffic moving at speeds of about 65 mph. Relocating the westbound SR-47 off-ramp allows for the realignment of the existing eastbound on-ramp, which will increase the acceleration and merge lengths, and improve the existing difficult merge onto the VT Bridge.
- The westbound SR 47 on-ramp terminus is currently uncontrolled. A single left-turn pocket creates long queues on northbound Front Street as vehicles wait for gaps in southbound traffic to move onto the on-ramp, causing safety and operational problems. Relocating the westbound on-ramp, and consolidating two intersections will eliminate these problems.

CONSTRUCTION:

The project is currently in the final design phase and construction activity entails the following:

- Removal of the existing westbound SR 47/Vincent Thomas (VT) Bridge off-ramp with Harbor Boulevard, which eliminates an unsafe and highly congested weave, with high truck volumes
- Construction of new westbound SR 47/VT Bridge off-ramp (north of Bridge) with Front Street; including a new traffic signal that enables consolidation of two, closely spaced intersections
- Realignment of existing eastbound SR 47/VT Bridge on-ramp from Harbor Boulevard further to the west to increase eastbound merge length by 325 feet and reduce grade by 1.2%; both of which improves safety and traffic operations, especially given high truck volume (25%-40%)
- Modification of the eastbound off-ramp/auxiliary lane from I-110 connector and Gaffey Street to provide two lanes to the off-ramp, with the interior lane as a shared thru/off-ramp lane
- Removal of POLA-owned rail spur that is no longer in service
- In addition to this ramp reconstruction, Harbor Boulevard/Front Street's cross-section is widened to accommodate additional turning movements at both ramp terminus

intersections. Six-foot wide sidewalks and five-foot wide bike lanes along segments of Harbor Boulevard and Front Street are provided, as are ADA compliant curb ramps and crosswalks at each of the intersections, following Complete Street guidelines.

- The proposed ramp alignments require cut retaining walls, up to 20 feet high, where Knoll Drive and the westbound on-ramp have shifted into Knoll Hill. Cut walls are also required along the widened eastbound off-ramp. Embankment fill is proposed along the inside of the westbound off-ramp loop to maximize useable space for the existing land uses to be relocated. Standard wall types are feasible in three (3) of the six (6) locations and have been estimated. Remaining three (3) specialty wall types will be determined in the design phase.
- No modifications to Vincent Thomas Bridge are proposed. The Harbor Boulevard Ramp Undercrossing (53-807) is proposed to remain. The existing cut retaining wall along the eastbound off-ramp between station 18+00 and 21+00 is proposed to remain.
- Ramp and mainline roadway drainage will be collected in a combination of new and existing drainage systems to tie into existing storm drain systems along Harbor Boulevard / Front Street, as they do today.
- South of SR-47, access control to the Caltrans facility is maintained in the manner that exists today. North of the SR-47, access control is proposed along the westbound on and off-ramps to the ramp intersection at Front Street.

MILESTONES: The implementation schedule for this project will be as follows.

	START DATE	COMPLETION DATE
SOLICITATION (BID/PROPOSAL)		
Develop Solicitation Package		
Solicitation Response		
Evaluations		
Selection		
Board Approval		
Contract Award		
Fully Executed Contract		
PLANNING	1/27/16	4/5/17
Prepare Concept Report		
Prepare Feasibility Study		
Prepare Project Study Report		
Intelligent Transportation System (ITS)		
Feasibility Study		
Concept Exploration		
PRELIMINARY DESIGN		
Prepare Detailed Design Plans		
Prepare Detailed Construction Plans		
Prepare Project Cost Estimate		
Intelligent Transportation System (ITS)		
Concept of Operations		
System Requirements		
High Level Design		
PA&ED	7/1/17	6/30/19
Prepare Environmental Document Document Type: IS/EA		
Scoping		
Technical Studies		
Draft Environmental Document		
Final Environmental Document		
Community Outreach		
Secure Project Approval		
Intelligent Transportation System (ITS)		
Categorical Exemption Filing		
PS&E	12/10/18	10/31/21
35% PS&E	1/1/19	9/30/19
Preliminary Investigations		
Preliminary Foundation		
Geometric Drawings		
Bridge Type Selection Roadway and Retrofit Strategy		
ADL Review		
Utilities		
Right-of-Way		
Estimating		
Civic Design		
Structural Design		
Intelligent Transportation System (ITS)		
ITS Drawings		
System Plans		
Communications Plans		

Systems Integrations Plans		
Software Specifications		
Project Review & Comments		
65% PS&E	10/1/19	4/31/20
Civil Design Plans		
Right-of-Way Engineering		
Structural Design		
Prepare Project Cost Estimate		
Intelligent Transportation System (ITS)		
Detailed Design		
ITS Drawings		
System Plans		
Communications Plans		
Systems Integrations Plans		
Equipment Specifications		
Software Specifications		
Project Review & Comments		
95% PS&E	6/1/21	10/31/21
Civil Design Plans		
Structural Design		
Intelligent Transportation System (ITS)		
Detailed Design		
ITS Drawings		
System Plans		
Communications Plans		
Systems Integrations Plans		
Equipment Specifications		
Software Specifications		
Submittals & Reviews	11/1/21	12/31/21
Submit Final PS&E		
Outside Agency Review		

CONSTRUCTION MILESTONES: The implementation schedule for this project will be as follows.

	START DATE	COMPLETION DATE
SOLICITATION (BID/PROPOSAL)	6/1/22	11/30/22
Develop Solicitation Package		
Solicitation Response		
Evaluations		
Selection		
Board Approval Process		
Contract Award		
Fully Executed Contract		
CONSTRUCTION	12/1/22	11/30/25
EXCAVATION		
Clear/Grub		
Survey		
Sample Borings		
Grading		
Compaction		
Drainage		
ENVIRONMENTAL		
Hazardous Materials Handling		
Archaeological		
Air Quality Monitoring		
CONCRETE		
Form Work		
Rebar Placement		
Pole Placement		
TRAFFIC CONTROL		
TMP		
STRUCTURAL		
False Work		
Iron Placement		
Pole Placement		
UTILITIES		
DWP		
SCE		
LADOT		
MATERIALS		
Long-Lead Equipment		
Staging		
Material Lay Down Area		
Signage		
ELECTRICAL		
Power U/G Communication		
A/G Testing/Acceptance		
LANDSCAPE		
Clearing		
Planting		
Plant Establishment		
Irrigation		
Testing		

FTIP #: LA0G1290
 Subregion ID: I-405, I-110, I-105 and SR-91 Ramp
 and Interchange Improvements (South Bay)

Project#: MR312.32
 Amendment No.2
 FA# 920000000MR312.32

General Construction/close out project	12/1/22	11/30/25
CHANGE ORDERS		
P.O. Processing Time		
Weather		
Third Party Issues		
Strike Labor Walk Outs		
Force Majeure		
Claims		

	START DATE	COMPLETION DATE
LANDSCAPE		
Clearing		
Planting		
Plant Establishment		
Irrigation		
Testing		
General Construction/close out project	12/1/22	11/30/25
CHANGE ORDERS		
P.O. Processing Time		
Weather		
Third Party Issues		
Strike Labor Walk Outs		
Force Majeure		
Claims		

ATTACHMENT C-2 -Location Map(s)

