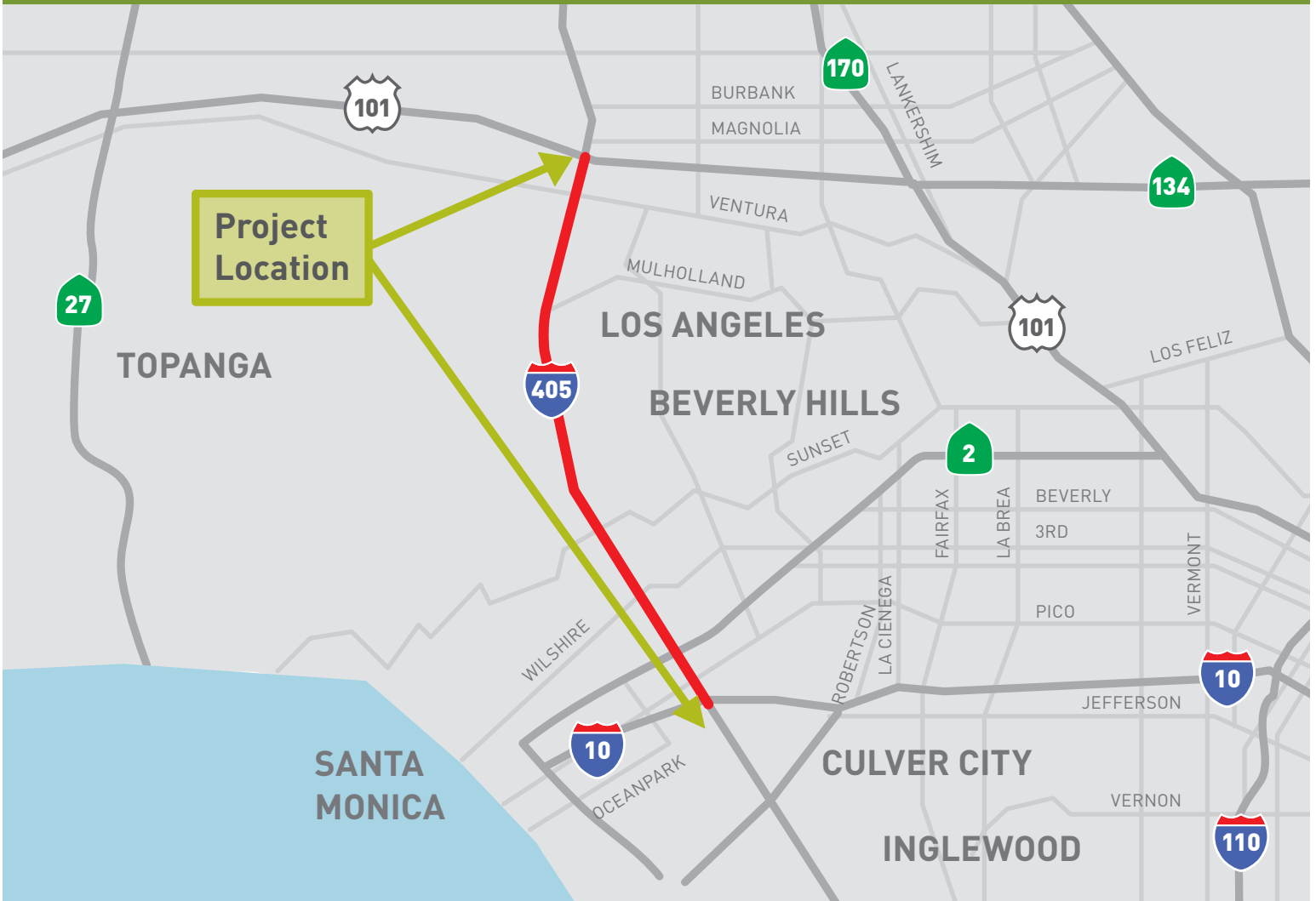


Interstate 405 Sepulveda Pass Widening Project



**INTERSTATE 405
SEPULVEDA PASS WIDENING
PROJECT**

MONTHLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA), UNDER THE FEDERAL TRANSIT ACT OF 1964, AS AMENDED, AND FUNDS FROM THE STATE OF CALIFORNIA.

AUGUST 2009

TABLE OF CONTENTS

	Page No.
Project Overview & Status.....	1
Management Issues.....	2
Project Status	
• Project Scope.....	3-4
• Schedule	
○ Key Milestones Six-Month Lookahead	5
○ Project Summary Schedule	6
○ Critical Path Narrative.....	7
• Project Cost Status.....	8
• Financial/Grant Status.....	9
• Staffing.....	10-11
• Real Estate.....	12
• Environmental.....	13
• Community Relations.....	13
• Quality Assurance.....	14
• Safety.....	14
• Third Party.....	15
Contract C0882 Status.....	16
Chronology of Events.....	17
Construction Photographs.....	18-22
Appendices.....	23-25

PROJECT OVERVIEW & STATUS

The I-405 Sepulveda Pass Widening Project will add a 10-mile HOV lane and improve supporting infrastructure such as ramps, bridges and sound walls on the San Diego Freeway (I-405); while widening lanes from the Santa Monica Freeway (I-10) to Ventura Freeway (U.S. 101). This project will reduce existing and forecasted traffic congestion on the I-405 and enhance traffic operations by adding freeway capacity in an area that experiences heavy congestion. In addition to these modifications, the project will improve both existing and future mobility and enhance safety throughout the corridor. Project benefits include a decrease in commuter time, reduce air pollution, and promote ridesharing. The I-405 Sepulveda Pass Widening Project features include:

- *Add a 10-mile HOV lane on the northbound I-405 between the I-10 and US-101 freeways*
- *Remove and replace the Skirball Center, Sunset Blvd. and Mulholland Dr. Bridges*
- *Realign 20 on and off ramps*
- *Widen 20 existing overpasses and structures*
- *Construct approximately 18 miles of retaining wall and sound wall*

Interstate 405 (I-405), also known as the San Diego Freeway, is a north/south route classified as an interstate/interregional loop freeway. It is part of the National Highway System (NHS), originating at the I-5 in Orange County in the City of Irvine and terminating at the I-5 in Los Angeles County, in the City of Los Angeles near the community of Mission Hills. The high-occupancy vehicle (HOV) lanes on I-405 are currently operating in both northbound and southbound directions from the county line of Orange County to north of I-105; from north of Burbank Boulevard to Route 118; and in the southbound direction from Waterford Street to north of Burbank Boulevard.

The design-build contract Notice to Proceed (NTP) was given on 6/2/2009, with commencement of contract time (1550 calendar days) on August 31, 2009. Substantial completion is currently expected to occur in May 2013, with final acceptance of the project required by November 27, 2013.

The design-builder, Kiewit Pacific Co. (KPC) continues work on completion of their Quality Assurance/Quality Control (QA/QC) plans to manage the project, while early design packages and type selection work is currently under way. Kiewit continues work to locate and record project utilities, the status of drainage systems within the project, and work to establish field office locations. Establishment of field office locations within the project is expected to be complete by the end of October 2009.

Metro continues to work cooperatively with Caltrans in building a cohesive Project Management Team, and coordinates closely with the City and County of Los Angeles to reduce submittal review times and clarify project understanding and responsibilities.

Metro continues to work closely with Caltrans Right-of-Way to maintain progress of the real estate actions required for the Project, including acquisitions and resolution of the retaining wall/sound wall issue for the residents on Thurston between Montana and Ovada.

MANAGEMENT ISSUES

Concern No. 1: Community Impacts

Status/Action Coordinated with key stakeholders and property owners that are affected by the project. Issue community alerts regarding ongoing and anticipated work. Developing outreach plan and presentation for elected officials and community groups for use prior to major construction. Working to mitigate the impact of construction noise on local residents.

Concern No. 2: City of Los Angeles Interface

Status/Action Working to reduce the number of city submittals. Working on a revised Master Cooperative Agreement. Working closely to develop electrical design information.

Concern No. 3: MWD 96" waterline

Status/Action Continue to investigate ways to leave the waterline in place while advancing the design of the relocation.

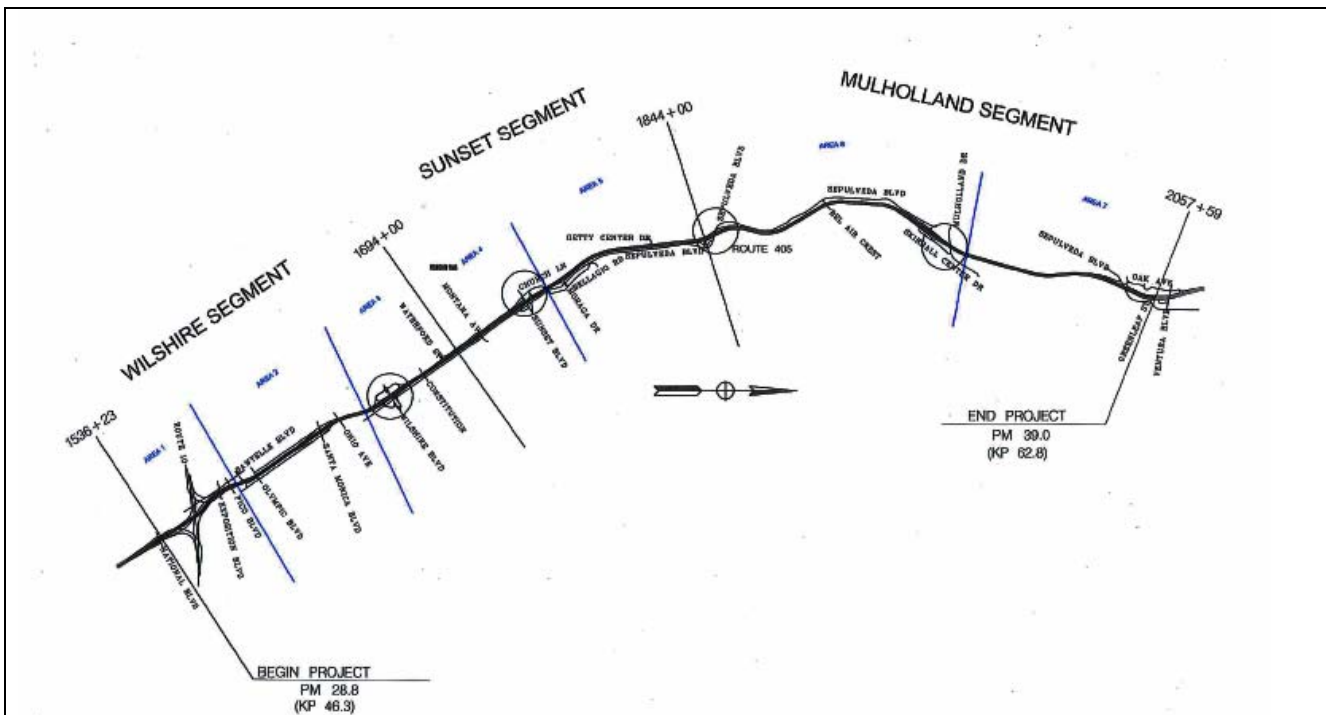
Concern No. 4: GSA (Federal Building at Wilshire)

Status/Action Continuing discussion with GSA on the needed property, alignment clarification, and access for geotechnical work.

Concern No. 5: Contractor responsiveness

Status/Action Key issue for design is QA/QC process, which is behind schedule. Quality Management System is in development. Baseline Schedule submittal is late.

PROJECT SCOPE



The I-405 Sepulveda Pass Widening Project is a Design-Build contract to construct a 10-mile High Occupancy Vehicle (HOV) lane on the northbound San Diego Freeway (I-405) between the Santa Monica (I-10) and Ventura (US 101) Freeways. An 11-foot half median, one 12-foot HOV lane, a 1-foot HOV buffer, five 12-foot mixed-flow lanes, and a 10-foot outside shoulder would also be provided. Several interchanges would also be improved in order to reduce accidents associated with traffic on the ramps.

Most of the freeway widening required for this project would occur along the east side of I-405 along Sepulveda Blvd. between Montana Ave. and Moraga Dr. and between Getty Center Drive and the northbound Getty Center off-ramp. Sepulveda Blvd. would be slightly realigned at the relocated southbound I-405 Skirball Center Drive on/off-ramps in order to add a left-turn lane to the on-ramp. Some freeway widening would also occur along the west side of the freeway within the following segments: between Olympic Blvd. and Waterford Street; between Bel Air Crest to the north end of the project (just south of Ventura Boulevard).

The Wilshire Blvd. interchange would be improved in both directions. The northbound on-ramp from eastbound Wilshire Blvd. would be grade-separated from the northbound off-ramp to westbound Wilshire Blvd. and from Sepulveda Blvd. The southbound off-ramp to eastbound Wilshire Blvd. would be grade-separated from the southbound off-ramp to westbound Wilshire Blvd.

The northbound I-405 Sunset Blvd. interchange would also be improved. The northbound I-405 off-ramp to eastbound Sunset Blvd. would be widened to include one more lane. The northbound I-405 on-ramp from eastbound Sunset Blvd. would have two exclusive 12-foot

PROJECT SCOPE

lanes on the reconstructed Sunset Blvd. overcrossing and two 12-foot lanes on the on-ramp. In the eastbound direction, three 12-foot lanes and three 11-foot lanes in the westbound direction would be provided, which would solve the existing reduction from three lanes to two lanes in the eastbound direction. In both directions, 4-foot shoulders and 5-foot sidewalks as well as a 13-foot median would be provided on the Sunset Blvd. overcrossing.

The irregular northbound I-405 on/off-hook ramps at the Getty Center interchange would be reconfigured to a standard diamond interchange to increase stopping sight distances in order to improve safety.

The southbound I-405 Skirball Center Drive interchange would be relocated approximately 1,640 feet to the south to form a "T" intersection with Sepulveda Blvd. This would eliminate the existing intersection at the end of the southbound I-405 Skirball Center Drive off-ramp located 66 feet east of the Skirball Center Drive/Sepulveda Blvd. intersection.

The southbound Valley Vista/Sepulveda Blvd. off-ramp would be reconstructed due to freeway widening.










A total of 12 soundwalls and 54 retaining walls within the project limits would be constructed at embankments where right-of-way is constrained.

A total of 12 undercrossings within the project limits would be widened. Three overcrossings at Sunset Boulevard, Skirball Center Drive, and Mulholland Drive would need to be replaced.

The design and construction of the project is broken into 3 major segments and 7 Areas.

- Wilshire Segment
- Sunset Segment
- Mulholland Segment

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10
Project Commencement	8/31/09A	○					
Project Baseline CPM Schedule	9/15/09*		○				
Parcels 79560, 79561, 79565, 79566, 79563	9/21/09*						
Parcels 79615, 79611, 79564, 79567	11/28/09						
Bridges Type Selection	10/16/09			○			
Walls Type Selection	10/19/09			○			
Area 1 - MOT NB	12/23/09					○	
Area 2 - COLA Review of 60% Design Package	01/21/10						
Area 2 - MOT NB	12/30/09					○	
Area 2 - MOT SB	01/28/10						○
Area 3A - COLA Review of 60% Design Package	11/06/09						
Area 3 - COLA Review of 85% Design Package	12/23/09						
Area 3B - COLA Review of 60% Design Package	01/11/10						
Area 3 - MOT NB	01/06/10						○
Area 3 - MOT SB	01/25/10						○
Area 4A - COLA Review of 60% Design Package	11/20/09						
Area 4A - COLA Review of 85% Design Package	01/06/10						
Area 4 - MOT NB	01/11/10						○
Area 4 - MOT SB	01/22/10						○
Area 5 - MOT NB	12/23/09					○	
Area 5 - MOT SB	01/28/10						○
Area 6A - CT Review of 60% Package	11/21/09				CT		
Area 6 - MOT NB	12/30/09					○	
Area 6 - MOT SB	01/25/10						○
Area 7 - COLA Review of 60% Design Package	01/27/10						
Area 7 - MOT NB	01/06/10						○
Area 7 - MOT SB	01/22/10						○



Metro Milestone



Design/Build Constructors



Third Parties

CT

Caltrans Milestone

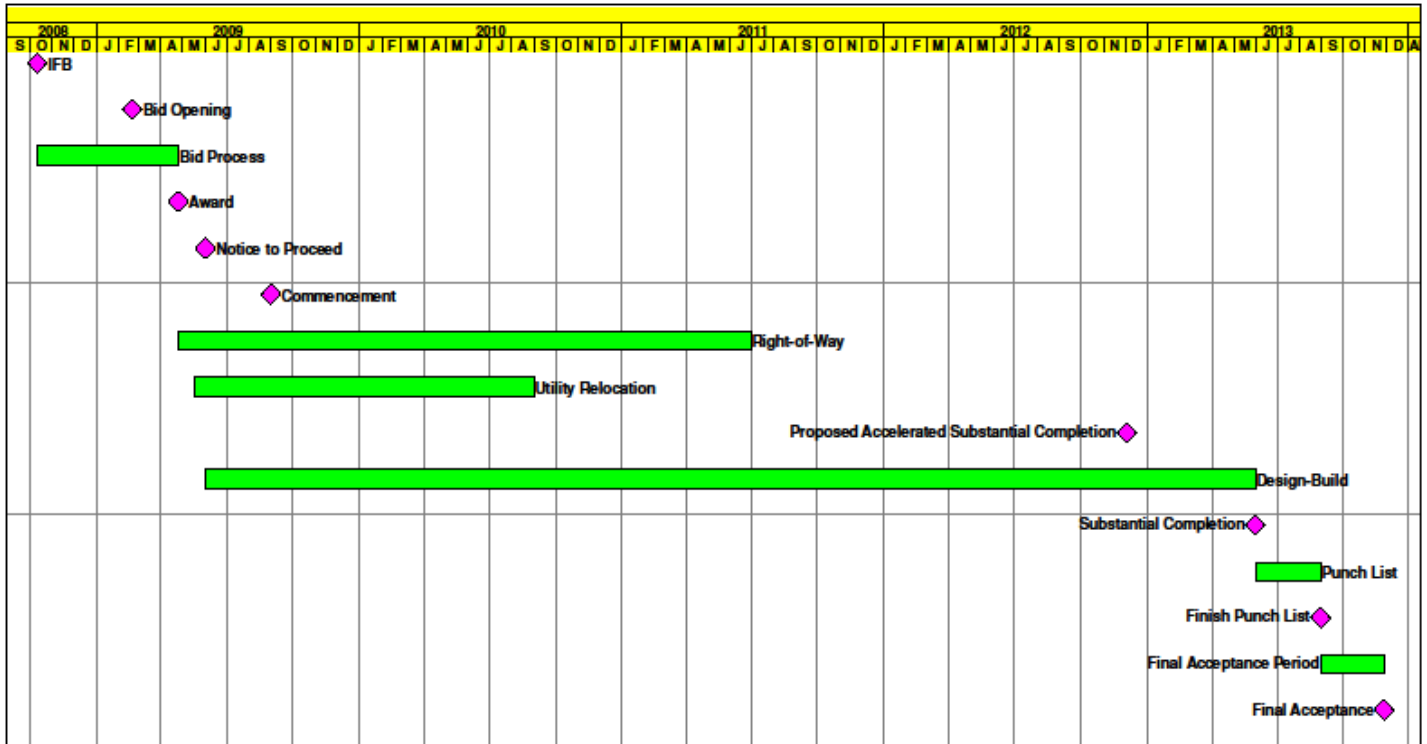


* New Date

FHWA

Federal Highway Administration

PROJECT SUMMARY SCHEDULE



CRITICAL PATH NARRATIVE

Critical Path narrative pending approval of the Baseline Schedule.

PROJECT COST STATUS

**I-405 SEPULVEDA PASS WIDENING PROJECT
METRO CONSTRUCTION MANAGEMENT DIVISION / CALTRANS
COMBINED COST REPORT BY PHASE (DOLLARS IN THOUSANDS)
PERIOD ENDING: AUGUST 2009**

PHASE #	PHASE CODE	DESCRIPTION	APPROVED BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST
				PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
0	PA&ED	PROJECT APPROVAL & ENVIRO DOCS	22,000	-	22,000	-	21,457	-	21,457	-	22,000	-
1	PSE	PLANS, SPECS, & ENGINEERING	63,100	-	108,742	531	21,792	481	13,244	-	108,742	-
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	1,563	240	1,130	194	1,130	-	1,563	-
3	CS	CONSTRUCTION SUPPORT	28,000	-	-	-	-	-	-	-	-	-
4	C	CONSTRUCTION	823,900	-	800,074	720,922	720,922	-	-	-	800,074	-
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	101,621	-	7,940	-	7,867	-	101,621	-
TOTAL PROJECT			1,034,000	-	1,034,000	721,693	773,241	675	43,698	-	1,034,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 2009

PROJECT COST ANALYSIS

Approved Budget

The Original Budget reflects the Metro Board adopted Life-of-Project (LOP) Budget which was approved by Board action in April 2009 in the amount of \$1,034.0 million.

Current Budget and Current Forecast

The Current Budget and Forecast remain the same at \$1,034.0 million.

Commitments

The Commitments increased by \$722 million this period primarily for awarding of the Design/Build Contract C0882 to Kiewit Pacific Company in the amount of \$720.9 million, real estate appraisals, 3rd party agreements, miscellaneous consulting service contracts, and Metro/Caltrans staff charges.

Expenditures

Expenditures are cumulative through July 2009. The expenditures increased by a total of \$675K this period. Metro expenditures for the period consisted of engineering phase charges for the Metro project staff and consultant contract services. Metro costs in the right-of-way support category were for Metro staff in 3rd party and Real Estate Departments. Caltrans expenditures for the period included staff charges for engineering and right-of-way phases. The June 2009 invoice for Kiewit C0882 in the amount of \$20.0 million was posted in Metro's Financial Information System (FIS) on August 14, 2009 and will be reflected in the next reporting period. The \$43.7 million in Expenditures to date represents 4.2% of the Original Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

AUGUST 2009		STATUS OF FUNDS BY SOURCE							
SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	APPROVED BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO FUNDING SOURCE	FUNDING SOURCE
				\$	%	\$	%	\$	%
FEDERAL SAFETEA-LU	\$117.000	\$117.000	\$117.000	\$117.000	100%	\$15.646	13%	\$14.132	12%
FEDERAL ARRA	\$189.900	\$189.900	\$189.900	\$189.900	100%	\$0.000	0%	\$0.000	0%
STATE CMIA	\$614.000	\$614.000	\$0.000	\$414.241	67%	\$0.000	0%	\$0.000	0%
STATE TCRP	\$90.000	\$90.000	\$42.000	\$42.000	47%	\$26.414	29%	\$26.414	29%
STATE RSTP	\$10.100	\$10.100	\$10.100	\$10.100	100%	\$0.000	0%	\$0.000	0%
PROPOSITION C 25%	\$13.000	\$13.000	\$13.000	\$0.000	0%	\$1.638	13%	\$1.638	13%
TOTAL FUNDS	\$1,034.000	\$1,034.000	\$372.000	\$773.241	75%	\$43.698	4%	\$42.184	4%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 2009.

STATUS OF FUNDS ANTICIPATED

FEDERAL SAFETEA-LU: \$117M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

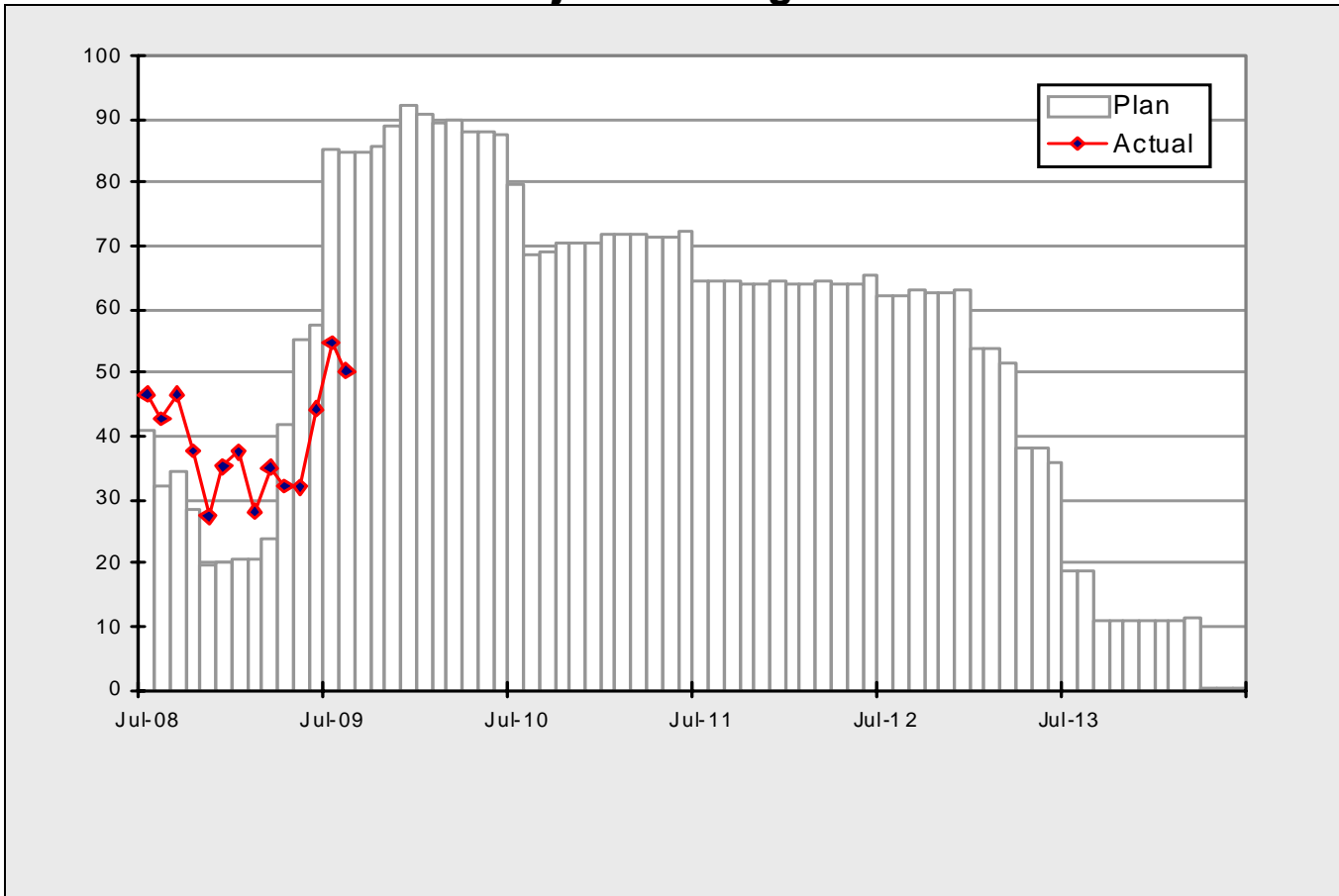
FEDERAL ARRA: \$189.9M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

STATE TCRP: \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

STATE RSTP: \$10.1M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

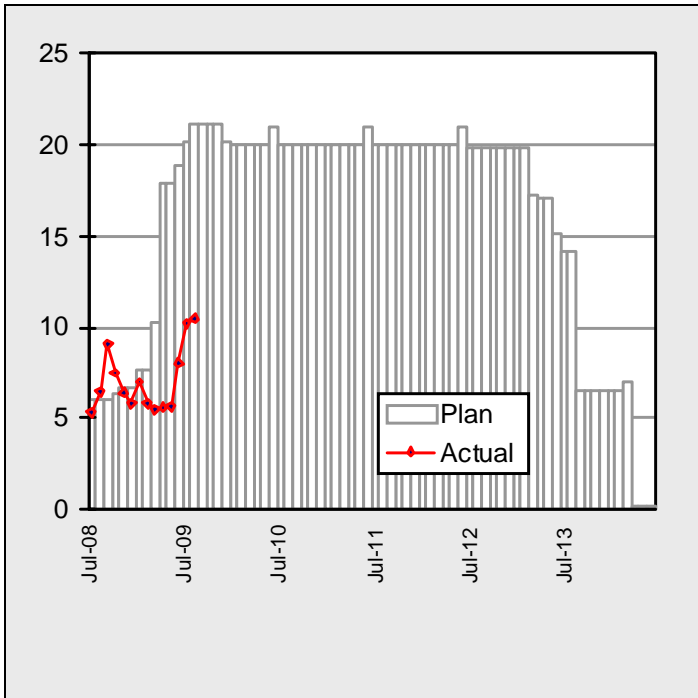
STAFFING STATUS

Total Project Staffing - FTEs

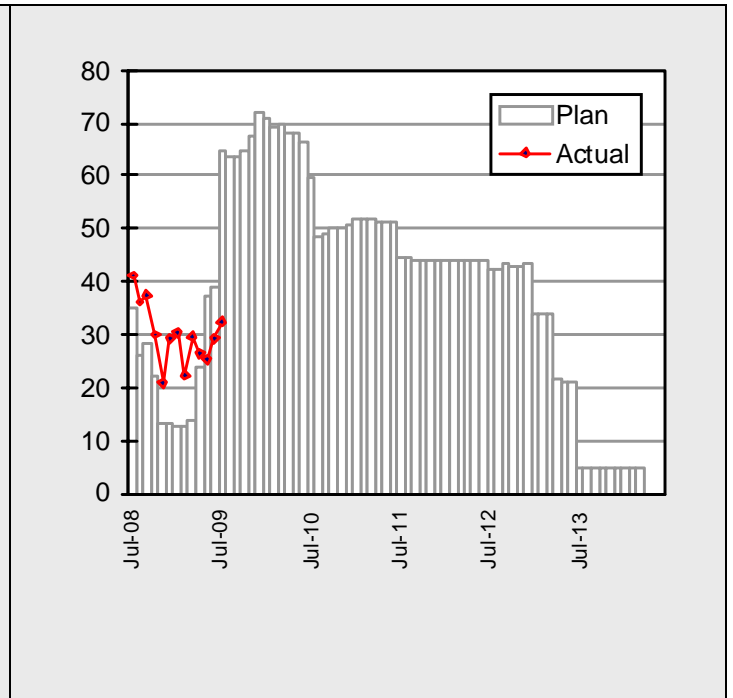


STAFFING STATUS

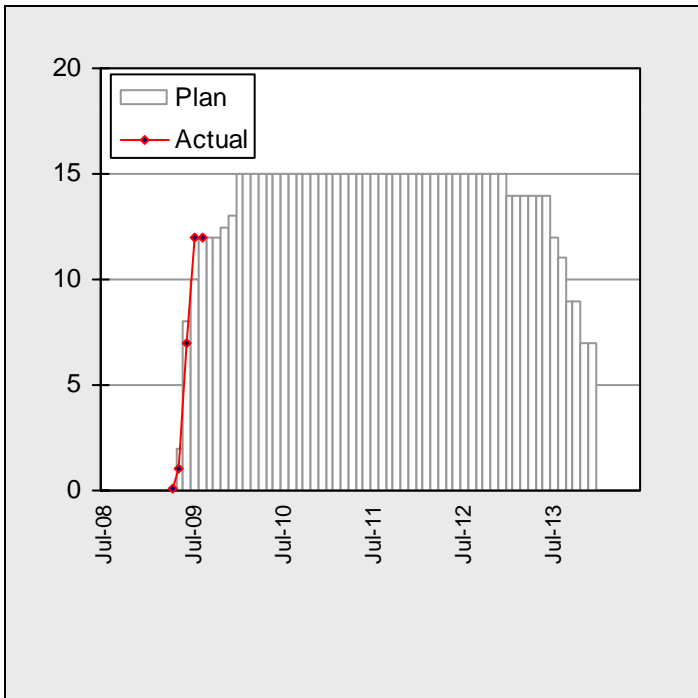
MTA - FTEs



CALTRANS- FTEs



STANTEC - FTES



REAL ESTATE STATUS

- The real estate acquisition process is proceeding on schedule. A total of 32 parcels were initially identified as required for the project. Of that 7 were full takes with the remaining 25 being partial takes.
- As of August 2009, one partial take has been converted into a full take and 1 parcel was determined not to be required.
- All parcels are on schedule to meet the target dates stated in the contract. The Contractor has requested 3 parcels earlier than stated in the contract. Metro is investigating the ability to accommodate their request.
- The chart below reflects work completed prior to August 2009. This information does not cover any parcels that are leased that the contractor may need.

REAL ESTATE STATUS TO DATE

Number of Parcels	Required	In Appraisal Process	Appraisal Process Complete	Offer Made	Closing	Acquired	Turned Over to Contractor
This Period	31	24	0	0	0	0	0
Last Period	32	25	0	0	0	7	0

ENVIRONMENTAL STATUS

- Coordinated with Caltrans Maintenance and Contractor to obtain approval for routine maintenance activities occurring within 100 feet of drainages.
- Coordinated with Caltrans Noise and graphics for the preparation of cross-sections for community meeting with Westwood Hills on 8/29/09.
- Submitted application to the California Environmental Protection Agency for permanent EPA ID#.

COMMUNITY RELATIONS STATUS

- Distributed 9 construction notices regarding soil testing, potholing activities and geotechnical soil boring.
- Attended West Bureau Traffic Committee.
- Coordinated activities for Bel Air Crest.
- Coordinated meeting with Westwood Hills Community.
- Coordinated construction activities with the Getty Center.
- Promoted project at Belmont Village Westwood Vendor Fair.

QUALITY ASSURANCE STATUS

- Metro Quality requested the DB establish weekly meetings with joint Kiewit, Caltrans and Metro involvement to coordinate development and approval of the Project Quality Management System and the Design Quality Manual.
- The Design Quality Manual is expected to be approved in September.

SAFETY STATUS

- The Contractor has established an aggressive and pro-active Safety and Security Program with high goals (Zero Recordable Injuries, Zero At Fault Vehicle Collisions, and Zero 3rd Party Liability Claims).
- IPO Staff and the Contractor continue to partner to complete Over the Shoulder Reviews of each Safety and Security submittal to insure the officially submitted document is returned and approved in a timely manner.
- The Contractor completed over 47,000 work hours in August with only one first aid injury case. Project to date hours will be available for the September 2009 Monthly Project Report.
- The first Monthly All Hands Safety and Security Meeting is scheduled for September 29, 2009 and will continue on the last Tuesday of each month.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	12/09	6/09	In City's court. The width of Sepulveda is an issue.
Los Angeles County Department of Public Works/Los Angeles Flood Control District	MCA	11/09	6/09	Received first draft comments from County/district on 9/15/09.
Utility Owners	Utility Agreements	Various	Various	Caltrans style Utility Agreements (similar to MTA Work Order Authorizations) will be completed as relocation plans are approved for each location.

CONTRACT STATUS

I-405 Sepulveda Pass Widening Project	Contract	C0882
Design/Build Contractor: Kiewit/HTNB	Status as of	8/28/2009

<p>Progress/Work Completed:</p> <p>Major submittals completed this period;</p> <ul style="list-style-type: none"> - Laydown Yards Plan - 30% COLA Plans – Civil Package Street Improvements (Part A) - Maintenance of Traffic (MOT) Phase 1 60% Plans & Specs - City Walls Type Selection Report - Bridges Group 1 Type Selection Report - Geotechnical Execution Plan - Construction Work Plan – CCTV & Cleaning of Storm Drains <p>Areas of Concern:</p> <p>Baseline schedule submittal is late.</p>	<p>Major Activities (In Progress)</p> <p>Surface Utility As-Builts Geotechnical Investigations Electrical Investigation Potholing for Utilities</p> <p>Major Activities (Next Period)</p> <p>Mainline Drainage Survey Surface Investigation Submit Design Quality Plan Submit Visual Quality Management Plan Submit Final Transportation Management Plan (TMP) Submit Bridges Type 2 Selection Type Report Submit COLA 30% Plans (Part B) Submit Master List of Submittals Submit Baseline CPM Schedule</p>																														
<table border="1"> <thead> <tr> <th></th> <th>Original Baseline</th> <th>Time Extension</th> <th>Current Contract</th> <th>Forecast Completion</th> <th>Variance Cur-Fcast</th> </tr> </thead> <tbody> <tr> <td>Commencement</td> <td>8/31/09</td> <td>0</td> <td>8/31/09</td> <td>8/31/09</td> <td>0</td> </tr> <tr> <td>Completion</td> <td>5/31/13</td> <td>0</td> <td>5/31/13</td> <td>5/31/13</td> <td>0</td> </tr> <tr> <td>Punchlist Complete</td> <td>8/29/13</td> <td>0</td> <td>8/29/13</td> <td>8/29/13</td> <td>0</td> </tr> <tr> <td>Final Acceptance</td> <td>11/27/13</td> <td>0</td> <td>11/27/13</td> <td>11/27/13</td> <td>0</td> </tr> </tbody> </table>			Original Baseline	Time Extension	Current Contract	Forecast Completion	Variance Cur-Fcast	Commencement	8/31/09	0	8/31/09	8/31/09	0	Completion	5/31/13	0	5/31/13	5/31/13	0	Punchlist Complete	8/29/13	0	8/29/13	8/29/13	0	Final Acceptance	11/27/13	0	11/27/13	11/27/13	0
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<p>Schedule Summary</p> <table> <tr> <td>Notice of Award</td> <td>5/15/2009</td> </tr> <tr> <td>Notice To Proceed</td> <td>6/2/2009</td> </tr> <tr> <td>Original Contract Duration (CD)</td> <td>1640</td> </tr> <tr> <td>Approved Time Extensions (CD)</td> <td>0</td> </tr> <tr> <td>Current Contract Duration (CD)</td> <td>1640</td> </tr> <tr> <td>Elapsed Time from NTP (CD)</td> <td>88</td> </tr> <tr> <td>Contract Elapsed Time Percent</td> <td>5.4%</td> </tr> </table>	Notice of Award	5/15/2009	Notice To Proceed	6/2/2009	Original Contract Duration (CD)	1640	Approved Time Extensions (CD)	0	Current Contract Duration (CD)	1640	Elapsed Time from NTP (CD)	88	Contract Elapsed Time Percent	5.4%	<p>Cost Summary</p> <p style="text-align: right;">\$ in 000's</p> <table> <tr> <td>1. Award Value</td> <td style="text-align: right;">\$ 720,922</td> </tr> <tr> <td>2. Executed Modifications</td> <td style="text-align: right;">\$ -</td> </tr> <tr> <td>3. Approved Change Orders</td> <td style="text-align: right;">\$ -</td> </tr> <tr> <td>4. Current Contract Value (1+2+3)</td> <td style="text-align: right;">\$ 720,922</td> </tr> <tr> <td>5. Incurred Cost</td> <td style="text-align: right;">\$ 20,000</td> </tr> <tr> <td>6. Percent Incurred Cost</td> <td style="text-align: right;">2.8%</td> </tr> </table>	1. Award Value	\$ 720,922	2. Executed Modifications	\$ -	3. Approved Change Orders	\$ -	4. Current Contract Value (1+2+3)	\$ 720,922	5. Incurred Cost	\$ 20,000	6. Percent Incurred Cost	2.8%				
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CHRONOLOGY OF EVENTS

May 18, 2007	The Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) is issued.
February 29, 2008	The Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) is issued.
March 10, 2008	The Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) errata with U. S. General Services Administration (GSA) comments is issued.
October 10, 2008	LACMTA issued Invitation For Bid (IFB) for the project.
February 20, 2009	Project bids opened.
April 23, 2009	LACMTA Board authorized the Chief Executive Officer to award Design-Build Contract C0882 to Kiewit Pacific Co.
April 23, 2009	LACMTA Board approved establishing a budget of \$1.034 billion for project 405523.
April 23, 2009	LACMTA awarded Contract C0882 to Kiewit Pacific in the amount \$694,156,000 to include Schedules A, C, and H (Option 4).
April 29, 2009	LACMTA issued a revised NOA to Kiewit Pacific in the amount \$720,922,000 to include Schedules A, C, E (Option 1), F (Option 2), G (Option 3), and H (Option 4).
June 2, 2009	LACMTA issued Notice to Proceed to Kiewit Pacific for the Design-Build Contract C0882.
August 31, 2009	Contract Commencement Date.

CONSTRUCTION PHOTOGRAPHS

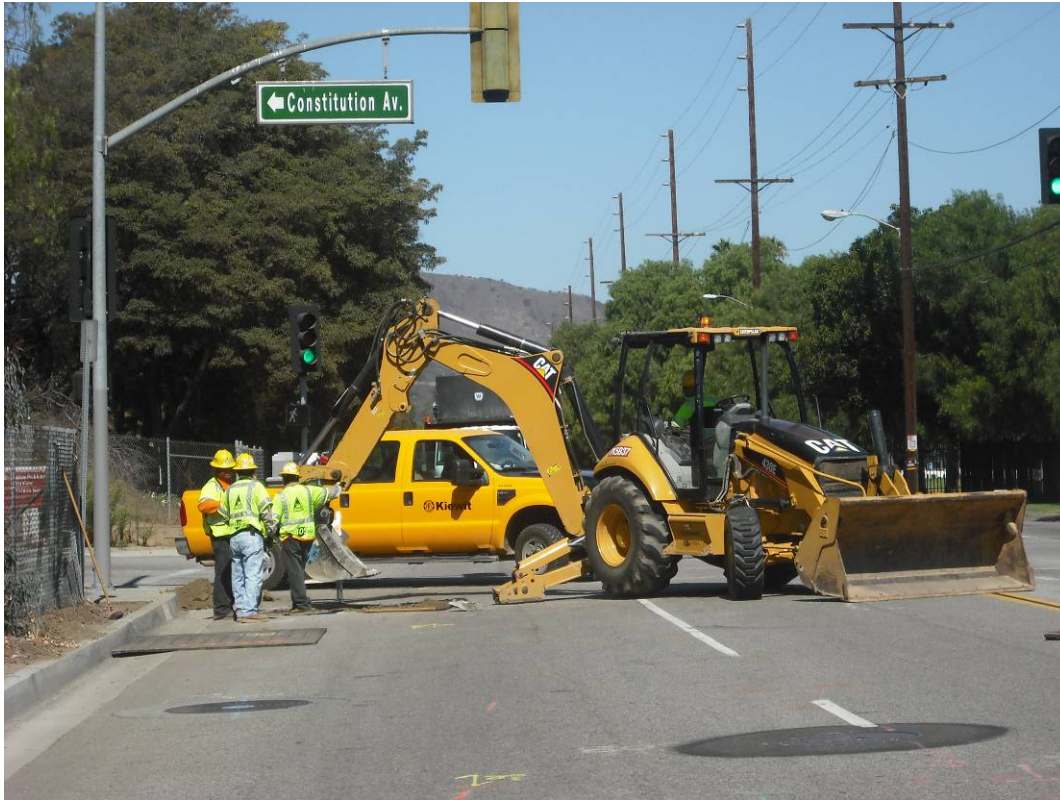


Saw cut at Valley Vista.

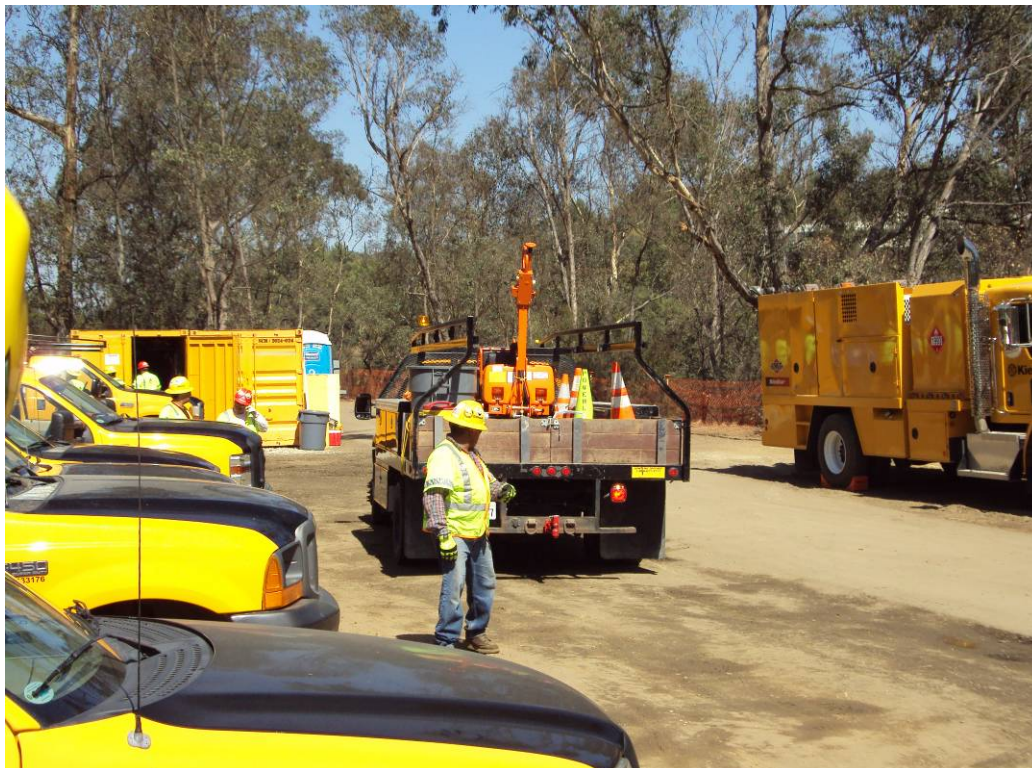


North Montana Patch.

CONSTRUCTION PHOTOGRAPHS



Constitution Avenue potholing.



Yard.

CONSTRUCTION PHOTOGRAPHS



Yard.



Maintenance of traffic (MOT) Montana Avenue.

CONSTRUCTION PHOTOGRAPHS



Maintenance of traffic (MOT) Sepulveda Blvd.



Maintenance of traffic (MOT) Sepulveda Blvd.

CONSTRUCTION PHOTOGRAPHS



Maintenance of traffic (MOT) Sepulveda Blvd. and Wilshire.

APPENDICES

COST AND BUDGET TERMINOLOGY

APPROVED BUDGET: The Approved Project Budget as established by Metro Board of Directors at the time it authorizes Construction Project Management Division to commence full design and construction of the project (Project Adoption).

CURRENT BUDGET: The Original Budget plus all budget amendments approved by formal Metro action. Also referred to as Approved Budget.

CURRENT FORECAST: Evaluation of costs to go combined with actual expenditures.

COMMITMENTS: The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other Metro actions which have been spent or result in the obligation of specific expenditures at a future time.

EXPENDITURES: The total dollar amount of funds expended by Metro for contractor or consultant invoices, third party invoices, staff salaries, real estate and other expenses that is reported in Metro's Financial Information System (FIS).

PROJECT APPROVAL & ENVIRONMENTAL DOCUMENTS: Costs for agency staff and consulting contracts leading to project approval and environmental clearances.

PLANS, SPECS. & ENGINEERING: Agency staff and consulting contract costs between the initial project approval and environmental clearances but prior to start of construction.

RIGHT-OF-WAY SUPPORT: Costs for agency staff involved in real estate appraisal and parcel purchase activities and agency staff costs involved in utility relocations and third party agreements. Includes real estate appraisal costs.

CONSTRUCTION SUPPORT: Agency staff and consulting contract costs occurring during the construction phase of the project.

CONSTRUCTION: Costs for highway construction, bridge and on/off ramp construction and modifications, retaining wall and sound wall construction. Includes final design costs by Design/Build Contractor.

RIGHT-OF-WAY CAPITAL: Costs for real estate parcel purchases and utility relocations costs after approval of utility company agreements. Includes costs for Master Cooperative Agreements after approval by agencies.

**APPENDIX
LIST OF ACRONYMS**

CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CD	Calendar Day
CDFG	California Department of Fish and Game
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CN	Change Notice
CO	Change Order
COE	Corps of Engineers
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CTC	California Transportation Commission
CUD	Contract Unit Description
D-B	Design-Build
D-B-B	Design-Bid-Build
DD	Design Development
DEIR	Draft Environmental Impact Report
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FD	Final Design
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FIS	Financial Information System
FOCT	Fiber Optics Cable Transmission System
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
IFB	Invitation for Bid
IPO	Integrated Project Office
JV	Joint Venture
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LADOT	Los Angeles Department of Transportation
LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LFAT	Local Field Acceptance Test
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
L RTP	Long Range Transportation Plan
METRO	Los Angeles County Metropolitan Transportation Authority

**APPENDIX
LIST OF ACRONYMS (Continued)**

MIS	Major Investment Study
MPSR	Monthly Project Status Report
N/A	Not Applicable
NTE	Not to Exceed
NTP	Notice To Proceed
OCIP	Owner-Controlled Insurance Program
P6	Primavera Project Planner® (scheduling software)
PC	Project Control
PE	Preliminary Engineering
PIP	Project Implementation Plan
PM	Project Manager
PMA	Project Management Assistance
PMP	Project Management Plan
P&P	Policies & Procedures
PR	Project Report
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RFC	Request For Change
RFP	Request For Proposal
ROD	Revenue Operations Date
ROM	Rough Order of Magnitude
ROW	Right-Of-Way
RWQCB	Regional Water Quality Control Board
SCE	Southern California Edison
SIT	System Integration Testing
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
TBD	To Be Determined
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package