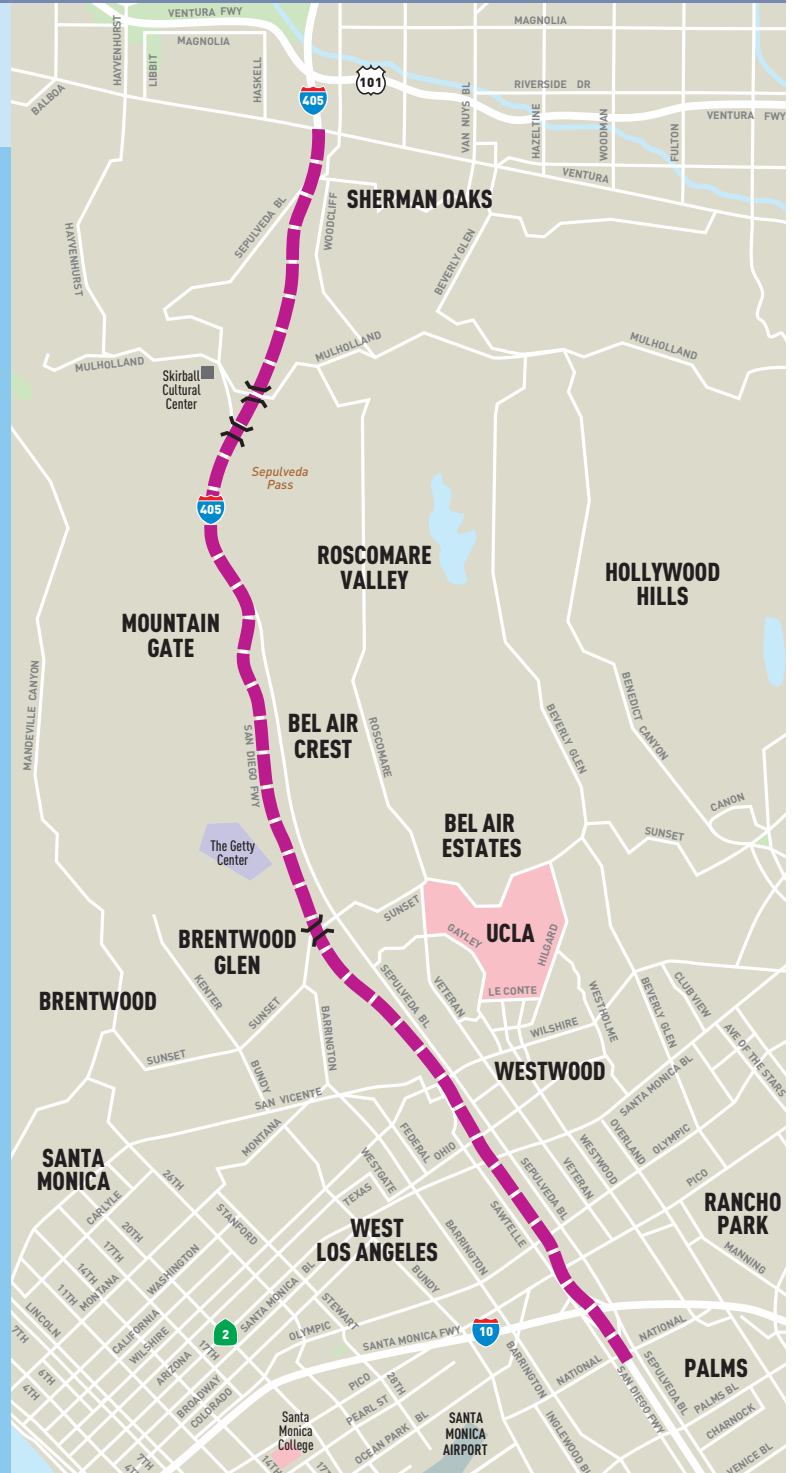




I-405 Sepulveda Pass Improvements Project

MONTHLY PROJECT STATUS REPORT



Metro®



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INTERSTATE 405 SEPULVEDA PASS IMPROVEMENTS PROJECT

MONTHLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH GRANTS FROM THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND THE AMERICAN RECOVERY AND REINVESTMENT ACT (AARA) AND FUNDS FROM THE STATE OF CALIFORNIA.

AUGUST 2010

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PROJECT OVERVIEW & STATUS

The I-405 Sepulveda Pass Improvements 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 Improvements 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 walls and sound walls*

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.

Kiewit design related support activities are Substantially complete, almost all packages have been submitted at 100%. Remaining design work involves final approvals from COLA, County and Caltrans which we anticipate to be completed by the end of September 2010. Design changes requested by COLA, Caltrans, and Metro will be worked into the current plans but there are several areas of concern; I-405 alignment adjacent to Getty (30% design), potential addition of COLA Reversible Lane (potential impacts to be determined), and 3rd lane from Skirball Off-Ramp to Skirball Over-Crossing (to be added once the 100% plans are received). The DWP Power undergrounding activities on Sepulveda between Montana and Sunset that Kiewit is responsible for has been completed and DWP has started the pre-work for pulling wires. The demolition of Sunset Bridge south side abutments has started with the pile driving is scheduled for late September 2010. The construction of Walls 1720/1730 started with the clear and grub and setting fences and sound blankets activities; the bench excavations are scheduled for mid-September 2010. The bracket shop drawings for the Skirball Bridge temporary walkway have been approved and the installation is to start mid-September 2010; the Skirball Bridge north-end demolition is scheduled for October 12, 2010. Construction started on Bridge 4a/4b (Santa Monica Blvd. UC) and is well underway with clear and grub, fencing, and ADL Y1/Y2 excavation work. The wall excavation work on the north-end of the Project is in progress; material from this excavation is being processed and used on the work at Wilshire Interchange. Pile driving and foundation work for Bridge 6A (Wilshire Blvd. off-

PROJECT OVERVIEW & STATUS (Cont'd)

ramp) is on-going. On August 20, 2010, Kiewit informed LACMTA that Local 12 Operating Engineers Union has gone on strike; by end of August 2010, all signs pointed to a successful resolution by early September 2010.

Key project activities for August 2010 include:

- Sound Mitigation for the 23 homeowners, between Montana Avenue and Sunset Blvd. on the east side of the I-405, has been the focus of the project since the beginning of the environmental process. All approvals of MOAs and Agencies are complete. Approval from City Departments are complete with one deferred issue, that being Maintenance of Sound Wall. Caltrans and City staff have met numerous times and are close to a final decision.

Caltrans ROW staff have started the appraisal process for temporary and permanent easements. The Project has obtained Right of Entry for Kiewit on all required parcels.

- Widening of Sepulveda between Montana and Church to accommodate the COLA requests for standard lanes and shoulders. Part of the potential costs will be through a Change Order and Provisional Sums are involved as well as increases and decreases in baseline costs which are making this not a straightforward process. Metro Contract Administration has asked that this issue be addressed as a change and the Project is working to process it through the system. The Change Notice has been processed, Metro Contracts Administration has determined the merit, and it is the Project understanding that County Consul has approved this change. The Project is working with Kiewit on splitting the design and construction cost between the different funding sources which has been proved to be a difficult process. The Project is currently working on LACMTA Board Report to address the change.
- The existing 12' X 12' Reinforced Concrete Box under Sepulveda Blvd. has been incorporated in Kiewit's design; construction work was incorporated in Kiewit's schedule. Metro is working with Kiewit to finalize costs but have only received ROM estimate to date.
- Project approved Kiewit request for 12 Early Release for Construction (ERFC) packages and specific bridges.
- Now that design is 100% and Kiewit is finalizing packages for early releases, several issues that Kiewit had not resolved leading up to the Released for Construction (RFC) plans are becoming a problem. Project has resolved a significant number of Design Exceptions issues; Metro/Caltrans informed Kiewit that two of the ramps will each require one additional lane based on the traffic analysis, CHP enforcement areas on the ramps are not expected, and due to realignment of the Mulholland Bridge enough room is expected to be available for a 5+1 lane configuration and truck climbing lane.

MANAGEMENT ISSUES

Concern No. 1: Community Outreach Program

Status/Action Aesthetics have been resolved and this issue is closed. The Project continues to work with Caltrans, Kiewit and Elected Officials to address noise mitigation during construction.

Concern No. 2: Align I-405 Closer to the Getty Parking Structure (96" MWD Waterline)

Status/Action The Project and Getty are in conceptual agreement with the 5+1 lane configuration, ROW, and other issues. Written agreement has been with Caltrans legal staff for the past several weeks. Eight weeks after sending these documents, some action is taking place; Getty lawyer and Caltrans staff are working on this. This is a critical issue as the 96" waterline relocation has to take place if this agreement is not acceptable to both parties. The first meeting with Getty and Caltrans ROW staff has taken place and it appears that Caltrans ROW staff will assist with the Getty Agreement thus the finalization of this issue is in sight. Caltrans' management has assured Metro that they want this agreement and will work with Getty on their requests as part of this agreement. The project is considering dropping the 96" waterline relocation plans all together, and while this may be a risk without having the agreement in place, but any further work on the 96" waterline relocation will cost at least \$1m with unusable materials left over.

Concern No. 3: Provisional Sums

Status/Action Provisional Sums process is moving forward but getting agreements on estimates has been difficult. Kiewit and Metro have assigned new staff to oversight the process and address problem areas. The Project continues to address the estimating process but Kiewit also refuses to sign PSAs for one reason or another other than costs which appears to be Kiewit's approach to addressing contract issues if they can have their way (this is very frustrating to the I-405 team).

Concern No. 4: One Team with Caltrans and Metro

Status/Action Caltrans has asked the Project to review staffing levels, with the intent of resolving any issues before design effort ends in September 2010. Caltrans and Metro partnered in July, specifically around two issues; things going well on the project and things not going well, and importance of ROW support on Design-Build Projects.

Concern No. 5: Reversible Lane Project on Sepulveda

Status/Action The FHWA has agreed that portions of the Reversible Lane Project on Sepulveda Blvd. could be incorporated in the I-405 Project. The I-405 Project has identified the areas to be included and is now working with COLA and FHWA to resolve the funding issues and concerns, specifically how the I-405 Project would be reimbursed for this work and how the remaining funds for the portions of the work not done on the I-405 Project would

MANAGEMENT ISSUES (Cont'd)

be handled. Currently the ball is in the COLA court to write a letter to FHWA canceling the contract and requesting that funds not be de-obligated. COLA has still not sent the letter to FHWA but are aware that this needs to be done or Project will not proceed with the Reversible Lane Project.

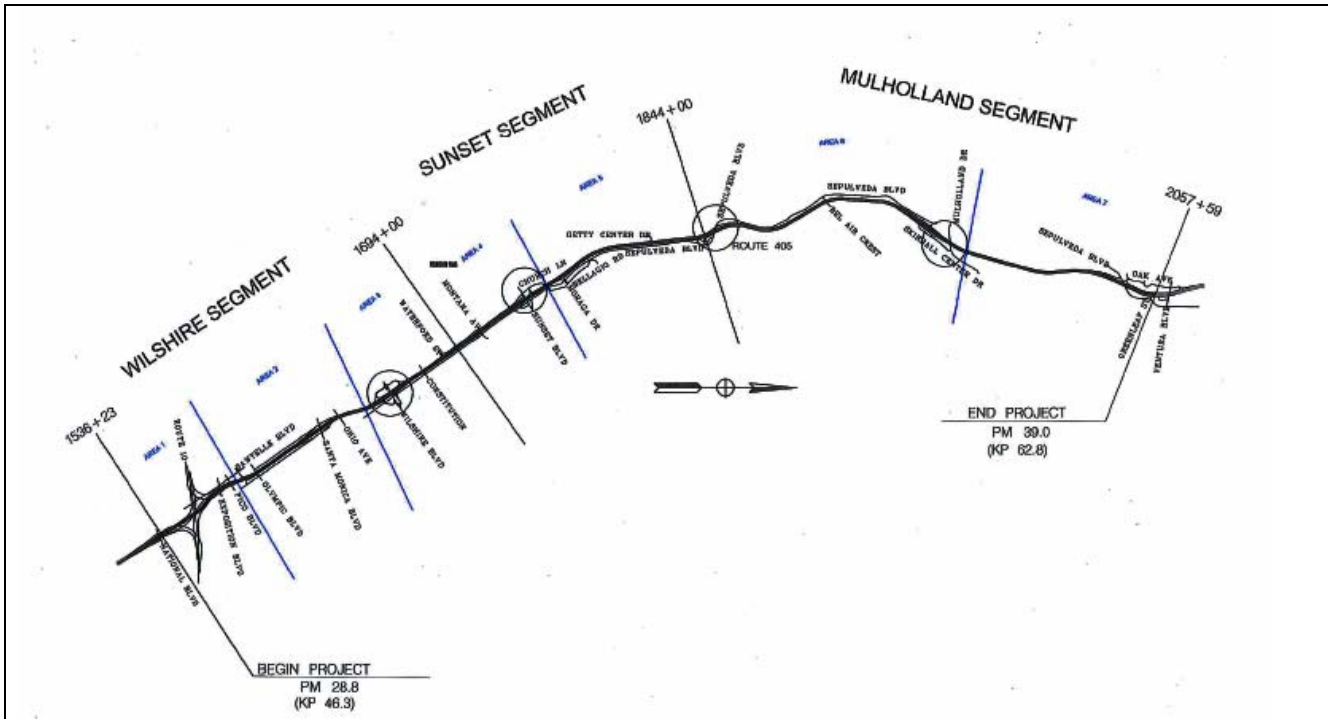
Concern No. 6: Review Support from COLA

Status/Action The COLA has, for the most part, met commitments for the submittal review times, but in the last month or so, the COLA Departments have made it clear that they will not be able to make some of the upcoming review times due to lack of staff and resources. Funding is available to the city, but in some cases, no overtime has been allocated to the appropriate accounts at the Mayor's office. The Project and Metro will continue to work with the City Staff and Elected Officials to find ways to keep the project supported and on schedule. K.N. Murthy, LACMTA Deputy Chief Capital Management Officer and the COLA Mayor's office met with City Managers to develop core services plan which requires City Staff to be committed to Metro Projects. Currently, the I-405 Project is waiting for implementation of the plan. Regardless of this effort, the Project is working with the City Staff and will escalate issues as necessary.

Concern No. 7: Kiewit and Metro Estimating Approaches

Status/Action Metro and Kiewit have found it difficult to reconcile estimates, although working on different approaches with different staff. The Project has made progress with design estimates which seems to be a breakthrough on this aspect of estimating with Kiewit. The Project is also still working on the construction estimate issue; different oversight staff and new hires are in the works. Ultimately, until the construction estimate issues are resolved, the Project will continue using unilateral CNs and PSAs based on agreed quantities and construction estimates that have been verified using more than one method of analysis.

PROJECT SCOPE



The I-405 Sepulveda Pass Improvements Project is a Design-Build contract to add 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. The purpose of the project is to reduce congestion by adding the HOV lane and closing the HOV gap, which will provide a continuous HOV lane from the Orange County Line to the I-405/US-101 interchange. The scope entails 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.

Most of the freeway widening required for this project occurs 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. is going to 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 also occurs along the west side of the freeway between Olympic Blvd. and Waterford Street and between Bel Air Crest to just north of Ventura Blvd.

In order to reduce accidents associated with traffic on the ramps, project scope includes several interchange improvements as detailed below:

PROJECT SCOPE




- Wilshire Blvd. interchange in both directions
The northbound on-ramp from eastbound Wilshire Blvd. is grade-separated from the northbound off-ramp to westbound Wilshire Blvd. and from Sepulveda Blvd. The southbound off-ramp to eastbound Wilshire Blvd. is grade-separated from the southbound off-ramp to westbound Wilshire Blvd.
- Northbound I-405 Sunset Blvd. interchange
The northbound I-405 off-ramp to eastbound Sunset Blvd. is widened to include one more lane. Two exclusive 12-foot lanes on the reconstructed Sunset Blvd. overcrossing and two 12-foot lanes on the on-ramp are provided for the northbound I-405 on-ramp from eastbound Sunset Blvd. In the eastbound direction three 12-foot lanes and in the westbound direction three 11-foot lanes are provided which solves 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 are provided on the Sunset Blvd. overcrossing.
- The irregular northbound I-405 on/off-hook ramps at the Getty Center interchange are reconfigured to a standard diamond interchange to increase stopping sight distances in order to improve safety.
- The southbound I-405 Skirball Center Drive interchange is relocated to form a “T” intersection with Sepulveda Blvd. This eliminates the existing intersection at the end of the southbound I-405 Skirball Center Drive off-ramp.
- The southbound Valley Vista/Sepulveda Blvd. off-ramp is reconstructed due to freeway widening.

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

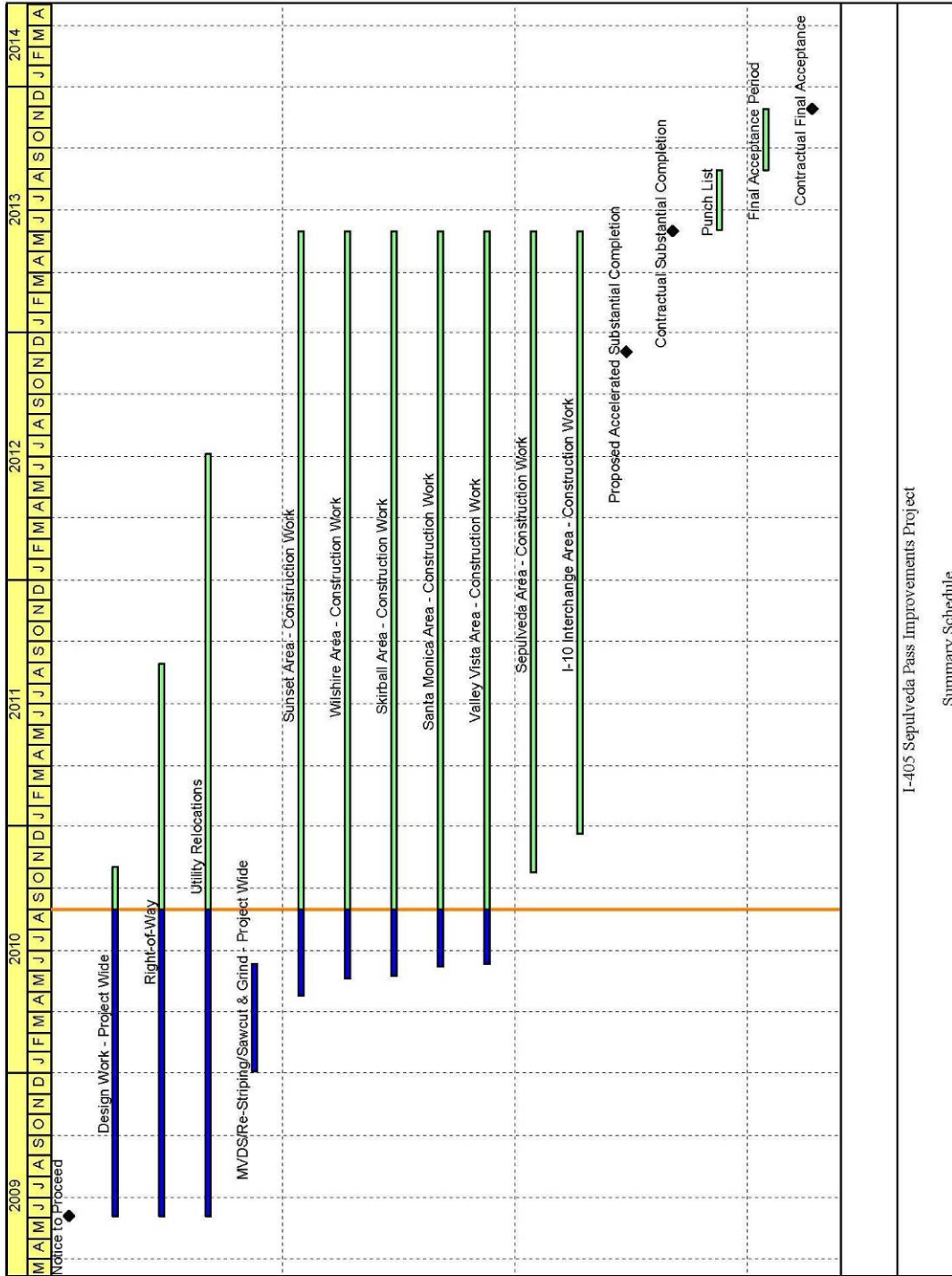
A total of 12 undercrossings within the project limits are widened. Three overcrossings at Sunset Boulevard, Skirball Center Drive, and Mulholland Drive are replaced.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11
Bridge 12 Constitution UC - RFC Plans	8/10/10A	○					
Walls 1720/1730 Start Construction	8/17/10A	○					
Bridge 4 Santa Monica Blvd UC Excavation	8/18/10A	○					
Area 6B - RFC Plans	9/3/10*		○				
Area 2 - RFC Plans	9/10/10		○				
Bridge 5 Ohio Ave UC - RFC Plans	9/14/10*		○				
Bridge 21 Skirball Center Drive OC - RFC Plans	9/17/10*		○				
Area 7 - RFC Plans	9/17/10*		○				
Area 1 - RFC Plans	9/24/10*		○				
Bridge 8 Wilshire - RFC Plans	9/27/10*		○				
Bridge 23 Sepulveda Blvd. UC Excavation	9/28/10		○				
Area 6 - RFC Plans	10/3/10*			○			
Bridge 16 Sunset OC Abutment	10/4/10*			○			
Bridge 21 Skirball Center Drive OC Demolition	10/12/10			○			
Area 4 - RFC Plans	10/15/10*			○			
Wall 1746	10/18/10			○			
Bridge 6A Wilshire Blvd Off-Ramp Abutment	11/1/10*				○		
Bridge 12 Excavation	11/23/10				○		
Bridge 9 Wilshire Blvd. UC Excavation	12/1/10					○	
Walls 1820/1812 Excavation	12/8/10					○	
Bridge 22 Mulholland OC Demolition	12/10/10					○	
Bridge 13 Montana Ave. UC Excavation	12/10/10					○	
Bridge 5 Ohio Ave UC	12/27/10					○	
Demo Soundwalls Santa Monica Area	1/4/11						○
MSE Wall 1782 Structural Excavation	1/4/11						○
Soundwall 1685	1/6/11						○
MSE Wall 1675 Structural Excavation	1/10/11						○
Bridge 10 - RFC Plans	1/15/11						○
Bridge 11 - RFC Plans	1/15/11						○
MSE Wall 1985 Structural Excavation	1/27/11						○

 Metro Milestone ○ Design/Build  Third Parties Approval
 Caltrans Milestone * New Date **FHWA** FHWA Federal Highway Administration Approval

PROJECT SUMMARY SCHEDULE



I-405 Sepulveda Pass Improvements Project

Summary Schedule

CRITICAL PATH NARRATIVE

The project has several critical paths which may potentially change as the work progresses. Currently, the primary critical path runs through the COLA 30% plans and Sunset Area 4A Walls 1720/1730 design. It then heads to the construction of Walls 1720/1730, continues on with fine grade/place and finish AB on Sepulveda Blvd, and completes with paving and realignment of traffic on Sepulveda Blvd.

The path continues through construction of the Sunset Off-Ramp Bridge #14, demolition of existing and constructing the Sunset on-ramp, constructing MSE Wall #1740B, finishing sub-grade for the Sunset on-ramp, and finally paving the Sunset on-ramp.

This path then continues on by switching to Phase 2 MOT at Area 4, Median work at Sunset Area, and finally Median Work at Wilshire Area to achieve Area 3 Substantial Completion and Relief of Maintenance.

PROJECT COST STATUS

FEDERAL PROJECT #: SARRA-405-3(015)N, METRO PRIME CONTRACT# C0882

METRO CONSTRUCTION MANAGEMENT DIVISION / CALTRANS

COMBINED COST REPORT BY PHASE

PERIOD ENDING: AUGUST 2010

DOLLARS IN THOUSANDS

PHASE #	PHASE CODE	DESCRIPTION	ORIGINAL 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	-	110,494	684	31,878	(15,203)	27,227	-	110,494	-
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	1,563	133	2,501	133	2,496	-	1,563	-
3	CS	CONSTRUCTION SUPPORT	28,000	-	-	188	1,153	188	1,153	-	-	-
4	C	CONSTRUCTION	823,900	-	800,074	-	720,922	14,139	176,405	-	800,074	-
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	99,869	8	12,124	-	9,738	-	99,869	-
TOTAL PROJECT			1,034,000	-	1,034,000	1,012	790,035	(743)	238,475	-	1,034,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 31, 2010

KIEWIT EXPENDITURES ARE ONLY THROUGH MAY 31, 2010 DUE TO INVOICING LAG.

CALTRANS EXPENDITURES ARE ONLY THROUGH JUNE 30, 2010 DUE TO IMPLEMENTATION OF NEW CALTRANS FINANCIAL REPORTING SYSTEM.

PROJECT COST ANALYSIS

Approved Budget

The Approved Budget reflects the Metro Board adopted Life-of-Project (LOP) Budget which was approved 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. Certain items budgeted and forecast under the PSE phase will be re-allocated to the RS and CS phases once the necessary approvals are obtained.

Commitments

The Commitments increased by \$60k this period for LADWP, miscellaneous consultant service contracts, and Metro staff charges.

Expenditures

Expenditures are cumulative through July 2010. The expenditures increased by a total of \$15.3M this period and offset by an accounting adjustment of (\$16.0M) to reverse a prior year accrual resulting in a net cost of (\$.7M) for the period. Expenditures for this period within the engineering phase included Metro project staff and miscellaneous consultant contract services. Metro costs in the right-of-way categories were for 3rd party metro staff costs and for LAC expenditures. Caltrans expenditures for the period included staff charges for engineering, right-of-way support and construction support costs. The Kiewit invoice covering May 2010 for \$14.1M was processed this period. The \$238.5 million in Project Expenditures to date represents 23.1% of the Original Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

AUGUST 2010

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	\$	%	\$	%	\$	%
FEDERAL SAFETEA-LU	\$117.000	\$117.000	\$117.000	\$117.000	100%	\$79.533	68%	\$17.374	15%
FEDERAL ARRA	\$189.900	\$189.900	\$189.900	\$189.900	100%	\$129.089	68%	\$75.065	40%
STATE CMIA	\$614.000	\$614.000	\$0.000	\$429.397	70%	\$0.000	0%	\$0.000	0%
STATE TCRP	\$90.000	\$90.000	\$42.000	\$42.000	47%	\$28.215	31%	\$28.215	31%
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	\$1.638	13%	\$1.638	13%	\$1.638	13%
TOTAL FUNDS	\$1,034.000	\$1,034.000	\$372.000	\$790.035	76%	\$238.475	23%	\$122.292	12%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 2010.

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 with consultation with FHWA.

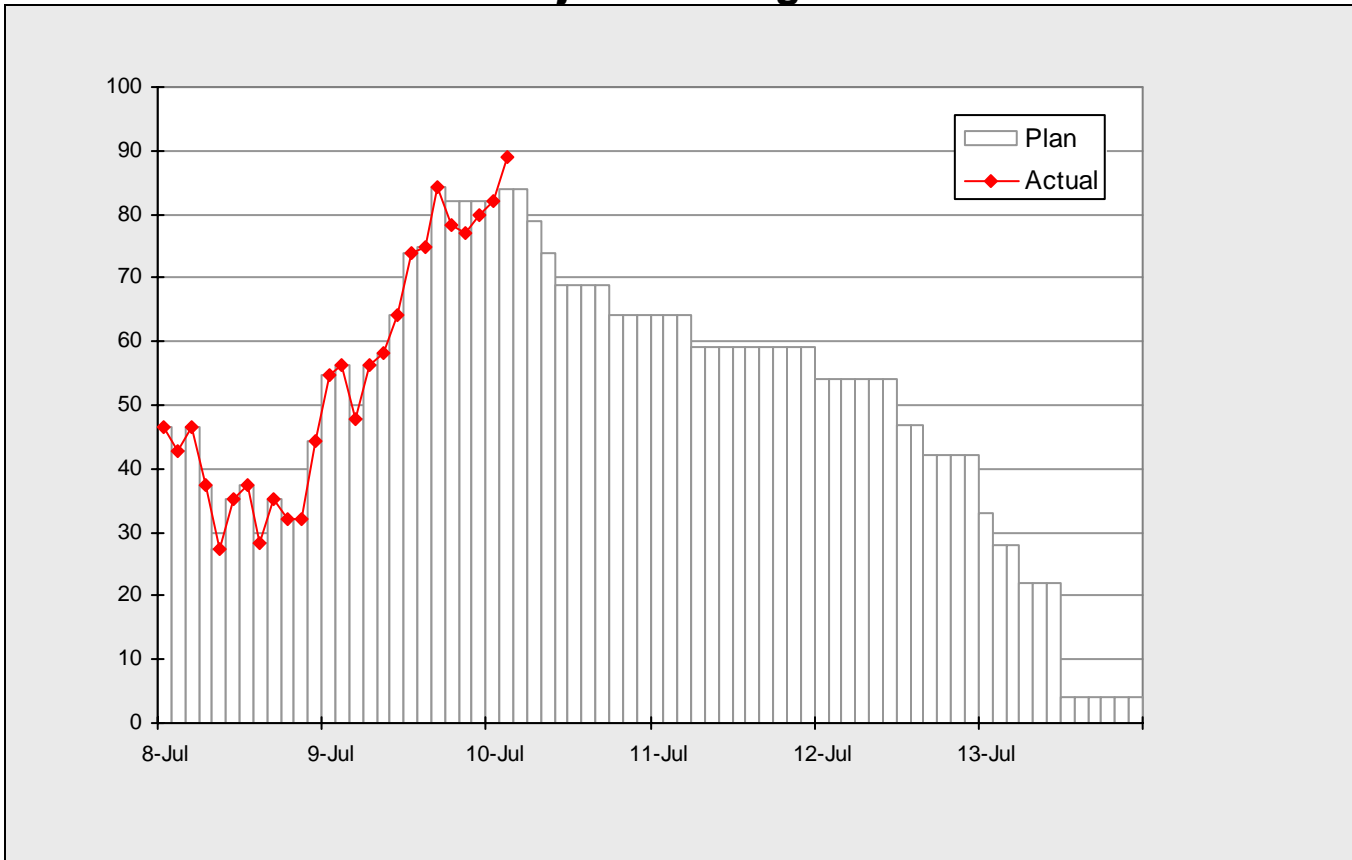
STATE TCRP: \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

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.

PROPOSITION C 25%: The Metro Board approved the allocation of \$13M to the Project.

STAFFING STATUS

Total Project Staffing - FTEs

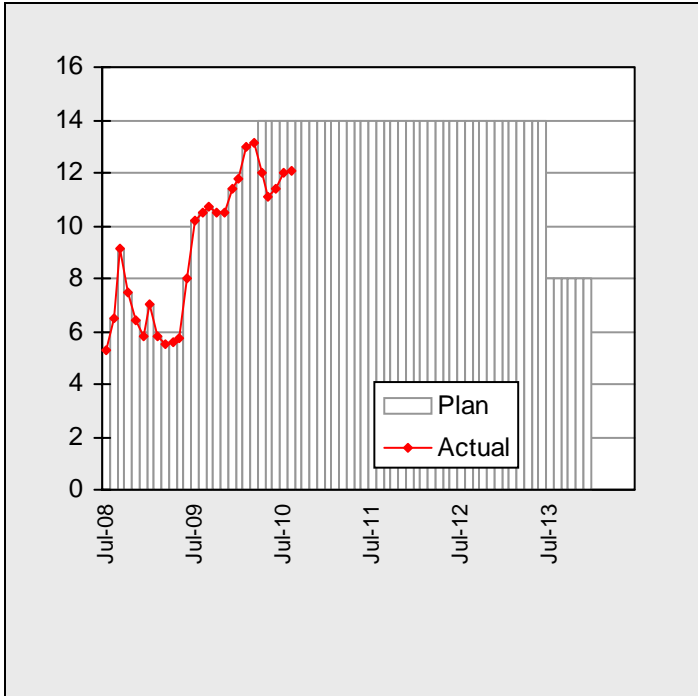


Total Project Staffing

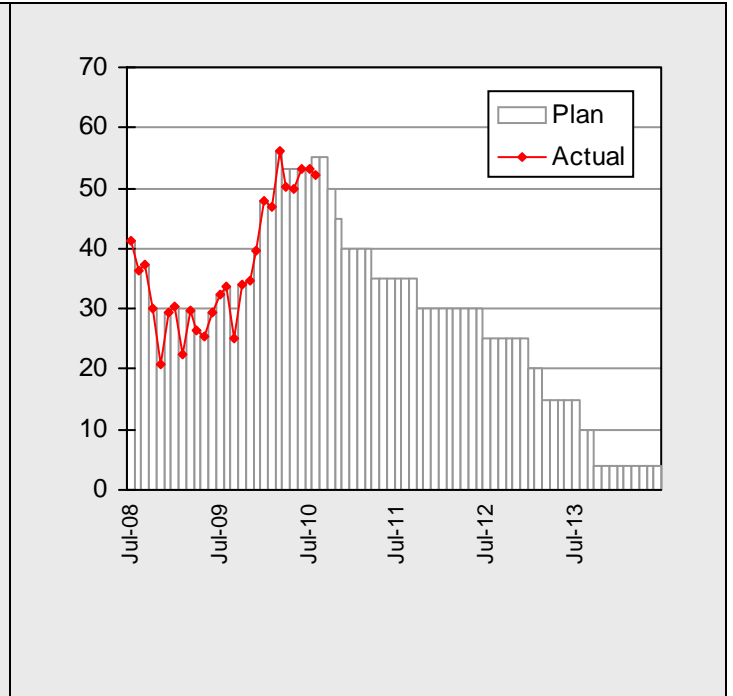
During this period, Metro was required to comply with a Federal audit to convert Independent Contract staff to “As needed.” Due to limitations for this classification and to meet the needs of the Project, resources were reallocated to the Construction Management Consultant Contract. Additionally, resources were brought on to assist in qualifying, estimating and processing changes to scope.

STAFFING STATUS

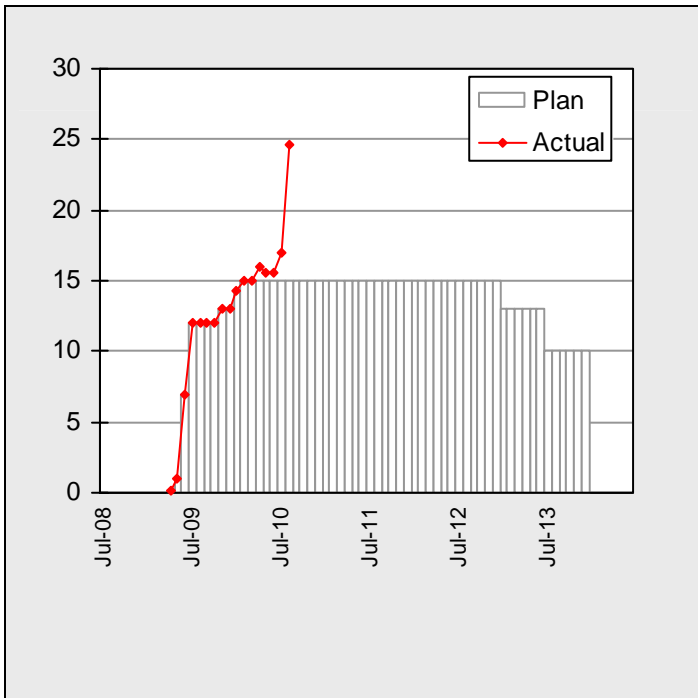
MTA - FTEs



CALTRANS- FTEs



STANTEC - FTES



REAL ESTATE STATUS

The Real Estate acquisition process is proceeding with a majority of the parcels on schedule to be turned over to the Contractor by the dates specified in the contract. Three parcels at the Southbound Skirball Off-Ramp have not been delivered to the Contractor on time, and the Project is working with the Contractor regarding access. Currently, most of the parcels are on schedule to meet the target dates stated in the contract, and several parcels may require condemnation in order to be acquired. The Contractor has requested a number of parcels to be provided earlier than required by the contract and the Project is working to accommodate this request.

Parcels of concern:

- Santa Monica Mountain Conservancy – The Project has acquired a Right-of-Entry (ROE) to proceed with work on the project while the acquisition process proceeds forward.
- County of Los Angeles – Presently working to acquire a Right-of-Entry (ROE), while at the same time moving forward with condemnation.
- Metropolitan Water District of Southern California – A right-of-entry is expected by mid-September 2010, and the Project is working with the Contractor to mitigate any impacts.
- LA County Sanitation Department – The Project is moving toward condemnation, as the Agency is not willing to sign an easement for retaining wall tie-backs.

The Project is also focusing intently on several parcels to keep acquisition on schedule:

- The Veterans Administration parcels containing the Breitburn oil line are impacted because of a 2008 law preventing VA from transferring the parcel
- The General Services Administration parcel will require additional attention to assure that acquisition does not impact construction

Project is moving forward with the compensation and Temporary Construction Easements with the 22 parcels in the Westwood Hills Area.

REAL ESTATE STATUS

31	Total Required Parcels
12	Available for Construction
16	In Appraisal Process
3	Deleted
2	Past Due with no apparent schedule impact

ENVIRONMENTAL STATUS

- Ongoing coordination with resource agencies for required surveys for construction activities.
- Provided assistance for Right-of-Way for parcels under the jurisdiction of the Santa Monica Mountains Conservancy.
- Calculated Department of Fish & Game jurisdictional drainage impacts to trees for preparation of in-lieu fee transfer.
- Coordinated with the Metropolitan Water District on environmental issues and with Caltrans Legal and Bel Air Crest Association regarding amending existing Settlement Agreement with Bel Air Crest Master Association.
- Conducted additional noise investigation for residents located on Beloit Ave.

COMMUNITY RELATIONS STATUS

- Distributed construction notices for the following construction activities: Sunset Bridge restriping, gasoline location to Thurston Ave, tree and vegetation removal on Sepulveda and Sunset/Thurston, Sunset Bridge abutment reconstruction, power shutdown at Bronwood Ave, ExxonMobil gasoline relocation, Sunset ramp closure, Montana ramp closure, Skirball Bridge construction yard set-up, sidewalk construction and construction schedule, Mulholland Bridge utility survey, I-10 connector closures, and Santa Monica Bridge pile driving.
- Attended and presented at the following meetings: Elected Official Briefing, Community Advisory Committee (CAC) meeting, I-405 Quarterly Community Meeting, Sherman Oaks/Royal Woods community briefing, Sherman Oaks HOA, Encino Neighborhood Council, Mulholland Education Corridor Association, and Beloit Ave community briefing.
- Coordinated work activities with the contractor and the following entities: Individual homeowners in the vicinity of the 1720/1730 walls, owners and tenants of the Bronwood apartment building, Bel Air Crest HOA regarding bird netting activity, Royal Woods community regarding construction impacts, all communities adjacent to Skirball Bridge regarding construction schedule, residents on Beloit Ave regarding upcoming construction activities, and residents and businesses around Santa Monica Blvd regarding pile driving.
- Project Twitter page currently has 1,587 followers, Project Facebook page has 694 fans and Nixle reached 185 subscribers.
- Daily construction updates available on Twitter, Facebook, project hotline, website and on Go511 telephone service.
- Website had 9446 page views in August. Website features renderings of Skirball Bridge, Mulholland Bridge, and Sunset Bridge.

QUALITY ASSURANCE STATUS

- Metro Quality participated in the following meetings:
 - Skirball Bridge Widening Pre-Activity Meeting
 - Erection and Stripping of False-work
 - Bridge 4 CIDH Operations
 - Fiber-optic Installations at Mulholland Bridge
 - Master Work Plan for Wet Utilities Relocation Work
 - Penhall Demolition Planning of Montana Under-crossing Work
- Fourteen Discrepancy Reports (DR's) have been issued to date by Kiewit; six are now closed.
- Nine Nonconformance Reports (NCR's) have been issued by Kiewit to date. Metro is monitoring resolution and corrective action implementation.
- MSE Wall Panel casting completed twelve releases of wall panel totaling in excess of 5,000 panels.
- An Owner's Monitoring Notice was issued to the Design Builder resulting in Kiewit issuance of a Stop Work Order (now lifted) on fabrication of Pile Pockets before prerequisite approvals had been completed.
- Metro Quality attended the Quality Team Meeting, Owner's Status Meeting, Segments 1, 2 and 3 Construction Progress Meetings and Construction Task Force Planning Meeting.

SAFETY AND SECURITY STATUS

- Two recordable injuries. Project to date recordable injury rate: 0.4.
- Attended pre-activity meetings to ensure compliance with approved Work Plans and contract specifications.
- Monitored Construction activities to ensure contractor and safety compliance with contract specifications.
- Participated in weekly progress meetings with IPO, Kiewit's management personnel to discuss safety related issues and construction work activities.
- Participated in Kiewit's weekly Foreman's Safety Meetings.
- August Contractor work hours (Design and Construction): 83,137.
- Contractor project to date work hours (Design and Construction): 900,000.
- Total project to date work hours (Contractor and the IPO staff): 1,051,665.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	12/10	6/09	In City's court to finalize Exhibit "D" of the draft proposed agreement.
Los Angeles County Department of Public Works/Los Angeles Flood Control District	MCA	12/10	6/09	On 7/29/10, LACMTA provided response to round two of County comments. Expect to meet with County in August to negotiate a final draft.
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 Improvements Project Design/Build Contractor: Kiewit		Contract No.: C0882					
		Status as of: August 27, 2010					
<p>Progress/Work Completed: Major work started/completed this period:</p> <ul style="list-style-type: none"> • AWIS deployment and ITS backbone cut. • Commenced construction of Walls 1720/1730. • Completed ductbank work on Sepulveda in preparation of DWP power undergrounding. • Commenced Bridge 4a/4b excavation. • Exxon Mobil utility relocation Bridge 16. • Maintenance during construction - fire prevention vegetation control, crash cushion realignment, ramp meter repair. <p>Major submittals completed this period:</p> <ul style="list-style-type: none"> • Bridge 12/15/13 - RFC. • Area 6 - ERFC. • Bridge 4 Santa Monica UC support of excavation. • Area 2 and 3 Noise Mitigation Plan. • Bridge 14 Sepulveda Blvd. UC - 100% design. • Bridge 23 Sepulveda Blvd. UC - 100% design. • Bridge 16 Sunset OC support of excavation. <p>Areas of Concern:</p> <ul style="list-style-type: none"> • Reversible Lane Project on Sepulveda Blvd. • Local 12 Operating Engineers Union Strike. 		<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • Construction of Walls 1720/1730. • DWP power undergrounding. • Pile driving for Bridge 6A. • MSE Wall Panel fabrication and delivery. • VA sewer relocation. • Excavate/load/haul ADL Y1/Y2/Z3. • Bridge 4a/4b abutment construction. • Maintenance during construction. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Bridge 16 Abutments 1 and 4 demolition. • Bridge 16 Abutment 1 footing. • Bridge 4 delivery pile and rebar. • Install brackets for Skirball Bridge Walkway. • Maintenance during construction. • Commence Walls 1685/1691/1640/1836/1852 construction. • Construction entrance/access excavation Bridge 5. • Bridge 15 pioneering. 					
			Original Baseline	Time Extension	Current Contract	Forecast Completion	Variance Cur-Fcast
		Commencement	08/31/09	0	08/31/09	08/31/09	0
		Completion	05/31/13	0	05/31/13	05/31/13	0
		Punchlist Complete	08/29/13	0	08/29/13	08/29/13	0
		Final Acceptance	11/27/13	0	11/27/13	11/27/13	0
Schedule Summary:		Cost Summary:		\$ In 000's			
Notice of Award	04/29/09	1. Award Value:	720,922				
Notice to Proceed	06/02/09	2. Executed Modifications:	0.00				
Original Contract Duration (CD)	1640	3. Approved Change Orders:	400.00				
Approved Time Extensions (CD)	0	4. Current Contract Value (1 + 2 + 3):	721,322				
Current Contract Duration (CD)	1640	5. Incurred Cost:	186,582				
Elapsed Time from NTP (CD)	452	6. Percent Incurred Cost:	25.9%				
Contract Elapsed Time Percent	27.6%						

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.
September 24, 2009	Kiewit Pacific submitted the Project Baseline Schedule.
October 14, 2009	Project Design Quality Management Plan approved.
December 14, 2009	Project Quality Management System approved.
January 20, 2010	Project Baseline Schedule was approved.
January 27, 2010	Roadway Restriping commenced.

CHRONOLOGY OF EVENTS

March 12, 2010	Major Project Permits were obtained; Permit 401 – Water Quality Control Board, Permit 404 – U.S. Army Corps of Engineers, and Permit 1600 – California Department of Fish & Game.
May 31, 2010	The Project completed one year without a Recordable Injury.
July 23, 2010	Sunset Bridge major demolition of the south side top deck and center column.

CONSTRUCTION PHOTOGRAPHS



Excavator demolishes existing soundwall to accommodate MSE Wall 1685.

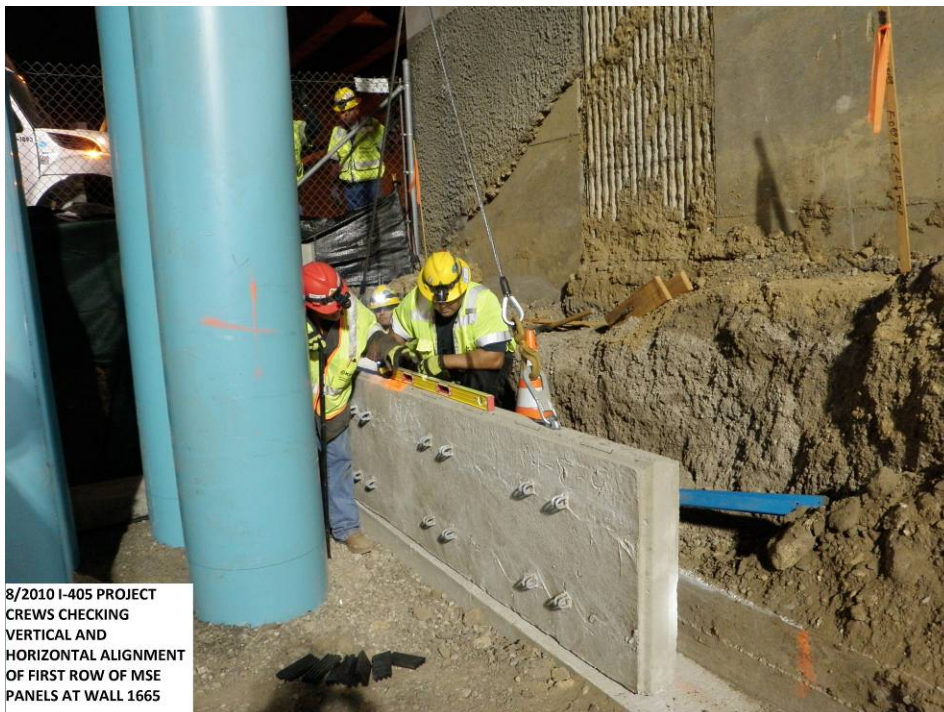


Set MSE panels for Wall 1665 (Bridge 6A, Abutment 1) from Wilshire Blvd. using a rubber tire excavator.

CONSTRUCTION PHOTOGRAPHS



Challengers excavating – SB excavation to embankment north of Mulholland Bridge.



Crews checking vertical and horizontal alignment of first row of MSE panels at Wall 1665.

CONSTRUCTION PHOTOGRAPHS

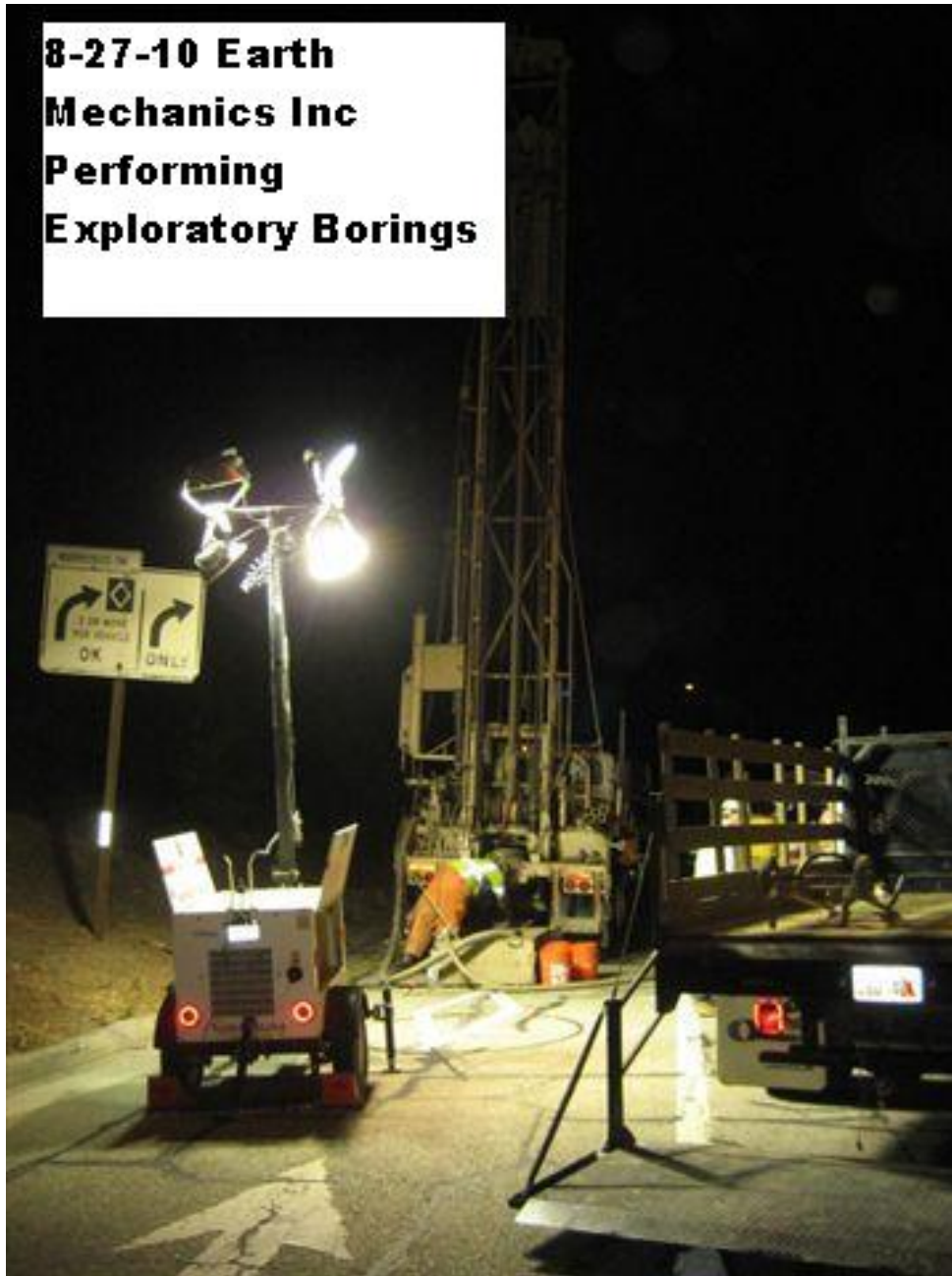


Reinforcement mesh and backfill material is placed around piles at MSE Wall 1665 (Bridge 6A, Abutment 1).

CONSTRUCTION PHOTOGRAPHS



CONSTRUCTION PHOTOGRAPHS



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**

ARRA	American Recovery & Reinvestment Act
AWIS	Automated Work Zone Information Systems
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CCTV	Closed Circuit Television
CD	Calendar Day
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CMIA	Cash Management Improvement Act
CMS	Changeable Message Signs
CN	Change Notice
CO	Change Order
COE	Corps of Engineers
COLA	City Of Los Angeles
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CTC	California Transportation Commission
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
GSA	General Services Administration
GSRD	Gross Solids Removal Devices
HAR	Highway Advisory Radio
HOV	High Occupancy Vehicle
IFB	Invitation for Bid
IPO	Integrated Project Office
ITS	Intelligent Transportation Systems

**APPENDIX
LIST OF ACRONYMS (Continued)**

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
LARTMC	Los Angeles Regional Transportation Management Center
LFAT	Local Field Acceptance Test
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LOP	Life of Project
MCA	Master Cooperative Agreement
METRO	Los Angeles County Metropolitan Transportation Authority
MIS	Major Investment Study
MOT	Maintenance of Traffic
MPSR	Monthly Project Status Report
MVDS	Microwave Vehicle Detection System
MVP	Maintenance Vehicle Pullouts
MWD	Metropolitan Water District
N/A	Not Applicable
NEPA	National Environmental Quality Act
NHS	National Highway System
NOA	Notice of Award
NTE	Not to Exceed
NTP	Notice To Proceed
NTSC	National Television System Committee
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
PS&E	Plans, Specs & Engineering
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RFC	Request For Change or Released for Construction (based on context)
RFP	Request For Proposal

**APPENDIX
LIST OF ACRONYMS (Continued)**

RMS	Ramp Metering Systems
ROM	Rough Order of Magnitude
ROW	Right-Of-Way
SIT	System Integration Testing
RSTP	Regional Surface Transportation Program
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCE	Southern California Edison
SONET	Synchronous Optical Network
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
TMS/CS	Traffic Monitoring Stations/Count Stations
TPM	Transportation Management Plan
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package