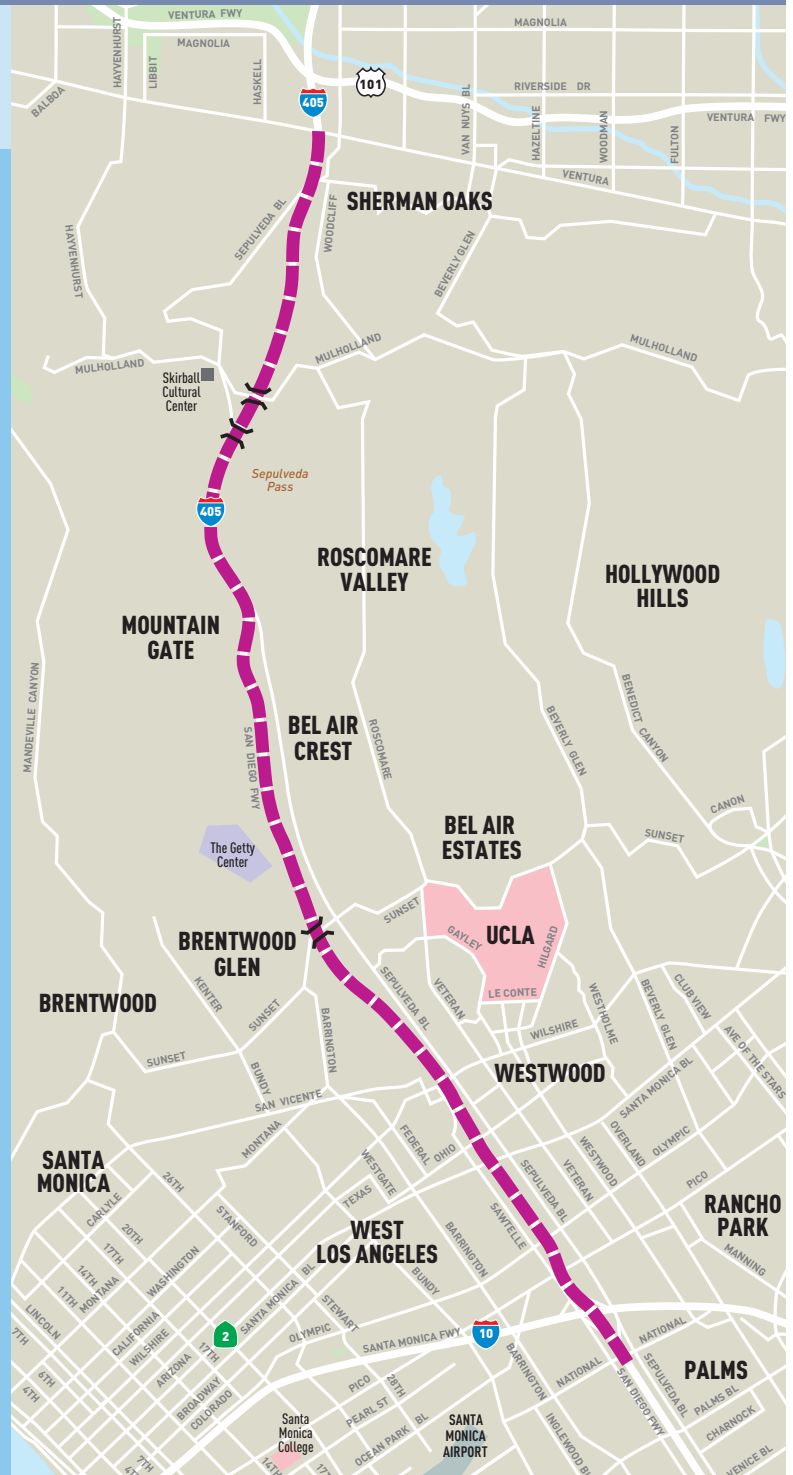




I-405 Sepulveda Pass Improvements Project

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.

JULY 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 nearly complete. The DWP Power undergrounding activities on Sepulveda between Montana and Sunset that Kiewit is responsible for is underway and completion is expected by mid-August 2010. The Sunset Bridge demolition work which started in May 2010 culminated with major demolition of the top deck on July 23, 2010 and the center column on July 29, 2010. The Skirball Bridge demolition was scheduled for late July 2010 but has moved to October 12, 2010 due to alternative MOT plan which would add an additional westbound lane to relieve some traffic congestion during construction; installation of walkway brackets on Skirball Bridge is scheduled for late August in preparation for the demolition of the north end. 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-ramp) is on-going.

Key project activities for July 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.

PROJECT OVERVIEW & STATUS (Cont'd)

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

- 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.
- Kiewit requested Early Release for Construction (ERFC) for 12 packages and bridges; project is looking to release these packages as soon as possible, 1st week of August.
- 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. Design Exceptions, ramp capacities, CHP enforcement, and capacity of freeway under Mulholland Bridge are some examples of the key concerns. All these issues are in Level One review and an agreement or direction to Kiewit is expected by mid-August.

MANAGEMENT ISSUES

Concern No. 1: Community Outreach Program

Status/Action Aesthetics have been resolved and this issue is closed for the project. During construction, some revisiting of Landscaping might have to take place to address specific concerns not surfaced during design phase.

MANAGEMENT ISSUES (Cont'd)

The Project is working with Caltrans and Elected Officials to address noise mitigation during construction. Kiewit is providing sound blankets, Metro Community Relations staff are working with residents who are severely impacted by noise or vibration with temporary relocations, and Caltrans Resident Engineers in the field are supporting Community Relations in implementing this effort in the field.

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. Kiewit has the 96" waterline relocation on track this month, but starting in August, the Project has to be aware of potential window for this relocation.

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.

Concern No. 4: One Team with Caltrans and Metro

Status/Action Caltrans has asked the Project to review staffing levels, which will start in August, 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 be handled. Currently the ball is in the COLA hands to write a letter to FHWA canceling the contract and requesting that funds not be de-obligated.

MANAGEMENT ISSUES (Cont'd)

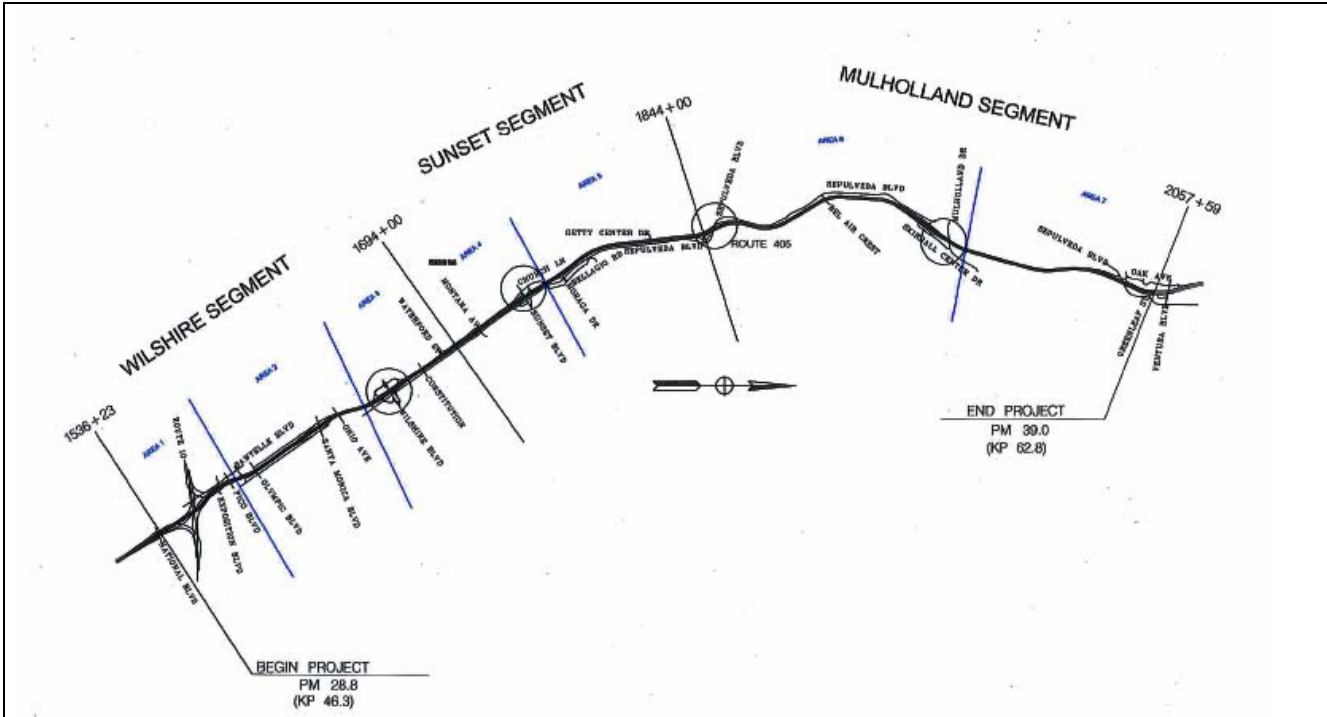
Concern No. 6: Review Support from COLA

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. Some of the major issues are with design estimates, and the Project may have to resolve this issue using unilateral CNs and PSAs using percentages of construction costs as a basis of design reimbursement.

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.

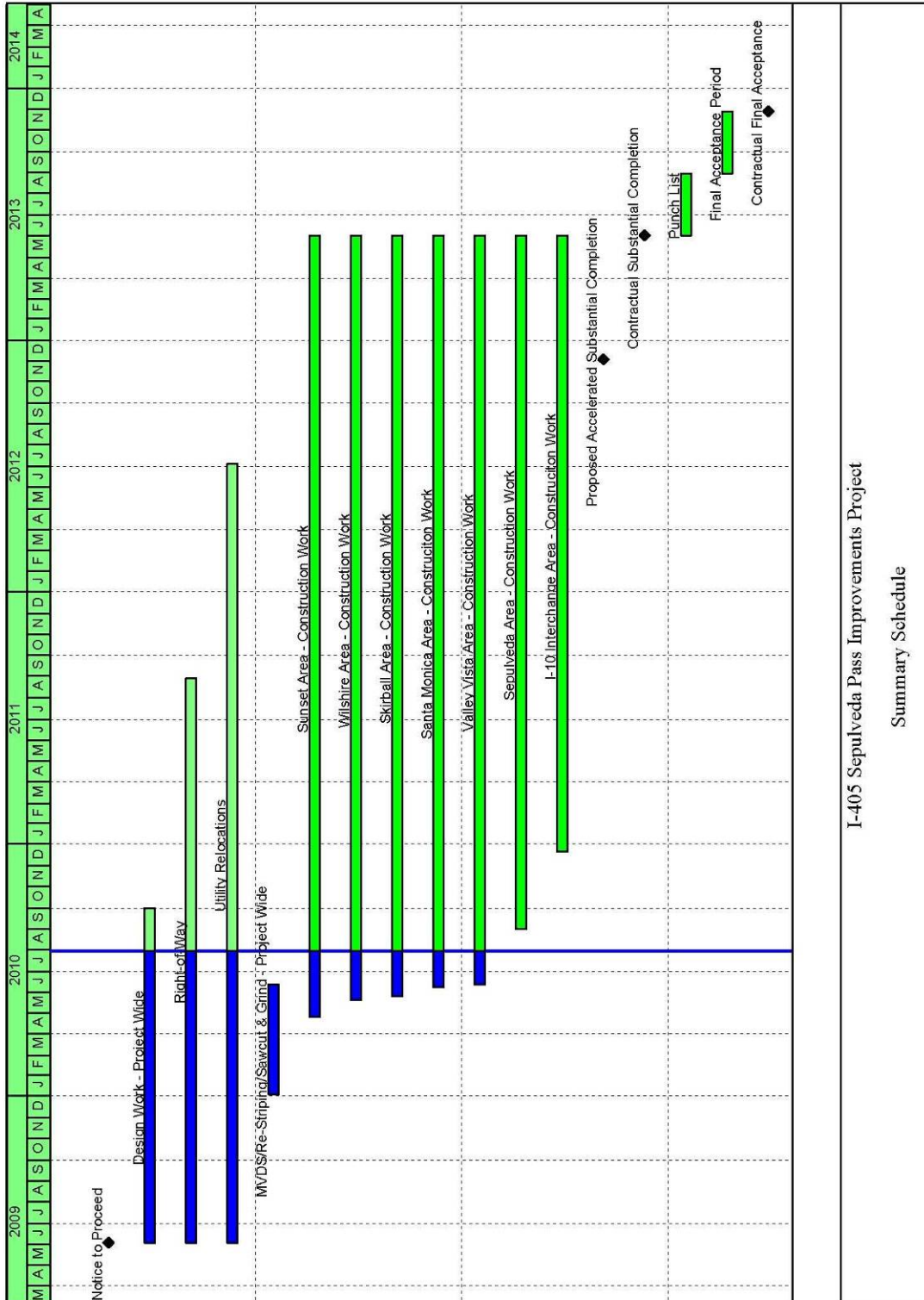
A total of 12 undercrossings within the project limits are widened. Three overcrossings at Sunset Boulevard, Skirball Center Drive, and Mulholland Drive are replaced.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10
Area 3 - RFC Plans	7/7/10A	○					
Bridge 16 Sunset OC Foundation - RFC Plans	7/7/10A	○					
Area 3A - RFC Plans	7/8/10A	○					
Bridge 4 Santa Monica Blvd UC - RFC Plans	7/12/10A	○					
Bridge 16 Sunset OC Demolition South Side Top Deck	7/23/10A	○					
Area 5 - RFC Plans	8/2/10		○				
Area 6B - RFC Plans	8/3/10		○				
Walls 1720/1730 Start Construction	8/9/10		○				
Bridge 5 Ohio Ave UC - RFC Plans	8/11/10		○				
Bridge 12 Constitution UC - RFC Plans	8/11/10		○				
Bridge 21 Skirball Center Drive OC - RFC Plans	8/13/10		○				
Area 7 - RFC Plans	8/13/10		○				
Area 2 - RFC Plans	8/13/10		○				
Bridge 4 Santa Monica UC Excavation	8/18/10		○				
Area 4 - RFC Plans	8/23/10		○				
Wall 1985	8/27/10		○				
Bridge 6A Wilshire Blvd Off-Ramp Abutment	9/1/10			○			
Area 1 - RFC Plans	9/3/10			○			
Bridge 8 Wilshire - RFC Plans	9/3/10			○			
Area 6 - RFC Plans	9/8/10			○			
Bridge 16 Sunset OC Abutment Demolition	9/15/10			○			
Sepulveda Blvd UC Bridge #19 Demolition	9/16/10			○			
Constitution Bridge 12 Excavation	9/21/10			○			
Bridge 23 Sepulveda Blvd. UC Excavation	9/28/10			○			
Bridge 21 Skirball Center Drive OC Demolition	10/12/10				○		
Bridge 4a/4b Excavation	11/19/10					○	
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						○

 Metro Milestone	 Design/Build	 Third Parties Approval
 Caltrans Milestone	 New Date	 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

I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT
 FEDERAL PROJECT #: SARRA-405-3(015)N, METRO PRIME CONTRACT# C0882
 METRO CONSTRUCTION MANAGEMENT DIVISION / CALTRANS
 COMBINED COST REPORT BY PHASE
 PERIOD ENDING: JULY 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	2,363	30,975	1,975	24,411	-	110,494	-
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	1,563	147	2,322	144	2,308	-	1,563	-
3	CS	CONSTRUCTION SUPPORT	28,000	-	-	204	965	204	965	-	-	-
4	C	CONSTRUCTION	823,900	-	800,074	-	720,922	40,311	145,338	-	800,074	-
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	99,869	323	11,573	269	9,593	-	99,869	-
TOTAL PROJECT			1,034,000	-	1,034,000	3,037	788,214	42,903	204,071	-	1,034,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 31, 2010
 KIEWIT EXPENDITURES ARE ONLY THROUGH MARCH 31, 2010 DUE TO INVOICING LAG.

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

Commitments were not updated this month because Metro had not finalized their General Ledger Accounting for FY10 at the time this report was issued. Commitments shown are through May 31, 2010.

Expenditures

Expenditures were not updated this month because Metro had not finalized their General Ledger Accounting for FY10 at the time this report was issued. Expenditures shown are through May 31, 2010.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

JULY 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%	\$66.417	57%	\$17.374	15%
FEDERAL ARRA	\$189.900	\$189.900	\$189.900	\$189.900	100%	\$107.801	57%	\$75.065	40%
STATE CMIA	\$614.000	\$614.000	\$0.000	\$424.576	69%	\$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	\$785.214	76%	\$204.071	20%	\$122.292	12%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 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.

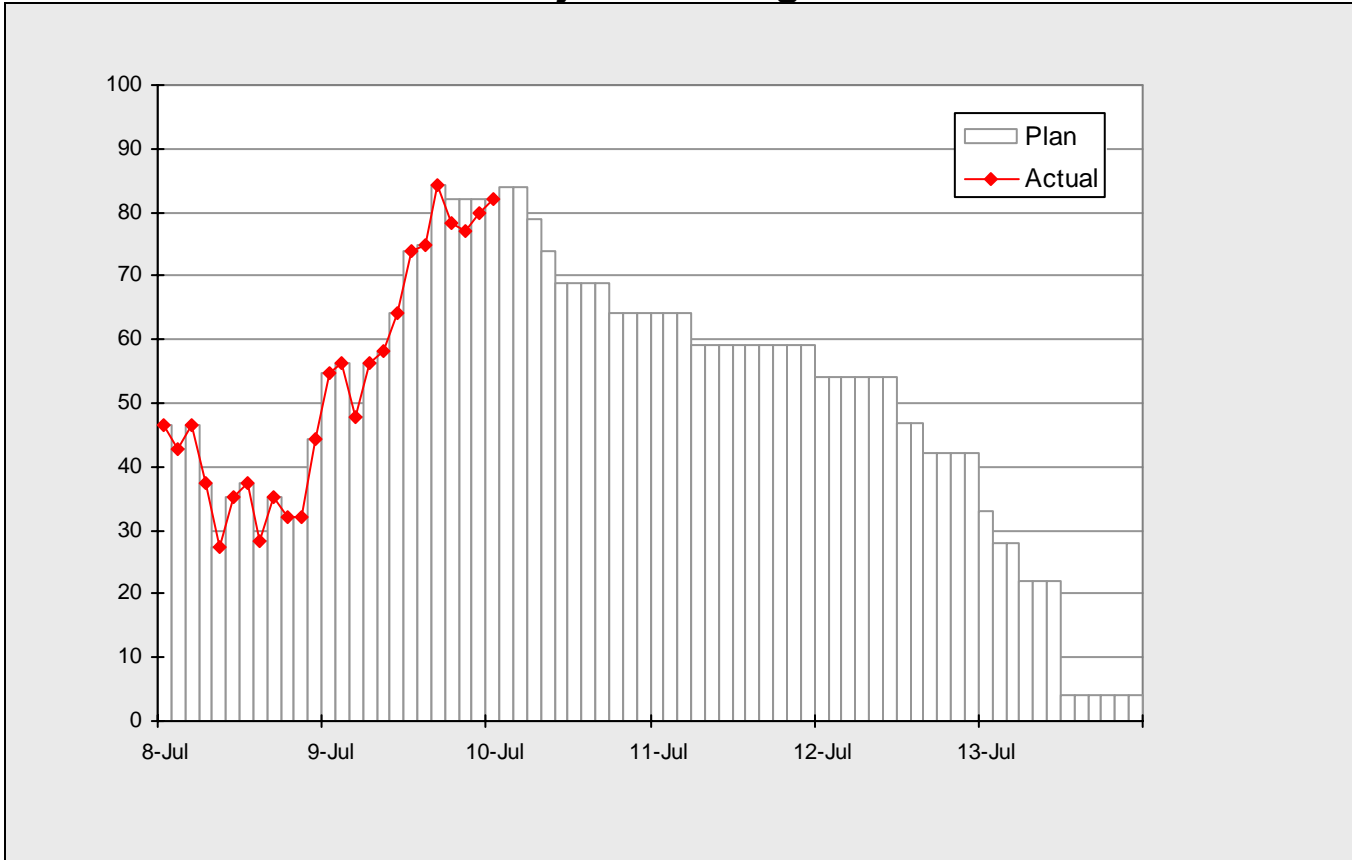
STATE TCRP: \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

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

Project Management has made a concerted effort to utilize resources on an as needed basis in lieu of assigned resources to support the Project. From Project inception, a pattern of manpower variances for Metro, Caltrans and Stantec occurred which initiated a reassessment of the Project's staffing requirements.

REAL ESTATE STATUS

The real estate acquisition process is proceeding with a majority of the parcels on schedule to turn over to the Contractor by the dates shown in the contract. The Project is working with Caltrans District 7 Right of Way to expedite all acquisitions. Three parcels have passed their deadline, and the project is working with the contractor regarding access. 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 July 2010, one partial take has been converted into a full take and two parcels have been determined not to be required.

Most parcels are on schedule to meet the target dates stated in the contract.

- Several parcels may require condemnation in order to be acquired. One parcel is currently scheduled to proceed to condemnation, absent an agreement with the Contractor. The Contractor has requested many parcels prior to their contractual date, and Metro is working to accommodate this request.
- Several parcels have been identified as requiring additional attention to assure they stay on schedule and do not impact construction:
 - The Veterans Administration parcels, which are precluded from transfer by legislation. Metro is working with Senator Feinstein's office to clear this hurdle.
 - The General Services Administration parcel is pending MOU agreement.
 - The Contractor is negotiating with the Visionquest property, in an effort to avoid a long, drawn-out condemnation.

As part of a settlement agreement with 22 residents in the Westwood hills area, 22 additional parcels were added. These parcels are on track to acquire as necessary for construction.

REAL ESTATE STATUS

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	8	6	1	0	0	0
Last Period	31	23	14	8	8	9	7

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.
- Transition of the General Construction Permit with the State Water Resources Control Board to the new SMART System.
- Begin historical documentation of the Mulholland Bridge.
- Environmental Addendum III for the construction easements required in Westwood Hills approved on June 1, 2010.

COMMUNITY RELATIONS STATUS

- Distributed construction notices for the following construction activities: clearing and grubbing, Sunset Bridge and columns demolition, utility relocation and AC paving on Sepulveda Blvd, Sherman Oaks and Getty Trail Head clearing, grubbing and grading, Royal Woods Community fill/embankment work, Santa Monica Bridge work and sound and retaining wall construction.
- Attended and presented at the following meetings: Elected Official's Briefing, Community Advisory Committee (CAC) Meeting, Sunset Bridge demolition extended office hours, 390 S. Sepulveda Blvd. HOA, Mar Vista Neighborhood Council, Brentwood Community Council, Bel Air Crest, Sherman Oaks Homeowners and Royal Woods Homeowners.
- Coordinated work activities with the contractor and the following entities: Bel Air Association regarding concurrence with tree removal near Thurston, individual homeowners in the vicinity of 1720/1730 Walls, emergency responders in the Mulholland corridor, Sherman Oaks residents regarding rodent problems and construction impacts, Royal Woods Homeowners regarding construction impacts, Skirball Cultural Center regarding ramp closures on summer concert nights, and Bel Air Crest HOA regarding the vertical clearance of overcrossing.
- 1,504 followers on Twitter.
- 667 fans on Facebook.
- 185 subscribers on Nixie.
- Daily construction updates on project hotlines, website and G0511 telephone service.
- 45,150 page views on website.

QUALITY ASSURANCE STATUS

- Metro Quality participated in:
 - Sunset Bridge Demolition Pre-Activity Meeting
 - Soil Nail Walls 1836 and 1852 Pre-Activity Meetings
 - Bridge 4 Piling Operations
- Twelve Discrepancy Reports (DR's) have been issued to date by KPC: six are closed.
- Seven Nonconformance Reports (NCR's) have been issued by KPC to date.
- MSE wall panel casting completed twelve releases of wall panel totaling in excess of 5,000 panels.
- Metro Quality attended the following weekly meetings:
 - Quality Team Meeting
 - Owner's Status Meeting
 - Segments 1, 2, and 3 Construction Progress Meetings
 - Construction Task Force Planning Meeting
- Metro Quality continues to review/approve all project Quality personnel resumes.

SAFETY AND SECURITY STATUS

- In July 2010, the Contractor experienced 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.
- Reviewed Construction Yard Development activities for security issues and adherence to the DB Contractor's approved Project Security Plan.
- 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.
- July Contractor work hours (Design and Construction): 70,850.
- Contractor project to date work hours (Design and Construction): 816,923.
- Total project to date work hours (Contractor and the IPO staff): 955,605.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	11/10	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	11/10	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: July 30, 2010																													
<p>Progress/Work Completed: Major work started/completed this period:</p> <ul style="list-style-type: none"> • Sunset Bridge south side top deck demolition. • Crusher site 1836 mobilization. • Commenced work on Walls 1665/1667. • Commenced work on Walls 1836/1852. • Maintenance during construction - fire prevention vegetation control, fence repair, mainline sweeping, sign repairs, crash cushion repair. <p>Major submittals completed this period:</p> <ul style="list-style-type: none"> • Bridge 9 Wilshire Blvd. UC - 100%. • Bridge 16 Sunset OC Support of Excavation Design. • Penhall Demolition Plan - Bridge 16 - 100%. • Bridge 22 Mulholland Dr. OC - Phase 1 demolition draft TMP. • Wilshire SB Area 3A - 100%. • AWIS Maintenance Plan. • Sunset Bridge Demolition Noise Plan. • Sunset Area 4 - 100%. • Bridge 20 Bel Air Crest Road UC - 100%. • Bridge 19 Sepulveda Blvd UC - 100%. • Skirball Area 6 - 100%. • Bridge 22 Mulholland Dr. OC - 100%. • Bridge 17 Church Lane UC - 100%. • Multiple early construction packages. <p>Areas of Concern:</p> <ul style="list-style-type: none"> • Reversible Lane Project on Sepulveda Blvd. • Schedule updates are late. 		<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • AWIS deployment. • DWP power undergrounding. • Pile driving for Bridge 6A. • MSE Wall Panel fabrication and delivery. • VA sewer relocation. • Excavate/load/haul ADL Y1/Y2/Z3. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • AWIS ITS backbone cut. • Bridge 4a/4b excavate access/construction entrance. • Bridge 4 delivery pile and rebar. • Commence construction of Walls 1720/1730. • Maintenance during construction - irrigation repair, mainline sweeping, sign repairs. 																													
		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																								
<p>Schedule Summary:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Notice of Award</td> <td style="text-align: right;">04/29/09</td> </tr> <tr> <td>Notice to Proceed</td> <td style="text-align: right;">06/02/09</td> </tr> <tr> <td>Original Contract Duration (CD)</td> <td style="text-align: right;">1640</td> </tr> <tr> <td>Approved Time Extensions (CD)</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Current Contract Duration (CD)</td> <td style="text-align: right;">1640</td> </tr> <tr> <td>Elapsed Time from NTP (CD)</td> <td style="text-align: right;">424</td> </tr> <tr> <td>Contract Elapsed Time Percent</td> <td style="text-align: right;">25.9%</td> </tr> </table>		Notice of Award	04/29/09	Notice to Proceed	06/02/09	Original Contract Duration (CD)	1640	Approved Time Extensions (CD)	0	Current Contract Duration (CD)	1640	Elapsed Time from NTP (CD)	424	Contract Elapsed Time Percent	25.9%	<p>Cost Summary: \$ In 000's</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 70%;">1. Award Value:</td> <td style="text-align: right;">720,922</td> </tr> <tr> <td>2. Executed Modifications:</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td style="text-align: right;">400.00</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">721,322</td> </tr> <tr> <td>5. Incurred Cost:</td> <td style="text-align: right;">176,405</td> </tr> <tr> <td>6. Percent Incurred Cost:</td> <td style="text-align: right;">24.5%</td> </tr> </table>				1. Award Value:	720,922	2. Executed Modifications:	0.00	3. Approved Change Orders:	400.00	4. Current Contract Value (1 + 2 + 3):	721,322	5. Incurred Cost:	176,405	6. Percent Incurred Cost:	24.5%
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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.
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



First night Sunset Bridge demo.



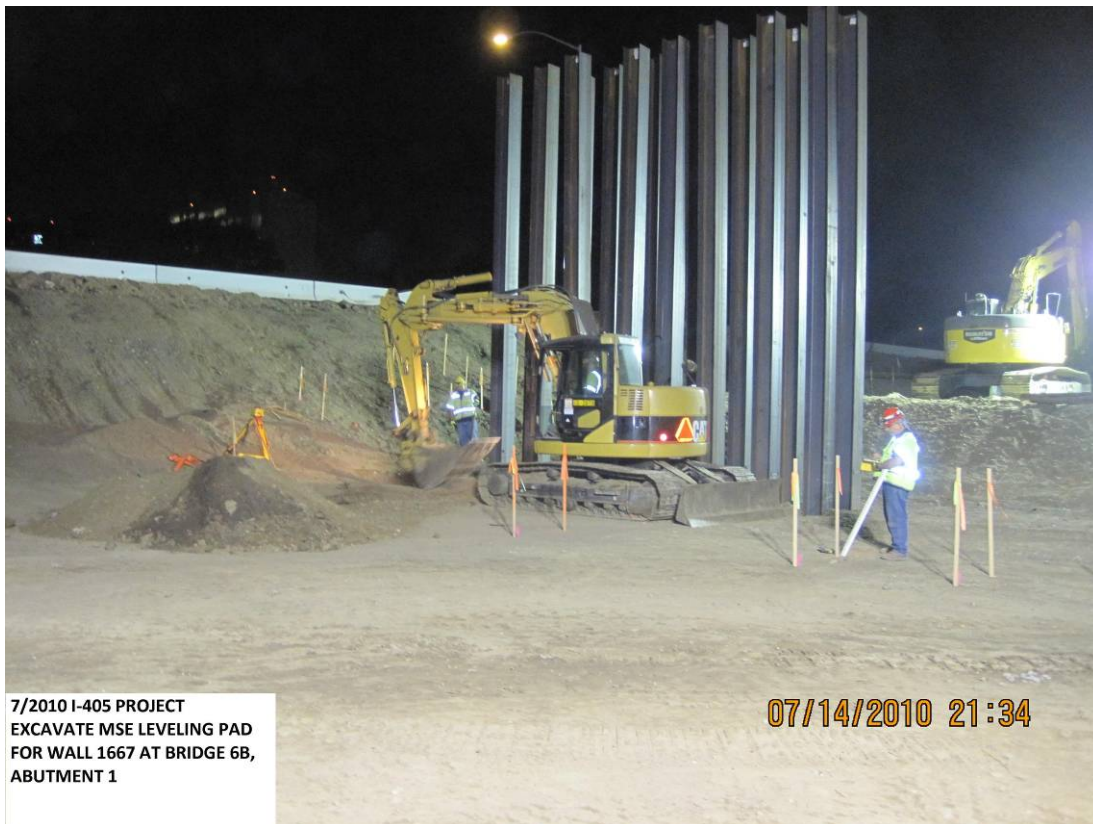
Second night Sunset Bridge demo.

CONSTRUCTION PHOTOGRAPHS



7/29/10
Slurry Backfill and Installation
of Detectable Tape at LADWP
Duct Bank

Slurry backfill and installation of detectable tape at LADWP ductbank.



7/2010 I-405 PROJECT
EXCAVATE MSE LEVELING PAD
FOR WALL 1667 AT BRIDGE 6B,
ABUTMENT 1

Excavate MSE leveling pad for Wall 1667 at Bridge 6B Abutment 1.

CONSTRUCTION PHOTOGRAPHS



Soil Nail Wall 1836 – Shotcretes over initial layer of mesh for row 1.

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