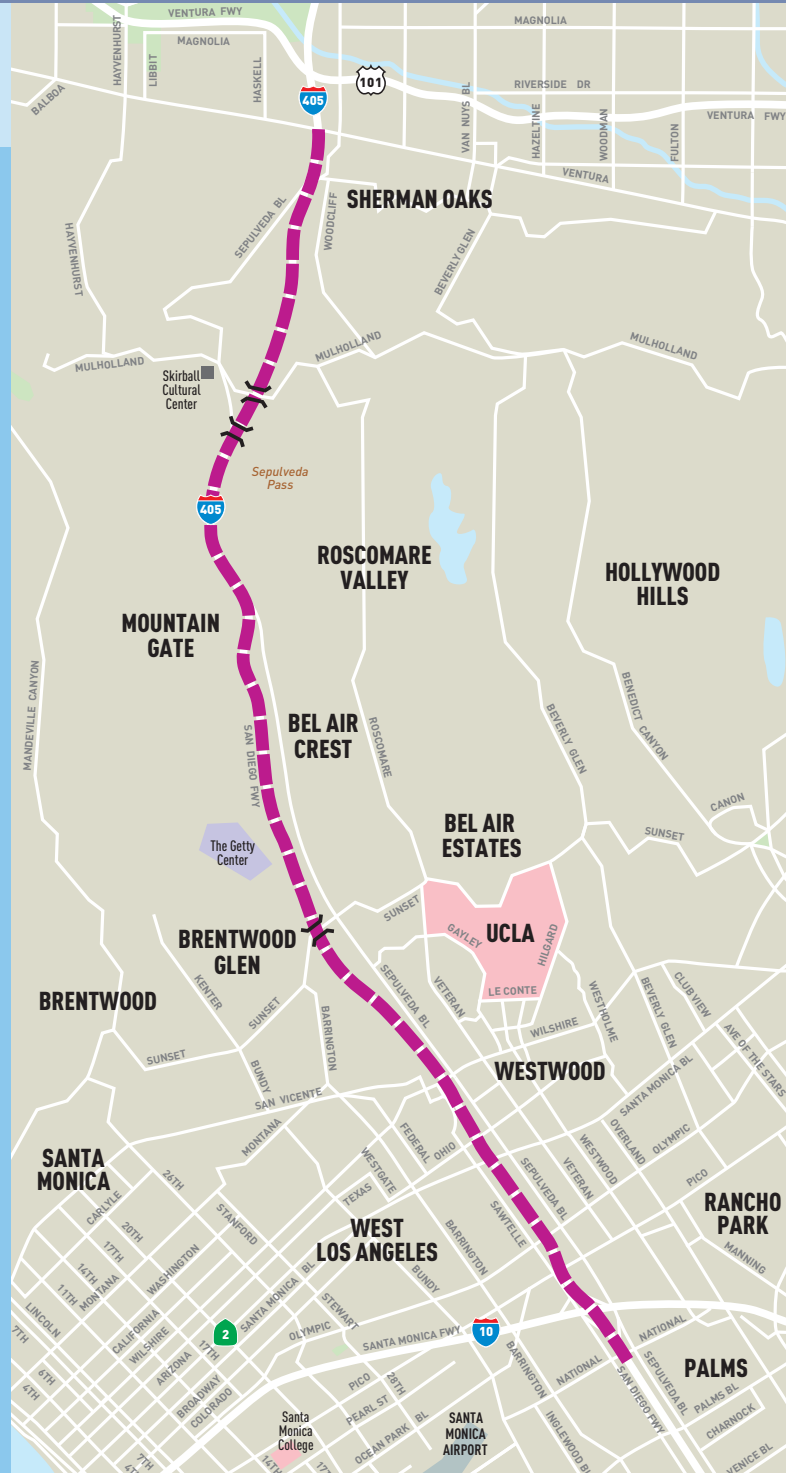




# I-405 Sepulveda Pass Improvements Project

## QUARTERLY PROJECT STATUS REPORT



Metro®



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# **INTERSTATE 405 SEPULVEDA PASS IMPROVEMENTS PROJECT**

## **QUARTERLY 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.

**JUNE 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. Restriping, saw-cut and smooth grinding, and K-rail placement of SB lanes are complete. The DWP Power undergrounding is underway and completion is expected by mid-July 2010. The Sunset Bridge demolition work started in May 2010 with major demolition of the top deck to start on July 23, 2010. The Skirball Bridge demolition was scheduled for late July 2010 but has moved out 2 to 3 months due to alternative MOT plan which would add an additional westbound lane to relieve some traffic congestion during construction. The wall excavation work on the north end of the Project is in progress. Pile driving for Bridge 6A (Wilshire Blvd. off-ramp) commenced on June 29, 2010.

Key project activities for June 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.

The Project is working with ROW staff from Caltrans and Metro to solicit support in completing the appraisal process and finalizing cost negotiations.

## **PROJECT OVERVIEW & STATUS (Cont'd)**

- 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 currently working on LACMTA Board Report to address the change.
- Kiewit continues with the design mitigation of the existing 12' x 12' Reinforced Concrete Box. Metro has made the decision that the construction cost of the 12' X 12' Box would be part of Provisional Sums and therefore the dispute over the cost of this issue is concluded.

## **MANAGEMENT ISSUES**

**Concern No. 1:** Community Outreach Program

**Status/Action** Design of the project will be completed in the next 3 months and the Project has committed to the CAC and Community to review the aesthetics and landscaping 100% plans to resolve any outstanding issues. This meeting occurred in June 2010, and the only concern was square vs. round columns on the three overcrossing bridges. Kiewit/HNTB aesthetics team, after further review and investigation, recommended that Skirball and Mulholland Bridges should use square columns due to their proximity and looks, and Sunset Bridge could use round columns as they would better reflect the area aesthetics.

**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 six weeks.

**Concern No. 3:** Provisional Sums

**Status/Action** Provisional Sums process is moving forward.

## **MANAGEMENT ISSUES (Cont'd)**

**Concern No. 4:** One Team with Caltrans and Metro

**Status/Action** As the construction phase of the project hits higher level of effort, Caltrans and Metro will evaluate combined effort to look for areas to work together more efficiently.

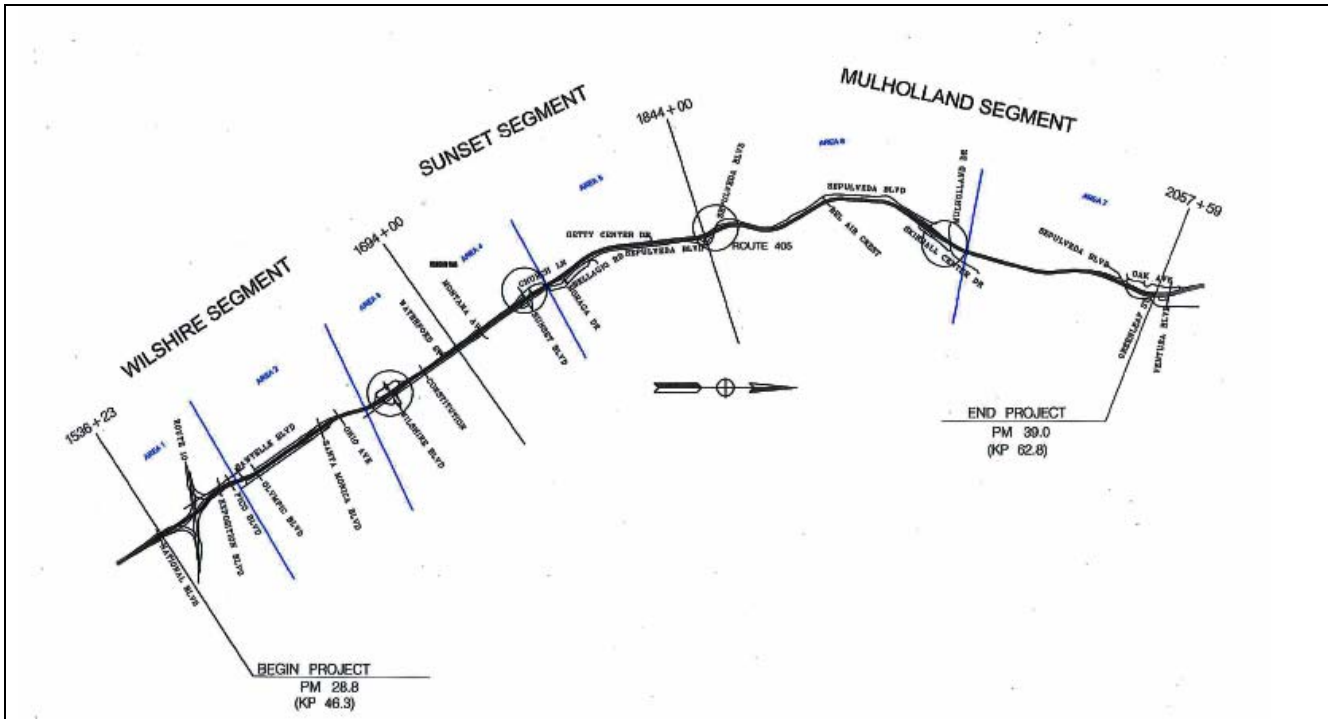
**Concern No. 5:** Reversible Lane Project on Sepulveda

**Status/Action** The FHWA has agreed that portions of the Reversible Lane Project on Sepulveda could be incorporated in the I-405 Project. The I-405 Project has identified the areas to be included and are 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.

**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.

## 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.



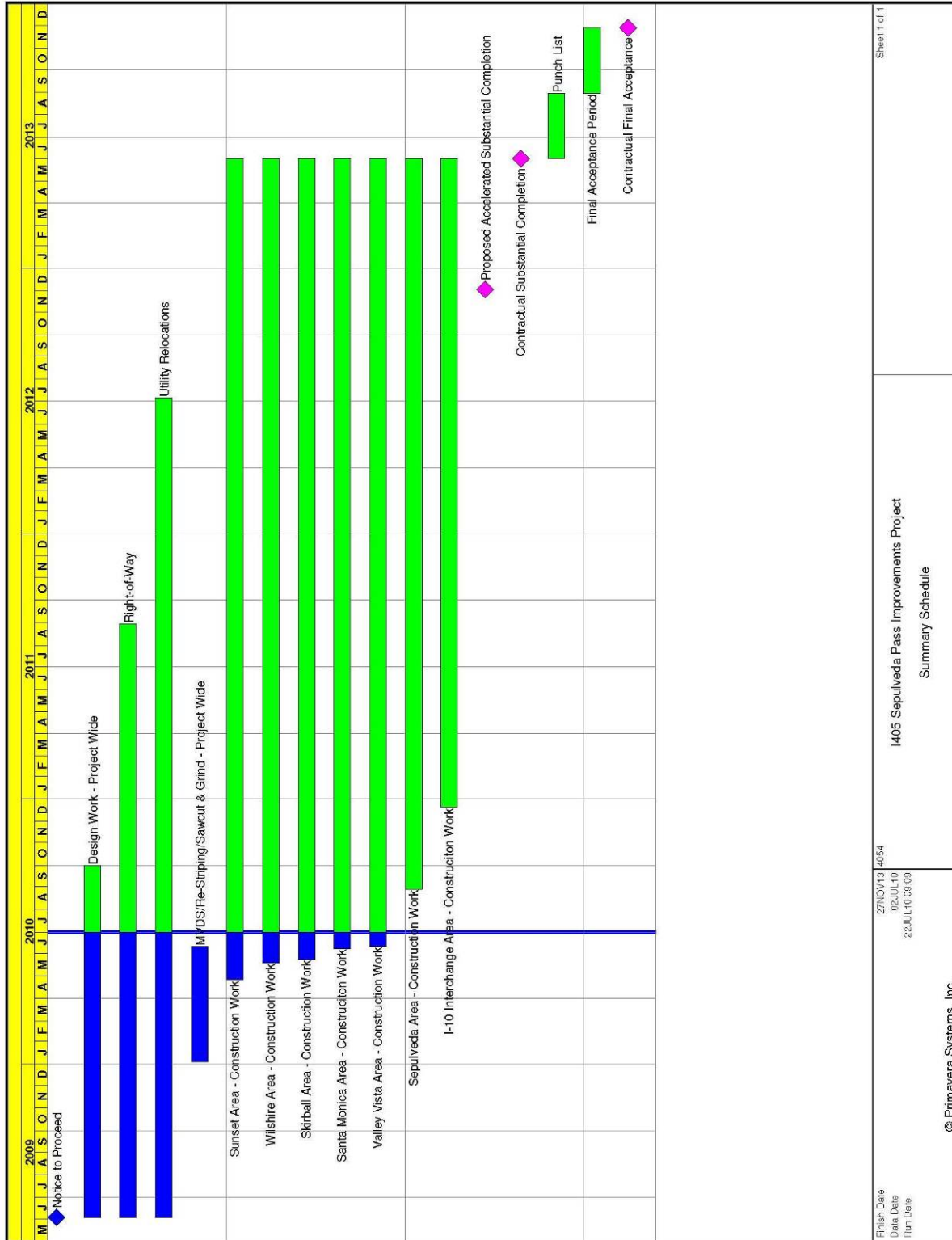
**KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD**

	Milestone Date	Jun-10	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10
VA Sewer Relocation	6/21/10A	○					
Bridge 6A/B - RFC Plans	6/23/10A	○					
Bridge 6A Wilshire Blvd Off-Ramp Pile Driving	6/29/10A	○					
Area 3 - RFC Plans	7/7/10		○				
Bridge 4 Santa Monica Blvd UC - RFC Plans	7/7/10		○				
Bridge 16 Sunset OC Foundation - RFC Plans	7/7/10		○				
Area 3A - RFC Plans	7/8/10		○				
Area 6B - RFC Plans	7/23/10		○				
Bridge 16 Sunset OC Demolition - Deck	7/23/10		○				
Bridge 12 Constitution UC - RFC Plans	7/23/10		○				
Bridge 21 Skirball Center Drive OC - RFC Plans	7/23/10		○				
Area 7 - RFC Plans	7/28/10		○				
Bridge 5 Ohio Ave UC - RFC Plans	7/30/10		○				
Area 5 - RFC Plans	8/2/10			○			
Area 2 - RFC Plans	8/9/10			○			
Walls 1720/1730 Start Construction	8/9/10			○			
Bridge 5 Ohio Ave UC Excavation	8/12/10			○			
Area 1 - RFC Plans	8/12/10			○			
Bridge 4 Santa Monica Blvd UC Excavation	8/18/10			○			
Wilshire Bridge 8 Excavation	8/23/10			○			
Area 4 - RFC Plans	8/23/10			○			
Bridge 6A Wilshire Blvd Off-Ramp Abutment	9/1/10				○		
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				○		
Area 6 - RFC Plans	9/21/10				○		
Walls 1985/2041 Excavation	9/24/10				○		
Bridge 23 Sepulveda Blvd. UC Excavation	9/28/10				○		
Bridge 13 Montana Ave. UC Excavation	9/29/10				○		
Bridge 21 Skirball Center Drive OC Demolition	9/30/10				○		
Bridge 22 Mulholland OC Demolition	10/2/10					○	
Bridge 9 Wilshire Blvd. UC Excavation	10/9/10					○	
Bridge 7 Wilshire Blvd. Off- Ramp Excavation	10/13/10					○	
Bridge 11 Wilshire Blvd. On-Ramp Excavation	10/26/10					○	
							

**KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD**

	Milestone Date	Jun-10	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10
Bridge 12 Excavation	11/5/10						○
Santa Monica Area - Demo Sound Walls	11/17/10						○
Bridge 4A/4B Excavation	11/19/10						○
Walls 1820/1812 Excavation	11/19/10						○
Wall 1940 Excavation	11/24/10						○
<b>M</b> Metro	Metro Milestone	○	Design/Build	△	Third Parties Approval		
<b>CT</b>	Caltrans Milestone	*	New Date	<b>FHWA</b>	FHWA Federal Highway Administration Approval		

PROJECT SUMMARY SCHEDULE



Finish Date: 27NOV13 4054  
 Date Date: 02JUL10  
 Run Date: 22JUL10 09:09

I405 Sepulveda Pass Improvements Project  
 Summary Schedule

Sheet 1 of 1

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## **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: JUNE 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	-
<b>TOTAL PROJECT</b>			<b>1,034,000</b>	<b>-</b>	<b>1,034,000</b>	<b>3,037</b>	<b>788,214</b>	<b>42,903</b>	<b>204,071</b>	<b>-</b>	<b>1,034,000</b>	<b>-</b>

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**

The Commitments increased by \$3.037M this period primarily for LADWP and miscellaneous consultant service contracts, Metro/Caltrans staff charges and Metro Real Estate appraisal contractor commitments.

**Expenditures**

Expenditures are cumulative through May 2010. The expenditures increased by a total of \$42.903M this period. Expenditures for the period within the engineering phase included Metro project staff and miscellaneous consultant contract services. Metro costs in the right-of-way categories were for 3<sup>rd</sup> party Metro staff costs and for MWD and LAC expenditures. Caltrans expenditures for the period included staff charges for engineering, right-of-way support and construction support costs. The Kiewit invoice covering three months (January 2010 through March 2010) for \$40.3 was processed this period. The \$204.1 million in Project Expenditures to date represents 19.7% of the Original Budget.

**FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES**

**JUNE 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%
<b>TOTAL FUNDS</b>	<b>\$1,034.000</b>	<b>\$1,034.000</b>	<b>\$372.000</b>	<b>\$785.214</b>	<b>76%</b>	<b>\$204.071</b>	<b>20%</b>	<b>\$122.292</b>	<b>12%</b>

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.

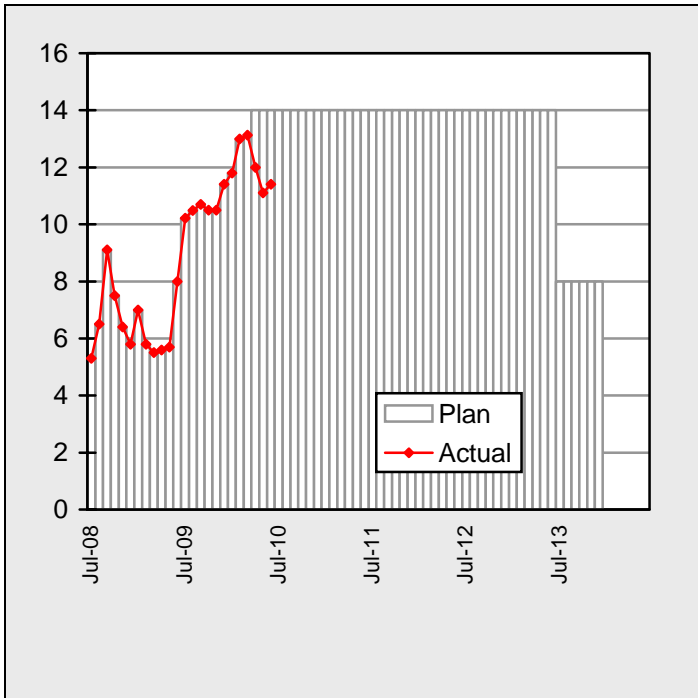
**STATE RSTP:** \$10.1M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

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

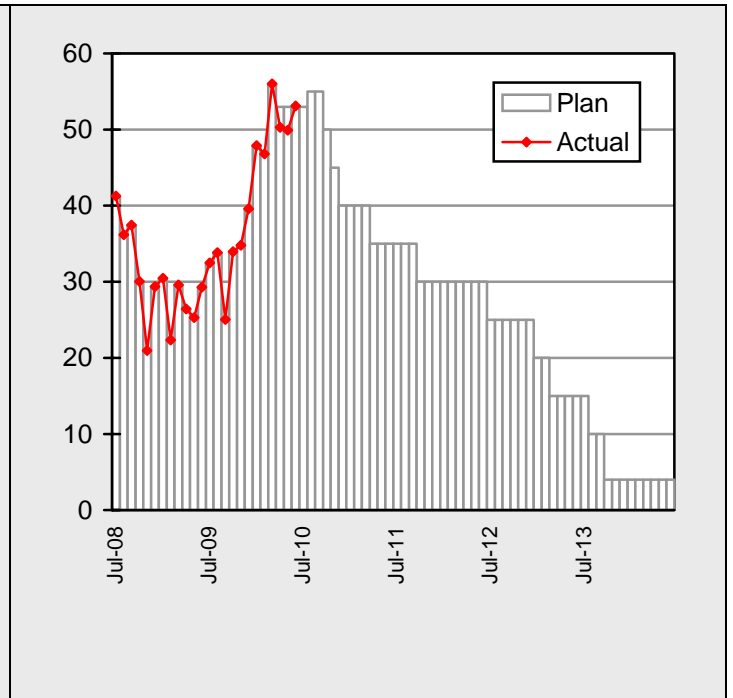


**STAFFING STATUS**

**MTA - FTEs**



**CALTRANS- FTEs**





## **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 contractual dates. Two parcels are presently late in turning over to the Contractor. 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 June 2010, one partial take has been converted into a full take and one parcel was 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 (1) parcel is currently scheduled to proceed to condemnation CTC Board if the parcel owner is not willing to accept the offer. The Contractor has requested three (3) parcels earlier than stated in the contract and Metro is investigating the ability to accommodate their request.
- Parcels late to provide to the Contractor:
  - Santa Monica Mountain Conservancy. Presently working with the Contractor to determine what if any impacts this late delivery will have.
  - County of Los Angeles. Presently working with the Contractor to determine what if any impacts this late delivery will have.
- Several parcels have been identified as requiring additional attention to assure they stay on schedule and do not impact construction:
  - The Veterans Administration parcel containing the Breitburn oil line that will require additional attention to assure the Federal Government that the acquisition process will occur in a timely manner allowing the project to relocate the oil line so it does not impact construction.
  - The General Services Administration parcel will require additional attention to assure that acquisition does not impact construction.
  - The Project was able to negotiate with one parcel owner in Segment 2 and avoid a condemnation. One other parcel may require condemnation.
  - This information does not cover any parcels that are leased that the contractor may need.

**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.
- Coordinated with the Santa Monica Mountain Conservancy and U.S. Army Corps of Engineers to enter into a Three-Way In-Lieu Fee Transfer Agreement for compensatory mitigation monies for the Project.

## **COMMUNITY RELATIONS STATUS**

- Distributed construction notices for the following construction activities: clearing and grubbing, Sunset Bridge prep work, Sunset/Sepulveda Way potholing and tree trimming, Homedale/Sepulveda closure, Bronwood/Sepulveda closure, Montana offramp closure, temporary traffic signal installation at Skirball Bridge, crusher site setup and operation, Getty Trail Head Wall construction and sewer line investigation and repair.
- Attended and presented at the following meetings: Elected Official Briefing, monthly meeting with the Community Advisory Committee (CAC), Brentwood Glen HOA Annual Meeting, West LA Traffic Committee, Catrans Bicycle Advisory Committee, Cal Vet Home Opening, Skirball Cultural Center, MECA, Bel Air Crest HOA, Bel Air Sky Crest HOA, Bel Air Beverly Crest Neighborhood Council, Roscomare Valley Association and Sherman Oaks Chamber of Commerce.
- Coordinated work activities with the contractor and the following entities: the Brentwood Glen HOA regarding irrigation issues, Del Gado Properties, Royal Woods Properties, vertical height clearance negotiation at Bel Air Crest Road, pre-construction surveys, Mulholland Bridge record Historian activity, preserving Skirball trees for relocation to the VA.
- Project Twitter page currently has 1,316 followers.
- Project Facebook page now has 523 friends. All Twitter postings now available on Facebook page.
- Nixie reached 189 subscribers.
- Daily construction updates now available on project hotline and on G0511 telephone service.

## **QUALITY ASSURANCE STATUS**

- Metro Quality participated in reviews of Construction Work Plans (CWP's) and Readiness Review Meetings for the following activities:
  - Removal of aeri ally deposited lead (ADL) contaminated soil, types Y1, Y2, and Z3
  - Temporary mainline lighting
  - Sunset Bridge re-shoring
  - Sunset Bridge sound barrier
- Six Discrepancy Reports (DR's) have been issued to date by KPS: all are closed.
- Two Nonconformance Reports (NCR's) have been issued by KPC to date.
- MSE wall panel casting has produced 3,715 panels, all required for three initial walls with only one discrepancy to date which is now resolved.
- 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**

- Project to date recordable injury rate: 0.0 (no recordable injuries to date).
- 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.
- June Contractor work hours (Design and Construction): 72,542.
- Contractor project to date work hours (Design and Construction): 746,073.
- Total project to date work hours (Contractor and the IPO staff): 872,755.

**THIRD PARTY AGREEMENT STATUS**

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	9/10	6/09	Discussions have resumed with the City. Expect to reach agreement in May 2010 with City to move the MCA forward for approval.
Los Angeles County Department of Public Works/Los Angeles Flood Control District	MCA	10/10	6/09	County has previously mentioned that they will not move forward until Mission Dump Road issues are resolved. County representatives need to determine if those issues remains a sticking point or if the MCA can be approved.
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**

<b>I-405 Sepulveda Pass Improvements Project</b> <b>Design/Build Contractor: Kiewit</b>		<b>Contract No.: C0882</b>  <b>Status as of: July 2, 2010</b>				
<b>Progress/Work Completed:</b> Major work completed this period: <ul style="list-style-type: none"> <li>• Commenced VA sewer relocation.</li> <li>• Commenced pile driving for Bridge 6A.</li> <li>• Commenced demo of GSRD at Wilshire Segment.</li> <li>• Maintenance during construction - fence repair, guardrail repair, A/C repair, graffiti removal.</li> <li>• Areas 1, 2, and 3 environmental inspection.</li> <li>• Sunset Bridge demolition MOT preparation.</li> <li>• Walls 1836-1852 drill test nails.</li> </ul> <b>Major submittals completed this period:</b> <ul style="list-style-type: none"> <li>• Bridge 16 Sunset OC - 100%.</li> <li>• Bridge 6 Wilshire Blvd. EB Off-Ramp UC - 100%.</li> <li>• Bridge 4 Santa Monica Blvd. - 100%.</li> <li>• Bridge 5 Ohio Ave. UC - 100%.</li> <li>• Bridge 10 Sepulveda UC Wilshire Off-Ramp - 100%.</li> <li>• Bridge 11 Sepulveda UC Wilshire On-Ramp - 100%.</li> <li>• Bridge 13 Montana Ave. UC - 100%.</li> <li>• Wilshire SB Area 3A - 100%.</li> <li>• Sepulveda Area 5 - 100%.</li> <li>• Bridge 3 Olympic Blvd. UC - 100%.</li> <li>• Bridge 15 Sepulveda UC/Sunset On-Ramp - 100%.</li> <li>• Bridge 18 Getty Center Drive UC - 100%.</li> <li>• Bridge 7 Wilshire Off-Ramp/Sepulveda UC - 100%.</li> <li>• Valley Vista Area 7 - 100%.</li> <li>• Bridge 2 Exposition Blvd. UC and OH - 100%.</li> </ul> <b>Areas of Concern:</b> <ul style="list-style-type: none"> <li>• Reversible Lane Project on Sepulveda Blvd.</li> <li>• Schedule updates are late.</li> </ul>		<b>Major Activities (In Progress):</b> <ul style="list-style-type: none"> <li>• AWIS deployment.</li> <li>• DWP power undergrounding.</li> <li>• MSE wall panel fabrication.</li> <li>• 1720/1730 and Sunset clear and grub.</li> <li>• VA sewer relocation.</li> <li>• Excavate/load/haul ADL Y1/Y2/Z3.</li> </ul> <b>Major Activities Next Period:</b> <ul style="list-style-type: none"> <li>• Sunset Bridge demolition.</li> <li>• Haz-mat survey of bridges.</li> <li>• Sawcut/smooth grind and striping SB 1-405.</li> <li>• Crusher site 1836 mobilization.</li> <li>• Maintenance during construction - fire prevention vegetation control, fence repair, mainline sweeping, sign repairs, crash cushion repair.</li> </ul>				
		Original Baseline	Time Extension	Current Contract	Forecast Completion	Variance Cur-Fcast
		Commencement	0	08/31/09	08/31/09	0
		Completion	0	05/31/13	05/31/13	0
		Punchlist Complete	0	08/29/13	08/29/13	0
		Final Acceptance	0	11/27/13	11/27/13	0
<b>Schedule Summary:</b>		<b>Cost Summary:</b>				<b>\$ In 000's</b>
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:		162,266		
Elapsed Time from NTP (CD)	396	6. Percent Incurred Cost:		22.5%		
Contract Elapsed Time Percent	24.1%					

## **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.



## CONSTRUCTION PHOTOGRAPHS



Sepulveda ductbank concrete encasement.



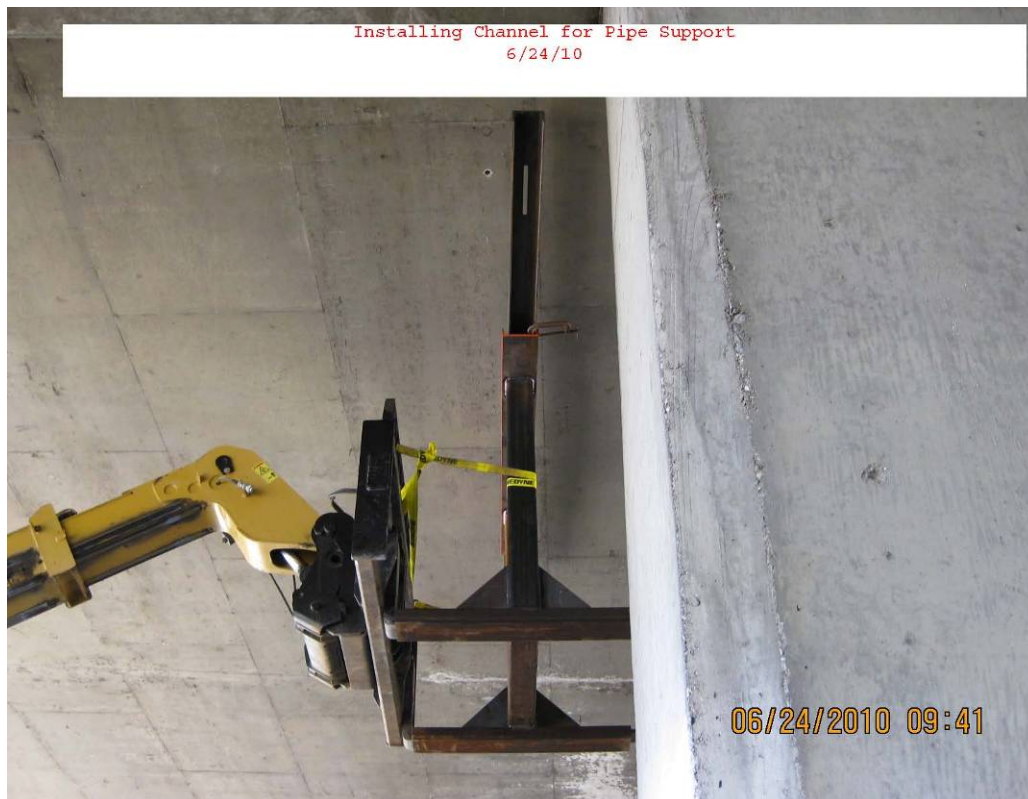
Sepulveda ductbank concrete encasement.



## CONSTRUCTION PHOTOGRAPHS

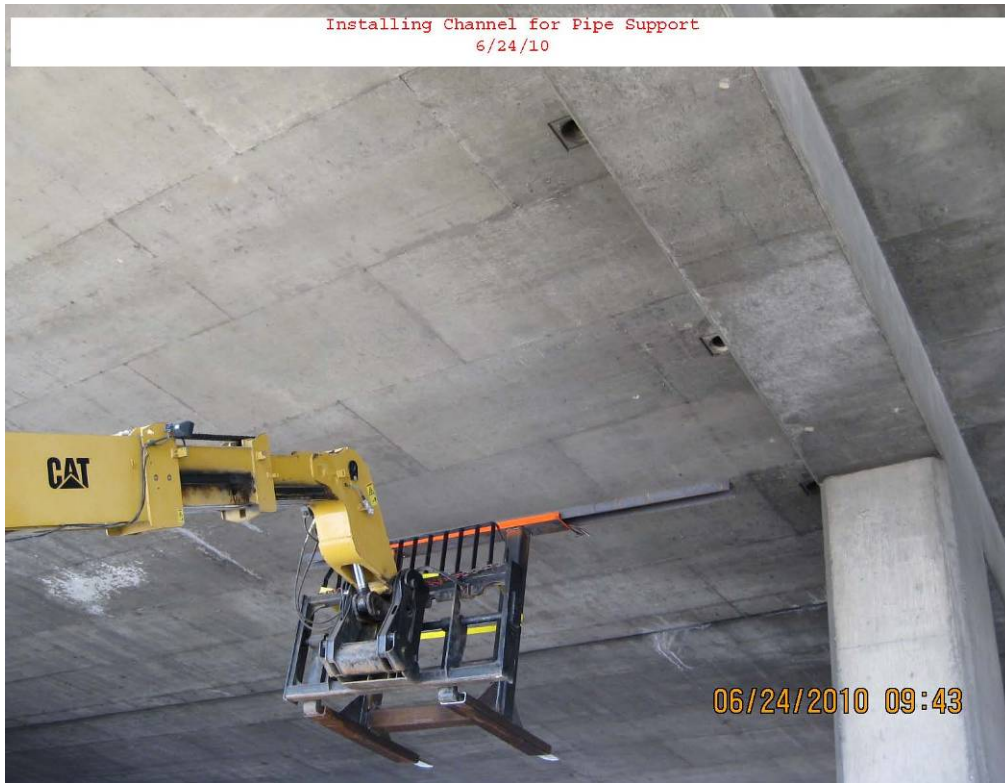


Ductbank slurry backfill with ½" plates.



Install channel under Sunset Bridge for pipe support.

## CONSTRUCTION PHOTOGRAPHS



Install channel under Sunset Bridge for pipe support.



Install channel under Sunset Bridge for pipe support.



## CONSTRUCTION PHOTOGRAPHS



Install channel under Sunset Bridge for pipe support.

## **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