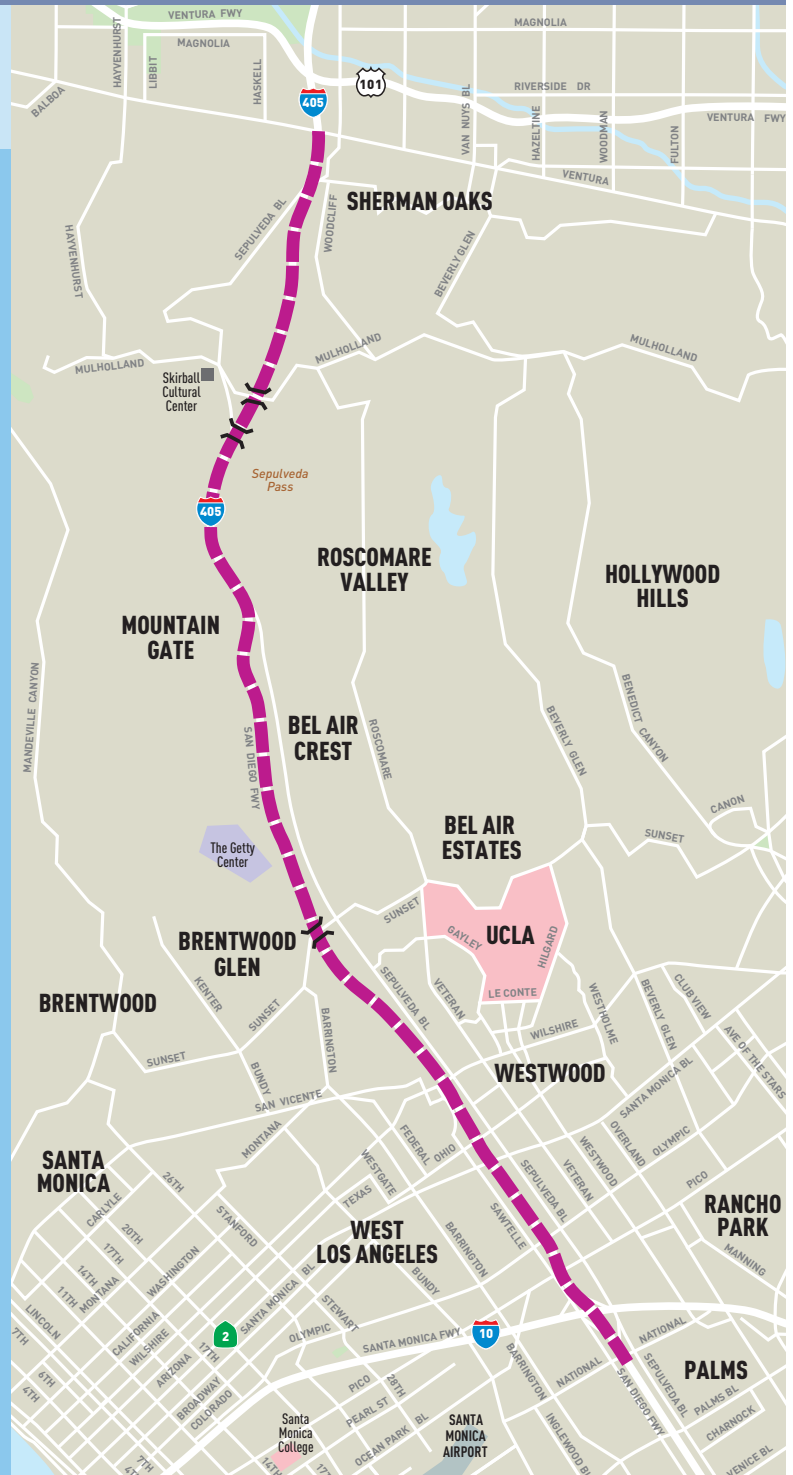




I-405 Sepulveda Pass Improvements Project

QUARTERLY PROJECT STATUS REPORT



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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.

SEPTEMBER 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 and 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 October 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 pulling wires. The demolition of Sunset Bridge south side abutments is scheduled for October 2010. The construction of Walls 1720/1730 is underway; bench excavations have started and installation of soldier piles are scheduled for mid-October 2010. The installation of temporary walkway on the south side of Skirball Bridge has been completed, and Kiewit started the pre-construction activities for demolition of the north-end of the Skirball Bridge which is scheduled for October 12, 2010. Construction of Bridge 4a/4b (Santa Monica Blvd. UC) 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. There has been a problem with this material passing specification for PH level. This has caused a delay and required some removal of already placed wall panels and backfill material; Kiewit is working on a plan to resolve this. Pile driving and foundation work for Bridge 6A (Wilshire Blvd. off-ramp) is on-going.

PROJECT OVERVIEW & STATUS (Cont'd)

The Operating Engineers Union and General Engineering Contractors resolved the strike that started on August 2010.

Key project activities for September 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 appraisal process for temporary and permanent easements is well underway. The Project has obtained Right of Entry for Kiewit on all required parcels. Some homeowners are not happy with the speed at which the appraisals are being conducted but the process is moving forward.

- 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 costs between the different funding sources which has been proven 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's request for 12 Early Release for Construction (ERFC) packages and specific bridges but little work has started. The Project has sent correspondence requesting Kiewit for explanation as to why it appears that Kiewit is treating this job as design-bid-build vs. design-build.
- 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

PROJECT OVERVIEW & STATUS (Cont'd)

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.

The project continues to work with Caltrans, Kiewit, and Elected Officials to address noise mitigation during construction.

Skirball ramps configuration have become somewhat contentious with some community CAC members. Essentially they would like to drop the plan for these new Skirball ramps and leave the existing ramp configuration. LADOT believes that the proposed ramps are a must in order to resolve existing traffic congestion and provide for future traffic growth. The Project is looking into various alternatives, but has not been able to resolve this in a way that would be satisfactory for both parties.

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 months, several staff changes are acerbating the agreement process but it is going forward. This is a critical issue as the 96" waterline relocation has to take place if this agreement is not acceptable to both parties. Getty and Caltrans ROW staff has met twice 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 has dropped the 96" waterline relocation plans all together, and while this may be a risk without having the agreement in place, 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 and support the process at all levels to address this problem area. 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.

MANAGEMENT ISSUES (Cont'd)

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 November 2010. Considering the contentious nature of Kiewit, the Project believes that it is prudent to keep sufficient Caltrans field staff on the project to address potential schedule and management issues.

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 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 and it seems that there is a serious lack of support from the City on an issue that is theirs and the I-405 Project is helping them to alleviate the problem.

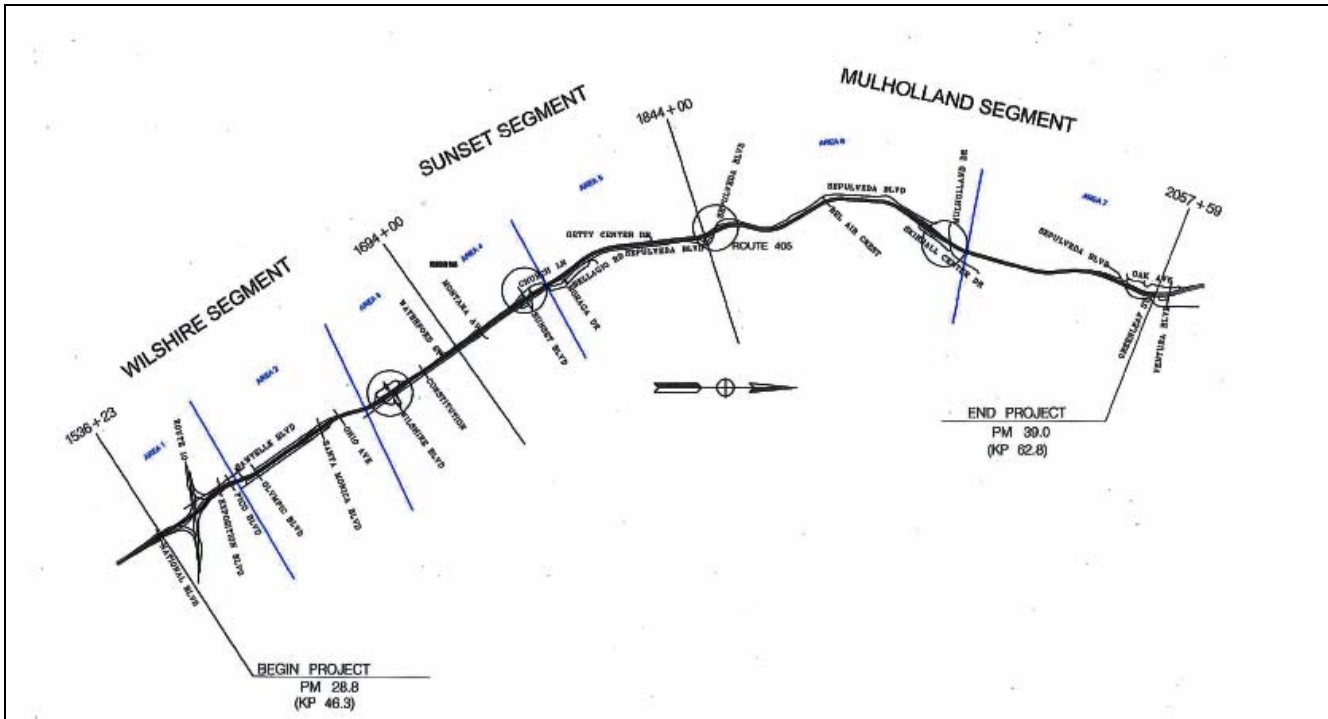
Concern No. 6: Review Support from COLA

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 the Project is 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 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	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11
Area 2 - RFC Plans	9/10/10A	○					
Bridge 21 Skirball Center Drive Completed Installation of Temporary Walkway	9/18/10A	○					
Bridge 21 Skirball Center Drive OC - RFC Plans	9/30/10A	○					
Bridge 5 Ohio Ave UC - RFC Plans	10/1/10*		○				
Bridge 16 Sunset OC Abutment	10/04/10		○				
Bridge 16 - RFC Plans	10/05/10		○				
Area 7 - RFC Plans	10/11/10*		○				
Bridge 21 Skirball Center Drive OC Demolition	10/12/10		○				
Area 4 - RFC Plans	10/15/10		○				
Bridge 7 - RFC Plans	10/15/10		○				
Bridge 8 Wilshire - RFC Plans	10/15/10*		○				
Bridge 9 - RFC Plans	10/15/10		○				
Wall 1746	10/18/10		○				
Area 6 - RFC Plans	10/19/10*		○				
Bridge 24 - RFC Plans	10/22/10		○				
Bridge 15 - RFC Plans	10/27/10		○				
Bridge 23 - RFC Plans	10/29/10		○				
Bridge 2 - RFC Plans	10/29/10		○				
Bridge 6A Wilshire Blvd Off-Ramp Abutment	11/1/10			○			
Bridge 1 - RFC Plans	11/12/10			○			
Bridge 3 - RFC Plans	11/12/10			○			
Bridge 20 - RFC Plans	11/12/10			○			
Bridge 12 Excavation	11/23/10			○			
Bridge 14 - RFC Plans	11/24/10			○			
Bridge 22 - RFC Plans	11/26/10			○			
Bridge 17 - RFC Plans	11/30/10			○			
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	FHWA Federal Highway Administration Approval

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11
Bridge 5 - Ohio Ave. Footing & Pile Cap/Abutment Wing Walls	1/11/11					○	
MSE Wall 1672 Begin Erect MSE Panel NB	1/11/11					○	
MSE Wall 1985 Begin Structural Excavation	1/4/11*					○	
Bridge 10 - RFC Plans	1/15/11					○	
Bridge 11 - RFC Plans	1/15/11					○	
Bridge 16 - Sunset OC-Footing/Pile Cap	1/25/11					○	
MSE Wall 1782 Begin Structural Excavation	2/9/11*						○
Bridge 16 - Sunset OC-Piers/Columns/Abutment Wing Wall	2/9/11						○
Bridge 23 Sepulveda - Begin Demo Wing Walls Bridge Barrier	2/10/11						○
Begin Demo Soundwalls Santa Monica Area	2/11/11						○
Soundwall 1685 Begin Sound Wall SB Alignment	2/14/11*						○
MSE Wall 1675 Begin Structural Excavation	2/15/11*						○
MSE Wall 2041 - Erect MSE Panel	2/22/11						○



Metro Milestone



Design/Build



Third Parties Approval

CT

Caltrans Milestone

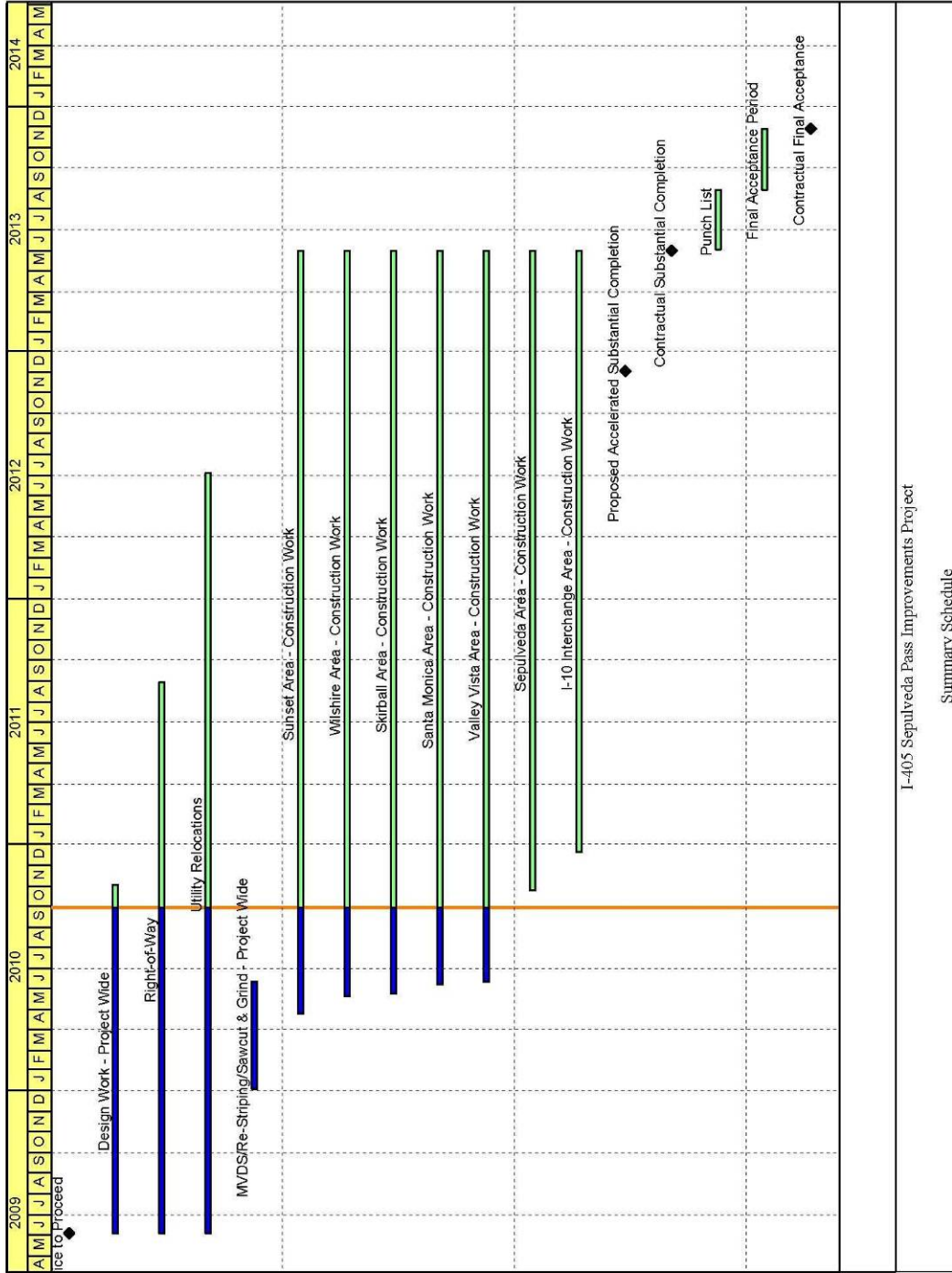
*

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

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: SEPTEMBER 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	916	32,987	1,486	28,911	-	110,494	-
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	1,563	154	2,725	154	2,719	-	1,563	-
3	CS	CONSTRUCTION SUPPORT	28,000	-	-	250	1,538	250	1,538	-	-	-
4	C	CONSTRUCTION	823,900	-	800,074	-	720,922	10,177	186,582	-	800,074	-
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	99,869	599	12,853	197	10,065	-	99,869	-
TOTAL PROJECT			1,034,000	-	1,034,000	1,920	792,481	12,264	251,271	-	1,034,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 31, 2010
KIEWIT EXPENDITURES ARE ONLY THROUGH JUNE 30, 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 \$1.920M this period for LA County, utility relocations, service contracts, and Metro/Caltrans staff charges.

Expenditures

Expenditures are cumulative through August 2010. The expenditures increased by a total of \$12.3M this 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 and DWP expenditures. Caltrans expenditures for the period included staff charges for engineering, right-of-way support and construction support costs. The Kiewit invoice covering June 2010 for \$10.2M was processed this period. The \$251.3 million in Project Expenditures to date represents 24.31% of the Original Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

SEPTEMBER 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%	\$65.039	56%	\$18.170	16%
FEDERAL ARRA	\$189.900	\$189.900	\$189.900	\$189.900	100%	\$156.095	82%	\$156.095	82%
STATE CMIA	\$614.000	\$614.000	\$0.000	\$431.843	70%	\$0.000	0%	\$0.000	0%
STATE TCRP	\$90.000	\$90.000	\$42.000	\$42.000	47%	\$28.499	32%	\$28.499	32%
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	\$792.481	77%	\$251.271	24%	\$204.402	20%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 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.

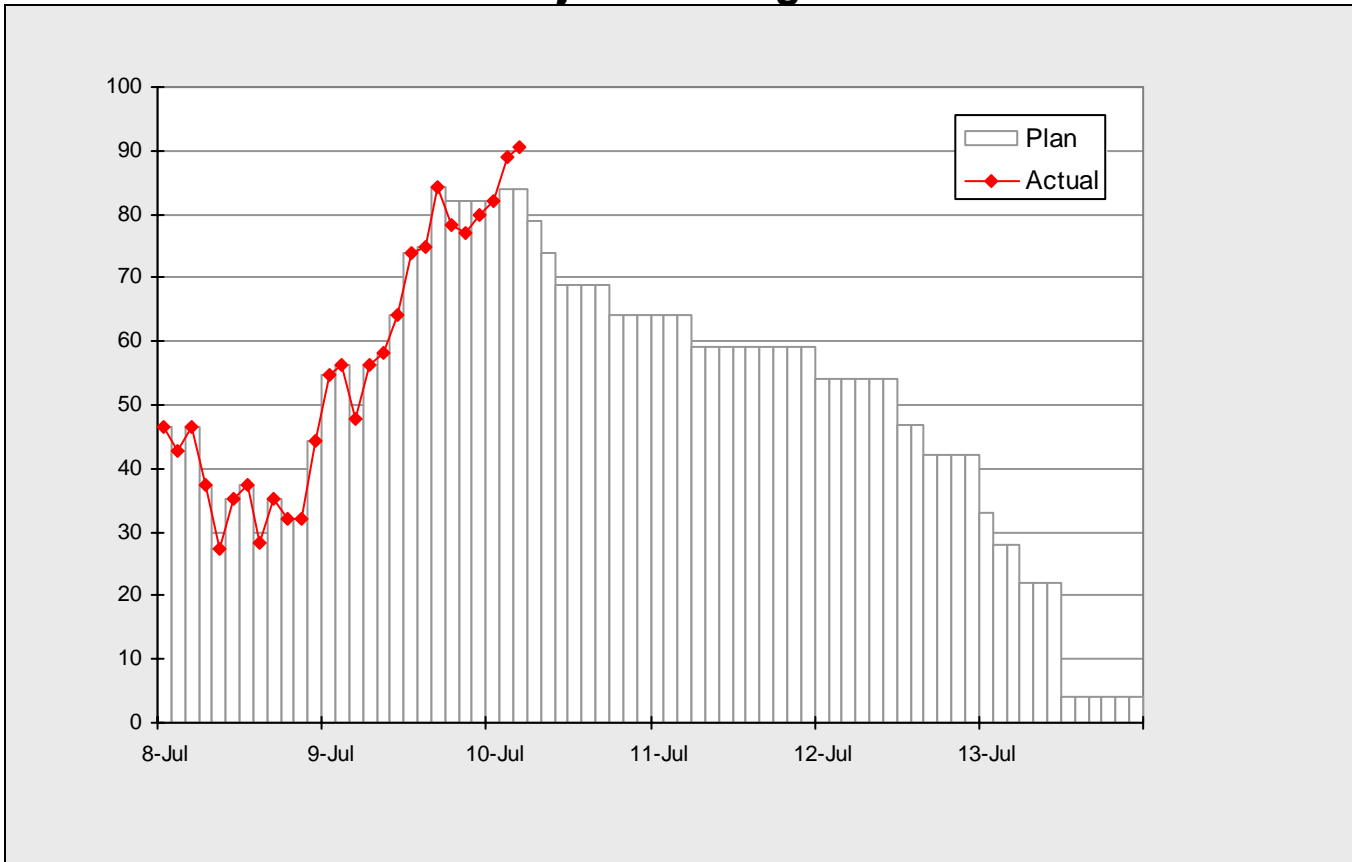
STATE TCRP: \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

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

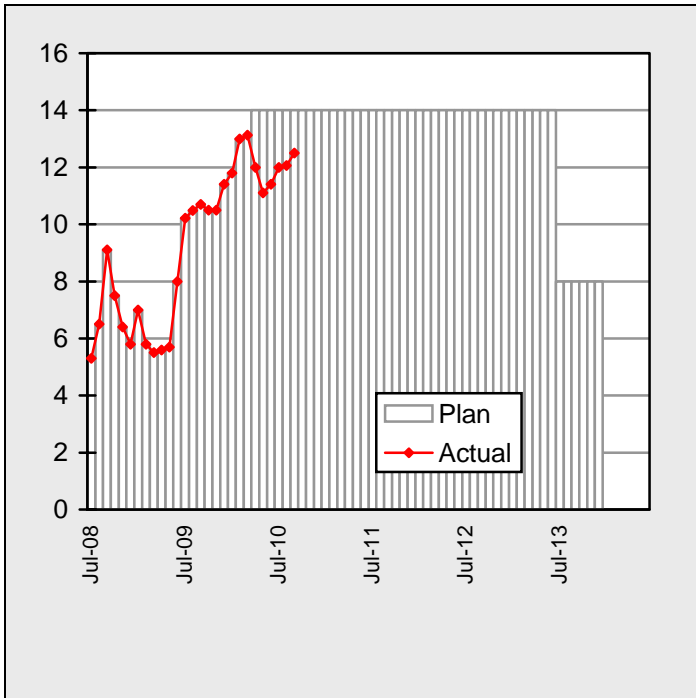


Total Project Staffing

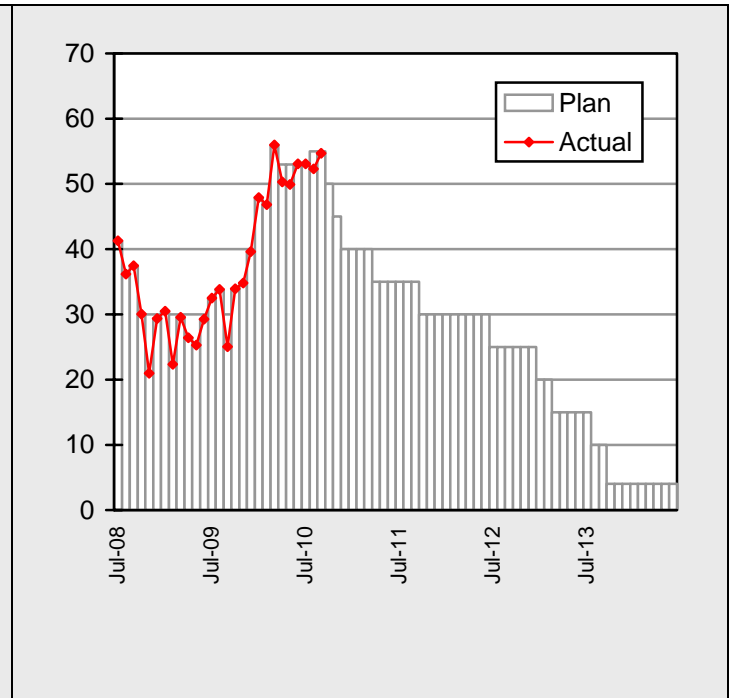
During this period, Metro was required to comply with a Federal audit to convert Independent Contract staff to “As needed.” Due to limitations for this classification and to meet the needs of the Project, resources were reallocated to the Construction Management Consultant Contract. Additionally, resources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

STAFFING STATUS

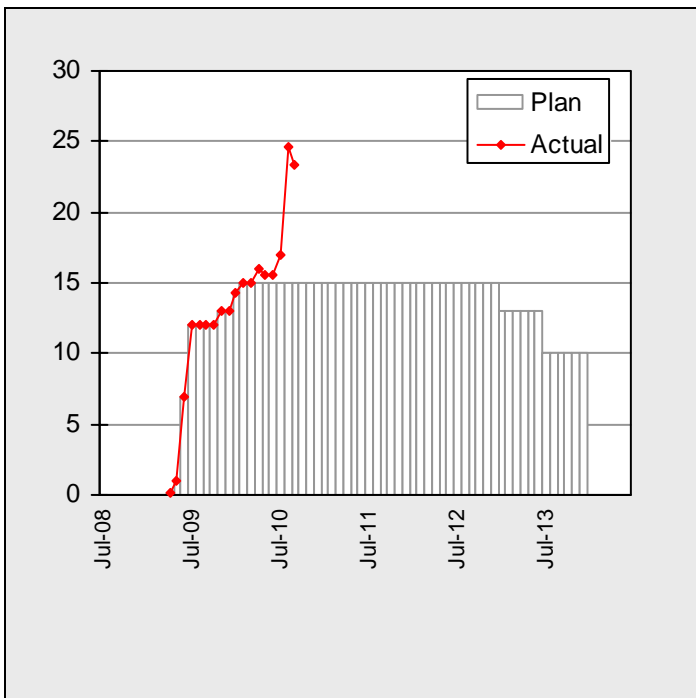
MTA - FTEs



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 (Parcel 79610) – 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 (79629) – Presently working to acquire a Right-of-Entry (ROE), while at the same time moving forward with condemnation.
- Metropolitan Water District of Southern California (Parcel 79612) – 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 (Parcel 79630) – 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 (79586, 79711) containing the Breitburn oil line are impacted because of a 2008 law preventing VA from transferring the parcel.
- The General Services Administration parcel (79559) 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
13	Available for Construction
15	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.
- Calculated Department of Fish & Game jurisdictional impacts to trees (inventory) according to 1600 Permit Conditions for preparation of in-lieu fee transfer.
- Coordination with Caltrans Legal and Bel Air Crest Association regarding amending existing Settlement Agreement with Bel Air Crest Master Association.
- Coordination with the County regarding Mission Dump Road and associated Environmental Clearances required for the project.
- Coordination with Santa Monica Mountains Conservancy and National Park Service on wildlife fencing plans.

COMMUNITY RELATIONS STATUS

- Distributed construction notices for the following construction activities: 1-10 connector closures, Santa Monica Blvd. ramp metering, Sepulveda Blvd. potholing, Ohio Ave. excavation and parking restrictions, Sunset Bridge wing wall removal, Sunset Bridge abutment demo, temporary lighting installation on Sepulveda Blvd. Wall 1720/1730 pile driving, Montana Ave. GSRD demo, Exxon Mobil tie-in and 36-hour closure on Sepulveda Blvd., Skirball Bridge demo preparation including traffic reconfiguration, bracket installation and early prep work, Valley Vista Bridge surveying and potholing, Bel Air Crest Bridge survey, and Sherman Oaks slope investigation.
- Attended and presented at the following meetings: Elected Official's Briefing, Community Advisory Committee (CAC) Meeting, Montana Regency HOA (2 meetings), West LAPD Traffic Committee, Bel Air Crest HOA, and Bel Air Crest Beverly Crest Neighborhood Council.
- 1630 followers on Twitter.
- 726 fans on Facebook.
- 185 subscribers Nixle.
- Daily construction updates available on project hotlines, website and Go511 telephone service 9720 page views on website.
- Website now has specific Skirball Bridge, Mulholland Bridge and Sunset Bridge pages featuring renderings of each bridge.
- Photo Gallery now has four galleries.

QUALITY ASSURANCE STATUS

- Metro Quality participated in the following meetings:
 - Pre Activity Meetings for Walls 1685 & 1686
 - Pre Activity Meetings for Excavation & Construction of Wall 1640 & Bridge 5
 - Excavation & Construction of Soil Nail Walls 1940 & 1941
 - Pre Activity Meetings for Cast in Place Walls 1599A & 1632
- Fifteen Discrepancy Reports (DR's) have been issued to date by Kiewit; four are now closed.
- Ten Nonconformance Reports (NCR's) have been issued by Kiewit to date. Metro is monitoring resolution and corrective action implementation.
- Metro Project Quality Manager and Sr. Inspector traveled to Kiewit steel girder subcontractor, EW in El Centro, CA to perform a facility review.
- Metro Project Quality visited Kiewit subcontractor, Paramount Metals, in Long Beach, CA to perform quality surveillance.
- Metro Quality visited Kiewit pre-cast subcontractor, Con-Fab in Shafter, CA to coordinate the performance of independent test operation by Metro's consultant lab, MacTec Inc.
- 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

- Project to date recordable injury rate: 0.3. Two recordable injuries.
- Reviewed Construction Yard Development activities for adherence to the Project Security Plan.
- 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 Kiewit's Foreman's Safety Meetings and weekly progress meetings with IPO and Kiewit management personnel to discuss safety related issues and construction work activities.
- September Contractor work hours (Design and Construction): 78,109. Unseasonable wet weather reduced available road closure opportunities, resulting in a reduction in work hours from August 2010.
- Contractor project to date work hours (Design and Construction): 978,169.
- Total project to date work hours (Contractor and the IPO staff): 1,143,147.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	2/11	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	2/11	6/09	On 7/29/10, LACMTA provided response to round two of County comments. Expect to meet with County in October 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: October 1, 2010																													
<p>Progress/Work Completed: Major work started/completed this period:</p> <ul style="list-style-type: none"> • Set beams at Bridge 16 Abutment 1 and 4. • Installed PC/PS pile at Bridge 4b Abutment 1 NB. • Installed walkway brackets for Skirball Bridge. • Excavated access road at Bridge 5 Abutment 2. • Complete demolition of roadway at 1685 / 1691. • Complete demolition of barrier at 1640. • Start construction at 1836 / 1852. • Start pioneer access for Bridge 15 Abutment 1. • Maintenance during construction - graffiti removal from k-rails, trash and debris removal. <p>Major submittals completed this period:</p> <ul style="list-style-type: none"> • Retaining Wall 1981 - 100%. • Skirball Area 6 MOT - 60%. • Various NDCs - 24, 25, 26, 27, 33, 31, 36, 37, 39 and 42. • Valley Vista Area 7 24" waterline - 100%. • Bridge 16 precast girders shop drawings/ calcs/ concrete mix. • Wall 1632 FDC 5. • Bridge 21 Skirball Bridge k-rail support bracket design. • Mulholland Bridge Historical Report. • Station 2019 Slope Investigation Work Plan. <p>Areas of Concern:</p> <ul style="list-style-type: none"> • Reversible Lane Project on Sepulveda Blvd. 		<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • Construction of Walls 1685/1691/1640/1836/1852. • DWP power undergrounding. • Pile driving for Bridge 16. • 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 pile driving. • Bridge 15 drill and set beams at Abutment 1. • Bridge 4 delivery of pile and rebar. • Bridge 4 Abutment 2 NB pile driving. • Exxon Mobil 16" utility relocation. • Demolition north-end of Skirball Bridge. • Maintenance during construction. 																													
			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"> <tr> <td>Notice of Award</td> <td>04/29/09</td> </tr> <tr> <td>Notice to Proceed</td> <td>06/02/09</td> </tr> <tr> <td>Original Contract Duration (CD)</td> <td>1640</td> </tr> <tr> <td>Approved Time Extensions (CD)</td> <td>0</td> </tr> <tr> <td>Current Contract Duration (CD)</td> <td>1640</td> </tr> <tr> <td>Elapsed Time from NTP (CD)</td> <td>487</td> </tr> <tr> <td>Contract Elapsed Time Percent</td> <td>29.7%</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)	487	Contract Elapsed Time Percent	29.7%	<p>Cost Summary: \$ In 000's</p> <table border="0"> <tr> <td>1. Award Value:</td> <td style="text-align: right;">720,922</td> </tr> <tr> <td>2. Executed Modifications:</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td style="text-align: right;">710.00</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">721,632</td> </tr> <tr> <td>5. Incurred Cost:</td> <td style="text-align: right;">195,816</td> </tr> <tr> <td>6. Percent Incurred Cost:</td> <td style="text-align: right;">27.1%</td> </tr> </table>				1. Award Value:	720,922	2. Executed Modifications:	0.00	3. Approved Change Orders:	710.00	4. Current Contract Value (1 + 2 + 3):	721,632	5. Incurred Cost:	195,816	6. Percent Incurred Cost:	27.1%
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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.
August 2, 2010	Commenced construction on Bridge 4a/b.
August 16, 2010	Commenced ExxonMobil 16” utility relocation at Bridge 16.
August 20, 2010	Operating Engineers Local 12 initiate labor action by striking.
August 24, 2010	Completed ductbank work on Sepulveda for DWP utility undergrounding.
August 24, 2010	Commenced construction of Walls 1720/1730.
August 24, 2010	ITS Backbone is cut.
September 7, 2010	DWP started pulling wires for utility undergrounding on Sepulveda.
September 9, 2010	Operating Engineers Local 12 Labor action is settled and strike ends.
September 13, 2010	Completed the excavation of Roadway at 1685/1691.
September 15, 2010	Completed the removal of Wall 1665.
September 18, 2010	Completed installation of Temporary walkway at Skirball Bridge.
September 28, 2010	Pioneer access to Sunset on-ramp, Bridge 15 Abutment 1.

CONSTRUCTION PHOTOGRAPHS



Removing existing chain link fence and embankment fill at CIP Wall 1640.



Excavation and hauling off ADLY1 material.

CONSTRUCTION PHOTOGRAPHS



Demolition of existing soundwall for MSE Wall 1685.



Project removal of trees at bridges 9, 10 and 11.

CONSTRUCTION PHOTOGRAPHS



Clear and grub Wall 1720/1730.



Excavating bench Walls 1720/1730.

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