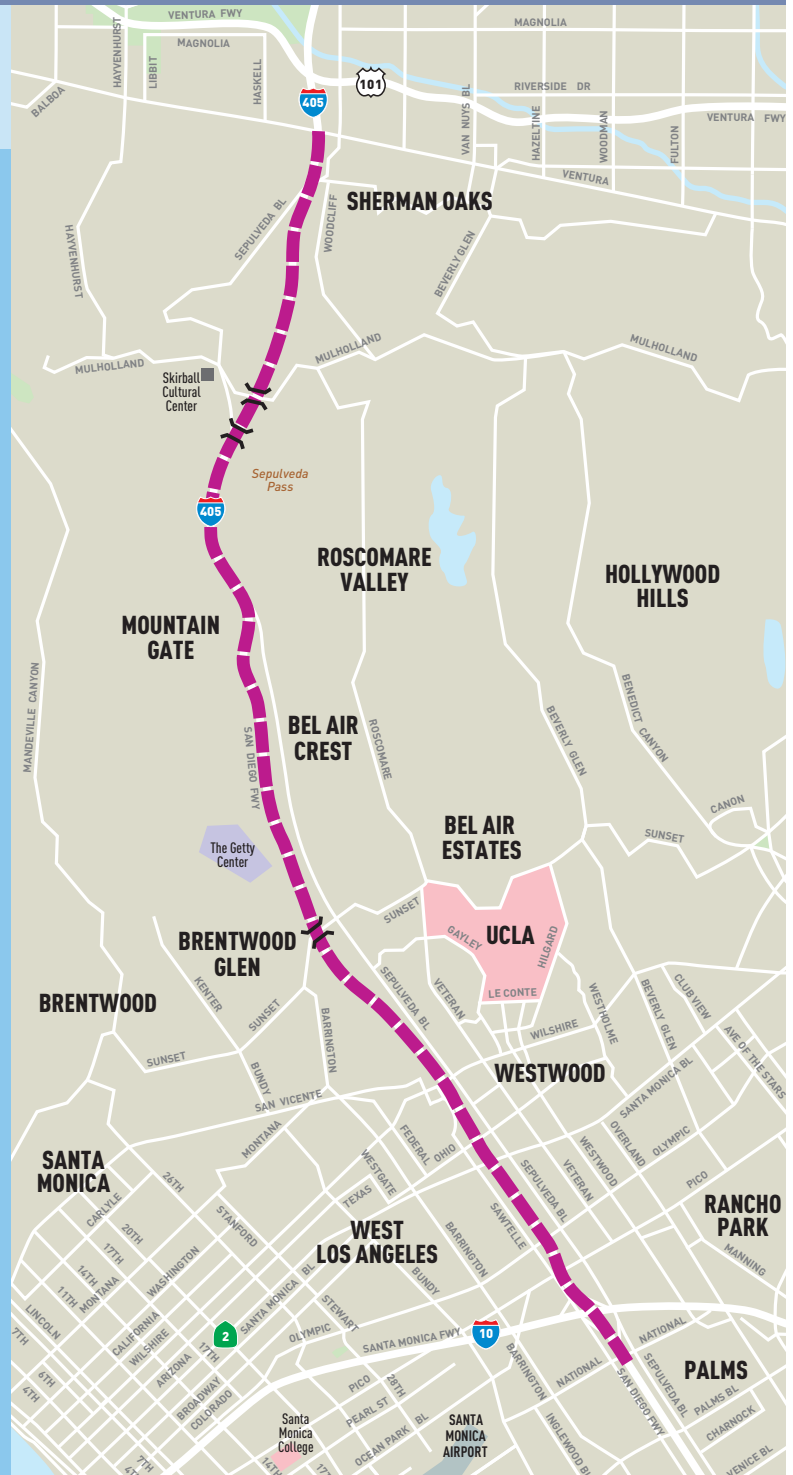




I-405 Sepulveda Pass Improvements Project

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.

DECEMBER 2011

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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.

Veterans Administration License to Enter agreement is finally complete with many thanks to Elected Officials such as Zev Yaroslavsky for his timely intervention with the VA. In addition, other Agencies' staff such as Caltrans Andrew Nierenberg and his team played a major role in getting this agreement in place.

The Mechanically Stabilized Earth (MSE) walls failures that were under construction are being investigated by Contractor, Caltrans, and Contractor Insurance Company, and all of these are being reviewed by Metro Quality staff. Contractor does not have an exact reason for the failure at this time, but the Project expects a result by end of January 2012. In the mean time, the contractor has made the failed wall safe and is monitoring all MSE walls, and in some cases is starting deconstructing walls to ensure that there are not any safety issues.

The Recovery Schedule is complete except there are areas at this time that are about four months behind but the Project believes this could be mitigated to keep the Contractual Substantial Completion date of May 31, 2013. Project is not sure if there will be a cost to the project or contractor to pull the date back to May 31, 2013, and therefore Metro is assessing options to maintain the project original completion date.

PROJECT OVERVIEW & STATUS (Cont'd)

Key project activities for December 2011 include:

- MSE Wall 1897 experienced a rupture of a section of the wall along Northbound Sepulveda Boulevard. Several wall panels and backfill were displaced but remained within the construction boundary and did not impact traffic along Sepulveda Boulevard or I-405. Kiewit suspended work on all MSE Wall construction activities and initiated an investigation of MSE Wall 1897 to determine the cause of the rupture. Kiewit also initiated inspections of all MSE Walls, project-wide, to determine their condition. An investigation report will be prepared and submitted in January 2012.
- The change order for the construction of Area 5 Realignment was executed. Kiewit began construction activities for the realignment on the Northbound and Southbound sides of the I-405, south of Bridge 18-Getty Center Drive.
- Bridge 22-Mulholland Drive east and west bent columns were poured and formwork on each column was stripped. Bridge 22 abutments 1 and 4 were also poured. The I-405 Northbound and Southbound Lanes were re-stripped and shifted to provide construction space in the center median under the bridge to begin erection of falsework.

MANAGEMENT ISSUES

Concern No. 1: Align I-405 Closer to the Getty Parking Structure (96" MWD Waterline)

Status/Action Resolving cost estimates and schedule concerns with Kiewit at this time, otherwise the change is going forward as approved.

Concern No. 2: Provisional Sums

Status/Action There will be a significant cost increase in Provisional Sums caused by unknown utility conflicts at time of bid. At this time, it appears that these costs could be covered with contingency (\$50-60m), but other issues such as changes not addressed today could be impacted later in the project.

Concern No. 3: One Team with Caltrans and Metro

Status/Action Closed.

Concern No. 4: Reversible Lane Project on Sepulveda

Status/Action Project has decided to undertake part of this work and is proceeding in that direction. Metro does not have a timetable for resolution at this time.

Concern No. 5: Review Support from COLA

Status/Action LACMTA 3rd party chief is wrapping up details of funds transfer to BOE to allow BOE to bring on consultant staff to do reviews at IPO. Recent Level 1 escalation meetings with Mike Brown (LABOE) and the I-405 Project have been productive, and this process will continue.

Concern No. 6: Kiewit and Metro Estimating Approaches

Status/Action Metro and Kiewit have found it difficult to reconcile estimates. While Metro has changed staff and refocused efforts on estimates to try and resolve issues with Kiewit, the Project still continue to have problems. The following steps are being taken to resolve this once and for all:

1. Metro has hired 2 new estimating staff, one to lead the estimating group and one to manage the estimating group, processes, and negotiations with Kiewit.
2. The Project is looking to hire 2 more estimators in the next month which should be sufficient, but the progress will be monitored to assess the efficiency.

MANAGEMENT ISSUES (Cont'd)

3. At the end of January 2012, the Project will have a timetable for all estimates to be completed, inclusive of PSAs and CNs.

Concern No. 7: Mulholland Bridge Realignment

Status/Action In March 2012, the Project will have enough confidence to set the new demolition date. At this time, Metro is resolving issues and schedule with Kiewit related to rephasing of Mulholland Bridge.

Concern No. 8: Recovery Schedule

Status/Action The VA agreement is finally in place and the work schedule will be assessed shortly. In addition, Kiewit is having problems with the MSE walls which may impact the schedule as well. The Project is working with Kiewit and Caltrans to determine means and methods to achieve Substantial completion of May 31, 2013. The latest impacts may make it harder to achieve this date, but Project is still working on these issues.

Concern No. 9: Project Cost and Schedule Reassessment

Status/Action The Project is currently working on a total project cost and schedule assessment to identify cost exposures for all the involved factions including, but not limited to, design and construction, right-of-way capital, utilities, third parties, project staffing and support, and community affairs. It is expected to be February 2012 before all the issues are resolved with schedule and cost.

Concern No. 10: Real Estate Cost Reassessment

Status/Action Caltrans is reassessing the cost of real estate capital due to additional costs for extension of Temporary Construction Easements (TCE) and full-take of additional parcels which are all more than originally anticipated.

Concern No. 11: Widening of Sepulveda between Montana and Church

Status/Action Project and Kiewit started fact-finding to resolve the cost estimate issues a while ago but the progress is very slow. Once Area 5 (Getty) cost estimate is resolved, the Project can refocus on this area. This change has been approved by the Board, and it is part of the Westwood Hills lawsuit settlement and resolution of issues with the LADOT regarding the width of Sepulveda.

MANAGEMENT ISSUES (Cont'd)

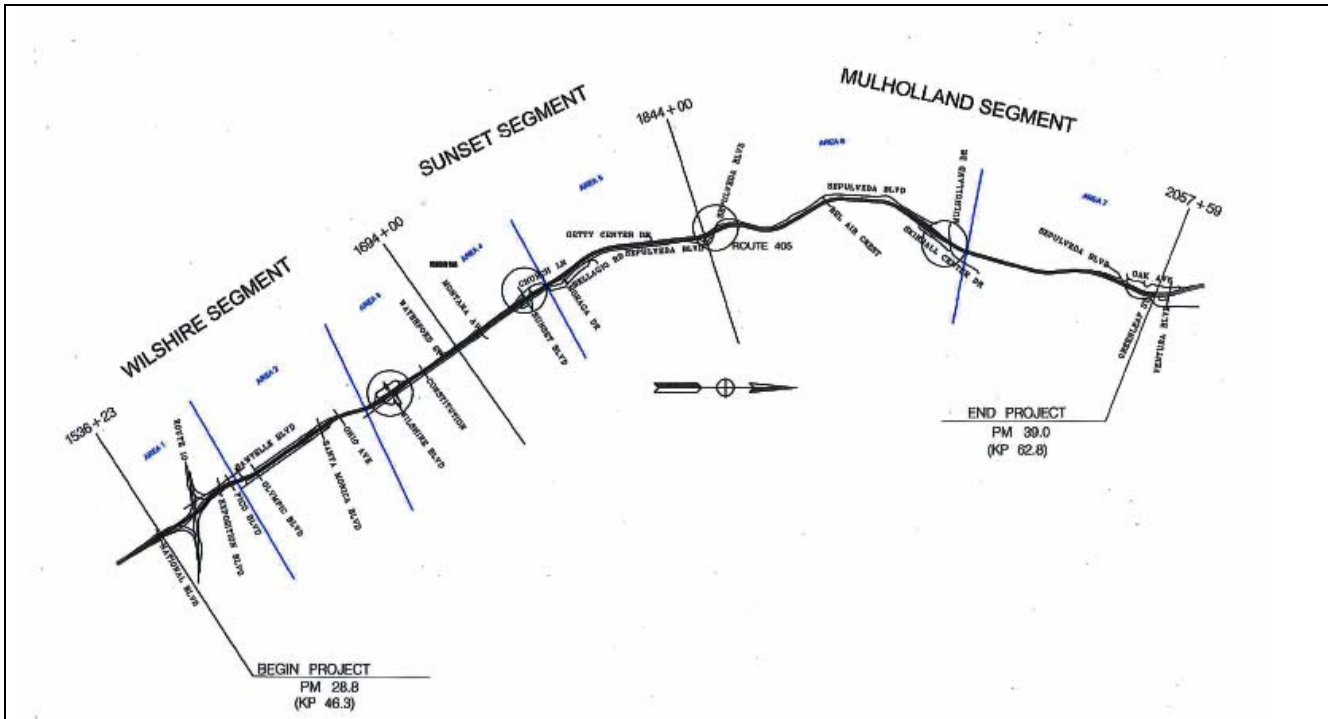
Concern No. 12: Retaining Walls 1720 and 1730

Status/Action The changes to these walls are related to the potential Westwood Hills lawsuit settlement, LADOT requests for widening of Sepulveda, and reduced work for Kiewit at this location. Metro has been fact-finding with Kiewit for quite some time to get closer to resolving cost estimate differences. Area 5 (Getty) is taking priority so the resolution of this issue may be delayed. Metro Board approved the initial change and the Project is working under the assumption that this work is a credit to the project.

Concern No. 13: Giro Lawsuit

Status/Action This issue is very close to being resolved with some cost impact to the project to realign NB Getty On-Ramp and some changes to the existing wall, wildlife under crossing, and signalization on Sepulveda. County Consul is looking for the layout of new work to show that it does not impact easement with Giro. Caltrans has estimated for the layout to be ready by mid-January 2012.

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	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12
Bridge 22 Mulholland - Pour Abutment 1	12/1/11A	○					
Shell Pipeline N698 at Bridge 2 Exposition; Begin relocation	12/1/11A	○					
NW 1 Connector - Complete subgrade for pavement	12/8/11A	○					
Bridge 5A Ohio UC; Begin Installation of Concrete Girders	12/17/11A	○					
Bridge 16 Sunset - Begin driving piles at Bent 3	12/19/11A	○					
Bridge 15 Sunset NB On-ramp - Begin installation of falsework	12/19/11A	○					
UID # N-1403 AT&T-TCG Fiber Optic Underground Ductbank (Part II) - Sunset Bridge; Begin Construction	1/3/12*		○				
Bridge 4 Santa Monica UC - Complete installation of Top Deck & Diaphragms	1/6/12*		○				
UID # 307 24" Storm Drain at Wilshire Blvd; Begin Construction	1/11/12*		○				
Storm Drain # 308 - 24" RCP - 1666+60-1 - at Wilshire - Begin Construction	1/11/12*		○				
UID # N-1057 Telecom Duct Bank Station 2041+00-1 Valley Vista; Begin Construction	1/17/12*		○				
W-Bdg 3-Olympic-P C Girder Top Deck & Diaphragms - PH 1 - Complete Construction	1/17/12*		○				
W-Bdg 3-Olympic-P C Girder Top Deck & Diaphragms - PH 2 - Begin Construction	1/18/12*		○				
Bridge 8 - NB Wilshire On-ramp - Complete Construction of Piers / Columns - (bent 6-8)	1/19/12*		○				
Bridge 15 Sunset NB On-ramp; Begin Form/Pour/Strip Top Deck	1/26/12*		○				
W-Bdg 3-Olympic-P C Girder Top Deck & Diaphragms - PH 2 - Complete Construction	2/8/12*			○			
Bridge 6A Wilshire SB Off-Ramp; Begin Installation of Steel Girder Top Deck & Diaphragms - Phase 1	2/10/12*			○			
Bridge 2 Exposition UC; Begin Construction of Piers/Columns (Bent 2 -4)	2/17/12*			○			
Bridge 15 Sunset NB On-ramp; Complete Form/Pour/Strip Top Deck	2/22/12*			○			
Bridge 6A Wilshire SB Off-Ramp; Complete Installation of Steel Girder Top Deck & Diaphragms PH I	2/29/12*			○			
Storm Drain # 308 - 24" RCP - 1666+60-1 - Wilshire - Complete Installation	3/6/12*				○		
UID # 196B LADWP Electrical Ductbank; Begin Wire Pull Construction	3/22/12*				○		

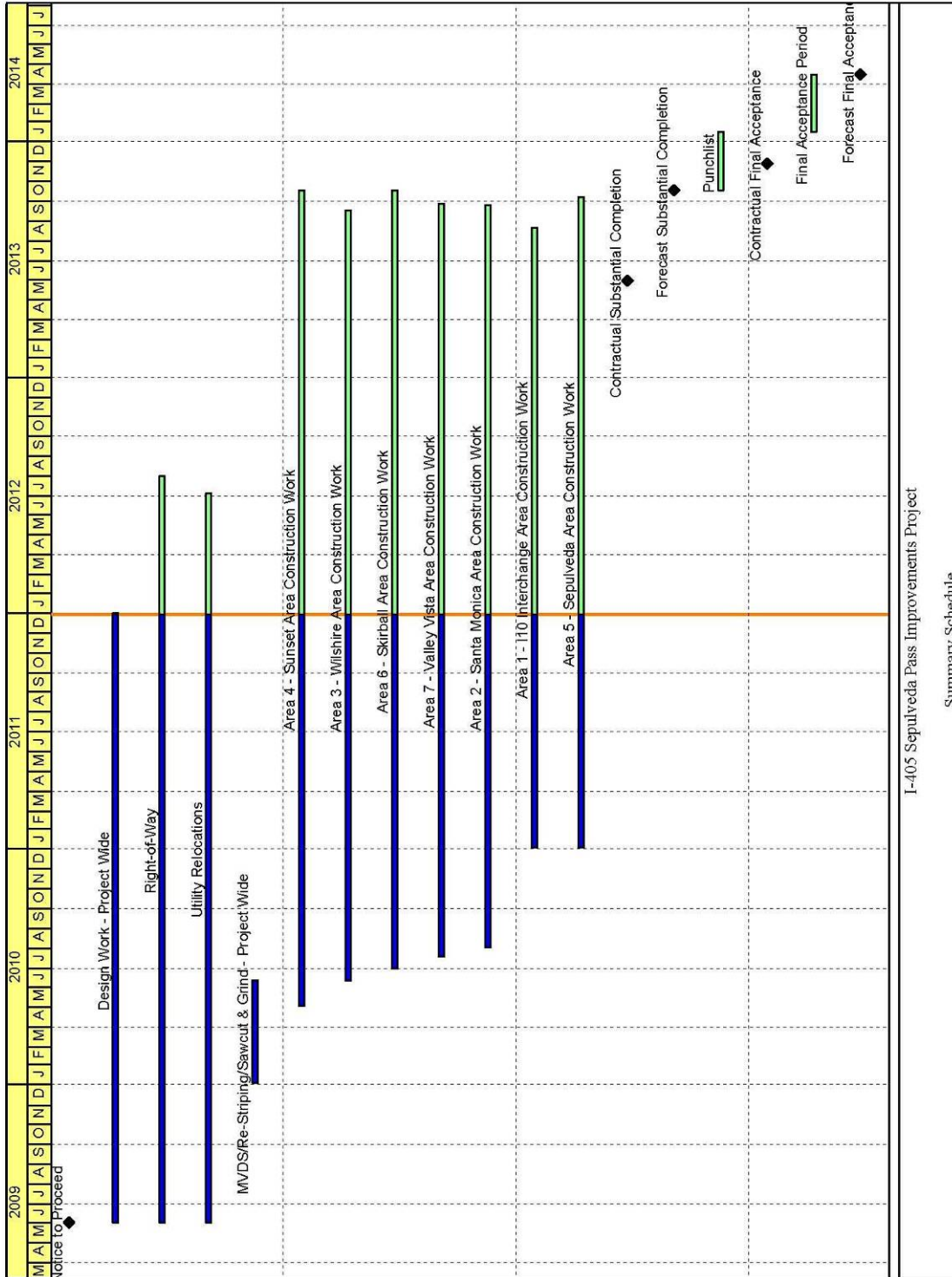
 Metro Milestone
  Design/Build
  Third Parties Approval
 Caltrans Milestone
 * New Date
  FHWA
 FHWA Federal Highway Administration Approval

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12
Bridge 10 & 11 - WB Wilshire Off & WB Wilshire On - Complete Driving Steel Piles (84 EA)(WEST)(OD from 7 to 6)	3/22/12*				○		
Bridge 22-Mulholland OC -Begin Installation of Bottom Deck	3/22/12*				○		
Bridge 10 & 11 - WB Wilshire Off & WB Wilshire On - Complete Driving Steel Piles (72EA) (EAST)	4/2/12*					○	
Bridge 7 - NB Wilshire Off-CIP Box Girder (Stem Spans 4-3) - PH 1 (OD from 19 to 12) Begin Installation.	4/5/12*					○	
Bridge 3 - Olympic - Complete Construction of Approach Slabs	4/6/12*					○	
Bridge 5B Ohio UC; Begin Installation of Concrete Girders	4/6/12*					○	
Bridge 5b - Ohio; PC Girder, Top Deck & Diaphragms - Begin Installation	4/10/12*					○	
Bridge 22 - Mulholland - Complete Form/Pour/Strip Bottom Deck	4/23/12*					○	
Bridge 16 - Sunset OC - Complete installation of Precast Concrete Girder (north)	5/1/12						○
Bridge 10 - WB Wilshire Off-ramp - Begin setting Precast Girders	5/18/12						○
Bridge 11 - WB Wilshire On-ramp - Begin setting Precast Girders	5/29/12						○
North Bound Off-ramp to Santa Monica - Complete LCB/Concrete Paving	5/29/12						○

 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. Based on the current project update, the primary critical path runs through the demolition and construction of the Mulholland Drive OC (Bridge 22), including permanent Utility relocations. The path continues through the Skirball Area (Mulholland Bridge) median work and ends with the permanent delineation of Area 6 (Skirball).

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: DECEMBER 2011
 DOLLARS IN THOUSANDS

PHASE #	PHASE CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
				PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
0	PA&ED	PROJECT APPROVAL & ENVIRO DOCS	22,000	-	21,457	-	21,457	-	21,457	-	21,457	-
1	PSE	PLANS, SPECS, & ENGINEERING	63,100	-	41,080	643	48,692	215	39,707	-	52,337	11,257
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	9,543	95	4,893	95	4,893	-	9,543	-
3	CS	CONSTRUCTION SUPPORT	28,000	-	52,307	705	22,907	1,136	17,442	-	80,382	28,075
4	C	CONSTRUCTION	823,900	-	810,427	24	736,872	24	337,323	-	810,127	(300)
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	99,186	1,681	32,903	1,811	22,001	-	60,154	(39,032)
SUBTOTAL PROJECT			1,034,000	-	1,034,000	3,148	867,724	3,281	442,823	-	1,034,000	-
4	C	CONSTRUCTION OF CITY OF L.A.'S REVERSIBLE LANES PROJECT	-	-	6,000	-	-	-	-	-	6,000	-
TOTAL PROJECT			1,034,000	-	1,040,000	3,148	867,724	3,281	442,823	-	1,040,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 30, 2011.
 KIEWIT EXPENDITURES ARE ONLY THROUGH SEPTEMBER 30, 2011 DUE TO INVOICING LAG.

PROJECT COST ANALYSIS

Original and Current Budgets

The Original 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. An additional \$6.0 million was approved by the Metro Board to add the City of LA's Reversible Lanes Project Scope funded by the City of Los Angeles. This brings the Total Current Budget to \$1,040 million.

Current Budget and Current Forecast

The Current Budget and Forecast remain the same at \$1,040.0 million. Trends 1 through 46 have been approved and are included in the Current Forecast. Project Budget Change Requests 1, 2, & 3 (PBCR) have been approved and included in the Current Budget.

Commitments

The Commitments increased by \$3.1 million this period primarily for purchase orders associated with LA County, consulting service contracts, real estate parcel acquisitions and Metro/Caltrans staff charges.

Expenditures

Expenditures are cumulative through November 2011. The expenditures increased by a total of \$3.3M this period. Expenditures for this period within the construction support phase included Caltrans project staff and miscellaneous consultant contract services. Costs in the right-of-way categories were for 3rd party Metro staff costs and for utility relocation expenditures. Caltrans right-of-way expenditures for the period included staff charges for right-of-way support and real estate parcel acquisitions. No Kiewit invoices were processed by the Metro Accounting Group this period. The \$442.8 million in Project Expenditures to date represents 42.6% of the Current Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

DECEMBER 2011

STATUS OF FUNDS BY SOURCE

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	APPROVED BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED TO FUNDING SOURCE * \$	%
FEDERAL SAFETEA-LU	\$117.000	\$117.000	\$117.000	\$117.000	100%	\$37.755	32%	\$37.755	32%
FEDERAL ARRA	\$189.900	\$189.900	\$189.900	\$189.900	100%	\$189.900	100%	\$189.900	100%
STATE CMIA	\$614.000	\$614.000	\$254.700	\$506.973	83%	\$183.987	30%	\$183.272	30%
STATE TCRP	\$90.000	\$90.000	\$42.000	\$42.000	47%	\$29.430	33%	\$29.430	33%
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	\$1.751	13%	\$1.751	13%	\$1.751	13%
SUB TOTAL FUNDS	\$1,034.000	\$1,034.000	\$626.700	\$867.724	84%	\$442.823	43%	\$442.108	43%
CITY OF LA **	\$6.000	\$6.000	\$0.000	\$0.000		\$0.000		\$0.000	
TOTAL FUNDS	\$1,040.000	\$1,040.000	\$626.700	\$867.724		\$442.823		\$442.108	

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2011.

* BILLING AMOUNT IS LESS THAN EXPENDITURES AMOUNT DUE TO SYSTEM LAG IN SUBMITTING INVOICES TO CALTRANS.

** CONSTRUCTION OF CITY OF LA REVERSIBLE LANES PROJECT.

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 CMIA: State Proposition 1B Bond sales provided \$254.7M to the project. Funds are available for drawdown.

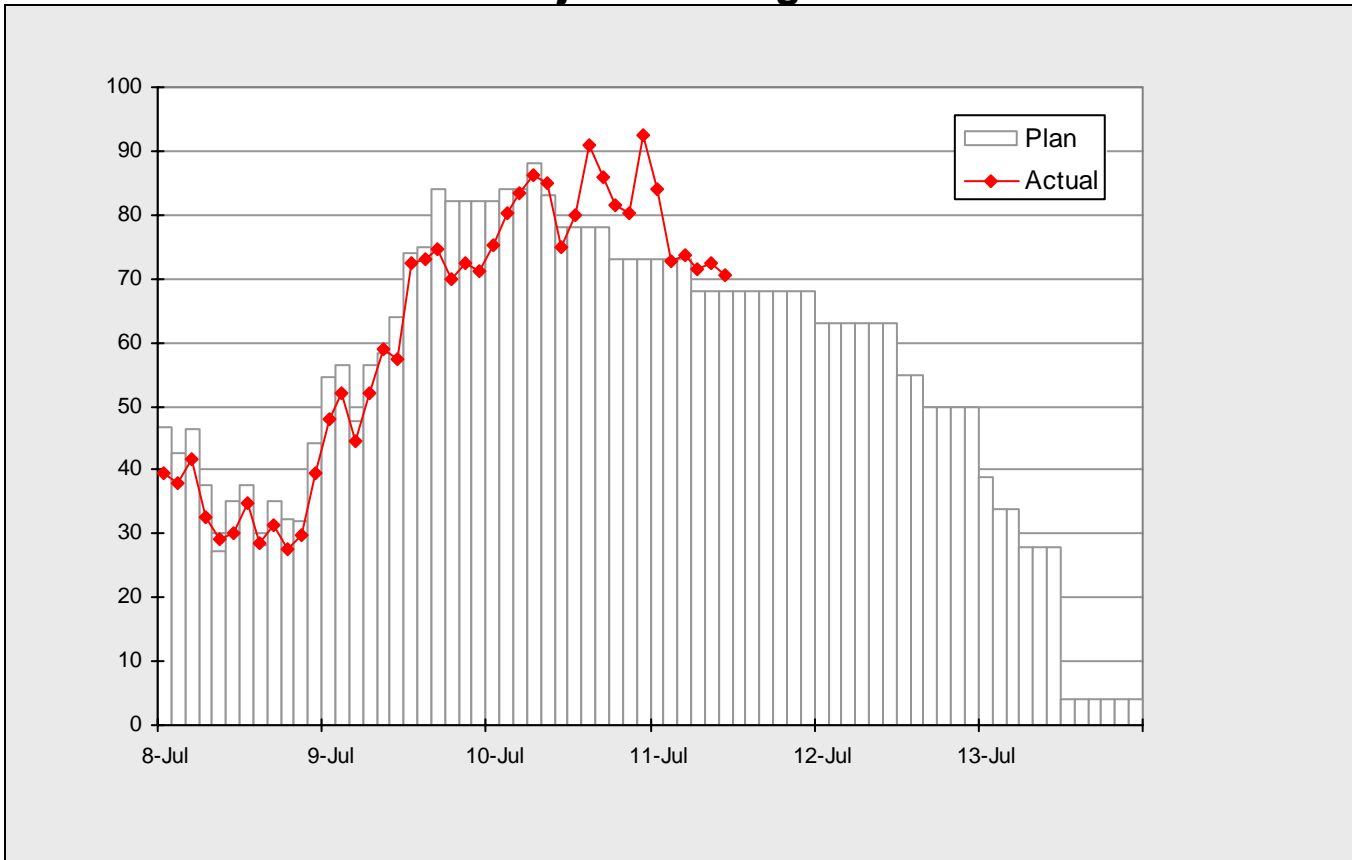
STATE TCRP: \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

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

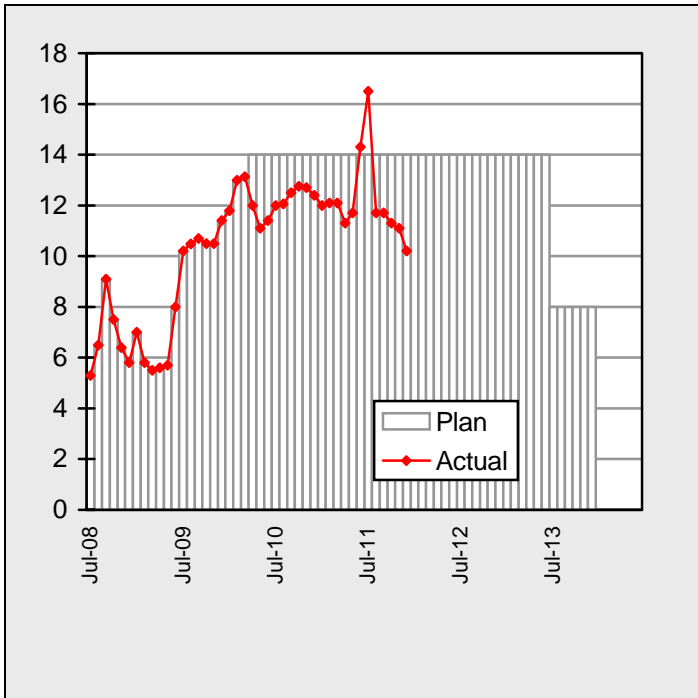


Total Project Staffing

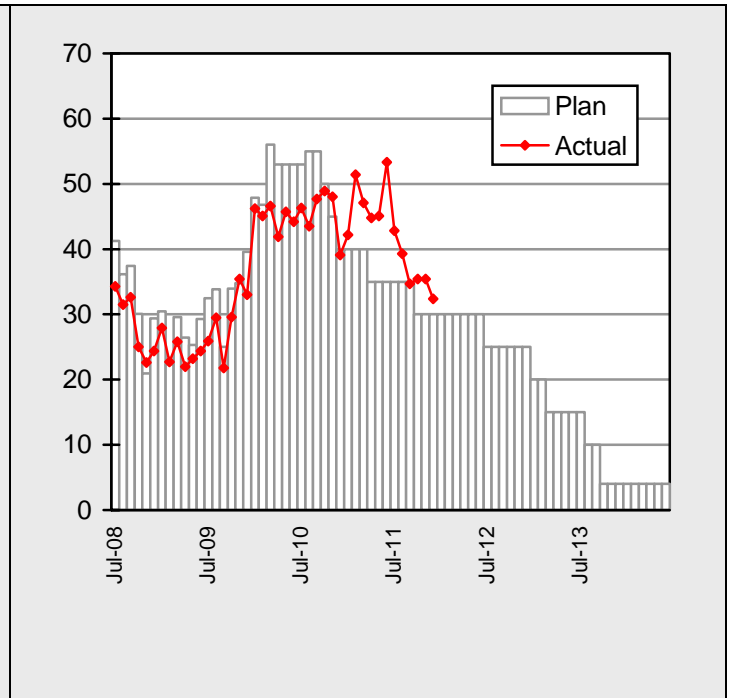
Metro was required to comply with a Federal audit to convert Independent Contract staff to “As needed.” Due to limitations for this classification and to meet the needs of the Project, resources were reallocated to the Construction Management Consultant Contract. Additionally, resources were brought on to assist in qualifying, estimating and processing changes to scope. Staff will be relooking at Caltrans to ensure that the labor forecast is valid.

STAFFING STATUS

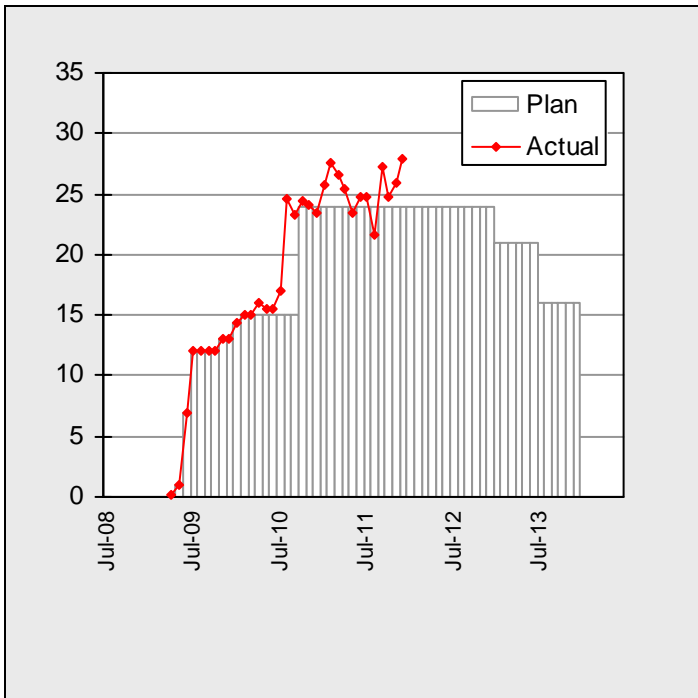
MTA - FTEs



CALTRANS- FTEs



STANTEC - FTES



REAL ESTATE STATUS

The Real Estate acquisition process is proceeding and the Project is working on obtaining and releasing the past due parcels to the Contractor

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 were acquired and turned-over to Kiewit on 11/22/11.
- The General Services Administration parcel (79559) will require additional attention to assure that acquisition does not impact construction. A License to Enter Agreement was issued to Kiewit on June 7, 2011.

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

32	Total Required Parcels
18	Available for Construction
8	In Appraisal Process
6	Deleted
7	Past Due with no apparent schedule impact

ENVIRONMENTAL STATUS

- Ongoing coordination with Santa Monica Mountains Conservancy (SMMC) and National Park Service on wildlife crossings and other issues.
- NPDES Permit requirement for quarterly monitoring activities submitted to the California Regional Water Quality Control Board on December 5, 2011.
- Notification sent to the California Department of Fish and Game on December 8, 2011 regarding a burrowing owl (State species of concern) that was found within the construction area on December 6th and 21st.
- Ongoing coordination regarding landscaping along Sepulveda Blvd. between Constitution and Sunset.

COMMUNITY RELATIONS STATUS

- Distributed construction notices for the following construction activities: Wilshire falsework, Beloit girders, Ohio girders, Bridge 15 falsework installation, full closures of Sepulveda Blvd, Department of Water and Power vault installation, full closure of Church Lane, sewer line jack and bore relocation on Sepulveda Blvd and Sunset cul-de-sac, sewer line relocation work at Homedale and Bronwood, Sunset Blvd full night closures for utility relocations, Sunset Blvd abutment demolition, Skirball Bridge utility relocation work, Mulholland Bridge directional freeway closures, Sherman Oaks retaining wall construction, Skirball Bridge directional freeway closures, and Sepulveda Blvd utility relocations.
- Participated in the following meetings: Landscape update with Mayor, Sepulveda widening at Fiume with Los Angeles Department of Transportation, Westwood Rotary Club, VA Kickoff Meeting, West Los Angeles Day Labor Center relocation, Los Angeles Fire Department and Los Angeles Department of transportation coordination meeting for Mulholland/Skirball Bridges, traffic mitigations for Brentwood Glen, Bel Air Association power relocation, Leo Baeck Temple, Sherman Oaks Neighborhood Council meeting and Mulholland Emergency Responders Meeting.
- Coordinated the following work activities: 3 week look-ahead at Beloit, south of Ohio, 3 week look-ahead at Beloit, south of Santa Monica, calendar of events coordination, Bob Pettit, John Achterhof's geologist, coordination of construction work activities around special events, modifying static signage for Skirball ramp, emergency response due to bridge reconstruction, Valley Vista temporary sound barrier wall, relocation of Skirball Bridge closures signage to facilitate traffic flow, monitored area of existing traffic conditions around the Sepulveda underpass in Sherman Oaks, and monitored construction work site of the Valley Vista area.
- 3,443 followers on Twitter.
- 1,527 active users on Facebook.
- 268 subscribers on Nixle.
- 18,083 page views on Website.

QUALITY ASSURANCE STATUS

- Metro Quality participated in:
 - Ten Pre-Activity Meetings.
 - Bi-weekly Project Quality Meeting and weekly Project and Owners staff meeting.
- Attended a Kiewit Quality Staff training session on Pile Driving.
- Continued review and approval of Kiewit Project Quality Inspection and Quality Assurance Oversight personnel.
- On December 1, 2011 a partial collapse of MSE Wall 1897 occurred. The partial collapse displaced about 24 wall panels. Kiewit elected to tear down MSE Walls 1665 and 1738A. All work on MSE Walls and at all subcontractors has been stopped. The configuration for replacement walls has not been determined.
- Nine Nonconformance Reports (NCRs) were issued this month.
- Five Deficiency Reports (DRs) were issued this month.

SAFETY AND SECURITY STATUS

- There were no injuries on the Project in December. The worker whose knee was injured in September continues to be off work as surgery is scheduled.
- Safety Staff participated in pre-activity (readiness review) meetings to ensure compliance with approved Work Plans and contract specifications.
- Construction activities are monitored during day and night shifts to ensure contractor compliance with contract specifications.
- Safety staff attended weekly Progress Meeting, Foreman's Weekly Safety Meetings and other project meetings to evaluate Contractors Safety Program compliance with contract requirements.
- December Contractor Work Hours (Design & Construction): 140,913
- Contractor – Project to Date Work Hours (Design & Construction): 2,716,882
- Total Project to Date Work Hours (Contractor & the IPO Staff): 3,070,073
- Project to Date Recordable Injury Rate: 0.6 (Nine Recordable Injuries) (each rate is per 200,00 work hours)
- Project to Date Total Time Away Injury Rate: 0.1 (Two Time Away From Work Injuries)
- Project to Date Total Days Away Rate: 14.4 (220 Days Away From Work)
- The contractor continues to submit updates to the Project Security Plan for new areas of construction and storage.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	6/12	6/09	A stand-alone Master Cooperative Agreement (MCA) between the City of Los Angeles and LACMTA is currently being drafted for the I-405 Project.
Los Angeles County Department of Public Works/Los Angeles Flood Control District	MCA	Cancelled	Cancelled	On advice of County Counsel, LACMTA is not required to enter into a Master Cooperative Agreement with the Los Angeles County Department of Public Works/Los Angeles Flood Control District since the I-405 Project is a State Project, not a LACMTA Project.
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: December 30, 2011																													
<p>Progress/Work Completed: Major work started/completed this period:</p> <ul style="list-style-type: none"> • Bridge 1 I-10 Connector - Drilled and set CIDH at Bent 22. • Bridge 5A Ohio UC - Began installation of griders. • Bridge 16 Sunset OC - Drive piles at Abutment 4 and Bent 3. • Bridge 16 Sunset OC - Set column cages at Bent 2. • Bridge 17 Church Lane UC - Bagan SOE installation. • Shell Pump Station - Began relocation. • Bridge 22 Mulholland OC - Poured Abutment 1. • Maintenance during construction - SWPPP cleanout and repairs, graffiti removal from k-rails, trash and debris removal. <p>Areas of Concern:</p> <ul style="list-style-type: none"> • Reversible Lane Project on Sepulveda Blvd. • MSE Wall investigation of deficiencies. • MSE Wall construction on hold pending outcome of investigation. 		<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • DWP power undergrounding. • VA sewer relocation and VA ductbank relocation. • Grading and paving. • Construction of Retaining Walls and sound walls. • Bridge 1 and 2 construction. • Bridge 3 construction. • Bridge 4a/4b construction. • Bridge 5 and Bridge 7 construction. • Bridge 8 and Bridge 9 construction. • Bridge 12 and Bridge 13 construction. • Bridge 15 and Bridge 16 construction. • Bridge 17 construction. • Bridge 21 and Bridge 22 construction. • Maintenance during construction. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Bridge 3 Olymic UC complete top deck and diaphragms. • Bridge 4a/4b Santa Monica UC top deck and diaphragms. • Bridge 8 NB Wilshire on-ramp complete pier/column construction. • Bridge 15 Sunset NB on-ramp begin form and pour top deck. 																													
			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	10/17/13	-139																								
Punchlist Complete			08/29/13	0	08/29/13	01/15/14	-139																								
Final Acceptance			11/27/13	0	11/27/13	04/15/14	-139																								
<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>942</td> </tr> <tr> <td>Contract Elapsed Time Percent</td> <td>57.4%</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)	942	Contract Elapsed Time Percent	57.4%	<p>Cost Summary: \$ In 000's</p> <table border="0"> <tr> <td>1. Award Value:</td> <td>720,922</td> </tr> <tr> <td>2. Executed Modifications:</td> <td>15,641</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td>450</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td>737,013</td> </tr> <tr> <td>5. Incurred Cost:</td> <td>363,241</td> </tr> <tr> <td>6. Percent Incurred Cost:</td> <td>49.3%</td> </tr> </table>				1. Award Value:	720,922	2. Executed Modifications:	15,641	3. Approved Change Orders:	450	4. Current Contract Value (1 + 2 + 3):	737,013	5. Incurred Cost:	363,241	6. Percent Incurred Cost:	49.3%
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CHRONOLOGY OF EVENTS

May 18, 2007	The Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) is issued.
May 22, 2007 to October 1, 2007	Public review of draft EIS.
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.
March 14, 2008 to April 14, 2008	Public review of Final EIS.
April 25, 2008	Record of Decision (ROD) approved.
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.

CHRONOLOGY OF EVENTS (Cont'd)

December 14, 2009	Project Quality Management System approved.
January 20, 2010	Project Baseline Schedule was approved.
January 27, 2010	Roadway Restriping commenced.
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.

CHRONOLOGY OF EVENTS (Cont'd)

October 12, 2010	Began excavation of Sunset Bridge 16 Abutment 1 Footing.
October 12, 2010	Began demolition of Skirball Bridge 21.
October 15, 2010	Completed demolition Skirball Bridge 21.
October 15, 2010	Began driving piles at Santa Monica Bridge 4.
October 15, 2010	Installed Beams at Sunset Bridge 16, Bent #2.
October 15, 2010	Began driving piles on Santa Monica Bridge 4.
October 19, 2010	Completed demolition of Sunset Bridge 16, Abutment 4.
October 21, 2010	Installed beams at Sunset Bridge 15 On Ramp, Abutment 1.
October 22, 2010	Began Demolition of Sunset Bridge 16, Abutment 1.
October 22, 2010	Installed Piles at Wall 1720.
October 25, 2010	Began Excavation at Walls 1685/1691.
October 28, 2010	Began the relocation of overhead power lines at Ohio Ave Bridge 5.
October 28, 2010	Clear and grub area at Wall 1746.
November 12, 2010	Completed demolition of soundwall, barrier rail, and overhang at Bridge 13.
November 15, 2010	Completed installation of SOE at Abutment 1 NB at Bridge 4 Santa Monica.
November 15, 2010	Completed demolition of existing ExxonMobil 16" Oil Pipeline.
November 17, 2010	Completed excavation of CIP at Wall 1640.
November 18, 2010	Began excavation at Wall 1635.
November 29, 2010	Began Excavation at Bridge 13.
November 30, 2010	Began relocation of SCE underground vault.

CHRONOLOGY OF EVENTS (Cont'd)

December 7, 2010	Began driving piles at Bridge 13 - Montana Avenue UC.
December 14, 2010	Completed Pile driving at Abutment 1 Bridge 16 Sunset OC.
December 15, 2010	Completed the installation of new power poles and raised the utility wires at Bridge 5 - Ohio Avenue.
December 16, 2010	Completed piles at abutments 1 and 2 for Bridge 13 Montana Ave UC.
December 17, 2010	Began installation of SOE beams at Bridge 15 Sunset on-ramp.
January 3, 2011	Began Construction of Piers and Columns at Bridge 16.
January 11, 2011	Began Construction Activities at Bridge 5.
January 13, 2011	Began Construction Activities at Bridge 12.
January 17, 2011	Began Installation of Footings and Pile Caps at Bridge 16.
February 1, 2011	Began Construction Activities at Bridge 21 – Skirball Center Drive.
February 14, 2011	Began Field Work relocating Storm Drain at Veterans Administration (VA).
February 21, 2011	Began Field Work relocating Chevron Oil Pipeline at Bridge 23 – Sepulveda UC.
February 23, 2011	Began Construction Activities at Bridge 15 – Sunset On-Ramp.
February 25, 2011	Completed Drilling and Placing Beams at NB Abutments 1 & 2 at Bridge 12 – Constitution UC.
February 28, 2011	Completed Pouring Columns at Bent 3, Bridge 16 – Sunset OC.
March 2, 2011	Began Field Work relocating LADWP 4" Waterline at Valley Vista.
March 2, 2011	Completed Driving 14" Square Piles at Bridge 3 Abutment 1.
March 15, 2011	Began Field Work relocating So Cal Gas Line at Wall 1746.

CHRONOLOGY OF EVENTS (Cont'd)

March 18, 2011	Completed Setting Soldier Beams at Bridge 15 Bent 2 & 3 Mainline.
March 23, 2011	Began Field Work Encasing Sewer Lines 401-403 at Walls 1720, 1730 and 1746.
March 31, 2011	Completed Setting and Backfilling Wall Panels at Wall 1942B.
April 4, 2011	Began Installation of Bent 2 & Bent 3 Columns at Bridge 21 Skirball Center Drive OC.
April 5, 2011	Began Installation of Storm Drain at Walls 1720 and 1730.
April 10, 2011	Completed Installation of Girders at Bridge 13 Montana Ave UC.
April 22, 2011	Completed Bridge 9 Wilshire Blvd. UC demolition for widening.
April 25, 2011	Began Work Relocating Shell Oil Line at Bridge 23 Sepulveda UC.
May 2, 2011	Began Relocation of Area 2 Sewer Lines # 201-203.
May 6, 2011	Completed Setting Girders at Southside of Bridge 16 Sunset OC.
May 11, 2011	Began Construction Work on Bridge 3 Olympic Blvd.
May 25, 2011	Completed Tie Back Installation at Walls 1720 and 1730.
June 3, 2011	Completed Girder Installation on the North Side of Bridge 21 Skirball OC.
June 13, 2011	Began Installation of Precast Deck Panels on Bridge 16 Sunset OC.
June 24, 2011	Began Demolition of Existing Walls 1720 and 1730 along Sepulveda Blvd.
June 30, 2011	Completed Installation of Precast Deck Panels on Bridge 16 Sunset OC.

CHRONOLOGY OF EVENTS (Cont'd)

July 6, 2011	Began Relocation of LADWP Overhead Power Lines at Mulholland Bridge.
July 13, 2011	Completed installation of Void Slab Deck at Bridge 12 Constitution UC.
July 14, 2011	Completed Pouring Diaphragms 1, 2, and 3 at Bridge 21 Skirball OC.
July 16, 2011	Began Demolition of South Side of Bridge 22 Mulholland OC.
July 17, 2011	Completed Demolition of South Side of Bridge 22 Mulholland OC.
July 20, 2011	Completed Installation of Pre-cast Girders at Bridge 4SB Santa Monica UC.
July 26, 2011	Began Driving Piling at Bridge 8 NB from EB Wilshire, Bent 8.
August 1, 2011	Began installation of forms and rebar for Top Deck at Bridge 21, Skirball Center Drive.
August 3, 2011	Began work on the Interchange Ramp from Westbound I-10 to Northbound I-405.
August 6, 2011	Began work installing Top Deck at Bridge 4 Santa Monica Blvd.
August 24, 2011	Completed pouring the Top Deck at Bridge 13, Montana Ave.
August 26, 2011	Completed installation of Footing & Pile Cap/Abutment-Wingwalls/Bridge Bearing Bridge 3 Olympic Blvd.
August 31, 2011	Completed pouring the Top Deck at South Side of Bridge 16, Sunset Blvd.
September 15, 2011	Completed installation of Top Deck and Diaphragm on Bridge 16, Sunset Blvd.
September 16, 2011	Completed pouring the Top Deck at Bridge 21, Skirball Center Drive.
September 23, 2011	Began construction of LADWP Power Utilities undergrounding ductbank between Stations 1740 and 1760.

CHRONOLOGY OF EVENTS (Cont'd)

September 27, 2011	Completed pouring curb and gutter on west side of Bridge 16, Sunset Blvd.
September 29, 2011	Completed pouring Lateral Retaining Walls #6, #7, and #8 at Retaining Wall 1720.
October 14, 2011	Completed pouring footing for Bent 2 at Bridge 22, Mulholland Drive.
October 17, 2011	Began installation of Bent 2 Forms at Bridge 22, Mulholland Drive.
October 18, 2011	Began construction activities at Bridge 18, Bel Air Crest.
October 22, 2011	New Bridge 16, Sunset Blvd. South Side opened to vehicle traffic.
October 27, 2011	Completed pouring Abutment 1 at Bridge 22, Mulholland Drive.
November 1, 2011	Began demolition of Bridge 16 Sunset Blvd. north side.
November 7, 2011	Began installation of CIDH Piles for I-10 Connector.
November 9, 2011	Completed demolition of Bridge 16 Sunset Blvd. north side.
November 22, 2011	Received the VA License to Enter agreement.
November 22, 2011	Completed pouring Bridge 22 Mulholland OC Bent 2 Columns.
November 22, 2011	Completed pouring Bridge 5 Ohio NB Abutments 1 & 2.
December 1, 2011	MSE Wall 1897 along NB Sepulveda Blvd. south of Skirball Center Drive ruptures. Kiewit stops work on all MSE Walls throughout the project and begins investigation into MSE Wall deficiencies.
December 1, 2011	Began 2 nd pouring of Bridge 22 Mulholland Abutment 1.
December 8, 2011	Completed subgrade for NM Connector.
December 17, 2011	Began installation of Precast Girders at Bridge 5A Ohio Ave.
December 19, 2011	Began installation of falsework beams for Bridge 15 Sunset on-ramp.

CHRONOLOGY OF EVENTS (Cont'd)

December 19, 2011 Began driving piles for Bridge 16 Sunset Blvd. Bent 3.

CONSTRUCTION PHOTOGRAPHS



Bridge 9 Abutment 1 shotcrete.



CIP Wall 1672A rebar.

CONSTRUCTION PHOTOGRAPHS



Poured 1772A Wall.



NW1 connector pour.

CONSTRUCTION PHOTOGRAPHS



Bridge 15 falsework.



Bridge 16 Bent 2 Columns Phase 2.

CONSTRUCTION PHOTOGRAPHS



Wall 1720 LRW 2 Wall.



Wall 1746 footing rebar.

CONSTRUCTION PHOTOGRAPHS



Bel Air Abutments.



Mulholland Abutment 4, Bent 2 and Bent 3.

CONSTRUCTION PHOTOGRAPHS

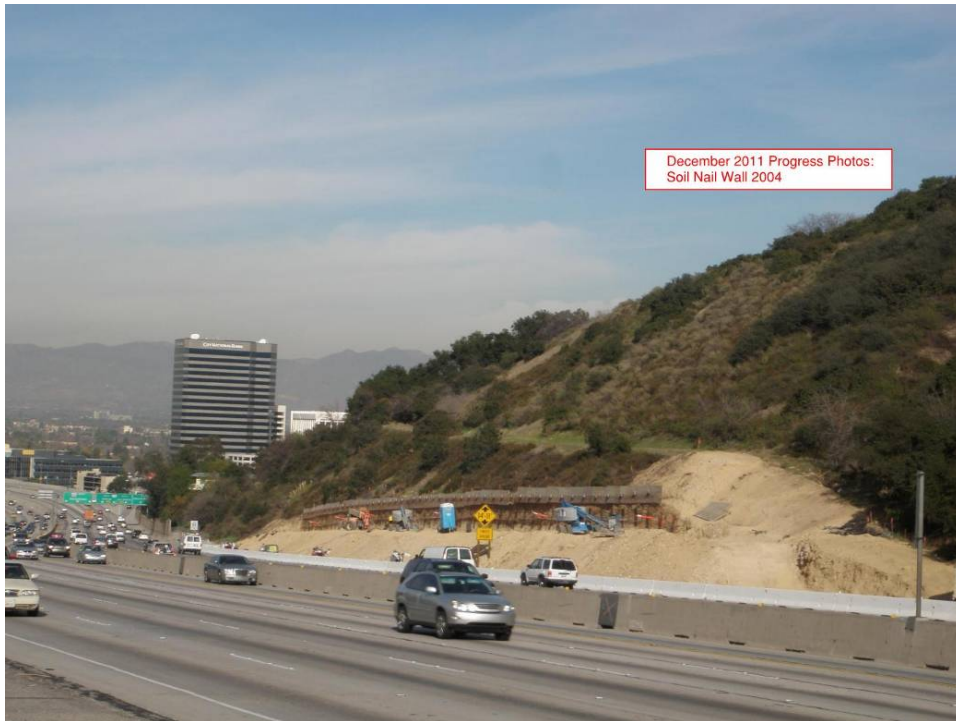


Mulholland Bent 2, Bent 3 and Abutment 4.

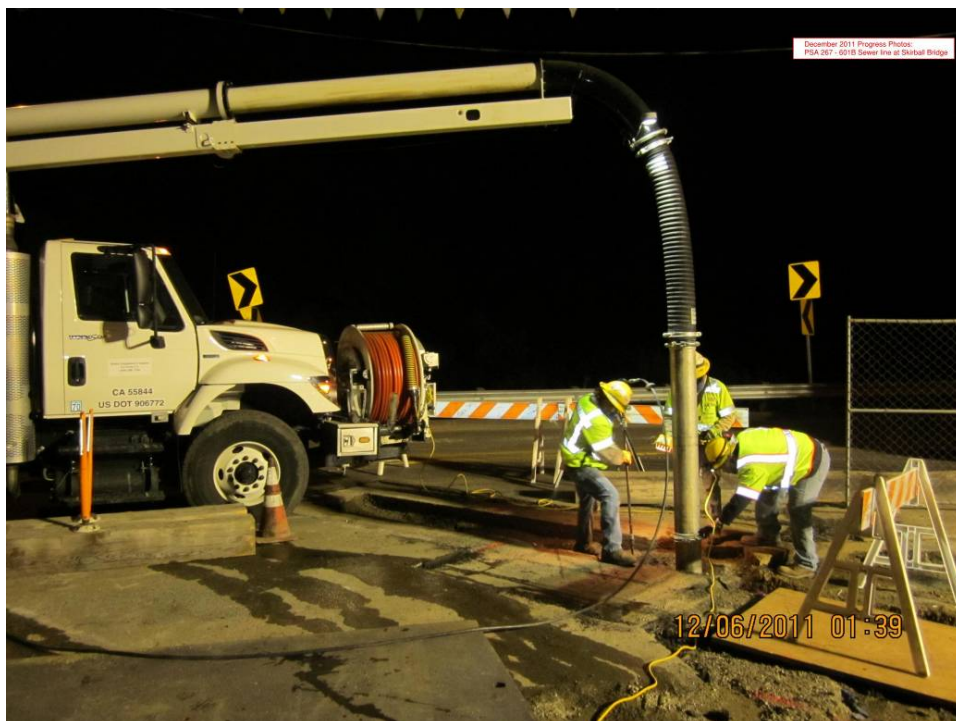


NB 405 Wall 1895 Skirball paving.

CONSTRUCTION PHOTOGRAPHS



Soil Nail Wall 2004.



PSA 267 601B sewer line at Skirball Bridge.

CONSTRUCTION PHOTOGRAPHS



PSA 267 601B sewer line at Skirball Bridge.

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
DR	Deficiency 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
MSE	Mechanically Stabilized Earth
MVDS	Microwave Vehicle Detection System
MVP	Maintenance Vehicle Pullouts
MWD	Metropolitan Water District
N/A	Not Applicable
NCR	Non-Conformance Report
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

**APPENDIX
LIST OF ACRONYMS (Continued)**

QC	Quality Control
QPSR	Quarterly Project Status Report
RFC	Request For Change or Released for Construction (based on context)
RFP	Request For Proposal
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