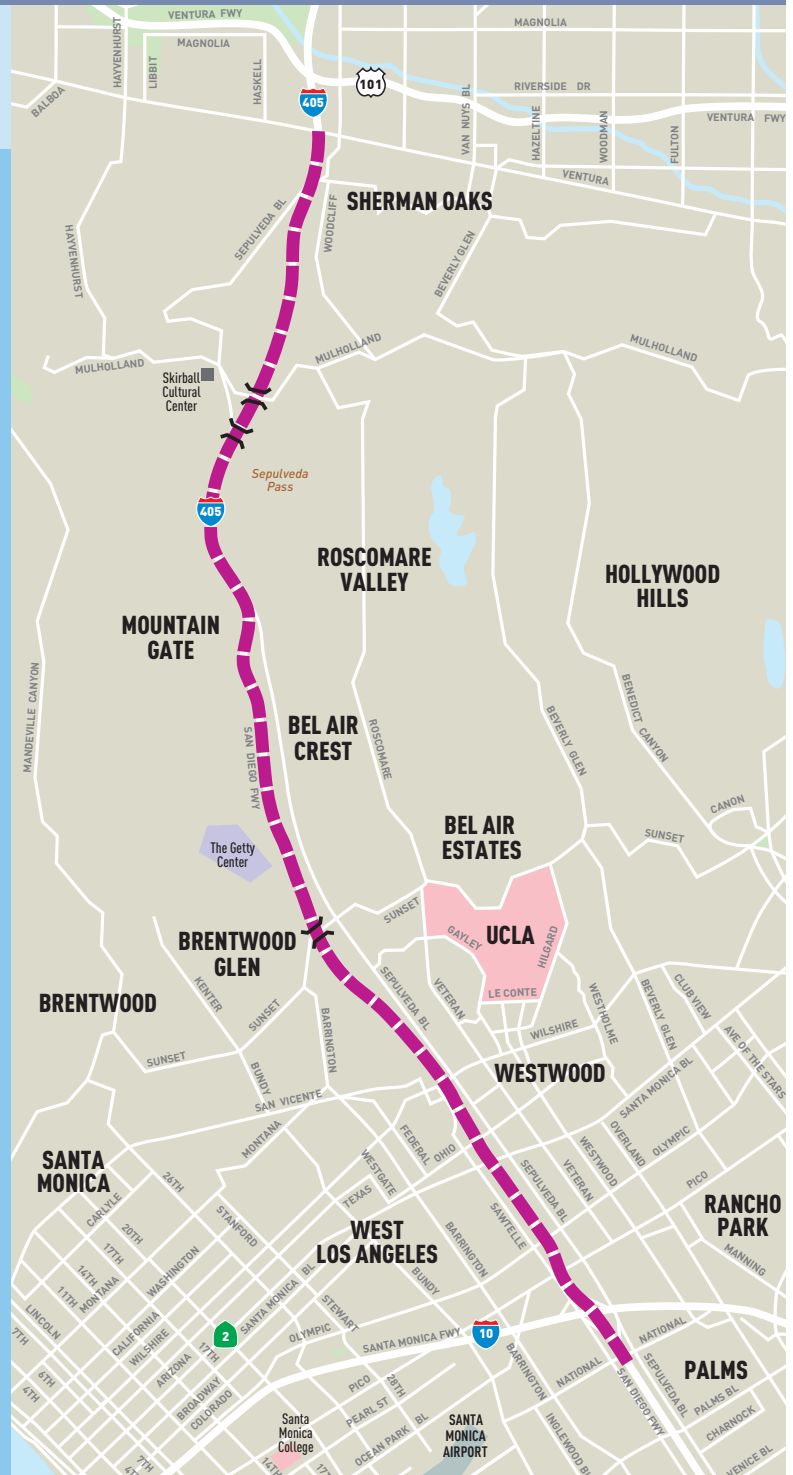




# I-405 Sepulveda Pass Improvements Project

## MONTHLY PROJECT STATUS REPORT



Metro®



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# **INTERSTATE 405 SEPULVEDA PASS IMPROVEMENTS PROJECT**

## **MONTHLY PROJECT STATUS REPORT**

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

**FEBRUARY 2011**

## **TABLE OF CONTENTS**

	Page No.
Project Overview & Status.....	1-3
Management Issues.....	4-6
Project Status	
• Project Scope.....	7-8
• Schedule	
○ Key Milestones Six-Month Lookahead .....	9-11
○ Project Summary Schedule .....	12
○ Critical Path Narrative.....	13
• Project Cost Status.....	14
• Financial/Grant Status.....	15
• Staffing.....	16-17
• Real Estate.....	18-19
• Environmental.....	20
• Community Relations.....	20
• Quality Assurance.....	21
• Safety.....	21
• Third Party.....	22
Contract C0882 Status.....	23
Chronology of Events.....	24-27
Construction Photographs.....	28-34
Appendices.....	35-38

## **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.*

Critical areas for the project are Veterans Administration (VA) and General Services Administration (GSA) properties acquisition, finalization of Design comments, the Getty, Reversible Lane project Changes, and identifying all utility relocations and their impact to the project. Acquisition of the VA and GSA properties are not late but are becoming a concern, and the Project has solicited support from the Elected Officials and FHWA with progress being slow. The Project will continue to pursue all possible avenues to get through the acquisition of these key properties. Kiewit design related support activities are substantially complete and almost all packages have been submitted at the 100% level. Unresolved issues are being resolved, with agreement reached on most major issues but some minor issues are still unresolved. Kiewit and Metro are working with the list of "Road Blocks" which are not Metro or Kiewit specific but are rather Project specific. The Recovery Schedule is complete except there are two areas which the Project believes could be mitigated by approximately 3 months, to render the Contractual Substantial Completion date. The I-405 alignment adjacent to the Getty has passed the 60% design and is continuing toward the 100% design with procurement starting on the critical wall located at the northend of Getty. The Mulholland Bridge realignment was discussed at the City Design Review Board and potential changes to the Mulholland Scenic Drive alignment were addressed. The Mulholland Design Review Board accepted the project's alignment of Mulholland as long as it looked similar to the existing alignment. In addition, the Board asked for a world class architect to design a world class bridge. The request for alignment is not feasible because if the project is required to

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

have a new alignment which looks like the existing, then it is more feasible for the project to adopt the original base alignment. The request for a world class architect is also not feasible as it delays the project completion date. Thus, the project has decided to return to the baseline design. Addition of the COLA Reversible Lane project to the I-405 Project has been slow because of FHWA concerns with the City canceling the project and cost sharing with the Department of Water and Power (DWP) utility relocations in the same area. In the Reversible Lane project area, I-405 Project is prospering a 3<sup>rd</sup> lane from Skirball Off-Ramp to Skirball Over-Crossing which appears to have not been clearly identified on the information for Bidders plans. Kiewit was directed to proceed with the baseline design for the Skirball Ramps and it appears that the issue has been resolved with no further comments from the CAC or Community.

The DWP Power Undergrounding activities on Sepulveda between Montana and Sunset are complete. Kiewit is working on the Sunset Bridge south side abutments, and Bents 2 and 3. Construction of Walls 1720/1730 is underway and picking up pace; top bench excavation and installation of soldier piles are complete; drilling for tie-backs is moving along with Row B nearly complete and Row A just started. This work has been slowed because Kiewit is using only one drill rig but Kiewit is adding a second tie-back rig with potential for more if the space permits. Skirball Bridge preparation work of bumping out lanes for foundation work has been slowed due to sub-standard pavement; Kiewit demolished a significant part of this work. The issue with the excavation material not passing specification for PH content continues to hinder the Project because of Kiewit's slow reaction in addressing the problem. Project concern on delays and impacts has been brought to Kiewit's attention at numerous meetings. Kiewit has plans to resolve this issue but is slow in implementation which has caused some delays and has required some removal of already placed wall panels and backfill material. Kiewit is processing a claim for this issue but the Project has not found any merit in the claim; Kiewit will most likely refer the claim to the Dispute Review Board (DRB). The I-405 Team has been questioning the reasons Kiewit is not working in certain areas of the project and is confirming or challenging Kiewit's perceived road blocks.

Key project activities for February 2011 include:

- Retaining Walls 1720/1730 adjacent Sound Wall maintenance issues between Caltrans and City Staff has not been resolved. Numerous meetings have not resolved these issues and regardless of the lack of decision, the Project will construct the walls.

Caltrans ROW appraisal process for temporary and permanent easements continues and is well underway. The Project has obtained Right-of-Entry (ROE) for Kiewit on all the required parcels. Kiewit extended Temporary Construction Easement (TCE) limits beyond the ROE agreements. This has potential impact to the appraisal process which is being managed by Caltrans. Most recently, Kiewit installed tie-backs in an area without permanent easement.

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

- Widening of Sepulveda between Montana and Church to accommodate the COLA requests for standard lanes and shoulders. Part of the potential costs will be through a Change Order and Provisional Sums are involved as well as increases and decreases in baseline costs which are making this not a straightforward process. Metro Contract Administration has asked that this issue be addressed as a change and the Project is working to process it through the system. The Change Notice has been processed, Metro Contracts Administration has determined the merit, and County Counsel 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 met with Metro Construction Committee to address the change and obtained full Board approval at the December 9, 2010 Board Meeting. This change is in Kiewit's court and Metro is tracking the issue.
- The existing 12' X 12' Reinforced Concrete Box under Sepulveda Blvd. has been incorporated into Kiewit's design and the construction work was incorporated in their schedule. Metro is working with Kiewit to finalize costs but have only received ROM estimate to date.
- Kiewit completed the Recovery Schedule and Metro approved it. Few activities have caused the completion date to move to August 2013 but the Project has identified ways to remedy the situation and pull back the completion date to May 2013. As an example, Metro has given Kiewit direction to start Retaining Wall 1827 construction which is on the critical path. This should be completed soon enough to remove the wall from the critical path.
- As discussed earlier, the Project is working with Kiewit, Designer, and Caltrans to resolve last comments. The Project completed 1,400 different comments with only 50 to 60 left to be resolved. It appears that the only issues left are reversible lane and impacts to project if it is not incorporated, and the elbow at Skirball overcrossing. Metro/Kiewit/HNTB are working on this issue.

## **MANAGEMENT ISSUES**

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

**Status/Action** Aesthetics have been resolved and this issue is closed.

The Project is going back to baseline design for Mulholland Drive OC in which the aesthetics are complete.

**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 eight 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 \$1 million with unusable materials left over. The newly appointed Caltrans lawyer has reviewed the agreement and comments are significant. Getty has indicated that the Project is going back to square one. Project is working with Caltrans management to resolve this issue. The Project met with Getty and CTC, and Caltrans had a follow-up meeting in late December. To date, 95% of the agreement is complete; need the exhibits and final Metro/Caltrans comments to complete the package.

**Concern No. 3:** Provisional Sums

**Status/Action** Provisional Sums process is moving forward and finally getting agreements on estimates fairly quickly.

**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. 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. The Project is considering adding one or two City oversight staff to address the City construction progress and track Kiewit's effort.

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

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

**Status/Action** FHWA has indicated verbally that they concur with the City request and have asked the Project to write a Change Notice to add the work. Metro needs assurance from FHWA on the cost reimbursement before proceeding. Project has set a meeting with LADWP and LABOE to remind them that the Reversible Lane is a City project and per agreement with the Agencies, relocation of power between Skirball Overcrossing and terminus of Skirball ramp is the City and LADWP responsibility. The Project met with the City and DWP regarding cost sharing of power relocations, and DWP requested different work and cost split. I-405 Project will concur as long as DWP secures a commitment on crews and work schedule. The Project is still negotiating this issue.

Project is working on completing the scope of work and estimates to share with FHWA. The Project cannot wait much longer on approval, and expect to have the agreement in place by the end of March 2011.

**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. The I-405 Project has asked LABOE and LADOT for staff, none are available at this time from DOT but some will be available from BOE.

**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 hired one additional estimator and established oversight by one of I-405 senior staff. Project has also brought in independent estimators for change work verification.



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

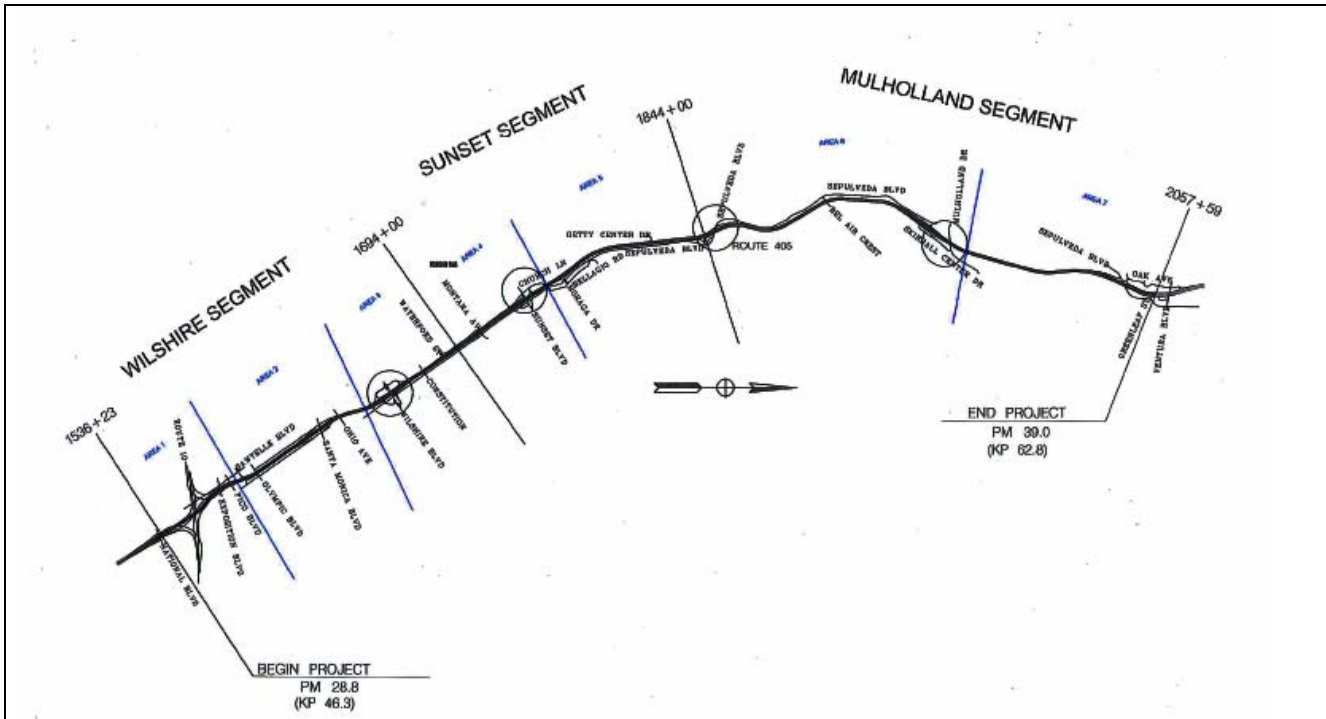
**Concern No. 8:** Mulholland Bridge Realignment

**Status/Action** The Project's plan to realign Mulholland Drive was progressing until high level City Manager (LADOT) requested that options for "curved" Mulholland Drive be considered. This is causing schedule delay and raised concern with costs. Project met with City on December 21, 2010 to address these concerns. City will submit their comments early February 2011 and Project will meet with the Elected Officials Staff to obtain concurrence as well. Project met with City Design Review Board on February 17, 2011 to address changes to Mulholland Scenic Highway. Two issues of concern were raised by the Mulholland Design Review Board; (1) project needs to make the proposed alignment look similar to the existing alignment, and, (2) hire a world class architect to design a world class bridge. The first request is not feasible because if the Project made the design to look like the existing, then it is more feasible to adopt the baseline design. The second request is also not feasible as it would delay the Project by 12 to 18 months, if the Project would design a world class bridge.

**Concern No. 9:** Recovery Schedule

**Status/Action** The Project Recovery Schedule was submitted on December 16, 2010 inclusive of all known construction activities and re-sequencing and is now approved. The project completion is now at August 2013 but Metro believes it can be brought back to May 2013 with early work on Wall 1827 and possible acceleration of Walls 1720/1730.

## 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	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11
Bridge 21 Skirball OC: Begin Work	2/1/11A	○					
Bridge 1 NW Connector: RFC	2/7/11A	○					
Bridge 8 EB Wilshire On Ramp: RFC	2/9/11A	○					
VA Storm Drain #304 Begin Work	2/14/11A	○					
Bridge 15 Sunset On Ramp: RFC	2/18/11A	○					
Chevron Oil Line # 354 @ Bridge 23 Begin Work	2/21/11A	○					
Bridge 2 Exposition OH: RFC	2/23/11A	○					
Bridge 15 Sunset On Ramp: Begin Work (Slurry Verizon Lines at Abutment 1)	2/23/11A	○					
Storm Drain # 415-416 Begin Work	2/23/11A	○					
Area 2 Fire Hydrants Begin Work	2/28/11A	○					
SCE Vault Relocation # N142 (Wall 1675) Begin Work	2/28/11A	○					
Sewer Lines # 401B-403B Begin Work	2/28/11A	○					
4" Water Line @ Valley Vista Begin Work	3/2/11*		○				
Time Warner Cable # 107A/107B @ Ohio Ave. Begin removal of poles	3/4/11*		○				
Area 2 Storm Drain # 201-206 Begin Work	3/7/11		○				
SoCal Gas 8" Gas Line # 222 Begin Work	3/7/11*		○				
Bridge 17 : RFC	3/8/11*		○				
Bridge 19 Sepulveda Blvd. UC - RFC	3/8/11*		○				
AT&T/ Verizon Comm Lines # 196A @ Walls 1720 & 1730 Begin Work	3/8/11*		○				
SoCal Gas Line #239 at Wall 1746 Begin Removal	3/9/11*		○				
Storm Drain #407-409 @ Walls 1720 & 1730 Begin Work	3/10/11*		○				
Walls 1746, 1730, 1720 Sewer Lines #401-403 Begin Work	3/10/11*		○				
Area 4 Sunset City: RFC	3/11/11*		○				
Bridge 23 Sepulveda UC NB: RFC	3/11/11*		○				
Bridge 9 Wilshire UC: Begin Work	3/14/11*		○				
LADWP #N393 Relocation @ Church Ave. Begin Work	3/14/11*		○				
Time Warner Cable # 19 @ Pico Ave. Begin Work	3/14/11*		○				
Time Warner Cable # N868 @ Wall 1746 Begin Work	3/14/11*		○				

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

**KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD**

	Milestone Date	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11
Area 2 Sewers # 201-203 Begin Work	3/16/11*		○				
Bridge 10 Sepulveda UC/Wilshire Off Ramp NB - RFC	3/18/11*		○				
Bridge 11 Sepulveda UC/Wilshire On Ramp NB - RFC	3/18/11*		○				
Shell Oil Line # 355 @ Bridge 23 Begin Work	3/21/11		○				
Bridge 22 Mulholland OC: RFC	3/24/11*		○				
Bridge 24 Wildlife Crossing: RFC	3/25/11*		○				
Shell Pump Station N698 Begin Work	3/25/11*		○				
Area 1 Storm Drain Encasement Begin Work	3/28/11*		○				
Bridge 14 Sunset UC Off Ramp: RFC	4/1/11*			○			
Area 7 Sewer Line Begin Work	4/1/11			○			
12" Water Line #205-206 Begin Work	4/4/11			○			
Verizon Telecom # 187/192 Begin Work	4/4/11*			○			
LADWP # 304 Begin Work	4/11/11*			○			
Bridge 18 Getty Center UC: RFC	4/15/11			○			
Area 4A Remaining Storm Drain Begin Work	4/25/11*			○			
Area 3 Storm Drain # 301-308 Begin Work	5/1/11*				○		
Area 7 Storm Drain Begin Work	5/1/11				○		
Mulholland Segment Fire Hydrants # N967	5/5/11*				○		
Bridge 22 Mulholland - Begin Work (SOE)	5/17/11				○		
Area 5 Sepulveda - RFC	5/31/11*				○		
Ramp SB On-Ramp From WB Wilshire Blvd; Begin Work (Remove Curb/Sidewalk)	6/2/11					○	
Bridge 20 Bel Air Crest UC - Begin Work (Demo Steel Rail)	6/21/11					○	
Bridge 3 Olympic Blvd (South); Complete Work	6/27/11					○	
Ramp NB Off-Ramp to EB Wilshire Blvd; Begin Work (Break Concrete)	6/27/11					○	
Bridge 3 Olympic Blvd (North); Begin Work	6/28/11					○	
Bridge 21 Skirball OC: Complete Installation of PC Girder Top Deck, Diaphragm and Bearing Phase I	7/1/11						○
Bridge 6A Wilshire SB Off-Ramp - Begin Replacement of Structural Steel Girder	7/5/11						○
Bridge 12 Constitution UC: Complete Installation of PC Girder Top Deck & Diaphragms	7/6/11						○

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

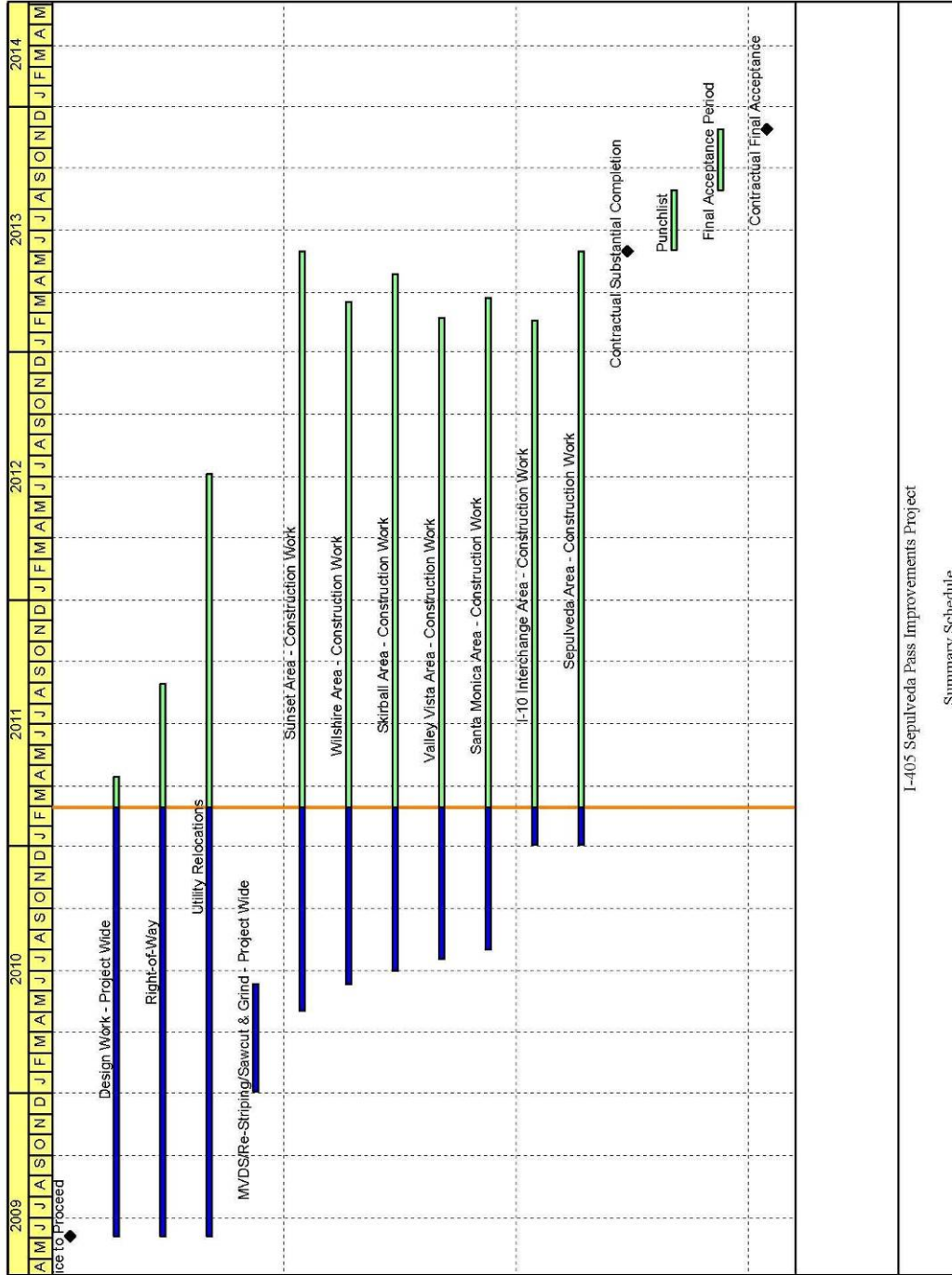
**KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD**

	Milestone Date	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11
Bridge 21 Skirball OC: Begin Installation of PC Girder Top Deck, Diaphragm and Bearing Phase II	7/11/11						○
Bridge 6A Wilshire SB Off-Ramp - Begin Installation of Steel Girder Top Deck & Diaphragms	7/14/11						○
Bridge 5A Ohio UC - Begin Installation of PC Girder Top Deck & Diaphragms	7/19/11						○
Bridge 7 Wilshire NB Off-Ramp - Complete demolition of Abutment # 5 and Wingwalls.	7/22/11						○
Bridge 5B Ohio UC -Begin Installation of PC Girder Top Deck & Diaphragms	7/26/11						○

<b>M</b> Metro Milestone	○ Design/Build	△ Third Parties Approval
<b>CT</b> Caltrans Milestone	* New Date	<b>FHWA</b> FHWA Federal Highway Administration Approval

## PROJECT SUMMARY SCHEDULE



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 project Recovery Schedule, currently the primary critical path runs through the design and procurement of Soil Nail Wall 1827 (south of Sepulveda UC Bridge 19). It then heads to the construction of Soil Nail Wall 1827 and continues on with construction of the Getty Center On-Ramp. The path continues through construction of Mechanically Stabilized Earth (MSE) Wall 1833, Sepulveda Area Mainline Southbound work, and finally Median work at Sepulveda Area.



**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: FEBRUARY 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&E	PROJECT APPROVAL & ENVIRO DOCS	22,000	-	22,000	-	21,457	-	21,457	-	21,457	(543)
1	PSE	PLANS, SPECS, & ENGINEERING	63,100	-	110,494	460	44,640	741	35,495	-	44,640	(65,854)
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	1,563	148	3,540	148	3,540	-	7,900	6,337
3	CS	CONSTRUCTION SUPPORT	28,000	-	-	295	3,133	295	3,133	-	60,060	60,060
4	C	CONSTRUCTION	823,900	-	800,074	-	721,000	6,556	223,767	-	800,074	-
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	99,869	221	16,724	349	13,208	-	99,869	-
<b>TOTAL PROJECT</b>			<b>1,034,000</b>	<b>-</b>	<b>1,034,000</b>	<b>1,123</b>	<b>810,494</b>	<b>8,088</b>	<b>300,600</b>	<b>-</b>	<b>1,034,000</b>	<b>-</b>

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 31, 2011.  
KIEWIT EXPENDITURES ARE ONLY THROUGH NOVEMBER 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 previously forecast under the PSE phase have been re-allocated to the RS and CS phases. Once the necessary approvals are obtained, the current budget will be adjusted to more closely aligned with the forecast.

**Commitments**

The Commitments increased by \$1.1 million this period for Master Cooperative Agreements, real estate purchases, consulting service contracts, and Metro/Caltrans staff charges.

**Expenditures**

Expenditures are cumulative through January 2011. The expenditures increased by a total of \$8.1M 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 3<sup>rd</sup> party Metro staff costs and for LAC and DWP, expenditures. Caltrans expenditures for the period included staff charges for engineering, right-of-way support, real estate parcel acquisitions and construction support costs. The Kiewit invoice covering November 2010 for \$6.6M was processed this period. The \$300.6 million in Project Expenditures to date represents 29.1% of the Original Budget.

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

FEBRUARY 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%	\$19.315	17%	\$19.315	17%
FEDERAL ARRA	\$189.900	\$189.900	\$189.900	\$189.900	100%	\$141.460	74%	\$140.563	74%
STATE CMIA	\$614.000	\$614.000	\$254.700	\$449.856	73%	\$107.062	17%	\$107.062	17%
STATE TCRP	\$90.000	\$90.000	\$42.000	\$42.000	47%	\$31.125	35%	\$31.125	35%
STATE RSTP	\$10.100	\$10.100	\$10.100	\$10.100	100%	\$0.000	0%	\$0.000	0%
PROPOSITION C 25%	\$13.000	\$13.000	\$13.000	\$1.638	13%	\$1.638	13%	\$1.638	13%
<b>TOTAL FUNDS</b>	<b>\$1,034.000</b>	<b>\$1,034.000</b>	<b>\$626.700</b>	<b>\$810.494</b>	<b>78%</b>	<b>\$300.600</b>	<b>29%</b>	<b>\$299.703</b>	<b>29%</b>

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2011.

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

**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.

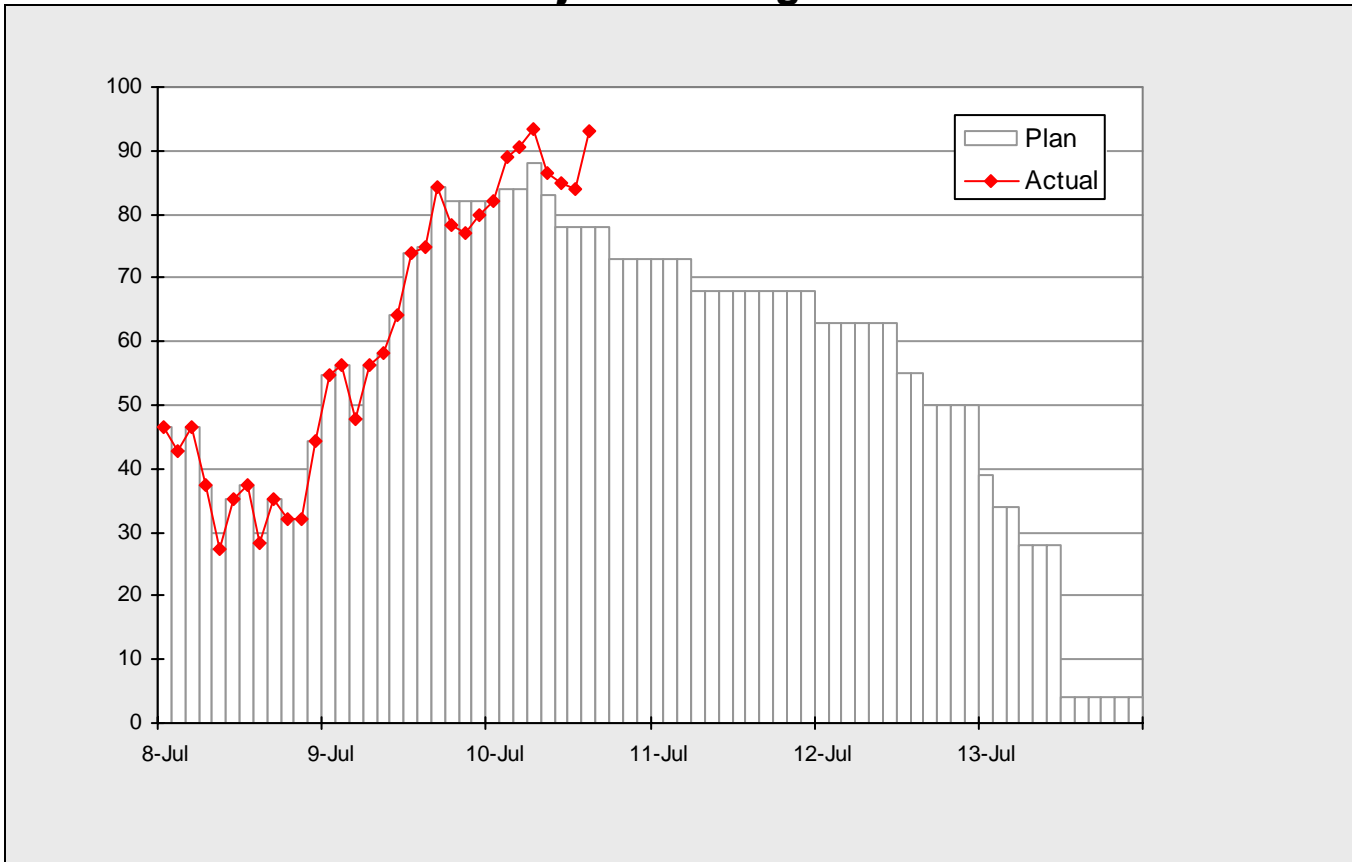
**STATE TCRP:** \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

**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

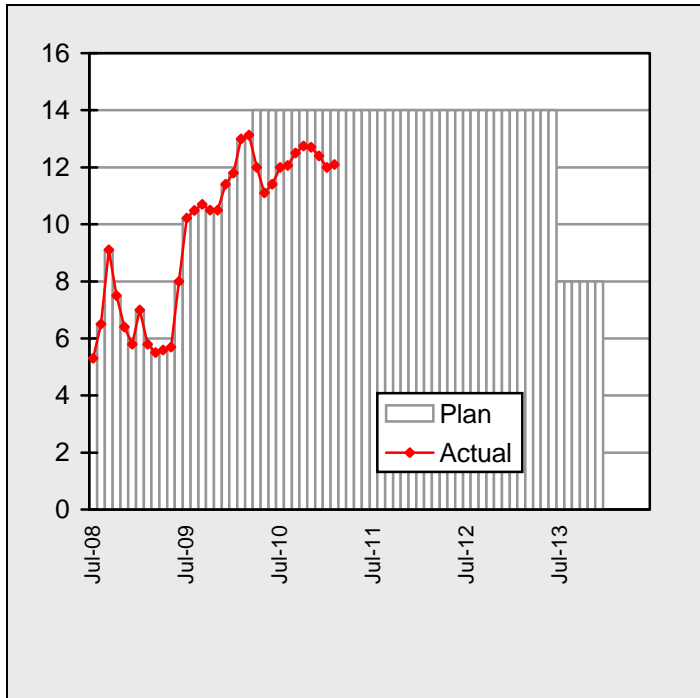


### Total Project Staffing

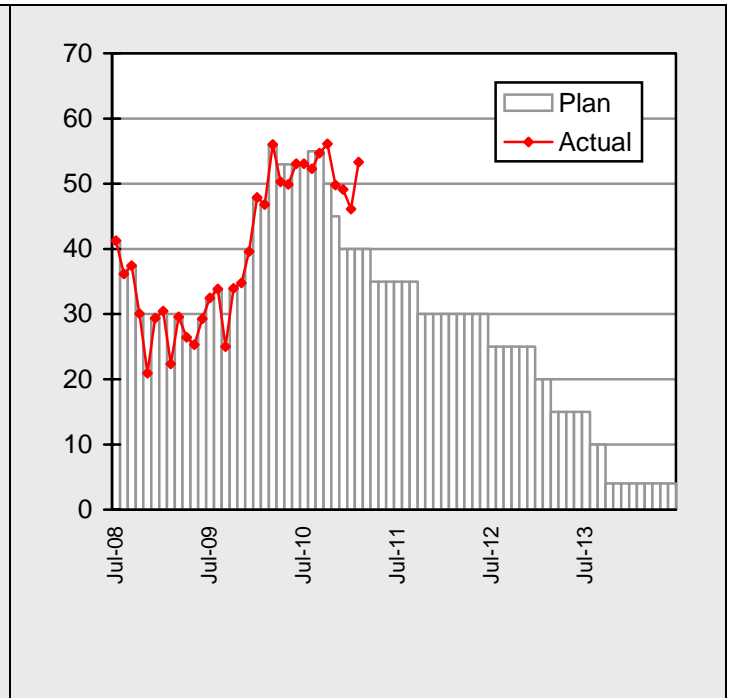
Metro was required to comply with a Federal audit to convert Independent Contract staff to "As needed." Due to limitations for this classification and to meet the needs of the Project, resources were reallocated to the Construction Management Consultant Contract. Additionally, resources were brought 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**

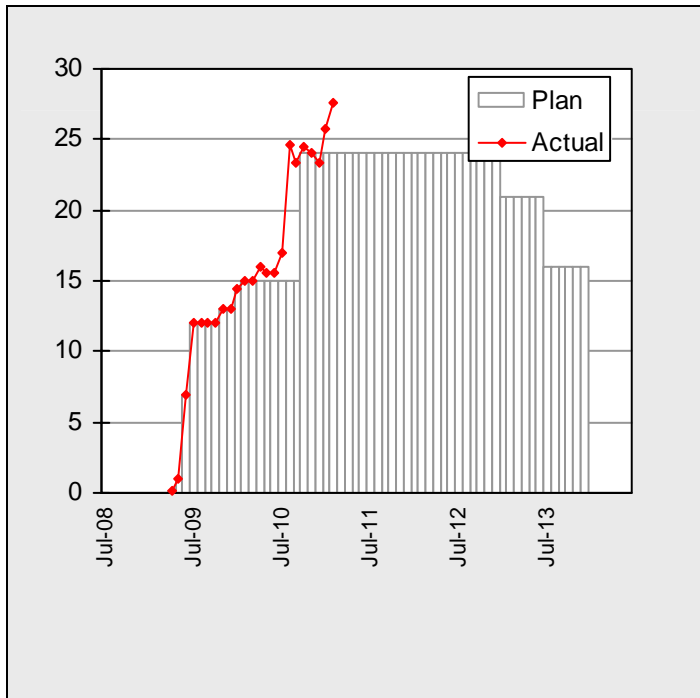
**MTA - FTEs**



**CALTRANS- FTEs**



**STANTEC - FTES**



## **REAL ESTATE STATUS**

The Real Estate acquisition process is proceeding 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 the 2008 Act (H.R. 2764) referenced as “Consolidated Appropriations Act, 2008” 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.
- Ongoing coordination with Caltrans Legal and Bel Air Crest Association regarding amending existing Settlement Agreement with Bel Air Crest Master Association.
- Coordination with Santa Monica Mountains Conservancy and National Park Service on wildlife crossings.
- Coordination with the County of Los Angeles on proposed work at Mission Dump Road.
- Completed Environmental Addendum for Mulholland Realignment option.

## **COMMUNITY RELATIONS STATUS**

- Distributed construction notices for the following construction activities: utility relocation in Sherman Oaks, northbound Skirball off ramp realignment, Wall 1619 demolition, Olympic Bridge pile driving, storm drain work at Montana and Sepulveda, Montana under crossing abutment wall pour full closure, storm drain work at Sepulveda from Montana to Ovada, clear and grub from Moraga to Getty, clear and grub westside of Sepulveda from Constitution to Church Lane/Ovada, Time Warner relocation north of Sunset Bridge, soundwall removal north of Sunset Bridge and north and south of Montana under crossing.
- Attended and presented at the following meetings: Quarterly Community Meeting, Elected Official's Briefing, Mulholland Design Review Board, Santa Monica Mountain Conservancy Meeting, Mulholland Bridge Update Community Meeting, Luxe Hotel Management, and update to Getty Museum key staff.
- Coordinated the following work activities: Sherman Oaks crusher site operation, Mulholland Design Review Board, Skirball ramp closure events, 3 week look ahead at Beloit, south of Ohio and south of Santa Monica.
- 1,830 followers on Twitter.
- 554 active users on Facebook.
- 275 subscribers on Nixle.
- Website 10,196 page views.

## **QUALITY ASSURANCE STATUS**

- Metro Quality participated in the following meetings:
  - Fifteen Construction Pre Activity Meetings
  - Project Quality Team Meeting, Construction Task Force Meeting, Owner's Status Meeting and Construction Progress Meetings for Segments 1, 2, and 3.
- Seven Deficiency Reports were issued. Three were issued for concrete panels, two for soil nail wall issues and one for rebar placement problems and base material usage.
- Thirteen Nonconformance Reports (NCR's) were issued during the month. Eight were related to pre-stressed concrete girder issues, three were related to concrete panel issues and one was related to MSE Walls and rebar issues.
- Metro Quality performed an on-site surveillance of Con-Fab Calif. Corp. the fabricator of 160+ pre-stressed concrete girders. Due to the concerns noted, additional testing of completed girders will be needed before any final release is granted.
- Metro Quality performed an on-site surveillance of Kie-Con the fabricator of pre-stressed concrete piles.

## **SAFETY AND SECURITY STATUS**

- Project to date recordable injury rate: (Four recordable injuries) 0.5.
- 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.
- February Contractor work hours (Design and Construction): 93,491.
- Contractor project to date work hours (Design and Construction): 1,422,471.
- Total project to date work hours (Contractor and the IPO staff): 1,650,722.



**THIRD PARTY AGREEMENT STATUS**

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	4/11	6/09	At the 2/2/11 meeting with County Counsel and City Attorney's Office, it was decided to prepare a stand-alone Master Cooperative Agreement (MCA) between the City of Los Angeles and LACMTA for the I-405 Project. A draft will be prepared by Third party and will be transmitted to the City for review and comments. It was further decided to exclude "Exhibit "D", which lists/describes City requested improvements/mitigations, from the MCA and that a separate Memorandum of Understanding (MOU) for the City requested improvements/mitigations will be pursued/investigated.
Los Angeles County Department of Public Works/Los Angeles Flood Control District	MCA	4/11	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. LACMTA is still waiting for the County to set up a meeting to negotiate a final MCA. However, County Counsel has questioned the need for the LACMTA to enter into a Master Cooperative Agreement with the Los Angeles County Department of Public Works 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**

<b>I-405 Sepulveda Pass Improvements Project</b> <b>Design/Build Contractor: Kiewit</b>		<b>Contract No.: C0882</b>  <b>Status as of: February 25, 2011</b>																														
<p><b>Progress/Work Completed:</b>  Major work started/completed this period:</p> <ul style="list-style-type: none"> <li>• Completed driving piles at Bridge 3 Abutment 2.</li> <li>• Began construction of Bridge 7 NB Abutment 1 footing.</li> <li>• Completed drilling and installing beams at Bridge 12 Abutment 1 and 2.</li> <li>• Began erecting wall forms A1 and A2 at Bridge 13.</li> <li>• Began construction activities on Bridge 15.</li> <li>• Completed setting, pouring and striping columns at Bridge 16 Bent 3.</li> <li>• Began field work on Bridge 21.</li> <li>• Completed pouring footings at Bridge 21 Abutments 1 and 4.</li> <li>• Began field work on numerous utility relocations.</li> <li>• Maintenance during construction - SWPPP cleanout and repairs, graffiti removal from k-rails, trash and debris removal.</li> </ul> <p><b>Areas of Concern:</b></p> <ul style="list-style-type: none"> <li>• Reversible Lane Project on Sepulveda Blvd.</li> <li>• Mulholland Drive Realignment.</li> <li>• Ramp and shoulder standardization.</li> <li>• GSA Property ROE Permit.</li> </ul>		<p><b>Major Activities (In Progress):</b></p> <ul style="list-style-type: none"> <li>• DWP power undergrounding.</li> <li>• VA sewer relocation and VA duct bank relocation.</li> <li>• Excavate/load/haul ADL Y1/Y2/Z3.</li> <li>• MSE Wall Panel fabrication and delivery.</li> <li>• Grading and paving.</li> <li>• Construction of Walls 1634/1635/1640/1720/1730/1746/1836/1852/1940/1941.</li> <li>• Bridge 3 construction.</li> <li>• Bridge 4a4b construction.</li> <li>• Bridge 7 construction.</li> <li>• Bridge 12 construction.</li> <li>• Bridge 13 construction.</li> <li>• Bridge 15 construction.</li> <li>• Bridge 16 construction and Bridge 21 construction.</li> <li>• Maintenance during construction.</li> </ul> <p><b>Major Activities Next Period:</b></p> <ul style="list-style-type: none"> <li>• Bridge 9 field work commences.</li> <li>• Bridge 16 construct columns at Bent 2.</li> <li>• Walls 1720 and 1730 storm drain and sanitary sewer relocation.</li> <li>• Area 2 storm drains.</li> <li>• LADWP electrical conduits at Church Lane.</li> <li>• So. Cal gas line at Wall 1746.</li> <li>• Maintenance during construction.</li> </ul>																														
			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><b>Schedule Summary:</b></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>634</td> </tr> <tr> <td>Contract Elapsed Time Percent</td> <td>38.7%</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)	634	Contract Elapsed Time Percent	38.7%	<p><b>Cost Summary:</b> <span style="float: right;"><b>\$ In 000's</b></span></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;">810.00</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">721,732</td> </tr> <tr> <td>5. Incurred Cost:</td> <td style="text-align: right;">227,563</td> </tr> <tr> <td>6. Percent Incurred Cost:</td> <td style="text-align: right;">31.5%</td> </tr> </table>					1. Award Value:	720,922	2. Executed Modifications:	0.00	3. Approved Change Orders:	810.00	4. Current Contract Value (1 + 2 + 3):	721,732	5. Incurred Cost:	227,563	6. Percent Incurred Cost:	31.5%
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## **CHRONOLOGY OF EVENTS**

May 18, 2007	The Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) is issued.
February 29, 2008	The Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) is issued.
March 10, 2008	The Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) errata with U. S. General Services Administration (GSA) comments is issued.
October 10, 2008	LACMTA issued Invitation For Bid (IFB) for the project.
February 20, 2009	Project bids opened.
April 23, 2009	LACMTA Board authorized the Chief Executive Officer to award Design-Build Contract C0882 to Kiewit Pacific Co.
April 23, 2009	LACMTA Board approved establishing a budget of \$1.034 billion for project 405523.
April 23, 2009	LACMTA awarded Contract C0882 to Kiewit Pacific in the amount \$694,156,000 to include Schedules A, C, and H (Option 4).
April 29, 2009	LACMTA issued a revised NOA to Kiewit Pacific in the amount \$720,922,000 to include Schedules A, C, E (Option 1), F (Option 2), G (Option 3), and H (Option 4).
June 2, 2009	LACMTA issued Notice to Proceed to Kiewit Pacific for the Design-Build Contract C0882.
August 31, 2009	Contract Commencement Date.
September 24, 2009	Kiewit Pacific submitted the Project Baseline Schedule.
October 14, 2009	Project Design Quality Management Plan approved.
December 14, 2009	Project Quality Management System approved.
January 20, 2010	Project Baseline Schedule was approved.
January 27, 2010	Roadway Restriping commenced.

## **CHRONOLOGY OF EVENTS (Cont'd)**

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.
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.

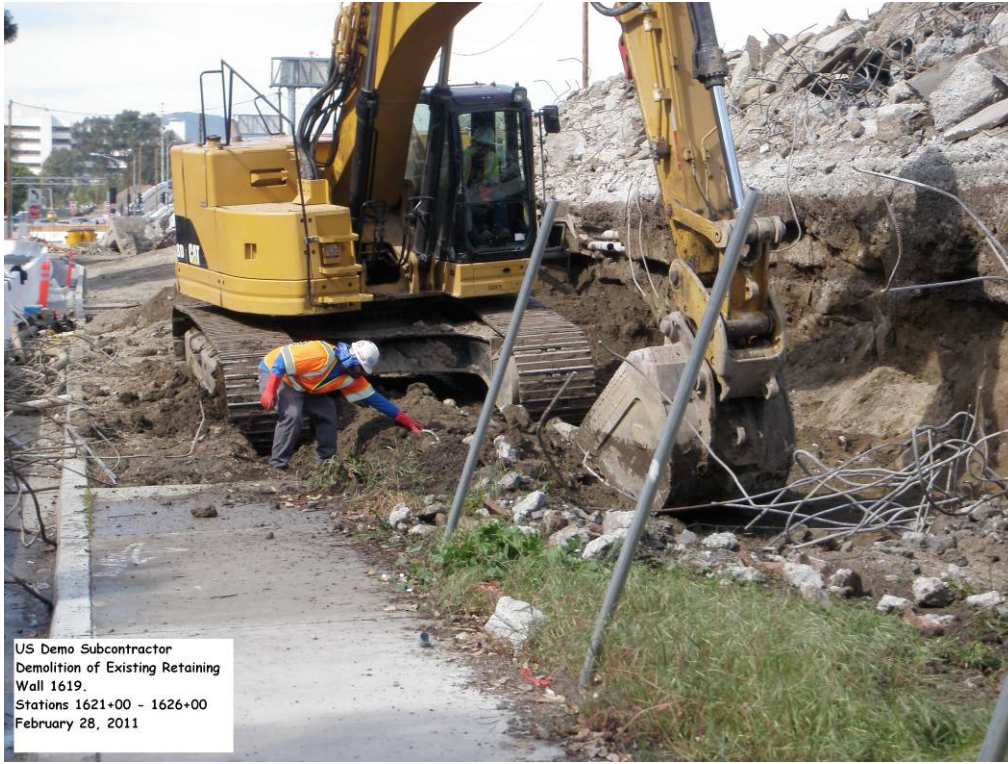
### **CHRONOLOGY OF EVENTS (Cont'd)**

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.
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.

**CHRONOLOGY OF EVENTS (Cont'd)**

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.

## CONSTRUCTION PHOTOGRAPHS



US demo subcontractor demolition of existing retaining Wall 1619  
Stations 1621+00 – 1626+00.

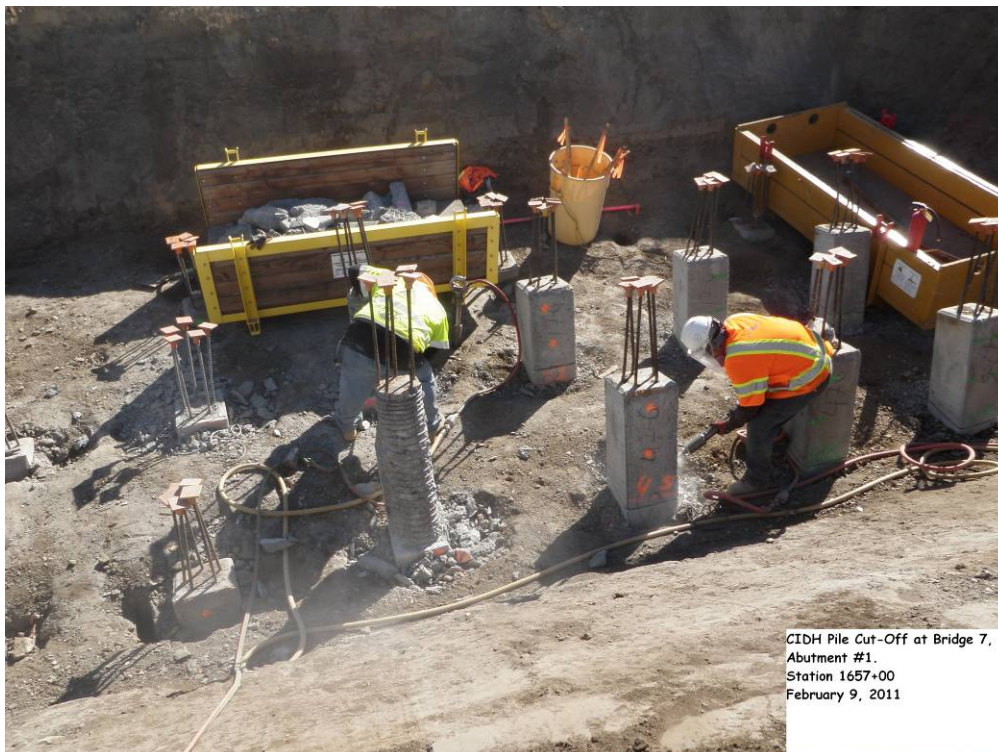


Pouring slurry at drainage system 1667-1 in Area 3A Stations 1668+00 –  
1669+00.

## CONSTRUCTION PHOTOGRAPHS



Installing straps and backfilling material at MSE Wall 1667 Stations 1668+00 – 1669+00.



CIDH pile cut-off at Bridge 7 Abutment #1 Station 1657+00.



**CONSTRUCTION PHOTOGRAPHS**



Slot cutting Walls 1720 and 1730.



Strip/cure columns Bridge 16.

## **CONSTRUCTION PHOTOGRAPHS**



Strip columns Bridge 16.



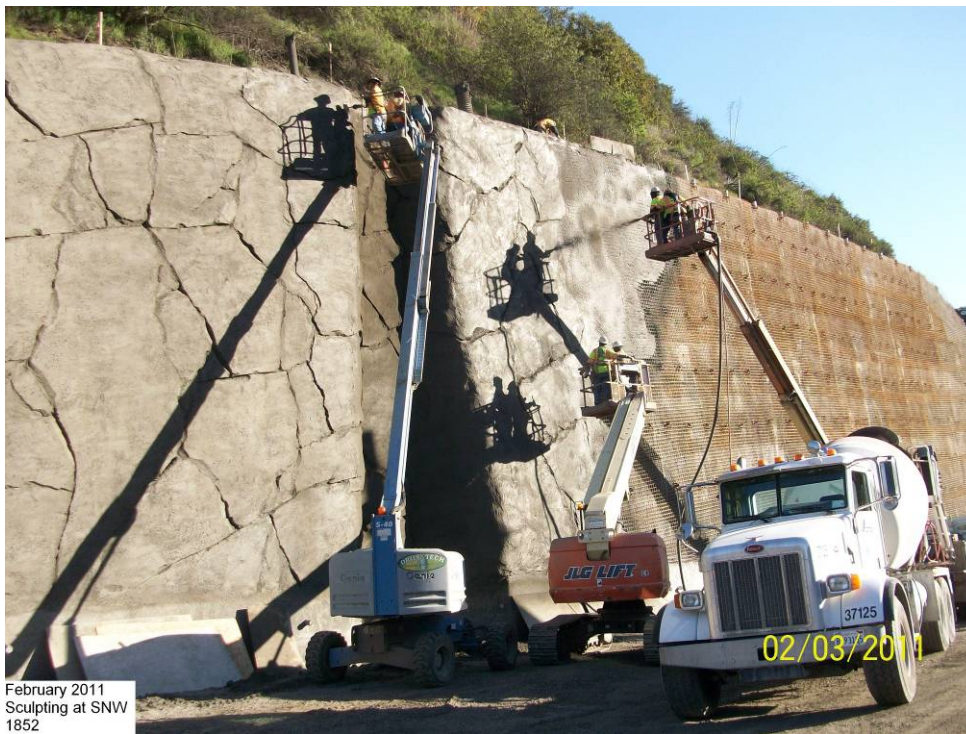
Tensioning and testing tiebacks at Wall 1720.

## CONSTRUCTION PHOTOGRAPHS



February 2011  
Installing Verification  
Nails at SNW 1827

Installing verification nails at SNW 1827.



February 2011  
Sculpting at SNW  
1852

Sculpting at SNW 1852.

## CONSTRUCTION PHOTOGRAPHS



Drilling at SNW 1894.

## CONSTRUCTION PHOTOGRAPHS



February 2011  
Footing at Skirball  
Bridge

Footing 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