

November 2009

Interstate 405 Sepulveda Pass Widening Project



INTERSTATE 405 SEPULVEDA PASS WIDENING 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 (ARRA) AND FUNDS FROM THE STATE OF CALIFORNIA.

NOVEMBER 2009

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PROJECT OVERVIEW & STATUS

The I-405 Sepulveda Pass Widening 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 Widening Project features include:

- *Add a 10-mile HOV lane on the northbound I-405 between the I-10 and US-101 freeways*
- *Remove and replace the Skirball Center, Sunset Blvd. and Mulholland Dr. Bridges*
- *Realign 20 on and off ramps*
- *Widen 20 existing overpasses and structures*
- *Construct approximately 18 miles of retaining walls and sound walls*

Interstate 405 (I-405), also known as the San Diego Freeway, is a north/south route classified as an interstate/interregional loop freeway. It is part of the National Highway System (NHS), originating at the I-5 in Orange County in the City of Irvine and terminating at the I-5 in Los Angeles County, in the City of Los Angeles near the community of Mission Hills. The high-occupancy vehicle (HOV) lanes on I-405 are currently operating in both northbound and southbound directions from the county line of Orange County to north of I-105; from north of Burbank Boulevard to Route 118; and in the southbound direction from Waterford Street to north of Burbank Boulevard.

The design-build contract Notice to Proceed (NTP) was given on 6/2/2009, with commencement of contract time (1550 calendar days) on August 31, 2009. Substantial completion is currently expected to occur in May 2013, with final acceptance of the project required by November 27, 2013.

Kiewit Pacific Co. (KPC) continues to be focused on design related support activities such as: geotechnical borings, surveying, and video taping of storm drains, potholing of utilities, tracking utility conflicts and preparing design documents. In addition to direct project activities, KPC has been establishing construction yards on both sides of the Mulholland Bridge and at Cotner. The Caltrans property on the corner of Wilshire and Sepulveda plus Metro's Expo property appears to be contaminated with hydrocarbons. Kiewit is evaluating options at both these sites. The other construction site still under consideration is the County Dump on Mission Road which is still in planning phase.

Key project activities for November 2009 include:

- **Quality Assurance/Quality Control (QA/QC)** - While the approval process has been slow, but it is providing a very thorough plan for Kiewit to work with.
- **Sound Mitigation** for 23 homeowners, between Montana Avenue and Sunset Blvd. on the east side of the I-405, has been the focus of the project since the beginning of the environmental process. Currently, Metro and KPC are working the issues in this area of the project. KPC recommends changing the cast-in-place wall, adjacent to the homeowners, to a tie-back system. Metro recommends placing a soundwall/retaining

PROJECT OVERVIEW & STATUS

wall near property line of the owner. Initial estimates indicate that the cost of capital construction would be less than the provisional sum allocation. Current plans to use tie-backs, combined with the additional soundwall on the hillside, will be a push at best. Further analysis is required to determine the best course of action. Support from City on review times, and Kiewit reduction in schedule and construction times will be required to make this plan more palatable.

- The review process for the City of Los Angeles (COLA) plans and oversight of field work on COLA property requires work. BOE has been very helpful in the review process and also in addressing the possibility of reducing review times and frequency. Metro will continue working with BOE as well as other departments in the City.
- The existing 12' x 12' Reinforced Concrete Box; this matter will be referred to the Disputes Review Board (DRB) for informal discussions, prior to any final resolution. Kiewit has proceeded with various alternatives to mitigate the impacts such as avoiding the structure. At this time, it appears some relief will be possible from the County in terms of allowable fill height but some challenges remain south of Church Lane. Overall, this will still be a significant cost impact and to a lesser extent schedule.

MANAGEMENT ISSUES

Concern No. 1: Community Outreach Program

Status/Action The first Community Outreach Meeting was held on November 19, 2009 to address the project schedule and potential impacts caused by street closures, construction noise, and night work. Construction start dates were also addressed. The meeting was supported by elected officials across the region adjacent to the project. In addition, 1st responders also attended, such as the Police and Fire Department Personnel who explained emergency evacuation and crisis management. The program was well received by the community.

Concern No. 2: Value Engineering (VE) 96" MWD Waterline

Status/Action The Value Engineering Plan is currently being refined by Kiewit. Getty is involved with the review and is expected to agree with the plan. Kiewit has not worked with Metro on over-the-shoulder reviews which could potentially delay approval of the submittal.

MANAGEMENT ISSUES

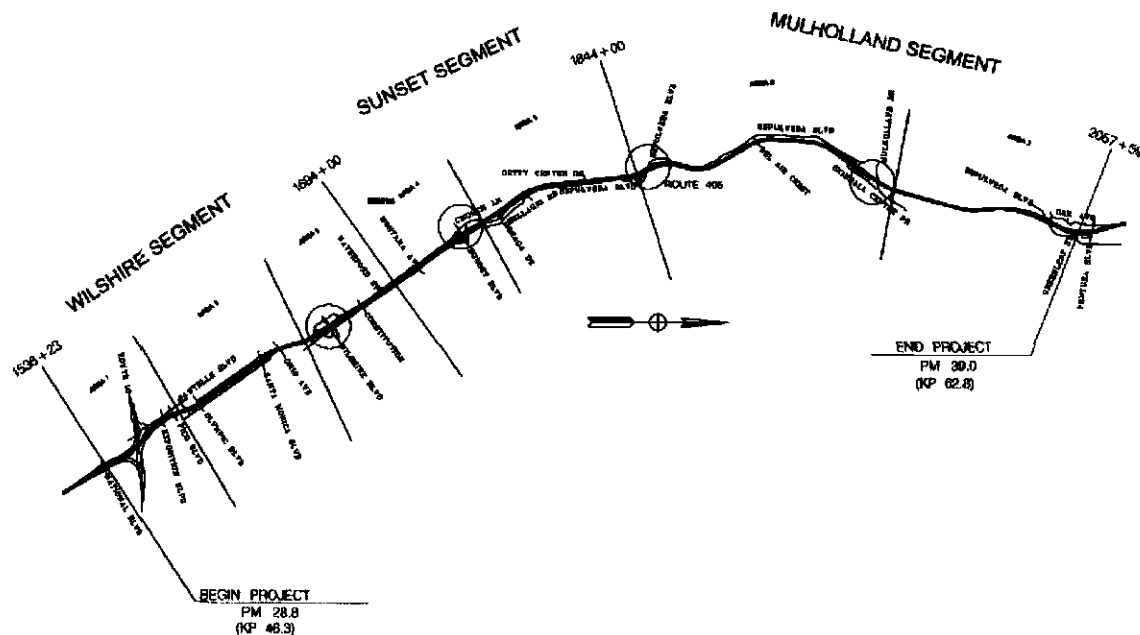
Concern No. 3: Provisional Sums

Status/Action The Provisional Sums Manager was added to the Team and significant strides were realized in October and November 2009. Metro continues to reduce backlog of issues.

Concern No. 4: One Team with Caltrans and Metro

Status/Action The concept of one team approach to partnering with Caltrans and Metro continues to improve. There has been friction between the groups in developing the QA/QC plan, however, it has been a learning experience for both sides. Metro and Caltrans leadership will continue efforts to foster a one team approach.

PROJECT SCOPE



The I-405 Sepulveda Pass Widening 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 would entail 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 would occur 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. would 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 would also occur along the west side of the freeway within the following segments: between Olympic Blvd. and Waterford Street and between Bel Air Crest to just north of Ventura Blvd.

Several interchanges would also be improved in order to reduce accidents associated with traffic on the ramps.

PROJECT SCOPE

- The Wilshire Blvd. interchange would be improved in both directions. The northbound on-ramp from eastbound Wilshire Blvd. would be grade-separated from the northbound off-ramp to westbound Wilshire Blvd. and from Sepulveda Blvd. The southbound off-ramp to eastbound Wilshire Blvd. would be grade-separated from the southbound off-ramp to westbound Wilshire Blvd.
- The northbound I-405 Sunset Blvd. interchange would also be improved. The northbound I-405 off-ramp to eastbound Sunset Blvd. would be widened to include one more lane. The northbound I-405 on-ramp from eastbound Sunset Blvd. would have two exclusive 12-foot lanes on the reconstructed Sunset Blvd. overcrossing and two 12-foot lanes on the on-ramp. In the eastbound direction, three 12-foot lanes and three 11-foot lanes in the westbound direction would be provided, which would solve 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 would be provided on the Sunset Blvd. overcrossing.
- The irregular northbound I-405 on/off-hook ramps at the Getty Center interchange would be reconfigured to a standard diamond interchange to increase stopping sight distances in order to improve safety.
- The southbound I-405 Skirball Center Drive interchange would be relocated to form a "T" intersection with Sepulveda Blvd. This would eliminate the existing intersection at the end of the southbound I-405 Skirball Center Drive off-ramp.
- The southbound Valley Vista/Sepulveda Blvd. off-ramp would be reconstructed due to freeway widening.

A total of 12 soundwalls and 54 retaining walls within the project limits would be constructed at embankments where right-of-way is constrained.

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

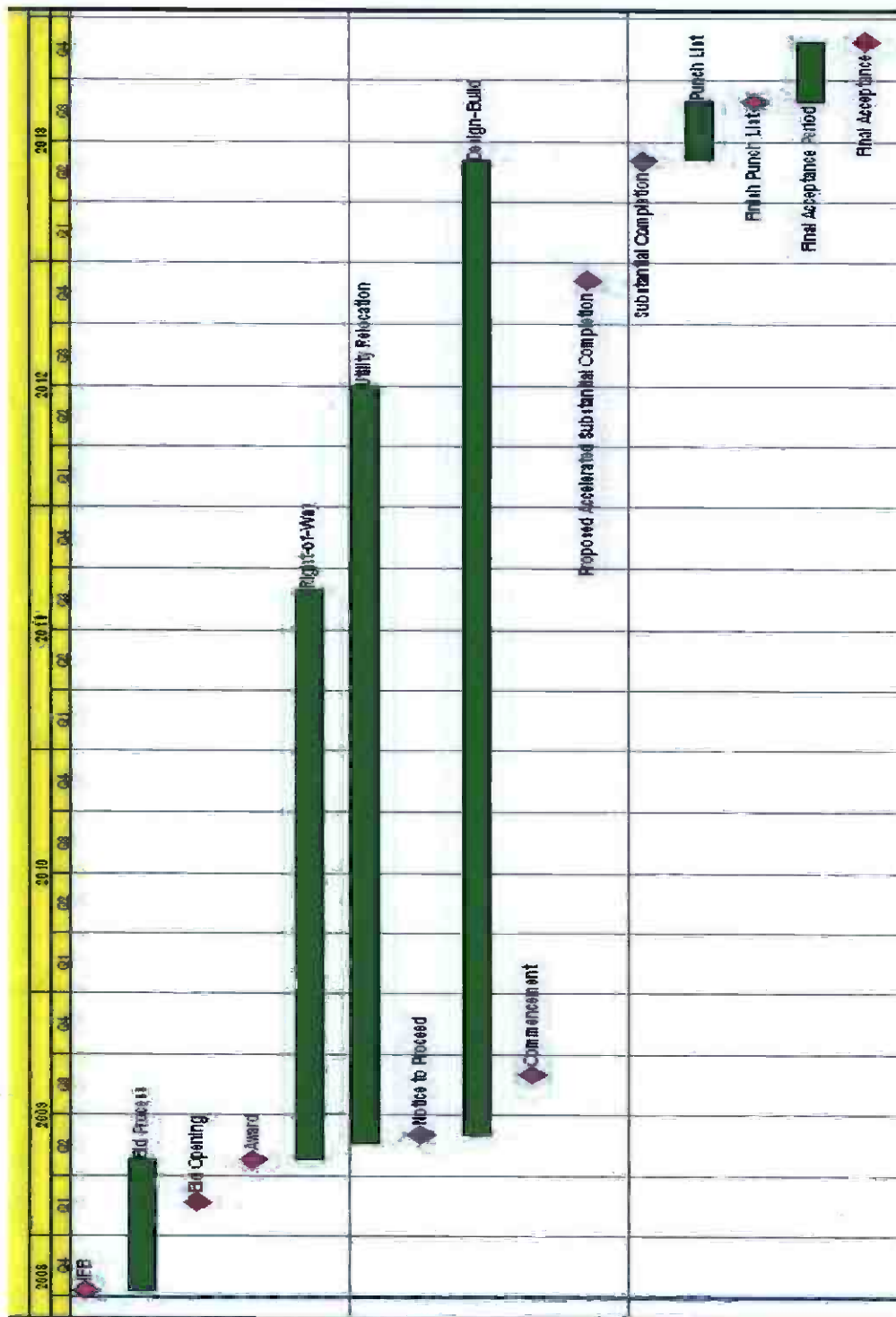
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KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Nov-09	Dec-09	Jan-10	Feb-09	Mar-10	Apr-10
Area 3A - Review of 60% Design Package	11/9/09A	CT					
Construction Signs Approval	12/4/09*		CT				
Area 3B - 60% Design Package	12/10/09		○				
Roadway (Construction) Signage Installation	12/14/09*		○				
Area 7A - 60% Design Package	12/14/09*		○				
AWIS Traffic Sensor Deployment	12/21/09*		○				
Area 2 - 60% Design Package	12/21/09		○				
Area 4A - 60% Design Package	12/21/09*		○				
Area 6A - 60% Design Package	12/21/09*		○				
Area 6B - 60% Design Package	12/31/09		○				
Re-Stripe Roadway	1/5/10*			○			
Area 3B - Review of 60% Design Package	1/11/10			▲			
Area 3A - Review of 100% Design Package	1/15/10			▲			
Area 5 - 60% Design Package	1/15/10			○			
Area 7A - MTA/CT Review of 60% Design Package	1/18/10*			CT			
Area 4A - Review of 60% Design Package	1/20/10*			▲			
Area 2 - Review 60% Design Package	1/21/10			▲			
Area 6A - MTA/CT Review of 100% Design Package	1/21/10*			CT			
Area 6B - Review of 60% Design Package	2/1/10				▲		
K-Rail Placement	2/8/10*				○		
Area 6A - 100% Design Package	2/8/10*				○		
Area 3A - Review of 100% Design Package	2/17/10				▲		
Area 5 - Review of 60% Design Package	2/17/10				▲		
Area 7A - 100% Design Package	2/7/10*				○		
Area 1 - 60% Design Package	2/19/10				○		
Area 4A - 100% Design Package	2/26/10*				○		
Area 3A - Wilshire SB Design Complete (AFC)	3/4/10					○	
Area 6A - MTA/CT Review of 100% Design Package	3/10/10*					CT	
Area 7A - MTA/CT Review of 100% Design Package	3/19/10*					CT	
Area 1 - Review of 60% Design Package	3/21/10					▲	
Area 3B - 100% Design Package	3/24/10					○	
Area 4A - Review of 100% Design Package	3/29/10*					▲	
Area 4 - 60% Design Package	4/5/10*						○
Area 6B - 100% Design Package	4/5/10						○
Area 7 - 60% Design Package	4/5/10*						○
Area 3B - Review of 100% Design Package	4/22/10						▲
 Metro Milestone  Design/Build  Third Parties Approval  Caltrans Milestone  New Date  FHWA Federal Highway Administration Approval							

PROJECT SUMMARY SCHEDULE



CRITICAL PATH NARRATIVE

Critical Path narrative pending approval of the Baseline Schedule.

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PROJECT COST STATUS

I-405 SEPULVEDA PASS WIDENING PROJECT
METRO CONSTRUCTION MANAGEMENT DIVISION / CALTRANS
COMBINED COST REPORT BY PHASE (DOLLARS IN THOUSANDS)
PERIOD ENDING: NOVEMBER 2009

PHASE #	PHASE CODE	DESCRIPTION	ORIGINAL BUDGET	APPROVED 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	-	22,000	-	21,457	-	21,457	-	22,000	-
1	PSE	PLANS, SPECS. & ENGINEERING	63,100	-	113,944	1,280	24,296	1,302	16,018	-	113,944	-
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	1,563	124	1,541	124	1,541	-	1,563	-
3	CS	CONSTRUCTION SUPPORT	26,000	-	-	-	-	-	-	-	-	-
4	C	CONSTRUCTION	823,900	-	800,074	-	720,922	13,264	33,301	-	800,074	-
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	96,419	5	8,126	26	7,900	-	96,419	-
TOTAL PROJECT			1,034,000	-	1,034,000	1,409	776,341	14,715	80,217	-	1,034,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 2009

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.

Commitments

The Commitments increased by \$1.409M this period primarily for miscellaneous consulting service contracts, Metro/Caltrans staff charges, and approval of a Master Cooperative Agreement with Los Angeles County.

Expenditures

Expenditures are cumulative through October 2009. The expenditures increased by a total of \$14.715M this period. Expenditures for the period consisted of \$13.364M for Kiewit, engineering phase charges, Metro project staff, consultant contract services, and cooperative agreement charges. Metro costs in the right-of-way support category were for Metro staff in 3rd party and Real Estate appraisal costs. Caltrans expenditures for the period included staff charges for engineering support and real estate purchases. The third and fourth invoices for the C0882 Kiewit Contract in the amount of \$11.3 million and \$11.5 million respectively have been submitted for review and approval. The \$80.2 million in Project Expenditures to date represents 7.8% of the Original Budget.

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FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

NOVEMBER 2009		STATUS OF FUNDS BY SOURCE							
SOURCE	(A) APPROVED BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
FEDERAL SAFETEA-LU	\$117,000	\$117,000	\$117,000	\$117,000	100%	\$51,917	44%	\$15,186	13%
FEDERAL ARRA	\$189,900	\$189,900	\$189,900	\$189,900	100%	\$0,000	0%	\$0,000	0%
STATE CMIA	\$614,000	\$614,000	\$0,000	\$415,703	68%	\$0,000	0%	\$0,000	0%
STATE TCRP	\$90,000	\$90,000	\$42,000	\$42,000	47%	\$26,662	30%	\$26,662	30%
STATE RSTP	\$10,100	\$10,100	\$10,100	\$10,100	100%	\$0,000	0%	\$0,000	0%
PROPOSITION C 25%	\$13,000	\$13,000	\$13,000	\$1,638	13%	\$1,638	13%	\$1,638	13%
TOTAL FUNDS	\$1,034,000	\$1,034,000	\$372,000	\$776,341	75%	\$80,217	8%	\$43,486	4%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 2009.

STATUS OF FUNDS ANTICIPATED

FEDERAL SAFETEA-LU: \$117M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

FEDERAL ARRA: \$189.9M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro with consultation with FHWA.

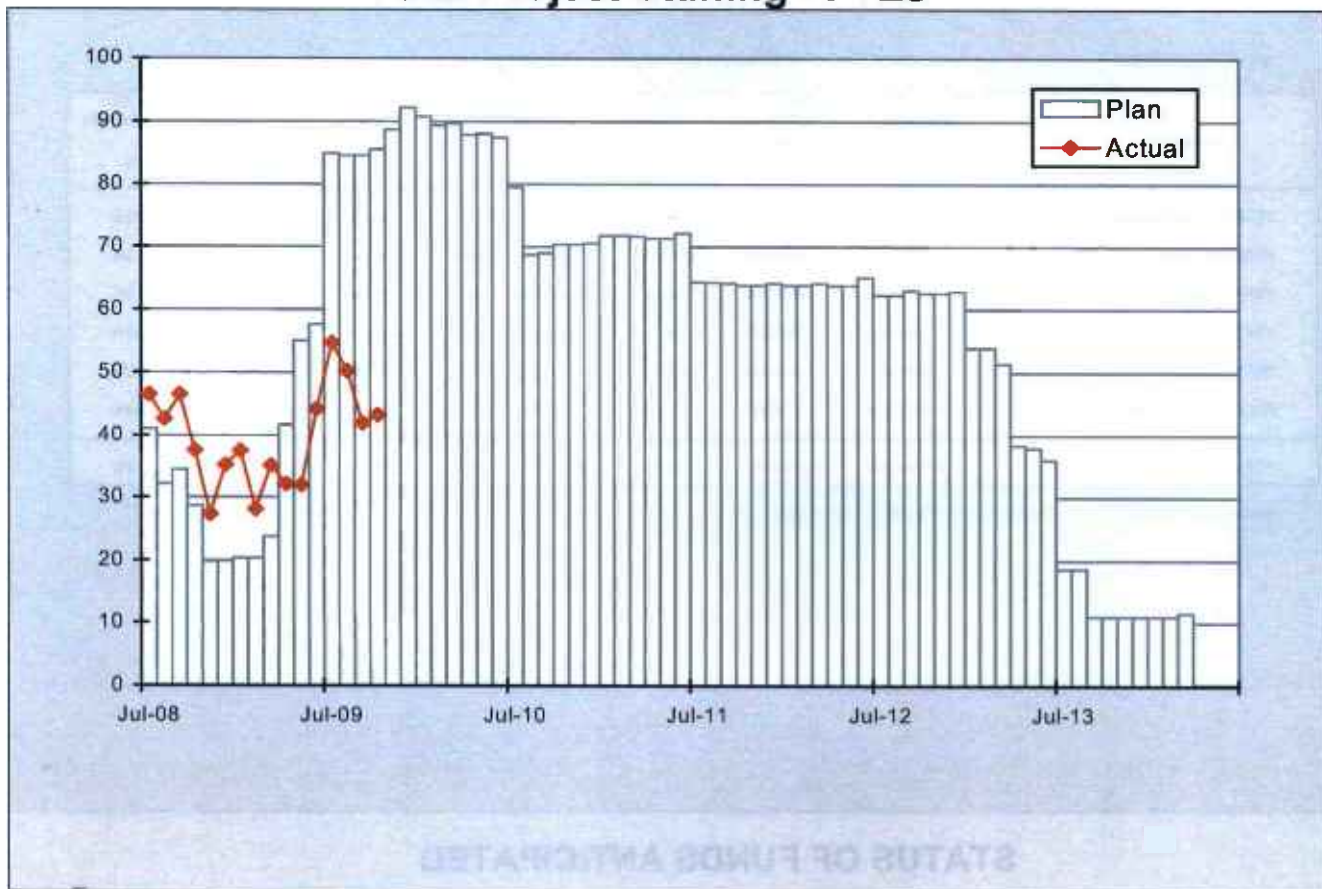
STATE TCRP: \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

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

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

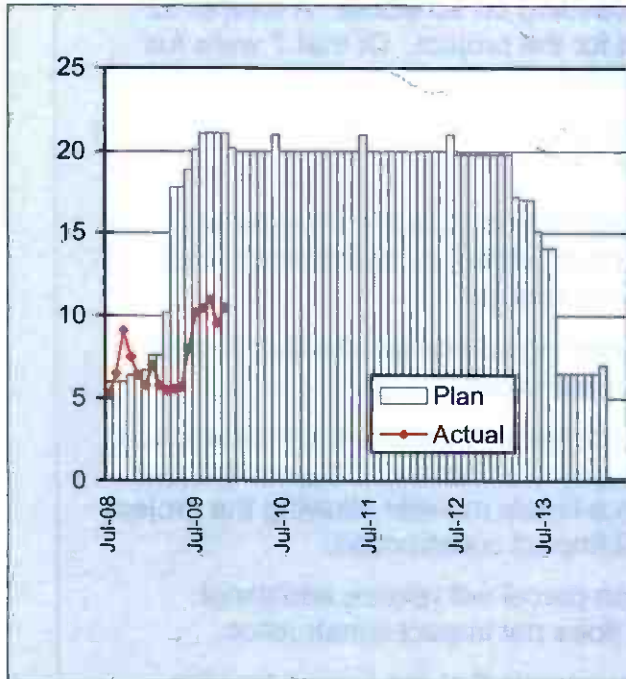
STAFFING STATUS

Total Project Staffing - FTEs

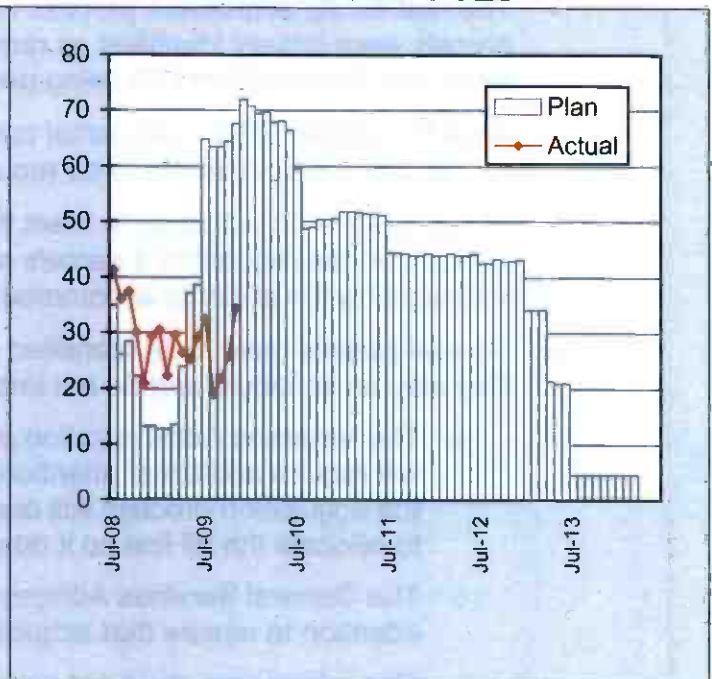


STAFFING STATUS

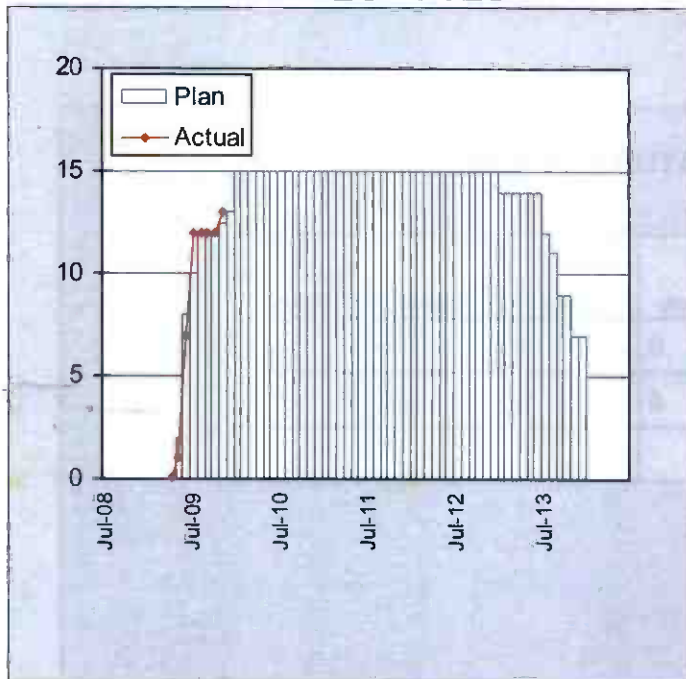
MTA - FTEs



CALTRANS - FTEs



STANTEC - FTES



REAL ESTATE STATUS

- The real estate acquisition process is proceeding on schedule. A total of 32 parcels were initially identified as required for the project. Of that 7 were full takes with the remaining 25 being partial takes.
- As of November 2009, one partial take has been converted into a full take and 1 parcel was determined not to be required.
- All parcels are on schedule to meet the target dates stated in the contract. The Contractor has requested 3 parcels earlier than stated in the contract. Metro is investigating the ability to accommodate their request.
- Several parcels have been identified as requiring additional attention to assure they stay on schedule and do not impact construction:
 - The Veterans Administration parcel containing the Breitburn oil line that will require additional attention to assure the Federal Government that the acquisition process will occur in a timely manner allowing the project to relocate the oil line so it does not impact construction.
 - The General Services Administration parcel will require additional attention to assure that acquisition does not impact construction.
 - This information does not cover any parcels that are leased that the contractor may need.

REAL ESTATE STATUS TO DATE

Number of Parcels	Required	In Appraisal Process	Appraisal Process Complete	Offer Made	Closing	Acquired	Turned Over to Contractor
This Period	31	9	0	0	0	2	2
Last Period	31	25	14	0	3	6	5

ENVIRONMENTAL STATUS

- Prepared Environmental Addendum for the proposed design modification developed through value engineering for the shift in the centerline along the north side of the Getty Center.

COMMUNITY RELATIONS STATUS

- Distributed 5 construction notices regarding soil testing, potholing activities and geotechnical soil boring.
- Represented the Project at Speaker Karen Bass' Transportation Town Hall Meeting.
- Facilitated a working session of the Community Advisory Committee.
- Facilitated the first quarterly construction update meeting.
- Gave project presentation to the Mullholland Educational Corridor Association (MECA).
- Coordinated activities with Bel Air Crest, three Sepulveda residents and four Sewer Line Surveys at Dalkeith/Thurston.
- Coordinated the first monthly elected officials briefing.

QUALITY ASSURANCE STATUS

- Metro Quality began performing surveillance of the design development process.
- The Quality Management System (QMS) has been submitted and approved by Metro and Caltrans.
- Established a weekly Quality Status Meeting with Metro Quality Management, Caltrans and KPC Quality personnel.

SAFETY AND SECURITY STATUS

- The IPO Staff and the Contractor continue to partner to complete Over the Shoulder Reviews of each Safety and Security submittal to insure the officially submitted document is returned and approved in a timely manner.
- The Project Team is transitioning from Program Submittals (required for construction start-up) to Construction Submittals (documenting construction work plans and job hazard analysis).
- The Contractor completed over 54,000 hours (Design and Construction) in November with no injuries.
- The Project Security Plan has been approved.
- The Contractor completed over 266,000 work hours (Design and Construction) with two first aid injury cases. Total project-to-date hours (Contractor and IPO) are over 310,000 with two first aid cases.

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THIRD PARTY AGREEMENT STATUS

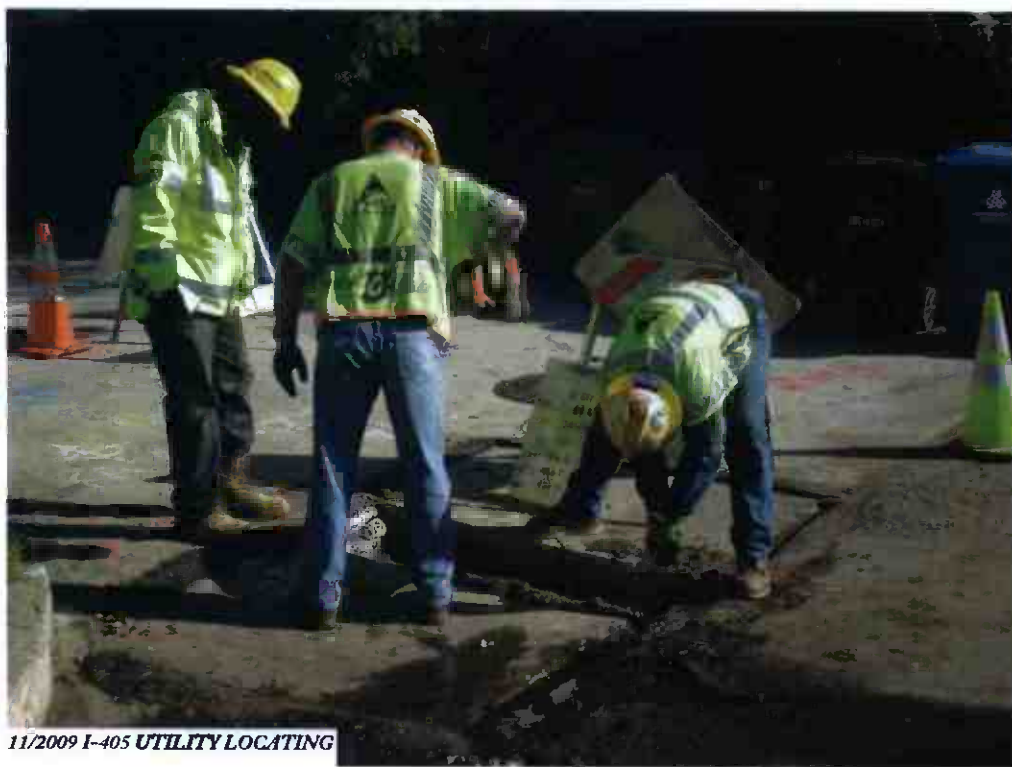
Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	3/10	6/09	In City's court. The width of Sepulveda is an issue.
Los Angeles County Department of Public Works/Los Angeles Flood Control District	MCA	3/10	6/09	Received first draft comments from County/district on 9/15/09.
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.

I-405 Sepulveda Pass Widening Project Design/Build Contractor: Kiewit		Contract No.: C0882 Status as of: November 27, 2009																																							
Progress/Work Completed: Major work completed this period: • Potholing from Montana to Constitution, Moraga, Sunset Cul-de-Sac and Mountain Gate to Skirball. • Drainage CCTV and Cleaning VA Facility (Sepulveda at Wilshire Sewer), Mainline Median Wilshire to Santa Monica and Santa Monica to National, Mainline NB Shoulder I-10 to Getty Center, City Streets Santa Monica (Sewer and Storm Drain) and Church Lane (Sewer and Storm Drain) and Valley Vista Sewer. • Geotechnical Investigations. Major submittals completed this period: • Quality Management System (QMS). • Environmental Management Plan (EMP). • Geotechnical Execution Plan. • Environmental Monitoring Plan. • Wilshire Area 3A - 85% Design. • Bridges #12, #13 and #15 - 60% Design. • Temporary ITS Corridor Wide - 60% Design Areas of Concern: • Visual Quality Concept Plan submittal is late. • The Project Baseline Schedule was re-submitted and is being reviewed		Major Activities (In Progress): • Electrical Investigation of City Streets and Mainline • Project Baseline CPM Schedule resubmittal review. • Drainage CCTV and Cleaning at Mainline Median #1 Lanes/HOV Lane, and Northbound #5 Lane. • Cotner Yard development. Major Activities Next Period: • Potholing Montana to Ovada, Valley Vista, Santa Monica (Area 2), Exposition to Olympic, Mainline, Sherman Oaks Circle and Federal Property. • Drainage CCTV and Cleaning Northbound #5 Lane and City Streets Olympic/National Sewer and Skirball Center Drive Storm Drain • AWIS Traffic Sensor Deployment. • Roadway (construction) signage installation.																																							
		<table border="1"> <thead> <tr> <th></th> <th>Original Baseline</th> <th>Time Extension</th> <th>Current Contract</th> <th>Forecast Completion</th> <th>Variance Cur-Fcas</th> </tr> </thead> <tbody> <tr> <td>Commencement</td> <td>08/31/09</td> <td>0</td> <td>08/31/09</td> <td>08/31/09</td> <td>0</td> </tr> <tr> <td>Completion</td> <td>05/31/13</td> <td>0</td> <td>05/31/13</td> <td>05/31/13</td> <td>0</td> </tr> <tr> <td>Punchlist Complete</td> <td>08/29/13</td> <td>0</td> <td>08/29/13</td> <td>08/29/13</td> <td>0</td> </tr> <tr> <td>Final Acceptance</td> <td>11/27/13</td> <td>0</td> <td>11/27/13</td> <td>11/27/13</td> <td>0</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>					Original Baseline	Time Extension	Current Contract	Forecast Completion	Variance Cur-Fcas	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						
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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.
October 31, 2009	Project surpassed the 200,000 work hour milestone with no recordable cases.

CONSTRUCTION PHOTOGRAPHS



11/2009 I-405 UTILITY LOCATING

I-405 utility locating.



11/2009 I-405 UTILITY POTHOLING

I-405 utility potholing.

CONSTRUCTION PHOTOGRAPHS



11/2009 I-405 UTILITY POTHOLE BACKFILL

I-405 utility pothole backfill.



11/2009 I-405 POTHOLE PROTECTION

I-405 pothole protection.

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
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CMIA	Cash Management Improvement Act
CMS	Changeable Message Signs
CN	Change Notice
CO	Change Order
COE	Corps of Engineers
COLA	City Of Los Angeles
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CTC	California Transportation Commission
D-B	Design-Build
D-B-B	Design-Bid-Build
DD	Design Development
DEIR	Draft Environmental Impact Report
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FD	Final Design
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FIS	Financial Information System
FOCT	Fiber Optics Cable Transmission System
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
GSA	General Services Administration
GSRD	Gross Solids Removal Devices
HAR	Highway Advisory Radio
HOV	High Occupancy Vehicle
IFB	Invitation for Bid
IPO	Integrated Project Office
ITS	Intelligent Transportation Systems

**APPENDIX
LIST OF ACRONYMS (Continued)**

LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LADOT	Los Angeles Department of Transportation
LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LARTMC	Los Angeles Regional Transportation Management Center
LFAT	Local Field Acceptance Test
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LOP	Life of Project
MCA	Master Cooperative Agreement
METRO	Los Angeles County Metropolitan Transportation Authority
MIS	Major Investment Study
MOT	Maintenance of Traffic
MPSR	Monthly Project Status Report
MVDS	Microwave Vehicle Detection System
MVP	Maintenance Vehicle Pullouts
MWD	Metropolitan Water District
N/A	Not Applicable
NHS	National Highway System
NOA	Notice of Award
NTE	Not to Exceed
NTP	Notice To Proceed
NTSC	National Television System Committee
P6	Primavera Project Planner® (scheduling software)
PC	Project Control
PE	Preliminary Engineering
PIP	Project Implementation Plan
PM	Project Manager
PMA	Project Management Assistance
PMP	Project Management Plan
P&P	Policies & Procedures
PR	Project Report
PS&E	Plans, Specs & Engineering
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RFC	Request For Change or Released for Construction (based on context)
RFP	Request For Proposal

APPENDIX
LIST OF ACRONYMS (Continued)

RMS	Ramp Metering Systems
ROM	Rough Order of Magnitude
ROW	Right-Of-Way
SIT	System Integration Testing
RSTP	Regional Surface Transportation Program
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCE	Southern California Edison
SONET	Synchronous Optical Network
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
TMS/CS	Traffic Monitoring Stations/Count Stations
TPM	Transportation Management Plan
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package