

February 2010

Interstate 405 Sepulveda Pass Widening Project



Metro



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 (AARA) AND FUNDS FROM THE STATE OF CALIFORNIA.

FEBRUARY 2010

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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) design related support activities are nearly complete except for areas where access was difficult including Video taping of storm drains. Establishing construction yards at Mission Dump road, Wilshire Blvd and Exposition Blvd have been slowed due to contaminants being found or lease issues with the county (Mission Dump Road). It appears that KPC will still elect to use these locations and mitigate the contaminants by capping the yards at Exposition and Wilshire. Re-striping of all the lanes started on January 12, 2010, followed by 9 days of Wet Weather, Holidays and weekends. After the first couple of days they have been making good progress.

Key project activities for February 2010 include:

- Sound Mitigation for the 23 homeowners, between Montana Avenue and Sunset Blvd. on the east side of the I-405, has been the focus of the project since the beginning of the environmental process. KPC and Metro have agreed to utilize the pile supported tie-back system assuming the residents would agree on the permanent tie-back easement and the COLA requested location on Sepulveda. Metro and Kiewit are working to obtain approval from residents on these issues and it appears that most of the homeowners will sign the MOA. New lawyers for Caltrans have been reviewing and making changes to the MOA to focus on avoidance of CEQA/NEPA problems with the homeowners. In addition, Caltrans and Metro lawyers have reviewed and are still

PROJECT OVERVIEW & STATUS (Cont'd)

reviewing the MOA terms for mitigation and abatement issues in relation to construction and noise concerns.

- Widening of Sepulveda between Montana and Church to accommodate the COLA requests for standard lanes and shoulders. Due to the potential cost increase this may have to be a Change Order. Provisional Sums are involved as well as increases and decreases in baseline costs which are making this not a straight forward 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.
- Visual Aesthetics Plan for the project was complete but two issues surfaced; one was created by KPC in which they were proposing to change to a cast-in-place structure at Mulholland as opposed to the pre-cast option, and the second was that Caltrans' approvers felt they were not aware of some of the decisions made on the plan. The second Visual Quality Assessment Team meeting was held in February to finalize the Visual Quality Concept Plan. KPC has to document the meeting and make modifications to the final VQCP.
- Kiewit continues with the design mitigation of the existing 12' x 12' Reinforced Concrete Box. Metro has made the decision that the construction costs of the 12' X 12' Box would be part of Provisional Sums and therefore the dispute over this issue is concluded. KPC has indicated they would like to go to the Disputes Review Board (DRB) for informal discussions on the schedule part of the dispute; this is scheduled for June 2010.

MANAGEMENT ISSUES

Concern No. 1: Community Outreach Program

Status/Action Community Outreach program established by Metro continues. Recent work with CAC on Traffic Management concerns is an area that Metro will spend the next two months developing a comprehensive plan in conjunction with KPC. The responses received at the public meetings suggest that Temporary Traffic Management is a major area of concern. KPC has been slow to both understanding and responding with appropriate planning effort that Metro could present to CAC and the public. Metro will continue to pursue this with KPC.

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

Status/Action Metro has determined that the basis of KPC's VE proposal is flawed in that they used Provisional Sums to determine benefit of their VE proposal. KPC is willing to look at this proposal as a potential change, and as such, Metro/Caltrans will continue to

MANAGEMENT ISSUES (Cont'd)

review the proposal from a technical and cost stand point. The process of reviewing this proposal has been slow due to lack of information and accuracy of the technical details to date. Metro/Caltrans continue to work with KPC on this proposal due to the potential benefits to the project. As a separate exercise, Metro/Caltrans have undertaken an effort to verify costs based on KPC proposal. Costs are reasonably close for decision making purposes, and it appears to Metro/Caltrans that the Project should finalize the change and pursue the design/construction efforts. The only concern left is freeway lane configuration of 5+1 vs. 6+1 future build out, plus southbound ramp modifications just north of the Getty; Caltrans/KPC are working on this.

Concern No. 3: Provisional Sums

Status/Action Provisional Sums continues to make progress but Metro has not come to agreement with KPC on some of these items. Metro's Contract Administration has become more involved for the expressed purpose of speeding up this process. Metro's Contracts Administration is working through the process and while this is causing some friction between KPC and Metro, there would be a clearly documented and manageable process within a couple of months.

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. KPC has complained about the submittal process, specifically the 100% Design submittals that Caltrans has been rejecting. Metro/Caltrans do not agree with KPC that they should allow 100% plans to be approved without all corrections being made. Proper direction has been given to KPC, but these complaints from KPC have not gone away.

Concern No. 5: Reversible Lane Project on Sepulveda

Status/Action The COLA has requested that Metro/Kiewit to take over this project. KPC and the City have come to an agreement on costs and now the City and Metro need to work on the terms and conditions of how Metro and COLA will administer and pay for this work. COLA is working on the project transfer documents.

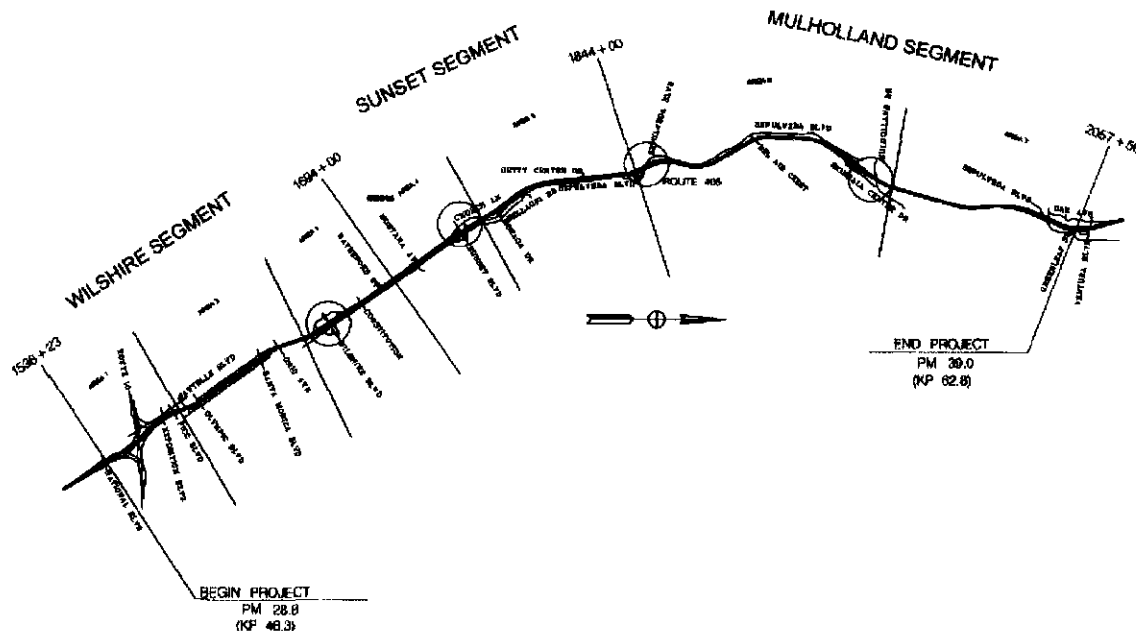
Concern No. 6: Review Support from COLA

Status/Action Metro has been working with COLA for the last several months addressing funding and other concerns regarding support issues for COLA reviewers. Metro has provided additional funding to the City to address any potential resource issues. In addition, Metro has met with City Managers and department heads to address submittal

MANAGEMENT ISSUES (Cont'd)

schedules to avoid overwhelming functional units. These units have responded by accelerating some submittals which have been beneficial to the project. It is becoming apparent that with furloughs and impending retirements within the COLA, plus the large number of submittals coming from the I-405, the project needs additional support in terms of overtime or other management tools to get through this period. The project will be setting up additional meetings with the COLA and Metro to resolve this in the coming weeks.

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	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jul-10
Mainline Saw Cut and Smooth Grind Commencement	2/11/10A	○					
Area 7A - Resubmittal of 100% Design Package	3/15/10		○				
Area 6A - Resubmittal of 100% Design Package	3/15/10		○				
Utility Undergrounding - Sunset Area	3/15/10		○				
Area 3A - Resubmittal of 100% Design Package	3/19/10		○				
Area 3B - 100% Design Package	3/24/10		○				
Area 4A - 100% Design Package	3/26/10		○				
Area 2 - 100% Design Package	4/2/10			○			
Area 6B - 100% Design Package	4/5/10			○			
Area 7 - 100% Design Package	4/9/10			○			
Sunset Bridge Demolition - Prep Work	4/12/10			○			
VA Sewer Relocation	4/12/10			○			
Area 7A - Approval of 100% Design Package	4/15/10			CT			
Area 6A - Approval of 100% Design Package	4/15/10			CT			
Area 3A - Approval of 100% Design Package	4/19/10			CT			
Area 3B - Approval of 100% Design Package	4/23/10			CT			
Area 4A - Approval of 100% Design Package	4/26/10			CT			
Area 7A - Walls 1992/2004 Excavation Commencement	5/1/10				○		
Area 2 - Approval of 100% Design Package	5/2/10				CT		
SB Wilshire Blvd. Off-Ramp Bridge 6A Pile Driving	5/3/10				○		
Area 6B - Approval of 100% Design Package	5/5/10				CT		
Area 7 - Approval of 100% Design Package	5/9/10				CT		
Area 5 - 100% Design Package	5/2/10				○		
Area 1 - 100% Design Package	5/28/10				○		
Skirball Center Drive Bridge (OC) Demolition	6/1/10					○	
Area 5 - Review of 100% Design Package	6/20/10					CT	
Area 4 - 100% Design Package	6/24/10					○	
Area 1 - Review of 100% Design Package	6/27/10					CT	
SB Wilshire Blvd. Off-Ramp Bridge 6A Abutment	7/5/10						○

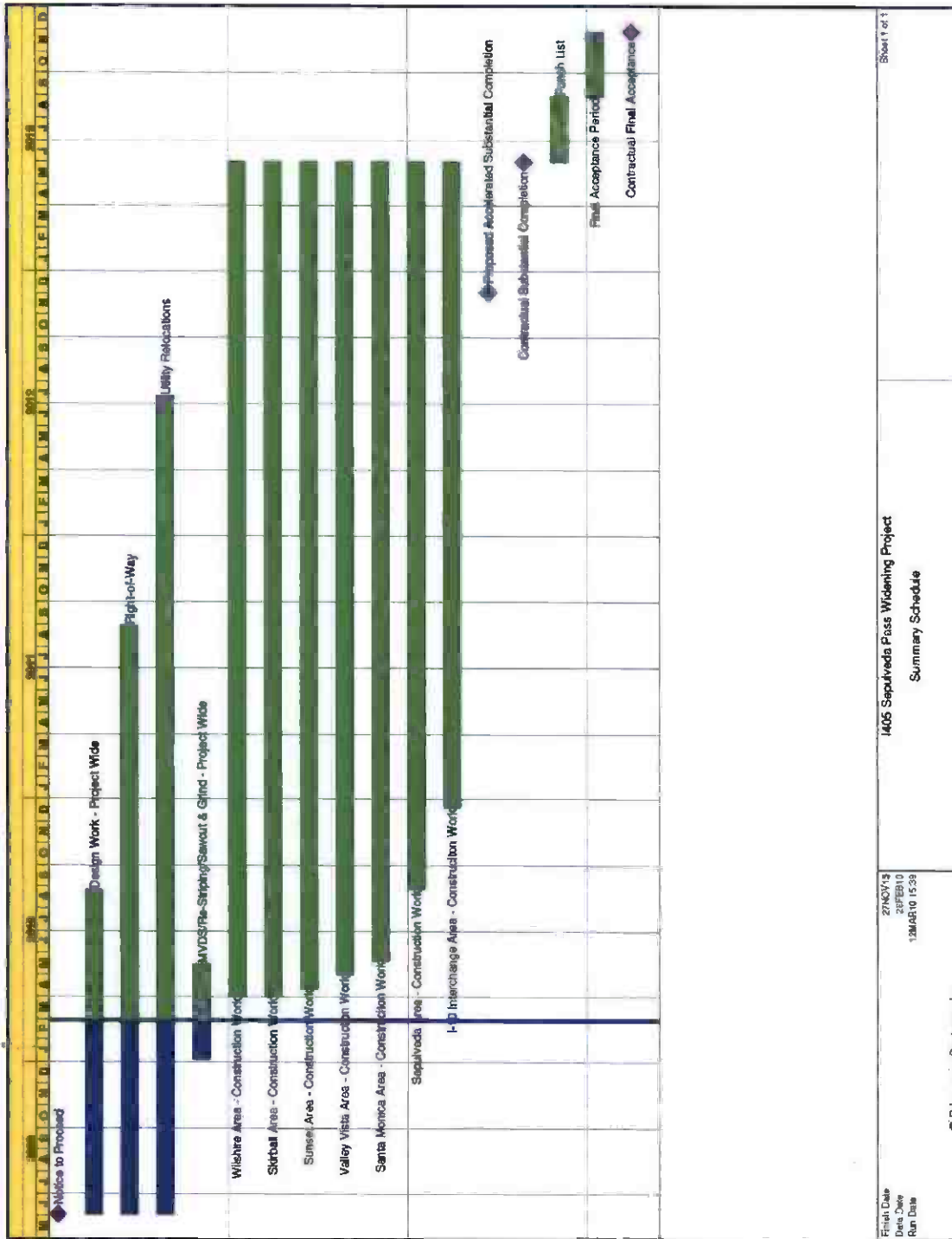
 Metro Milestone
  Design/Build
  Third Parties Approval

CT Caltrans Milestone
  New Date
  FHWA
 FHWA Federal Highway Administration Approval

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PROJECT SUMMARY SCHEDULE



CRITICAL PATH NARRATIVE

The project has several critical paths which may potentially change as the work progresses. Currently, the primary critical path runs through the COLA 30% plans and Sunset Area 4A Walls 1720/1730 design. It then heads to the construction of Walls 1720/1730, continues on with fine grade/place and finish AB on Sepulveda Blvd, and completes with paving and realignment of traffic on Sepulveda Blvd.

The primary critical path then runs through construction of the Sunset Off-Ramp Bridge #14, demolition of existing and constructing the Sunset on-ramp, constructing MSE Wall #1740B, finishing sub-grade for the Sunset on-ramp, and finally paving the Sunset on-ramp.

This critical path then continues on by switching to Phase 2 MOT at Area 4, Median work at Sunset Area, and finally Median Work at Wilshire Area to achieve Area 3 Substantial Completion and Relief of Maintenance.

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PROJECT COST STATUS

I-405 SEPULVEDA PASS WIDENING PROJECT
METRO CONSTRUCTION MANAGEMENT DIVISION / CALTRANS
COMBINED COST REPORT BY PHASE
PERIOD ENDING: FEBRUARY 2010
DOLLARS IN THOUSANDS

PHASE #	PHASE CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURE		CURRENT FORECAST		BUDGET / FORECAST
				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	-	22,000	-
1	PSE	PLANS, SPECS. & ENGINEERING	63,100	-	110,494	854	26,409	898	18,721	-	110,494	-
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	1,563	106	1,822	106	1,822	-	1,563	-
3	CS	CONSTRUCTION SUPPORT	28,000	-	-	156	291	158	291	-	-	-
4	C	CONSTRUCTION	823,900	-	800,074	-	720,922	10,345	66,383	-	800,074	-
5	RC	RIGHT-OF-WAY CAPITAL	83,000	-	99,869	-	9,384	-	9,153	-	99,869	-
TOTAL PROJECT			1,034,000	-	1,034,000	1,115	790,266	11,504	117,697	-	1,034,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 31, 2010
KIEWIT EXPENDITURES ARE ONLY THROUGH OCTOBER 31, 2009 DUE TO INVOICING LAG

PROJECT COST ANALYSIS

Approved Budget

The Approved Budget reflects the Metro Board adopted Life-of-Project (LOP) Budget which was approved in April 2009 in the amount of \$1,034.0 million.

Current Budget and Current Forecast

The Current Budget and Forecast remain the same at \$1,034.0 million. Certain items budgeted and forecast under the PSE phase will be re-allocated to the RS and CS phases in next months report once the necessary approvals are obtained.

Commitments

The Commitments increased by \$869K this period primarily for miscellaneous consulting service contracts, Metro/Caltrans staff charges and Caltrans Real Estate parcel purchase commitments.

Expenditures

Expenditures are cumulative through December 2009. The expenditures increased by a total of \$12.9M this period. Expenditures for the period consisted of \$11.5M for Kiewit, engineering phase charges, Metro project staff and miscellaneous consultant contract services. Metro costs in the right-of-way support category were for 3rd party Metro staff costs. Caltrans expenditures for the period included staff charges for engineering, right-of-way support and construction support costs and real estate parcel capital purchases. The \$106.3 million in Project Expenditures to date represents 10.3% of the Original Budget.

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FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

FEBRUARY 2010

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%	\$18.016	15%	\$15.991	14%
FEDERAL ARRA	\$189.900	\$189.900	\$189.900	\$189.900	100%	\$56.153	30%	\$56.153	30%
STATE CMIA	\$614.000	\$614.000	\$0.000	\$419.628	68%	\$0.000	0%	\$0.000	0%
STATE TCRP	\$90.000	\$90.000	\$42.000	\$42.000	47%	\$42.000	47%	\$26.765	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	\$780.266	75%	\$117.807	11%	\$100.547	10%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2010.

STATUS OF FUNDS ANTICIPATED

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

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

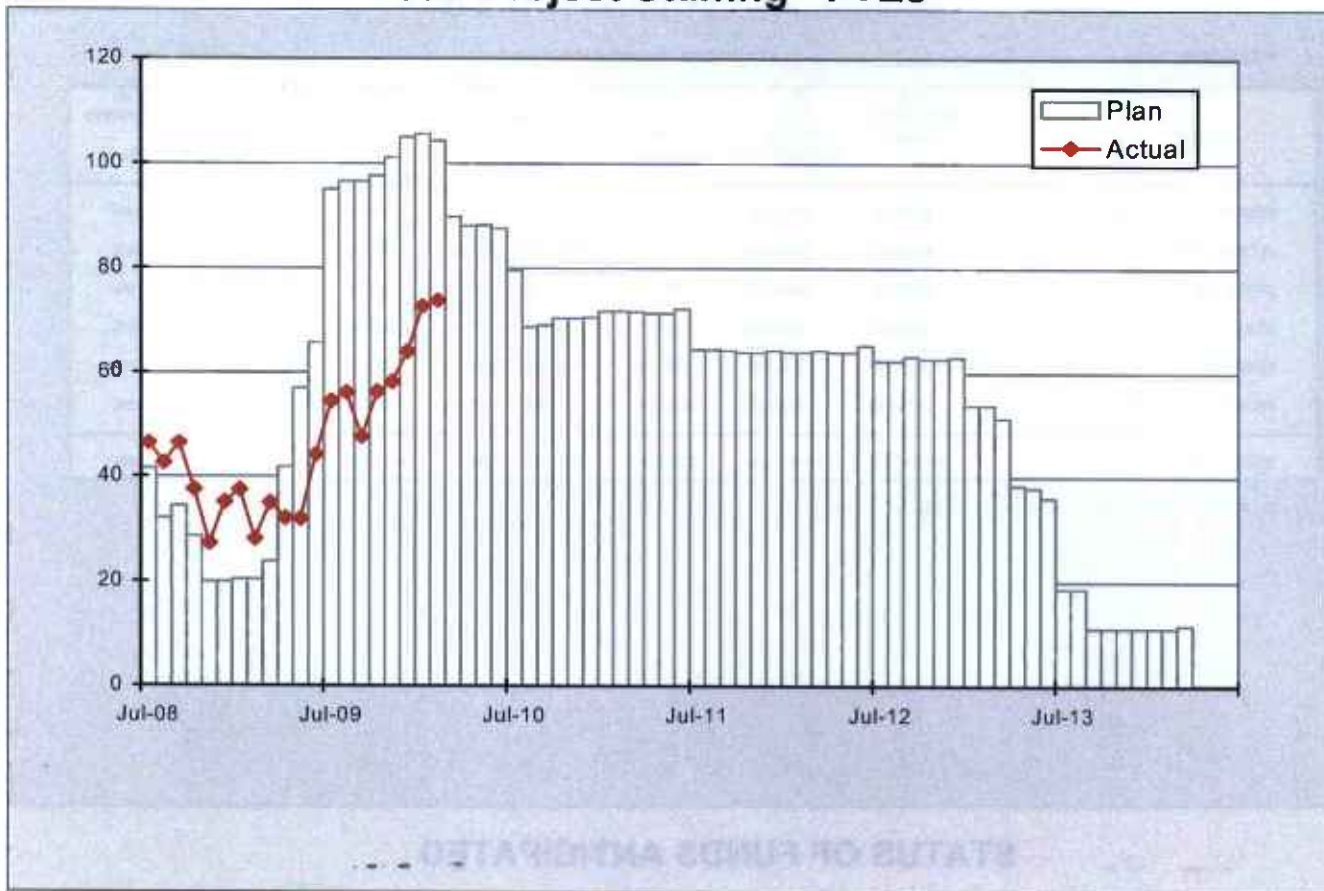
STATE TCRP: \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

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

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

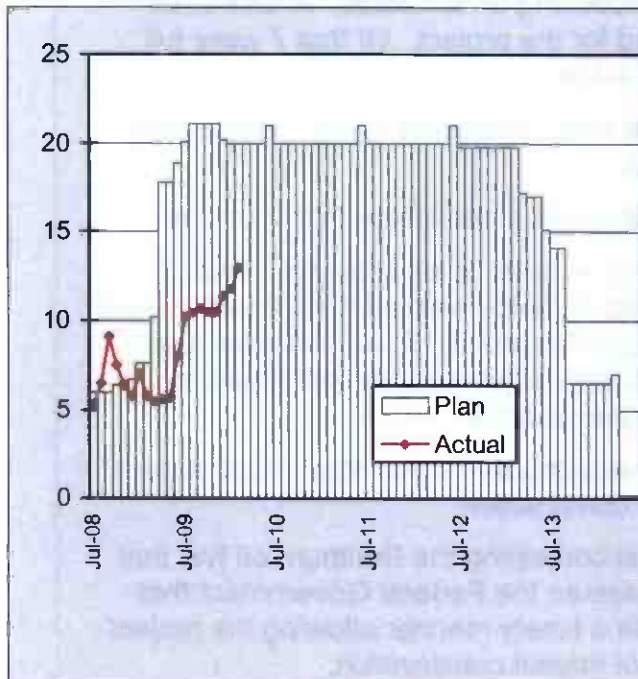
STAFFING STATUS

Total Project Staffing - FTEs

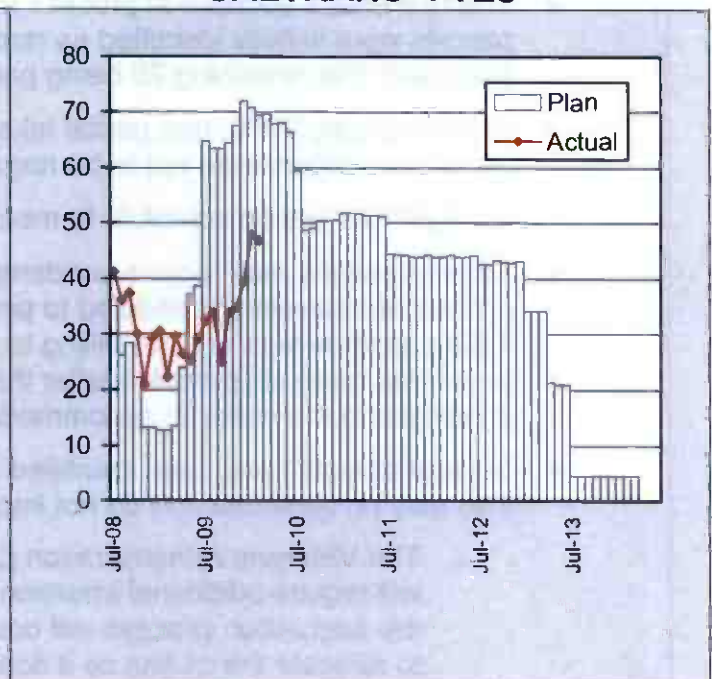


STAFFING STATUS

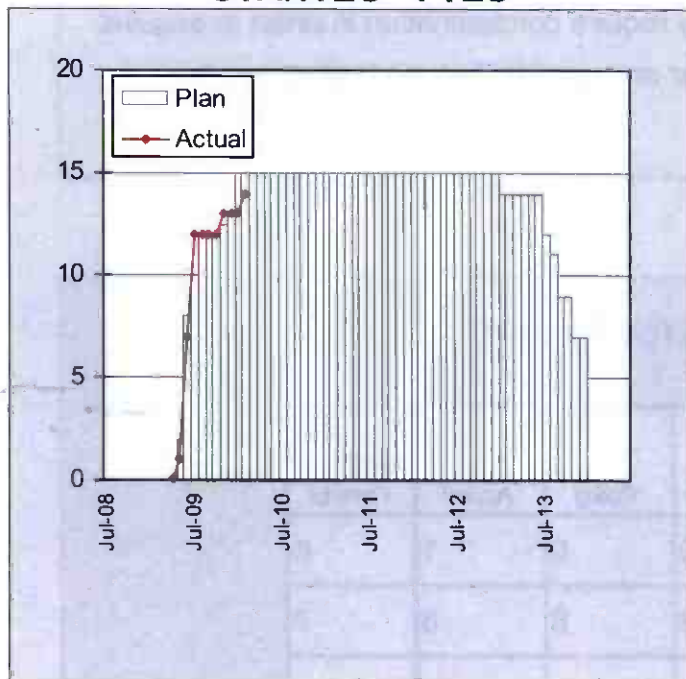
MTA - FTEs



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 February 2010, one partial take has been converted into a full take and 1 parcel was determined not to be required.
- Most parcels are on schedule to meet the target dates stated in the contract.
- Several parcels may require condemnation in order to be acquired. Two (2) parcels are currently scheduled to proceed to condemnation CTC Board in April if the parcel owners are not willing to accept the offers. The Contractor has requested three (3) parcels earlier than stated in the contract and 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.
 - Two parcels in Segment 2 may require condemnation in order to acquire.
 - 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	11	6	0	0	1	0
Last Period	31	20	14	8	8	8	7

ENVIRONMENTAL STATUS

- Received Regional Water Quality Control Board Section 401 Permit on February 16, 2010.
- Received US Army Corps of Engineers Section 404 Permit on February 24, 2010.

COMMUNITY RELATIONS STATUS

- Distributed eight construction notices for the following construction activities:
 - Partial lane closures, CCTV drain work
 - Full freeway closure, NB Moraga to Getty Center
 - Full freeway closures, SB Sunset to National
 - Saw-cutting and grinding
 - K-rail placement
 - Potholing Sepulveda (between Wilshire and Constitution)
- Held meeting with the Community Advisory Committee (CAC) and an Elected Official Briefing.
- Made presentations to the Westwood Hills Task Force, Bel Air Crest Masters Association Board of Directors, West LA Bureau Traffic and South Bay Governance Council.
- Coordinated construction activities with twenty-five residents regarding:
 - Vertical height clearance at Bel Air Crest Road
 - Bus stop relocation along I-405
 - Getty Trail Head signage
 - Santa Monica Mountain Conservancy tower installation
 - LADWP utilities relocation
 - Sewer lines
 - Tree removal/surveys
 - Utility relocation
 - Valley Vista potholing
 - Mulholland Bridge coordination
- Coordinated meetings with The Getty Center, Santa Monica Mountain Conservancy, LADWP, Bus Operations, Westwood Recreation Center and the Los Angeles Homeless Services Authority.
- Began social media campaign.

QUALITY ASSURANCE STATUS

- Metro Quality began surveillance of the construction planning processes.
- Discrepancy Report #2 has been closed.
- Discrepancy Reports #3 and #4 are proceeding toward closure.

SAFETY AND SECURITY STATUS

- February recorded a significant increase in the number of Master Construction Work Plans/Job Hazard Analyses being reviewed via the Over the Shoulder Review process. This process will continue into March and possibly April. Individual work packages will then be reviewed for adherence to the Master CWP/JHA as well as proper addressing of site specific safety issues.
- Contractor completed over 65,000 work hours (Design & Construction) in February with no injuries or significant incidents.
- Project to Date the contractor has completed over 452,000 work hours (Design & Construction) with only 2 first aid cases.
- During February the Project (Contractor and IPO Staff) reached the milestone of 500,000 work hours without a Recordable Injury.
- Total Project to Date hours (for the Contractor & the IPO through the end of February) are over 528,000.
- Construction Yard Development plans continue to be reviewed for Security issues and adherence to the DB Contractor's approved Project Security Plan.

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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	4/10	6/09	In City's court. Unresolved City requested improvements at Wilshire/Sepulveda.
Los Angeles County Department of Public Works/Los Angeles Flood Control District	MCA	5/10	6/09	County will not move forward with MCA until Mission Dump Road issues are resolved.
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.

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CONTRACT STATUS

I-405 Sepuveda Pass Widening Project Design/Build Contractor: Kiewit	Contract No.: C0882 Status as of: February 26, 2010																																									
Progress/Work Completed: Major work completed this period: • Potholing Sherman Oaks Circle, Sunset, Constitution, and Sepulveda. • K-rail patch and Paint. • MVDS pole and trailer installation. • Construction area signs installation. • Sawcut and Grind. • Freeway Re-striping Wilshire Blvd. to US-101. • Obtained approved 401 Permit - Water Quality Control Board. • Obtained approved 404 Permit - US Army Corps of Engineers. Major submittals completed this period: • Various construction work plans • Noise Monitoring and Control Plan - resubmittal. • Sunset Blvd. OC Bridge 16 Demolition 100% Plans. • Santa Monica Blvd. UC Bridge 4 - 100% Design. • Ohio Ave. UC Bridge 5 - 100% Design. • Design Quality Management Plan - Revision 2. • Complete Freeway Closure Detour Plan - 100%. • Temporary ITS Corridor Wide - 100% Design. • Complete Connector Closure Detour Plan - 100%. • Lead Compliance Plan for Aerially Deposited Lead. • Constitution UC Bridge 12 - 100% Design. Areas of Concern: • Value Engineering (VE) for the 96" MWD waterline. • Reversible Lane Project on Sepulveda Blvd. • The 12 x 12' reinforced concrete drainage box design • Visual Quality Management Concept Plan resubmittal is late • December 2009 Schedule update is late.	Major Activities (In Progress): • Tree and Landscape Survey. • Drainage CCTV and Cleaning. • Cotner, Wilshire, and Mission Landfill Yards development. • Freeway re-striping. • Sawcut and Grind. Major Activities Next Period: • Potholing Beloit and Sardis Cul-de-Sac, and Montana to Ovada. • Drainage CCTV and Cleaning at median and shoulders • Sawcut and smooth grind. • K-rail placement National Blvd. to Santa Monica Blvd.																																									
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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

CONSTRUCTION PHOTOGRAPHS



**2/2010 I-405 CA
Governor, Arnold
Schwarzenegger visits
Mulholland Yard**

Governor Arnold Schwarzenegger visits Mulholland Yard.



**2/2010 I-405 Smooth
grinding performed
along freeway shoulder**

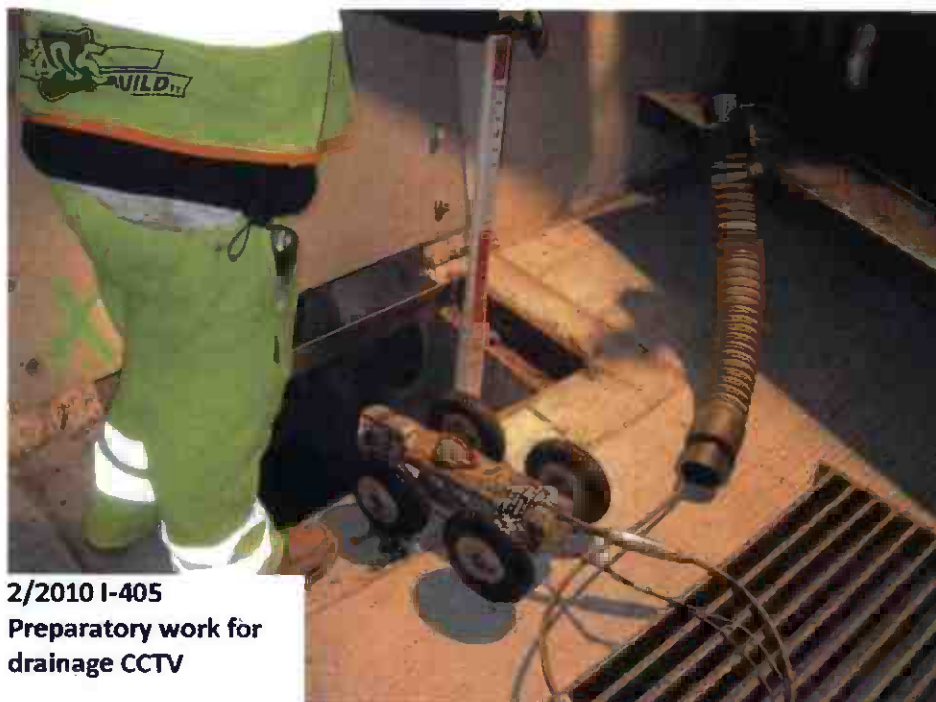
Smooth grinding performed along freeway shoulder.

CONSTRUCTION PHOTOGRAPHS



2/2010 I-405 Plates are removed to create access for drain CCTV

Plates are removed to create access for drain CCTV.



2/2010 I-405 Preparatory work for drainage CCTV

Preparatory work for drainage CCTV.

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
LNTF	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