

INTERSTATE 405 SEPULVEDA PASS WIDENING PROJECT

QUARTERLY PROJECT STATUS REPORT

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

MARCH 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 mainline NB lanes is complete and SB lanes will commence in April 2010. Sawcut and grinding of mainline is being worked on in preparation for K-rail placement.

Key project activities for March 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 Blvd. 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. Caltrans and Metro lawyers have also reviewed and are still reviewing the MOA terms for

PROJECT OVERVIEW & STATUS (Cont'd)

mitigation and abatement issues in relation to construction noise concerns.

In addition to the significant amount of legal reviews, Caltrans ROW (D7 and HQ) and FHWA are now reviewing the CEQA/NEPA settlement agreement and focusing on ROW procedures as it relates to the settlement agreement. While we appreciate all the attention from the ROW staff and their references to the ROW procedures, it would not have helped the CEQA/NEPA settlement agreement issues in any way to focus on ROW procedures during our discussions with difficult homeowners who could possibly file suit against the project. That being said, the Project is working with ROW and Environmental Legal staff from Caltrans and Metro to modify the settlement agreement to address any ROW staff concerns.

- 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 was sent to County Consul for approval.
- 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. Final Visual Aesthetics plan is being presented to CAC on April 22, 2010.
- Kiewit continues with the design mitigation of the existing 12' x 12' Reinforced Concrete Box. Metro has made the decision that the construction cost 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 KPC has developed a comprehensive Sunset Bridge Demolition and Reconstruction Plan that includes DWP's project, additional City requirements for widening of Church Lane, detours, traffic analysis, schedule, and coordination plan. The effort was very good and is expected to receive good feed back from the CAC and the community.

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 review the proposal from a technical and cost standpoint. 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 the cost based on KPC proposal. The cost estimates 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 a freeway lane configuration of 5+1 vs. 6+1 future build out, and southbound ramp modifications just north of the Getty; Caltrans/KPC are working on this. The I-405 Team met with Getty to establish a position for both sides before final agreement on ROW issues for future build out. Caltrans gave direction to consider 5+1 lane configuration throughout the project. KPC is now making the final 5+1 configuration build out limits on the plans to come to agreement with Getty on any current or future areas of concern. This effort should be completed in April 2010.

Concern No. 3: Provisional Sums

Status/Action KPC and Metro have agreed on a process to be followed on future Provisional Sums Authorizations. In addition, Metro and KPC have also agreed to settle any outstanding PSR cost negotiations within two weeks.

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. Another Partnering meeting has been scheduled for the beginning of May 2010. The intent is not necessarily to change the positions, but at least understand each others position and hopefully establish a common ground.

MANAGEMENT ISSUES (Cont'd)

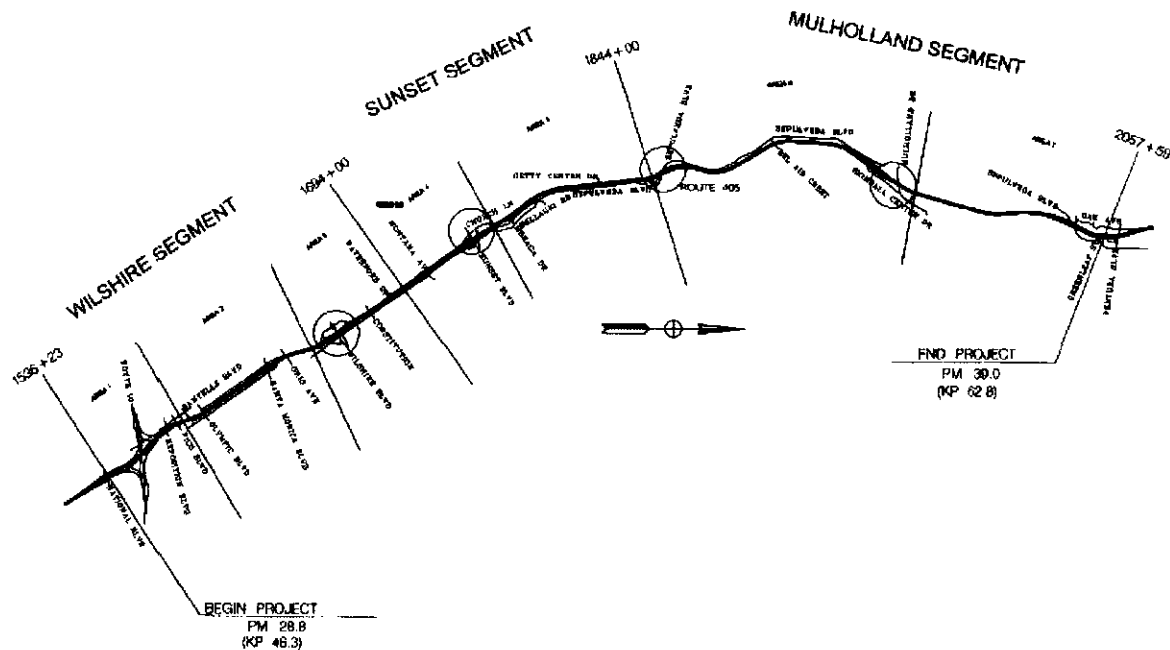
Concern No. 5: Reversible Lane Project on Sepulveda

Status/Action The COLA has requested that Metro/Kiewit to take over this project. KPC and the City have come to an agreement on the cost 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. COLA and I-405 Project have signed the letter to transfer the project along with the funding, and Metro is now working on the details.

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.

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 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.

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KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10
Area 4A - 100% Design Package	3/11/10A	○					
DWP Power Utility Undergrounding - Sunset Area	3/24/10A	○					
Area 6A - Resubmittal of 100% Design Package	3/29/10A	○					
Area 7 - 100% Design Package	4/9/10		○				
Area 4A - Approval of 100% Design Package	4/9/10		CT				
Area 7A - Resubmittal of 100% Design Package	4/15/10		○				
Area 3A - Resubmittal of 100% Design Package	4/19/10		○				
Area 3B - 100% Design Package	4/19/10		○				
Area 2 - 100% Design Package	4/19/10		○				
Area 6B - 100% Design Package	4/19/10		○				
VA Sewer Relocation	4/19/10		○				
Church Ave Widening	4/27/10		○				
Area 6A - Approval of 100% Design Package	4/28/10		CT				
Area 3A - Drainage Commencement	4/29/10		○				
Area 7A - Walls 1992/2004/1836 Excavation	5/1/10			○			
Area 7A - Approval of 100% Design Package	5/5/10			CT			
Area 7 - Approval of 100% Design Package	5/9/10			CT			
Area 3A - Approval of 100% Design Package	5/19/10			CT			
Area 3B - Approval of 100% Design Package	5/19/10			CT			
Area 2 - Approval of 100% Design Package	5/19/10			CT			
SB Wilshire Blvd. Off-Ramp Bridge 6A Pile Driving	5/19/10			○			
Area 6B - Approval of 100% Design Package	5/19/10			CT			
Area 5 - 100% Design Package	5/21/10			○			
Sunset Bridge Demolition - Deck	5/21/10			○			
Area 1 - 100% Design Package	5/28/10			○			
Skirball Center Drive Bridge (OC) Demolition	6/1/10				○		
Walls 1985/2041 Excavation	6/1/10				○		
Ohio Ave UC (Bridge 5) Excavation	6/7/10				○		
Sunset Bridge Abutment Demolition	6/18/10				○		
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		
Area 6 - 100% Design Package	7/1/10					○	
SB Wilshire Blvd. Off-Ramp Bridge 6A Abutment	7/5/10					○	
Review of Area 4 - 100% Design Package	7/24/10					CT	



Metro Milestone



Design/Build



Third Parties Approval

CT

Caltrans Milestone



New Date

FHWA

FHWA Federal Highway Administration
Approval

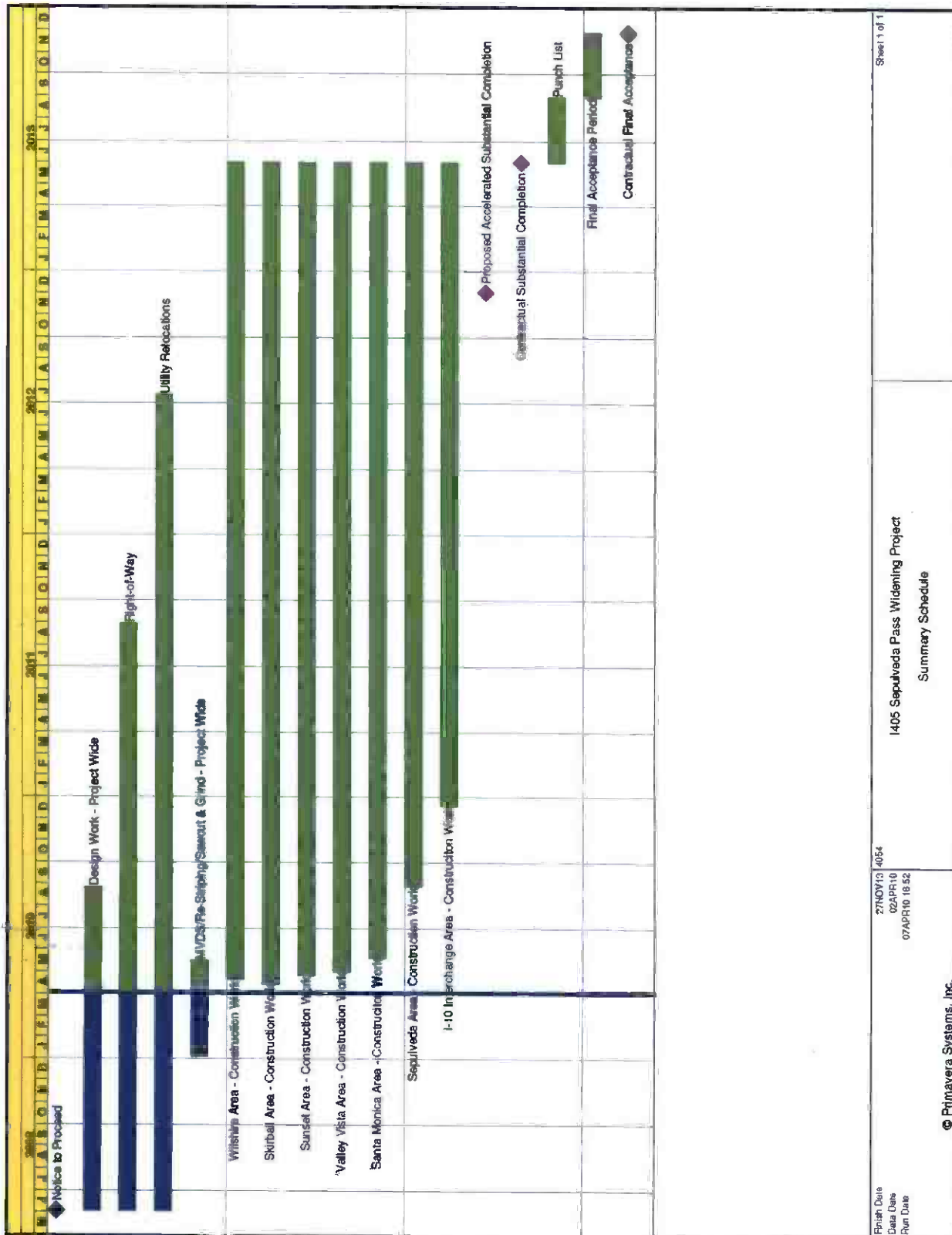
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KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10
Area 6 - Review of 100% Design Package	7/31/10					CT	
Santa Monica Bridge 4 Excavation	8/12/10						○
Wall 1635 Support of Excavation	8/19/10						○
Sepulveda Blvd UC Bridge #19 Demolition	8/19/10						○
M Metro Milestone ○ Design/Build △ Third Parties Approval CT Caltrans Milestone * New Date FHWA FHWA Federal Highway Administration Approval							

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

FEDERAL PROJECT #: SARRA-405-3(015)N, METRO PRIME CONTRACT# C0882

METRO CONSTRUCTION MANAGEMENT DIVISION / CALTRANS

COMBINED COST REPORT BY PHASE

PERIOD ENDING: MARCH 2010

DOLLARS IN THOUSANDS

PHASE #	PHASE CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
				PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
0	PA&ED	PROJECT APPROVAL & ENVIRO DOCS	22,000	-	22,000	-	21,457	-	21,457	-	22,000	-
1	PSE	PLANS, SPECS, & ENGINEERING	83,100	-	110,494	893	26,975	1,189	19,911	-	110,494	-
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	1,563	132	1,954	132	1,954	-	1,563	-
3	CS	CONSTRUCTION SUPPORT	28,000	-	-	151	442	151	442	-	-	-
4	C	CONSTRUCTION	823,900	-	800,074	-	720,922	7,679	74,040	-	800,074	-
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	99,869	90	9,454	50	9,203	-	99,869	-
TOTAL PROJECT			1,034,000	-	1,034,000	1,026	791,205	8,200	127,067	-	1,034,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 28, 2010.

KIEWIT EXPENDITURES ARE ONLY THROUGH NOVEMBER 30, 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 \$1.026M this period primarily for miscellaneous consulting service contracts, Metro/Caltrans staff charges and Caltrans Real Estate parcel purchase commitments.

Expenditures

Expenditures are cumulative through February 2010. The expenditures increased by a total of \$9.2M this period. Expenditures for the period consisted of \$7.7M 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 \$127.0 million in Project Expenditures to date represents 12.3% of the Original Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

MARCH 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%	\$26.849	23%	\$15.942	14%
FEDERAL ARRA	\$189.900	\$189.900	\$189.900	\$189.900	100%	\$56.520	30%	\$56.520	30%
STATE CMIA	\$614.000	\$614.000	\$0.000	\$420.567	68%	\$0.000	0%	\$0.000	0%
STATE TCRP	\$90.000	\$90.000	\$42.000	\$42.000	47%	\$42.000	47%	\$27.918	31%
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	\$781.205	76%	\$127.007	12%	\$102.018	10%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 2010.

STATUS OF FUNDS ANTICIPATED

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

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

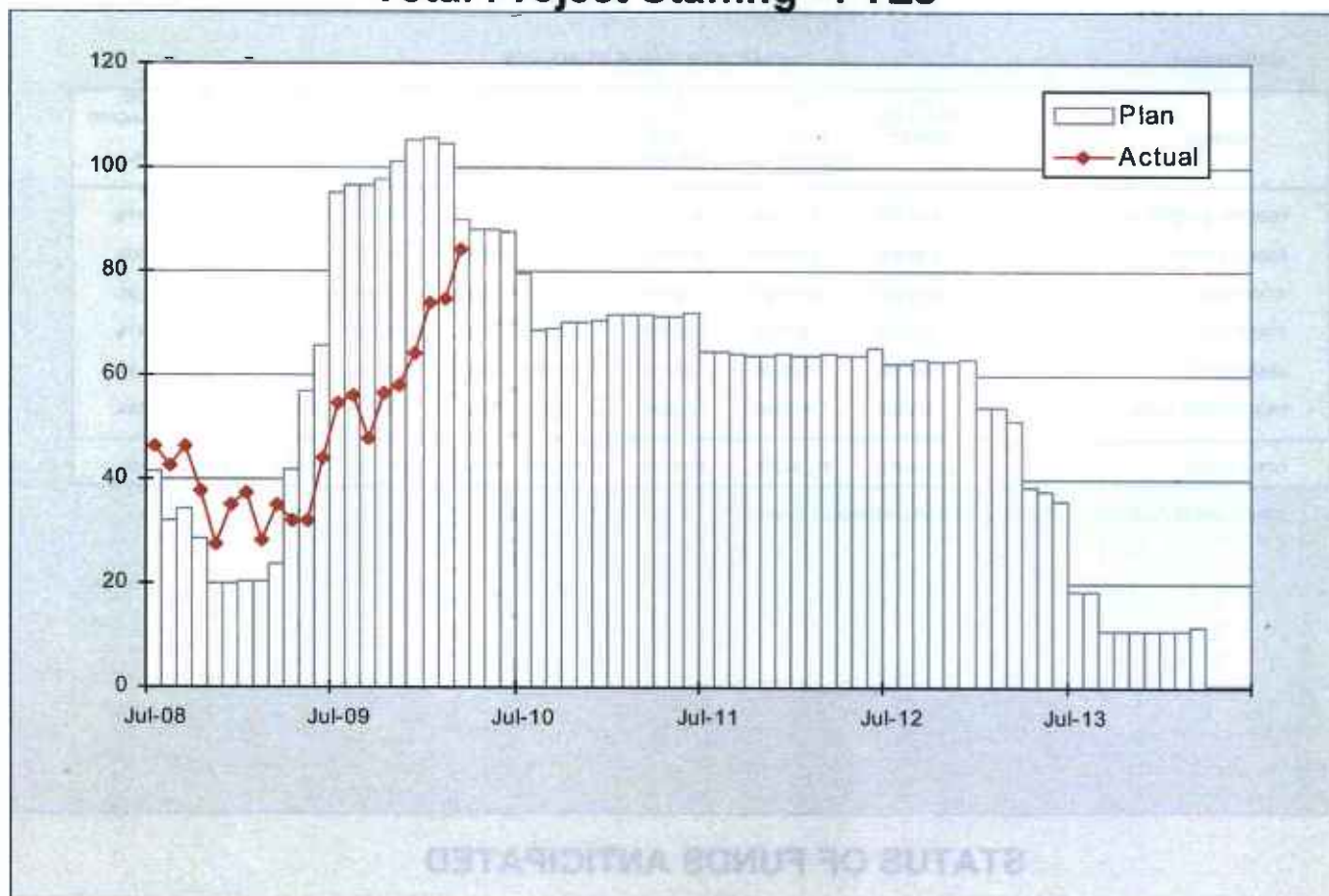
STATE TCRP: \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

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

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

STAFFING STATUS

Total Project Staffing - FTEs

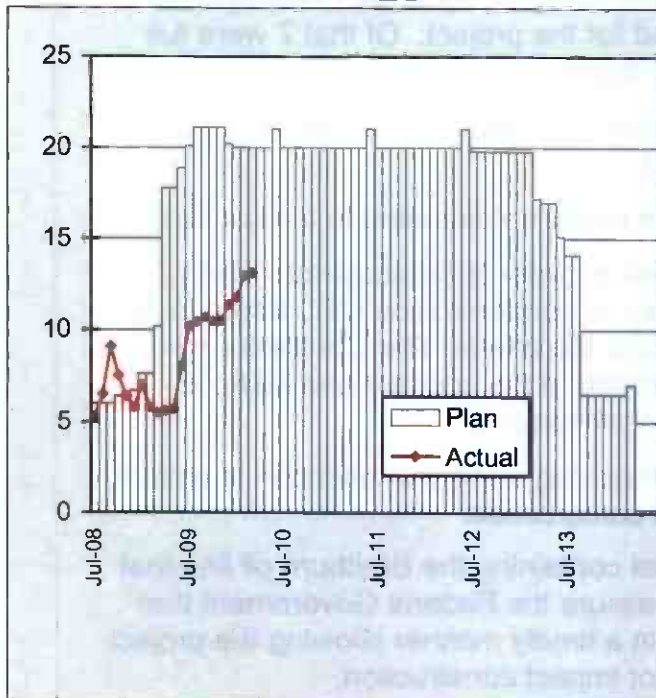


Total Project Staffing

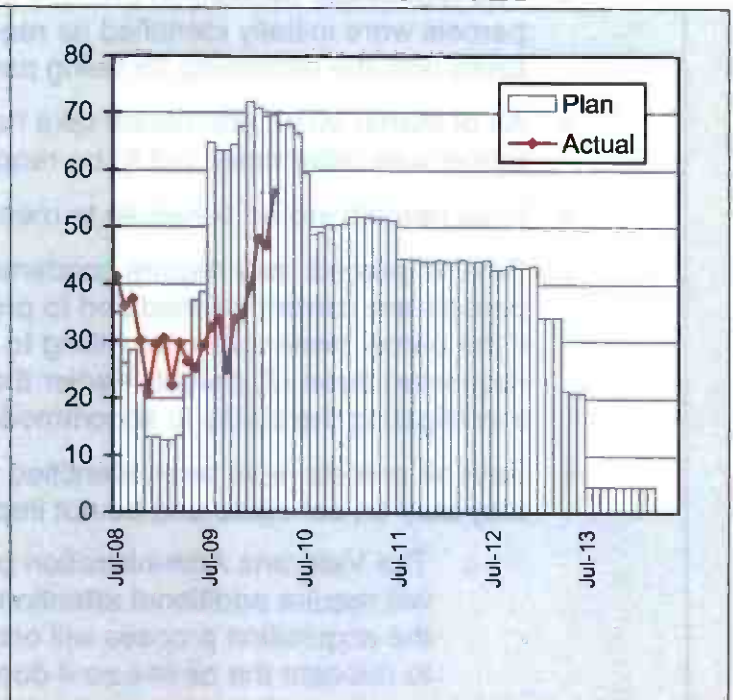
Project Management has made a concerted effort to utilize resources on an as needed basis in lieu of assigned resources to support the Project. The only concern is Caltran's abbreviated work schedule (furlough) and access to limited Engineering Support. This has contributed to an unplanned underrun. The Project Team is aware of this concern and is working the issue. Resources will be added as work ramps up. Project Management is working the issue and does not anticipate this as a problem.

STAFFING STATUS

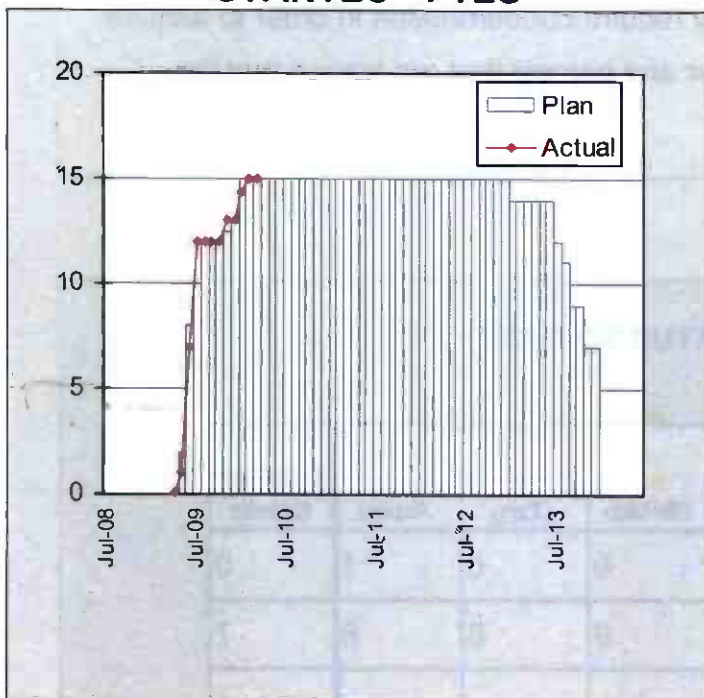
MTA - FTEs



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 March 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 California Department of Fish and Game 1600 Streambed Alteration Agreement on March 11, 2010.

COMMUNITY RELATIONS STATUS

- Sent out 8 construction notices for the following construction activities: Full freeway closures on south bound Sunset to National, 3 week traffic look ahead to Bus Operations, Ohio Utility Relocation, Soil Stability Testing, Updated Saw-cut and Grinding work activity, K-rail placement and Mulholland Bridge Re-striping.
- Attended and presented at the following meetings: Elected Official Briefing, monthly meeting with the Community Advisory Committee (CAC), Brentwood Community Council, One-on-one meeting with 23 homeowners, Sunset Bridge Briefing, Hotel Angeleno, Hotel Luxe, Mr. Nazartan, Roscomare Valley Association Sunset Bridge Briefing, West Los Angeles Traffic Bureau Committee, Sherman Oaks Homeowners Association and Royal Woods Neighborhood Watch, Mulholland Educational Corridor Association (MECA) and Valley Vista.
- Coordinated additional meetings with the businesses along Cotner Avenue regarding upcoming construction on Cotner Avenue between Mississippi and Ohio.
- Coordinated work activities with the contractor for 40 residents and businesses along the project alignment related to The Getty utility relocation and survey work, Brentwood Glen Residents landscape irrigation, Salvation Army maintenance request, Vertical Height, Clearance at Bel Air Crest Road, Skirball CCTV work activity, Getty Trail Head Signage and Santa Monica Mountain Conservancy tower installation, Valley Vista sound wall construction and noise impacts, Mulholland Bridge Coordination and Tree Removal Documentation.
- Reached 39 people with the support of the following events: Getty 96 water line, Bad News Bears, Bad News Bears field walk-thru and Veterans Affairs Sewer Relocation Coordination meeting.
- Project website currently attracts approximately 17,000 visitors each month.
- Facebook pages now has 101 fans after a month of existence.
- New Did You Know? Section of project website provides original content highlighting project.

QUALITY ASSURANCE STATUS

- Metro Quality began surveillance of the construction planning processes.
- Discrepancy Report #3 and 4 are proceeding toward closure.
- Performing in-process Quality Assurance (IQA) of MSE Wall Panel casting in Redlands, CA. Over 750 panels cast to date without discrepancies.

SAFETY AND SECURITY STATUS

- Reviewed Construction Work Plans/Job Hazard Analyses to ensure compliance with contract specifications.
- Reviewed Construction Work Plans for pipe jacking operation. Preparing Underground Soils Classification to meet Cal/OSHA regulations.
- Monitored Construction activities to ensure contractor compliance with contract specifications.
- Participated in weekly progress meetings with IPO, Kiewit's management personnel to discuss safety related issues and construction work activities.
- Participated in Kiewit's weekly Foreman's Safety Meetings.
- Monitored construction activities to ensure safety compliance with contract specifications.
- March Contractor work hours (Design and Construction): 72,927.
- Contractor project to date work hours (Design and Construction): 524,971.
- Total project to date work hours (Contractor and the IPO staff): 615,971.
- Project to date recordable injury rate: 0.0 (no recordable injuries to date).
- 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.

Interstate 405 Sepulveda Pass Widening Project

Quarterly Project Status Report

March 2010

CONTRACT STATUS

I-405 Sepulveda Pass Widening Project Design/Build Contractor: Kiewit		Contract No.: C0882 Status as of: April 2, 2010					
Progress/Work Completed: Major work completed this period: - Obtained approved Section 1600 Permit - California Department of Fish and Game. - Procured the DWP vaults for power undergrounding work on Sepulveda Blvd. - Commenced prep work for the construction of the DWP power utility undergrounding. - Potholing Beloit and Sardis cul de sac and Montana to Ovada. - Tree and Landscape Survey. - Electrical and Utility Lighting Survey. - K-rail placement National Blvd. to Santa Monica Blvd - Mulholland Bridge restriping. - Started MSE wall panel fabrication. Major submittals completed this period: - Various construction work plans. - Environmental Management Plan resubmittal. - Skirball Area 6A walls 1836 and 1852 100% plans. - Fugitive Dust Emissions Control Plan - Pavement structural 100% design. - MOT Phase 1 Engineering Study. - Bridge 10 Sepulveda Blvd. UC- 100% design. - Bridge 11 Sepulveda Blvd. UC - 100% design. - Sunset Area 4A walls 1720/1730 - 100% design - Bridge 13 Montana Ave. UC - 100% design. Areas of Concern: - Sound mitigation for the 23 homeowners between Montana Avenue and Sunset Blvd. - Widening of Sepulveda Blvd. between Montana and Church. - Reversible Lane Project on Sepulveda Blvd. - The 12'x12' reinforced concrete drainage box design. - Visual Quality Management Concept Plan resubmittal is late. - December 2009 thru March 2010 schedule updates are late.		Major Activities (In Progress): - Drainage CCTV and cleaning. - Potholing for design - DWP power utility undergrounding. - Maintenance during construction - Freeway NB AC repair. - MSE wall panel fabrication. Major Activities Next Period: - Potholing Ohio and Sepulveda, Sunset and Wilshire, Church and Ohio, and Church and Sepulveda. - Drainage CCTV and cleaning. - Cotner, Wilshire and Mission Landfill Yards Development. - Sawcut/smooth grind and striping SB I-405. - K-rail placement NB I-405. - Mulholland Segment 3 Bird Survey and Soil Stability Tests.					
			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	
Schedule Summary:		Cost Summary: \$ In 000's					
Notice of Award	04/29/09	1. Award Value:					720,922
Notice to Proceed	06/02/09	2. Executed Modifications:					0.00
Original Contract Duration (CD)	1640	3. Approved Change Orders:					0.00
Approved Time Extensions (CD)	0	4. Current Contract Value (1 + 2 + 3):					720,922
Current Contract Duration (CD)	1640	5. Incurred Cost:					74,040
Elapsed Time from NTP (CD)	305	6. Percent Incurred Cost:					10.3%
Contract Elapsed Time Percent	18.6%						

CHRONOLOGY OF EVENTS

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

CHRONOLOGY OF EVENTS

March 12, 2010

Major Project Permits were obtained; Permit 401 – Water Quality Control Board, Permit 404 – U.S. Army Corps of Engineers, and Permit 1600 – California Department of Fish & Game.

CONSTRUCTION PHOTOGRAPHS



Grinder removes centerline stripe on Sepulveda Blvd. in preparation of duct bank work near walls 1720/1730.



Sweeper truck follows behind grinder to clean-up any striping debris left behind.

CONSTRUCTION PHOTOGRAPHS



Lay-out truck marks new striping within the vicinity of walls 1720/1730 on Sepulveda Blvd.



Truck provides temporary striping on Sepulveda Blvd. using lay-out provided ahead.

CONSTRUCTION PHOTOGRAPHS



3/2010 I-405 PROJECT
EXCAVATOR UNLOADS AND SETS
K-RAIL WITH ASSISTANCE FROM
LABORERS ON THE GROUND; TRUCKS
SPACED AHEAD WAIT TO BE
UNLOADED

Excavator unloads and sets k-rail with assistance from laborers on the ground; trucks spaced ahead wait to be unloaded.



3/2010 I-405 PROJECT
PICTURE SHOWS COMPLETED
STRETCH OF K-RAIL SET AT THE
CENTER OF SEPULVEDA BLVD.

Picture shows completed stretch of k-rail set at the center of Sepulveda Blvd.

APPENDICES

COST AND BUDGET TERMINOLOGY

APPROVED BUDGET: The Approved Project Budget as established by Metro Board of Directors at the time it authorizes Construction Project Management Division to commence full design and construction of the project (Project Adoption).

CURRENT BUDGET: The Original Budget plus all budget amendments approved by formal Metro action. Also referred to as Approved Budget.

CURRENT FORECAST: Evaluation of costs to go combined with actual expenditures.

COMMITMENTS: The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other Metro actions which have been spent or result in the obligation of specific expenditures at a future time.

EXPENDITURES: The total dollar amount of funds expended by Metro for contractor or consultant invoices, third party invoices, staff salaries, real estate and other expenses that is reported in Metro's Financial Information System (FIS).

PROJECT APPROVAL & ENVIRONMENTAL DOCUMENTS: Costs for agency staff and consulting contracts leading to project approval and environmental clearances.

PLANS, SPECS. & ENGINEERING: Agency staff and consulting contract costs between the initial project approval and environmental clearances but prior to start of construction.

RIGHT-OF-WAY SUPPORT: Costs for agency staff involved in real estate appraisal and parcel purchase activities and agency staff costs involved in utility relocations and third party agreements. Includes real estate appraisal costs.

CONSTRUCTION SUPPORT: Agency staff and consulting contract costs occurring during the construction phase of the project.

CONSTRUCTION: Costs for highway construction, bridge and on/off ramp construction and modifications, retaining wall and sound wall construction. Includes final design costs by Design/Build Contractor.

RIGHT-OF-WAY CAPITAL: Costs for real estate parcel purchases and utility relocations costs after approval of utility company agreements. Includes costs for Master Cooperative Agreements after approval by agencies.

APPENDIX

LIST OF ACRONYMS

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

APPENDIX

LIST OF ACRONYMS (Continued)

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

APPENDIX
LIST OF ACRONYMS (Continued)

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