



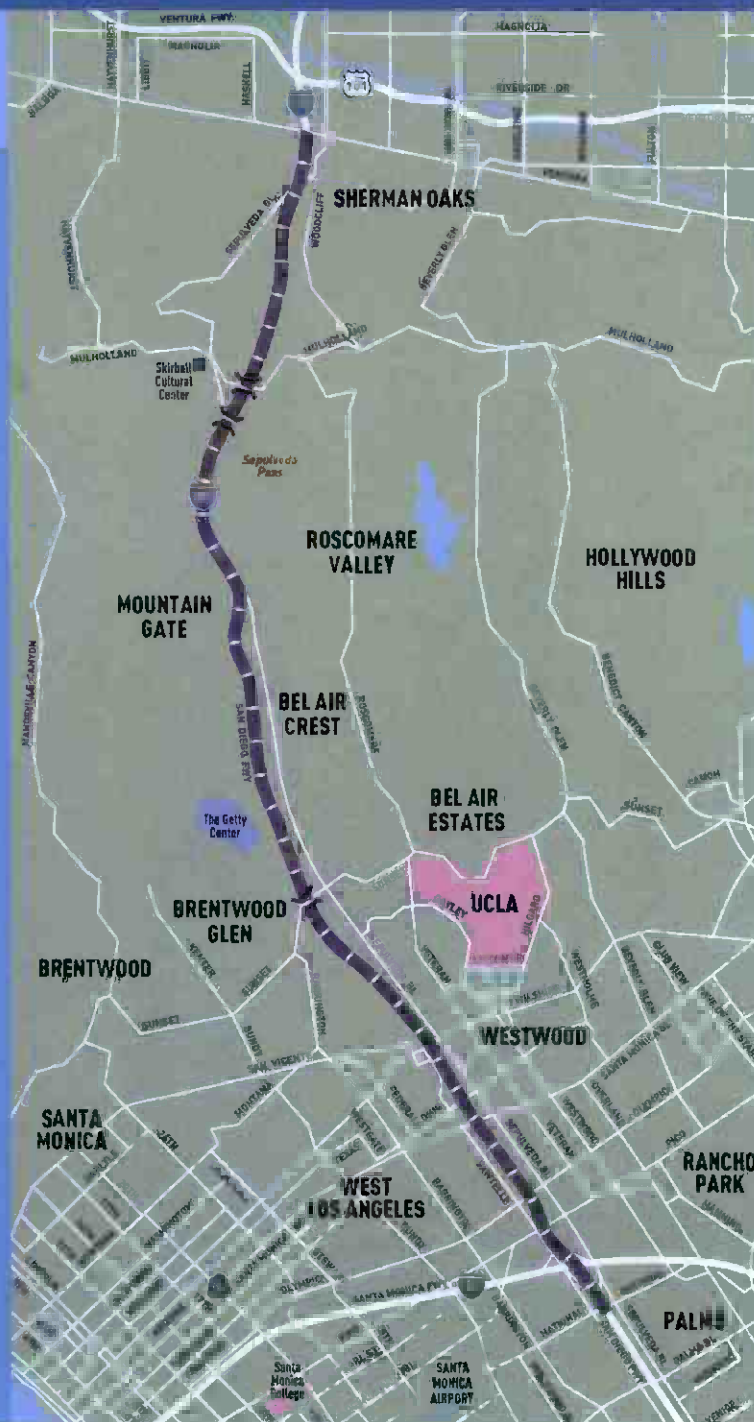
I-405 Sepulveda Pass Widening Project

MONTHLY PROJECT STATUS REPORT

APRIL 2010



Metrolink



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.

APRIL 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 videotaping of storm drains. Construction yard development has been completed for Mission Landfill (Segments 2 and 3) and Wilshire Blvd. (Segment 1) yards. Segments 1 and 2 construction staff has been relocated to the construction yards. K-rail placement on mainline NB is nearly complete, and restriping of SB lanes will commence during first week of May 2010. Church Lane widening effort has commenced and completion is expected by the first week of May 2010. The DWP Power undergrounding is underway and completion is expected by early June 2010.

Key project activities for April 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

PROJECT OVERVIEW & STATUS (Cont'd)

- lawyers have also reviewed and are still reviewing the MOA terms for mitigation and abatement issues in relation to construction noise concerns. As of April 30, 2010, Metro believes that all comments have been resolved except for minor wordsmithing.

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. The project needs support from Caltrans ROW for resolving issues like the CEQA/NEPA settlement and also day-to-day activities regarding property acquisition.

- 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 it is the Project understanding that County Consul has approved this change. Next step is to send to LACMTA Board.
- Visual Quality Concept Plan was received on April 27, 2010 and is expected to be approved by mid-May 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. Cost from KPC is expected in early May 2010.

MANAGEMENT ISSUES

Concern No. 1: Community Outreach Program

Status/Action Community Outreach effort is going good for Sunset Bridge Demolition; only concern is that KPC has delayed the actual demolition of the bridge by five (5) weeks. Poor planning was to blame; Project will continue to work with KPC to resolve these types of issues.

Concern No. 2: Align I-405 Closer to the Getty Parking Structure (96" MWD Waterline)

Status/Action The Project and Getty are close to an agreement on 5+1 lane configuration and location, except for edge of shoulder south of the Getty Parking Structure. This issue is expected to be resolved in May 2010.

Concern No. 3: Provisional Sums

Status/Action Provisional Sums process is moving forward.

Concern No. 4: One Team with Caltrans and Metro

Status/Action This is working as is and the Project needs to re-evaluate staff and effectiveness every month. At this time, Metro and Caltrans complement each other on I-405 Project.

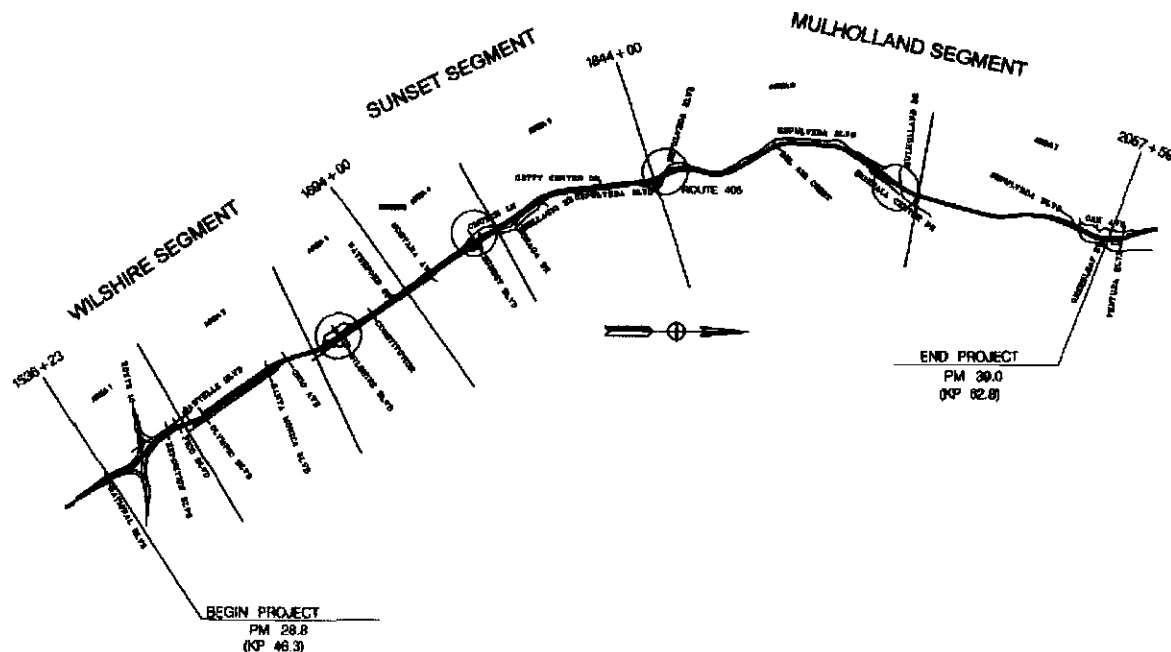
Concern No. 5: Reversible Lane Project on Sepulveda

Status/Action The FHWA has some concerns about COLA canceling this contract and transferring it to the I-405 Project. The I-405 Project is working through the issues with COLA and FHWA.

Concern No. 6: Review Support from COLA

Status/Action The COLA has, for the most part, met commitments for the submittal review times, but in the last month or so, the COLA Departments have made it clear that they will not be able to make some of the upcoming review times due to lack of staff and resources. Funding is available to the city, but in some cases, no overtime has been allocated to the appropriate accounts at the Mayor's office. The Project and Metro will continue to work with the City Staff and Elected Officials to find ways to keep the project supported and on schedule. K.N. Murthy, LACMTA Deputy Chief Capital Management Officer, has requested the COLA Mayor's office to help coordinate City Staff calls at Metro to support Metro projects which require City reviews. This would be very helpful if it could be implemented.

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.

Interstate 405 Sepulveda Pass Widening Project
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KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Sep-10
Area 7A - Resubmittal of 100% Design Package	4/5/10A	○					
Area 6A - Approval of 100% Design Package	4/14/10A	CT					
Area 3 - 100% Design Package	4/23/10A	○					
Area 6B - 100% Design Package	4/23/10A	○					
Area 3A - Resubmittal of 100% Design Package	4/27/10A	○					
Church Ave Widening Commencement of Work	4/27/10A	○					
Area 7A - Approval of 100% Design Package	5/5/10		CT				
Area 2 - 100% Design Package	5/7/10		○				
Area 3A - Approval of 100% Design Package	5/10/10		CT				
Area 4A - Resubmittal of 100% Design Package	5/19/10		○				
VA Sewer Relocation	5/20/10		○				
Area 3 - Approval of 100% Design Package	5/24/10		CT				
Area 6B - Approval of 100% Design Package	5/24/10		CT				
SB Wilshire Blvd. Off-Ramp Bridge 6A Pile Driving	6/14/10			○			
Area 4A - Approval of 100% Design Package	6/18/10			CT			
Area 7A - Walls 1992/2004/1836 Excavation	6/21/10			○			
Sunset Bridge Demolition - Deck	6/25/10			○			
Area 2 - Approval of 100% Design Package	7/7/10				CT		
Area 1 - 100% Design Package	7/9/10				○		
Area 4 - 100% Design Package	7/9/10				○		
Ohio Ave UC (Bridge 5) Excavation	7/12/10				○		
Skirball Center Drive Bridge (OC) Demolition	7/15/10				○		
Area 5 - 100% Design Package	7/19/10				○		
Area 6 - 100% Design Package	7/19/10				○		
Area 7 - 100% Design Package	7/19/10				○		
Sunset Bridge Abutment Demolition	8/4/10					○	
Area 1 - Approval of 100% Design Package	8/8/10					CT	
Area 4 - Approval of 100% Design Package	8/8/10					CT	
Area 6 - Approval of 100% Design Package	8/16/10					CT	
Area 5 - Approval of 100% Design Package	8/18/10					CT	
Area 7 - Approval of 100% Design Package	8/18/10					CT	
SB Wilshire Blvd Off-Ramp Bridge 6A Abutment	8/19/10					○	
Wilshire Bridge 8 Excavation	8/23/10					○	
Santa Monica Bridge 4 Excavation	9/3/10						○
 Metro 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	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Sep-10
Sepulveda Blvd UC Bridge #19 Demolition	9/16/10						○
Consitution Bridge 12 Excavation	9/21/10						○
Wall 1985/2041 Excavation	9/24/10						○
 Metro  Design/Build  Third Parties Approval CT  Caltrans Milestone  FHWA  New Date FHWA Federal Highway Administration Approval							

[illegible]

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 path continues 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 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: APRIL 2010

DOLLARS IN THOUSANDS

PHASE #	PHASE CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET FORECAST
				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	-	110,494	933	27,855	1,410	21,321	-	110,494	-
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	1,583	117	2,072	117	2,072	-	1,563	-
3	CS	CONSTRUCTION SUPPORT	28,000	-	-	200	642	200	642	-	-	-
4	C	CONSTRUCTION	823,900	-	800,074	-	720,922	-	74,040	-	800,074	-
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	98,869	1,147	9,491	37	9,240	-	99,869	-
TOTAL PROJECT			1,034,000	-	1,034,203	2,388	792,439	1,765	128,772	-	1,034,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 31, 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 next month once the necessary approvals are obtained.

Commitments

The Commitments increased by \$2.398M this period primarily for DWP and City of Los Angeles, miscellaneous consultant service contracts, Metro/Caltrans staff charges and Caltrans Real Estate parcel purchase commitments.

Expenditures

Expenditures are cumulative through March 2010. The expenditures increased by a total of \$1.765M this period. Expenditures for the period within the engineering phase included 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. For the period there were no Kiewit invoices processed. The \$128.8 million in Project Expenditures to date represents 12.5% of the Original Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

APRIL 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%	\$24,376	21%	\$16,579	14%
FEDERAL ARRA	\$189,900	\$189,900	\$189,900	\$189,900	100%	\$74,742	39%	\$74,742	39%
STATE CMIA	\$614,000	\$614,000	\$0,000	\$421,801	69%	\$0,000	0%	\$0,000	0%
STATE TCRP	\$90,000	\$90,000	\$42,000	\$42,000	47%	\$28,016	31%	\$28,016	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	\$782,439	76%	\$128,772	12%	\$120,975	12%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 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.

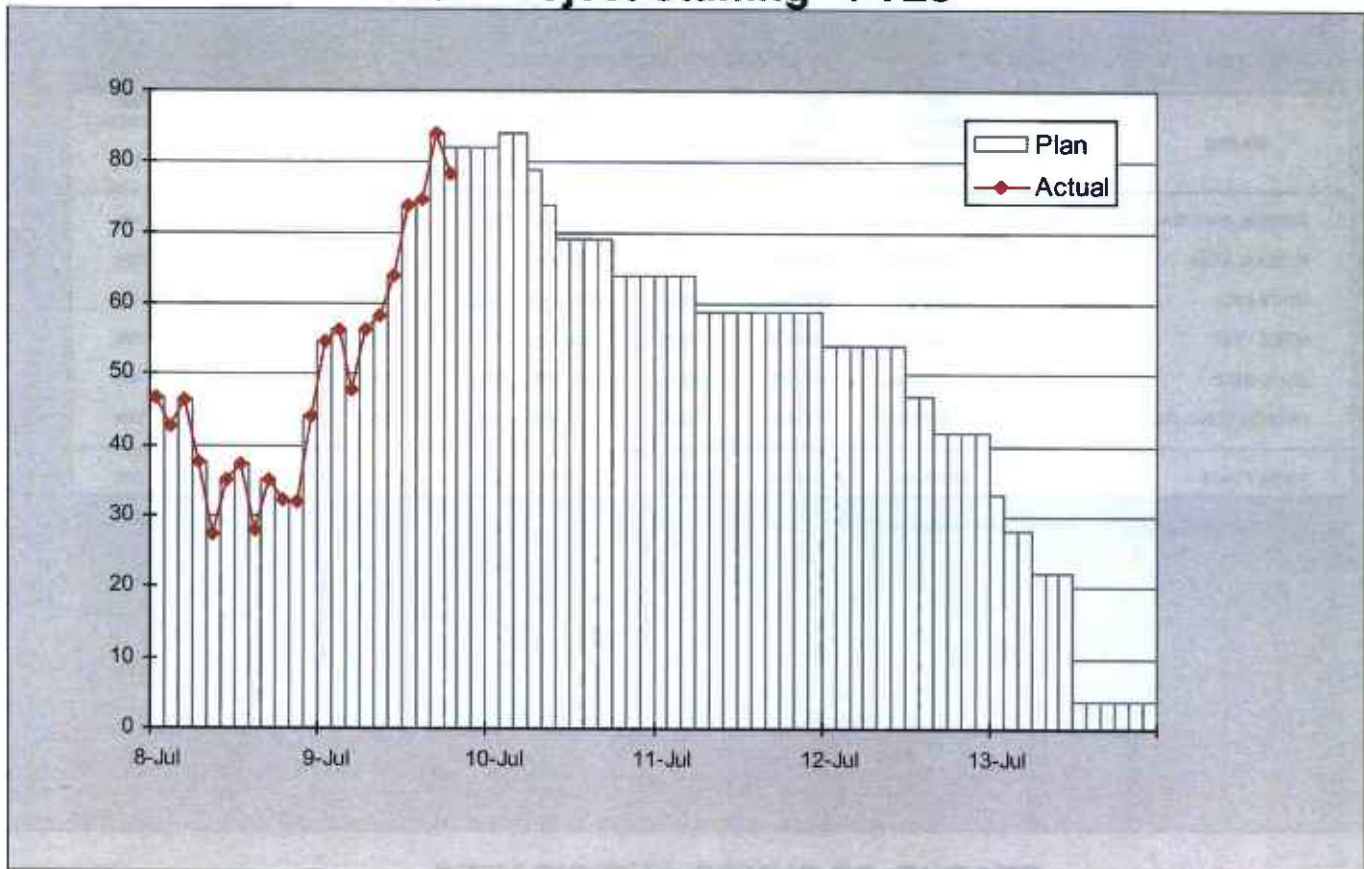
STATE TCRP: \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

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

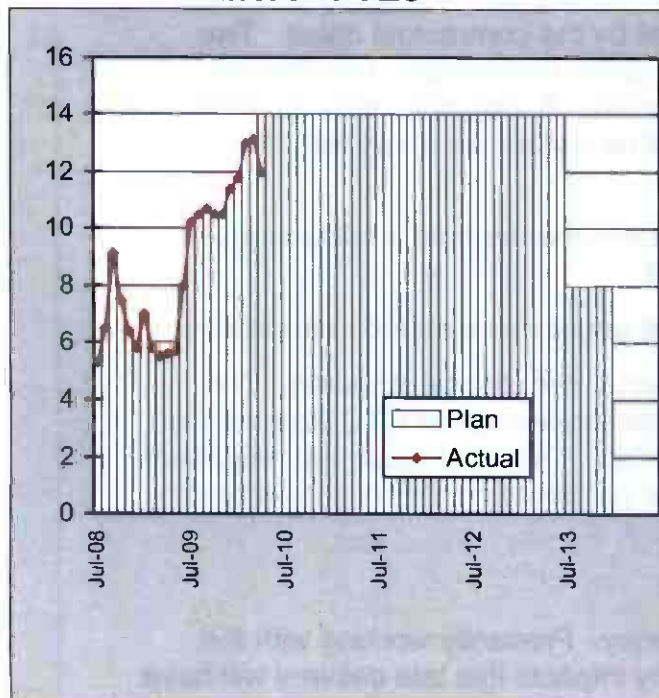


Total Project Staffing

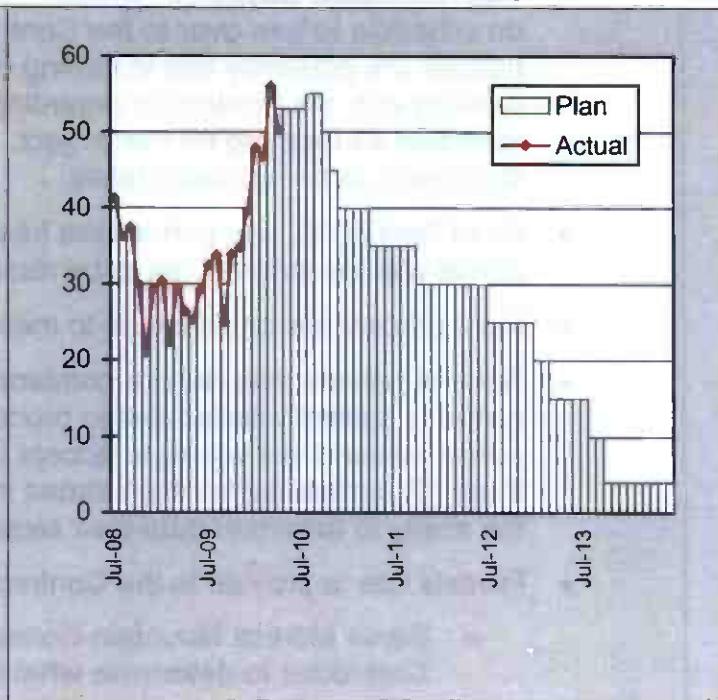
Project Management has made a concerted effort to utilize resources on an as needed basis in lieu of assigned resources to support the Project. From Project inception, a pattern of manpower variances for Metro, Caltrans and Stantec occurred which initiated a reassessment of the Project's staffing requirements. Trends were prepared for all three entities in March and approved by Project Management in early April. The revised staffing requirements are now reflected in the charts found above and represent the new staffing plans which Metro, Caltrans and Stantec are expected to meet as the Project moves forward. The increase in Stantec's actual FTE's does not affect the revised Total Project Staffing Plan.

STAFFING STATUS

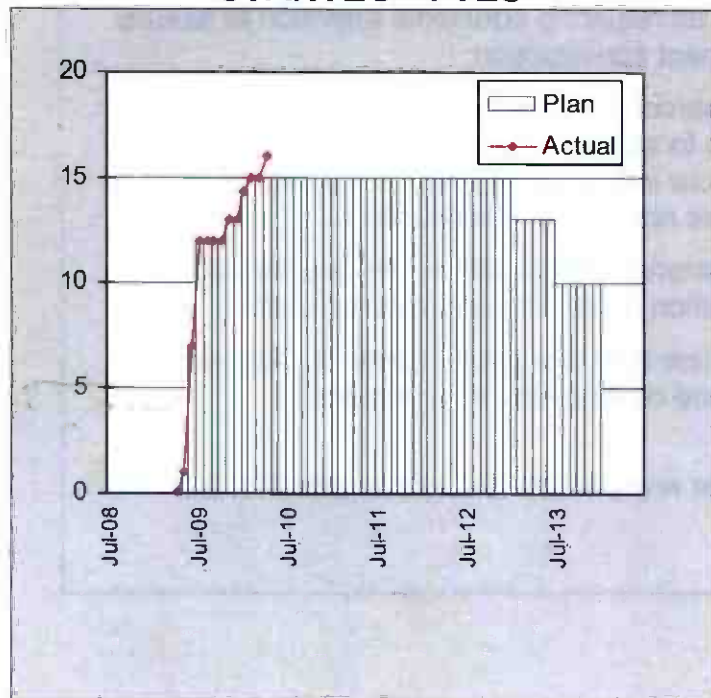
MTA - FTEs



CALTRANS- FTEs



STANTEC - FTES



REAL ESTATE STATUS

- The real estate acquisition process is proceeding with a majority of the parcels on schedule to turn over to the Contractor by the contractual dates. Two parcels are presently late in turning over to the Contractor. The Project is working with the Contractor regarding access. 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 April 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. One (1) parcel is currently scheduled to proceed to condemnation CTC Board if the parcel owner is not willing to accept the offer. The Contractor has requested three (3) parcels earlier than stated in the contract and Metro is investigating the ability to accommodate their request.
- Parcels late to provide to the Contractor:
 - Santa Monica Mountain Conservancy. Presently working with the Contractor to determine what if any impacts this late delivery will have.
 - County of Los Angeles. Presently working with the Contractor to determine what if any impacts this late delivery will have.
- 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.
 - The Project was able to negotiate with one parcel owner in Segment 2 and avoid a condemnation. One other parcel may require condemnation.
 - This information does not cover any parcels that are leased that the contractor may need.

REAL ESTATE STATUS

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

- Coordinated with the California Department of Fish and Game for clearing and grubbing activities within the bird-nesting season.
- Prepared Environmental Addendum for temporary construction easements for homes located along Sepulveda Blvd. to accommodate realignment of Sepulveda Blvd.

COMMUNITY RELATIONS STATUS

- Distributed 6,021 construction notices for the following construction activities: K-rail Placement, Clearing and Grubbing Activities, Noise Monitoring in the Sherman Oaks Area, CCTV Installation and Cleaning, Skirball Bridge Hazardous Materials Inspection, 3 week look ahead to Bus Operations, CCTV SB, closure of Wilshire ramps, Clear & Grub Wilshire loops, VA sewer relocation, SB restriping and Church Lane. Widening.
- Attended and presented at the following meetings: Elected Official Briefing, monthly meeting with the Community Advisory Committee (CAC), Bel Air Crest Masters Association, Bel Air Beverly Crest NC, MOA follow up with Virginia Mersch for 23 homeowners, UCLA Sunset Bridge Briefing, 1720/1730 Walls Aesthetics Open House, Elected Official Sunset Bridge briefing, UCLA Traffic Committee, Westside/Central Governance Council, Getty Center Briefing, UCLA Bus Operations (Metro, BBB, Culver), Brentwood Community Council, UCLA Bike/Pedestrian Meeting, UCLA Bike Academy, Veterans Park Conservancy, West LA Chamber of Commerce, Westwood Farmers Market, Skirball Cultural Center, Valley Vista Meeting and Sherman Oaks.
- Coordinated work activities with the contractor for 56 residents and businesses along the project alignment related to pre-construction survey letters, Valley Vista sound wall construction noise impacts, Vertical Height Clearance at Bel Air Crest Road, Santa Monica Mountain Conservancy and Communication tower installation.
- Reached 53 people with the support of the following events: UCLA Bus Coordination, Emergency Services Coordination and School Bus Coordination.
- Project Twitter page currently has 594 followers. 165 postings have been made on Twitter since the page began on January 11, 2010.

QUALITY ASSURANCE STATUS

- Metro Quality participated in reviews of Construction Work Plans and Readiness Review Meetings for the following areas:
 - Excavation to embankment
 - Soil nail wall
 - Cast-in-place box girders
 - Form, pour and strip columns
 - Cast-in-drilled-holes (CIDH) piles
- Discrepancy Report #3 and #4 were closed and #5 and #6 were opened.
- Performed in-process Quality Assurance (IQA) of MSE Wall Panel casting in Redlands, CA. Over 2,500 panels cast to date.
- Performed weekend surveillance of the widening of Church Lane in preparation for the Sunset Bridge demo. No discrepancies were noted.
- Metro participated in weekly Quality Team Meetings to discuss/resolve current issues of concern.

SAFETY AND SECURITY STATUS

- Project to date recordable injury rate: 0.0 (no recordable injuries to date).
- Reviewed Construction Work Plans/Job Hazard Analyses to ensure compliance with contract specifications.
- Reviewed Construction Work Plans for pipe jacking operation.
- Prepared Underground Soils Classification to meet Cal/OSHA regulations.
- Reviewed Construction Yard Development Plans for security issues and adherence to the DB Contractor's approved Project Security Plan.
- Monitored Construction activities to ensure contractor and safety 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.
- April Contractor work hours (Design and Construction): 62,575.
- Contractor project to date work hours (Design and Construction): 587,546.
- Total project to date work hours (Contractor and the IPO staff): 690,609.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	9/10	6/09	Discussions have resumed with the City. Expect to reach agreement in May 2010 with City to move the MCA forward for approval.
Los Angeles County Department of Public Works/Los Angeles Flood Control District	MCA	10/10	6/09	County has previously mentioned that they will not move forward until Mission Dump Road issues are resolved. County representatives need to determine if those issues remains a sticking point or if the MCA can be approved.
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: April 30, 2010					
Progress/Work Completed: Major work completed this period: - Commenced Church Ave. widening effort. - Completed Wilshire and Mission Landfill Yards development; Construction Team moved to the sites. - Maintenance during construction - Freeway NB AC repair. - Maintenance during construction - yellow stripe coverup. - K-rail placement N B I-405. Major submittals completed this period: - Various Construction and Contingency Work Plans. - Valley Vista Area 7A - 100% design. - Bridge 6 Wilshire Blvd. UC - 100% design. - Fugitive Dust Emissions Control Plan resubmittal. - Wilshire SB Area 3A - 100% design. - Visual Quality Concept Plan. - Bridge 16 Sunset Blvd. OC Demolition Plans. - Complete Freeway Closure Detour Plans. - Plant Removal Plans - 100% design. - Temporary ITS Corridor Wide - 100% design. - Complete Connector Closure Detour Plans. - Lead Compliance Plan for ADL. - Bridge 8 Wilshire Blvd. - 100% design. - Bridge 9 Wilshire Blvd. UC - 100% design. - Wilshire NB Area 3 - 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		Major Activities (In Progress): - Drainage CCTV and cleaning. - Potholing for design. - DWP power utility undergrounding. - MSE wall panel fabrication. Major Activities Next Period: - Potholing Ohio and Sepulveda, Sunset and Wilshire, Church and Ohio, and Church and Sepulveda. - MOT preparation for Sunset Bridge demolition. - Sawcut/smooth grind and striping SB I-405. - Maintenance during construction - lightpole repair SB Getty to Sunset - Maintenance during construction - mainline sweeping. - VA sewer relocation. - GSRD demolition. - Mulholland Segment 3 Bird Survey and Soil Stability Tests.					
			Original Baseline	Time Extension	Current Contract	Forecast Completion	Variance Cur-Fca
		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: 105,028					
Elapsed Time from NTP (CD) 333		6. Percent Incurred Cost: 14.6%					
Contract Elapsed Time Percent 20.3%							

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



Removing temporary signal pole at Sepulveda/Church intersection for Church Lane widening.

CONSTRUCTION PHOTOGRAPHS



Project MOT setup for Church Lane widening.



Setting vault @ 1720 overhead to underground power conversion.

CONSTRUCTION PHOTOGRAPHS



Setting vault for 1720 overhead to underground power conversion.



Excavation for 1720 overhead to underground power conversion.

CONSTRUCTION PHOTOGRAPHS



Removing a signal pole at Sepulveda/Church intersection for Church Lane widening.

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