



I-405 Sepulveda Pass Widening Project

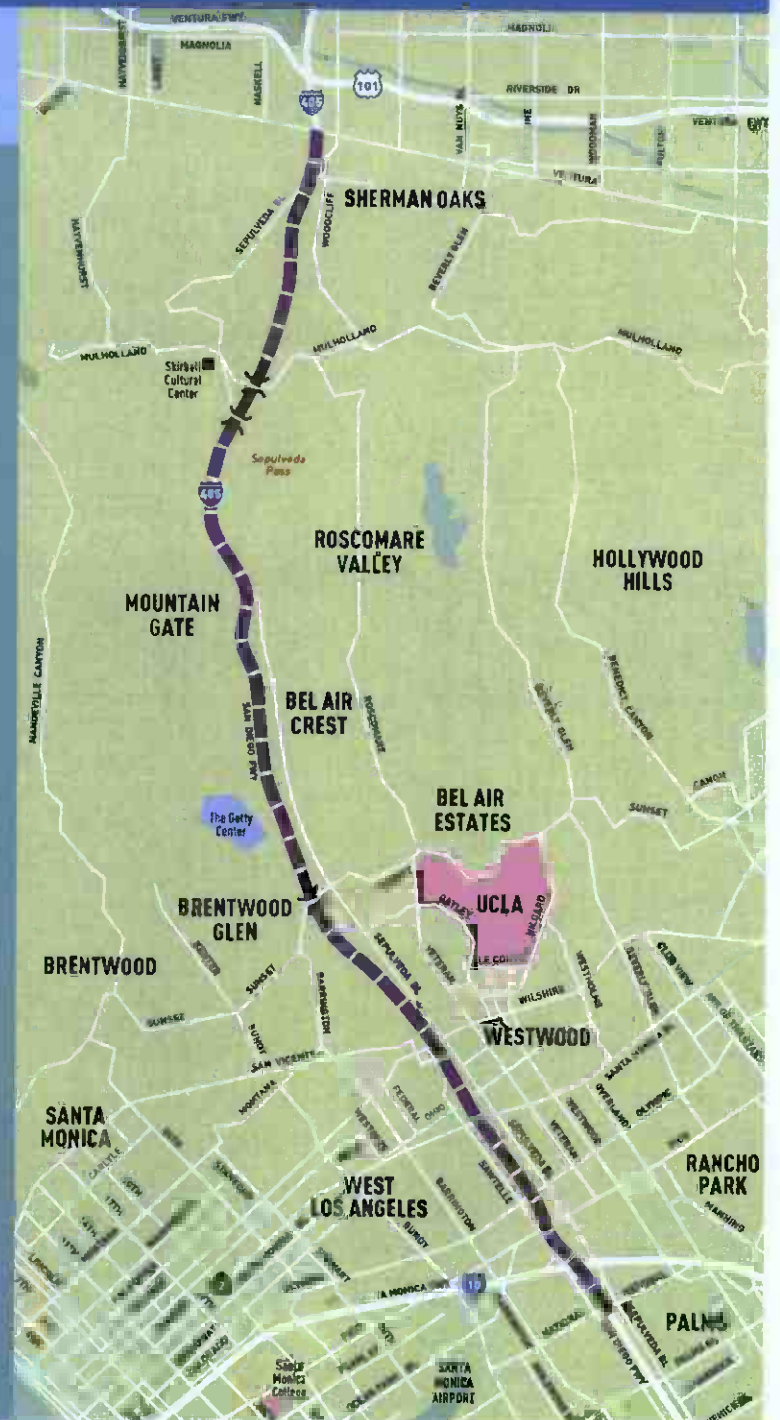
MONTHLY PROJECT STATUS REPORT

MAY 2010



Metro

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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.

MAY 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. K-rail placement on mainline NB is complete. Restriping, sawcut and smooth grinding, and K-rail placement of SB lanes has commenced and is expected to complete by mid-June 2010. Church Lane widening effort was completed in May 2010. The DWP Power undergrounding is underway and completion is expected by early June 2010. The Sunset Bridge demolition work started in May 2010 with major demolition of the top deck to start in late June 2010. The wall excavation on the north end of the Project also started in May 2010.

Key project activities for May 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

PROJECT OVERVIEW & STATUS (Cont'd)

Metro lawyers have also reviewed and are still reviewing the MOA terms for mitigation and abatement issues in relation to construction noise concerns. As of May 31, 2010, 20 of the 23 homeowners' signatures have been obtained. Minor issues left to be resolved on one, and on another one we will do a work-around due to lack of known property owner.

The Project is working with ROW staff from Caltrans and Metro to solicit support in completing the appraisal process and finalizing cost negotiations.

- 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 approved on May 14, 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 Design of the project will be completed in the next 3 months and the Project has committed to the CAC and Community to review the Aesthetics and Landscaping 100% plans to resolve any outstanding issues.

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

Status/Action The Project and Getty are in conceptual agreement with the 5+1 lane configuration, ROW, and other issues. Written agreement is in the process and should be completed by early June 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 As the construction phase of the project hits higher level of effort, Caltrans and Metro will evaluate combined effort to look for areas to work together more efficiently.

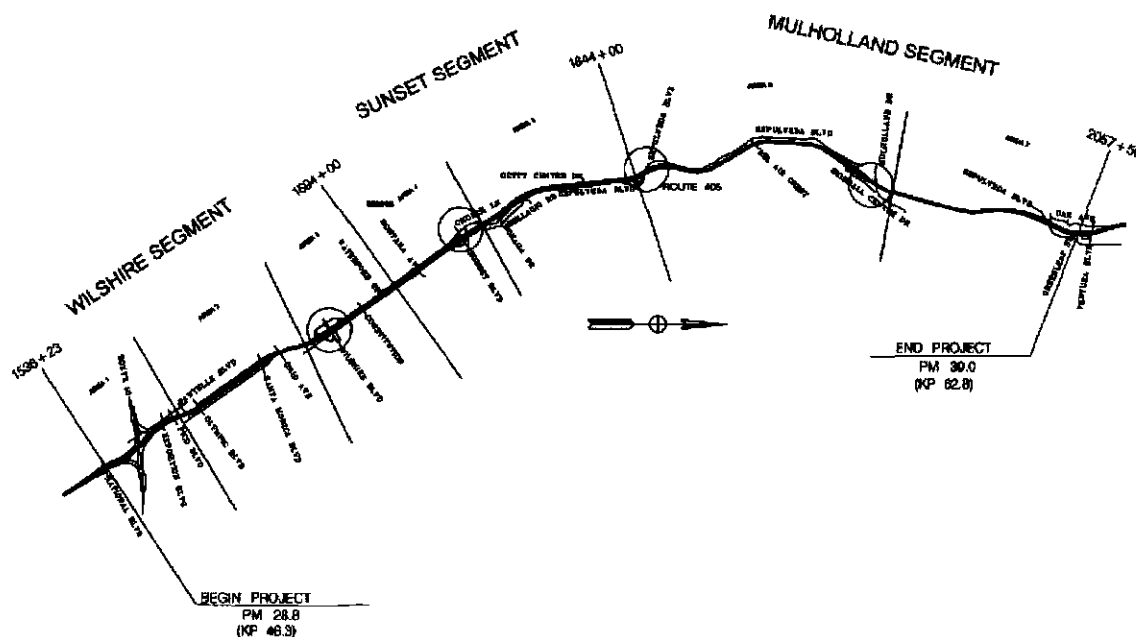
Concern No. 5: Reversible Lane Project on Sepulveda

Status/Action The FHWA has some concerns about COLA canceling this contract and transferring it to the I-405 Project. The Project is working through the issues with COLA, FHWA, HNTB, and KPC to identify overlap of I-405 and Reversible Lane Projects to justify the need to include the work in the I-405 Project.

Concern No. 6: Review Support from COLA

Status/Action The COLA has, for the most part, met commitments for the submittal review times, but in the last month or so, the COLA Departments have made it clear that they will not be able to make some of the upcoming review times due to lack of staff and resources. Funding is available to the city, but in some cases, no overtime has been allocated to the appropriate accounts at the Mayor's office. The Project and Metro will continue to work with the City Staff and Elected Officials to find ways to keep the project supported and on schedule. K.N. Murthy, LACMTA Deputy Chief Capital Management Officer and the COLA Mayor's office met with City Managers to develop core services plan which requires City Staff to be committed to Metro Projects. Currently, the I-405 Project is waiting for implementation of the plan. Regardless of this effort, the Project is working with the City Staff and will escalate issues as necessary.

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	May-10	Jun-10	Jul-10	Aug-10	Sep-10	Oct-10
Area 2 - 100% Design Package	5/20/10A	○					
Area 6B - Approval of 100% Design Package	5/26/10A	CT					
VA Sewer Relocation	6/3/10		○				
Area 4/4A - Plant Removal Plans - RFC Plans	6/9/10		○				
Area 3A - RFC Plans	6/10/10		○				
Bridge 6A/B - RFC Plans	6/14/10		○				
Bridge 12 Constitution UC - RFC Plans	6/17/10		○				
Area 3 - RFC Plans	6/21/10		○				
Walls 1720/1730 Start Construction	6/21/10		○				
Area 7A - Walls 1992/2004 Excavation	6/21/10		○				
Bridge 4 Santa Monica Blvd UC - RFC Plans	6/22/10		○				
Area 6B - RFC Plans	6/23/10		○				
Bridge 16 Sunset OC Demolition - Deck	6/25/10		○				
Bridge 16 Sunset OC Foundation - RFC Plans	6/28/10		○				
Bridge 5 Ohio Ave UC - RFC Plans	6/28/10		○				
Area 2 - RFC Plans	6/30/10		○				
Bridge 6A Wilshire Blvd Off-Ramp Pile Driving	7/1/10			○			
Bridge 21 Skirball Center Drive OC - RFC Plans	7/2/10			○			
Bridge 5 Ohio Ave UC Excavation	7/12/10			○			
Bridge 21 Skirball Center Drive OC Demolition	7/29/10			○			
Bridge 16 Sunset OC Abutment Demolition	8/4/10				○		
Area 6 - RFC Plans	8/15/10				○		
Bridge 4 Santa Monica Blvd UC Excavation	8/18/10				○		
Bridge 6A Wilshire Blvd Off-Ramp Abutment	8/19/10				○		
Wilshire Bridge 8 Excavation	8/23/10				○		
Area 1 - RFC Plans	9/1/10					○	
Area 4 - RFC Plans	9/3/10					○	
Area 7 - RFC Plans	9/13/10					○	
Area 5 - RFC Plans	9/14/10					○	
Sepulveda Blvd UC Bridge #19 Demolition	9/16/10					○	
Constitution Bridge 12 Excavation	9/21/10					○	
Walls 1985/2041 Excavation	9/24/10					○	

 Metro Milestone
  Design/Build
  Third Parties Approval

CT Caltrans Milestone
  New Date
  **FHWA**

FHWA Federal Highway Administration Approval

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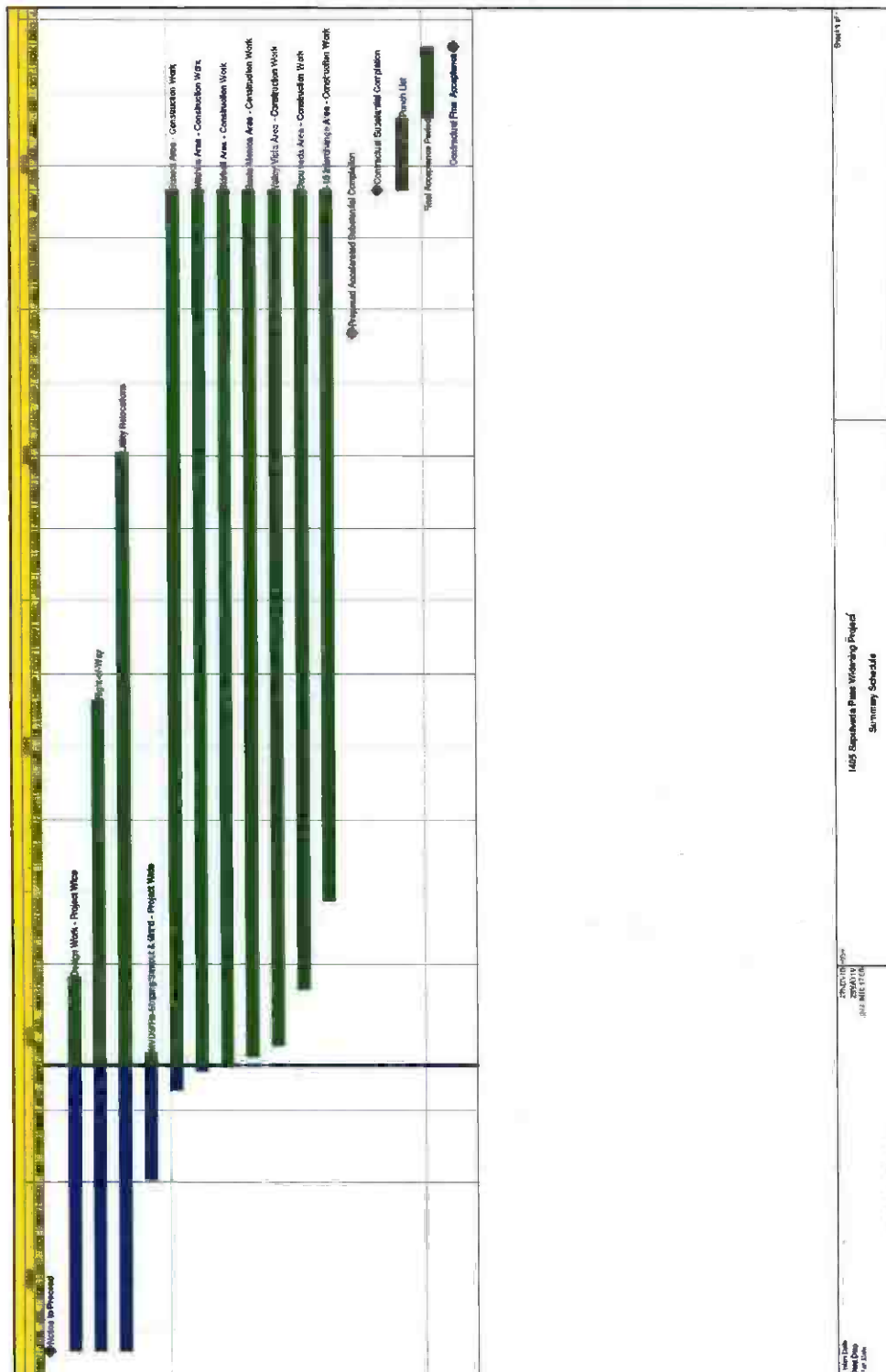
KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	May-10	Jun-10	Jul-10	Aug-10	Sep-10	Oct-10
Bridge 23 Sepulveda Blvd UC Excavation	9/28/10					○	
Bridge 13 Montana Ave UC Excavation	9/29/10					○	
Bridge 22 Mulholland OC Demolition	10/2/10						○
Bridge 9 Wilshire Blvd UC Excavation	10/9/10						○
Bridge 7 Wilshire Blvd Off-Ramp Excavation	10/13/10						○
Bridge 11 Wilshire Blvd On-Ramp Excavation	10/26/10						○
 Metro  Design/Build  Third Parties Approval  CT  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 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: MAY 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	639	28,543	1,116	22,436	-	110,494	-
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	1,563	104	2,175	92	2,163	-	1,563	-
3	CS	CONSTRUCTION SUPPORT	28,000	-	-	119	761	119	761	-	-	-
4	C	CONSTRUCTION	823,900	-	800,074	-	720,922	30,987	105,028	-	800,074	-
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	99,889	649	11,250	83	9,324	-	99,889	-
TOTAL PROJECT			1,034,000	-	1,034,000	1,511	781,188	32,397	161,169	-	1,034,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 30, 2010.
KIEWIT EXPENDITURES ARE ONLY THROUGH DECEMBER 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 once the necessary approvals are obtained.

Commitments

The Commitments increased by \$1.511M this period primarily for MWD and miscellaneous consultant service contracts, Metro/Caltrans staff charges and Caltrans Real Estate parcel purchase commitments.

Expenditures

Expenditures are cumulative through April 2010. The expenditures increased by a total of \$32.397M 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. The Kiewit December 2009 invoice for \$31.0M was processed this period. The \$161.2 million in Project Expenditures to date represents 15.6% of the Original Budget.

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FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

MAY 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%	\$50.101	43%	\$16.969	15%
FEDERAL ARRA	\$189.900	\$189.900	\$189.900	\$189.900	100%	\$81.319	43%	\$74.861	39%
STATE CMIA	\$614.000	\$614.000	\$0.000	\$424.470	69%	\$0.000	0%	\$0.000	0%
STATE TCRP	\$90.000	\$90.000	\$42.000	\$42.000	47%	\$28.111	31%	\$28.111	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	\$785.108	76%	\$161.189	16%	\$121.579	12%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 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.

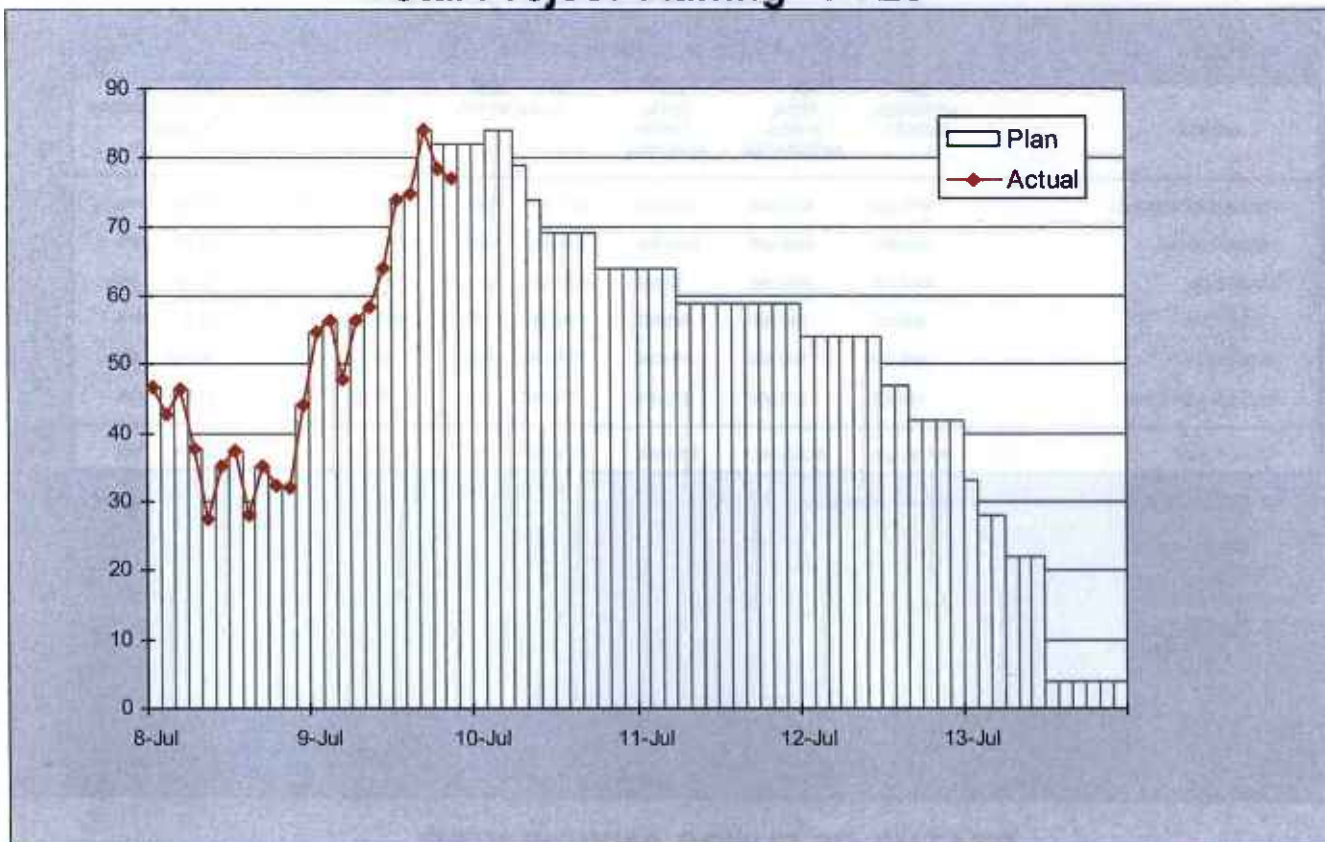
STATE TCRP: \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

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

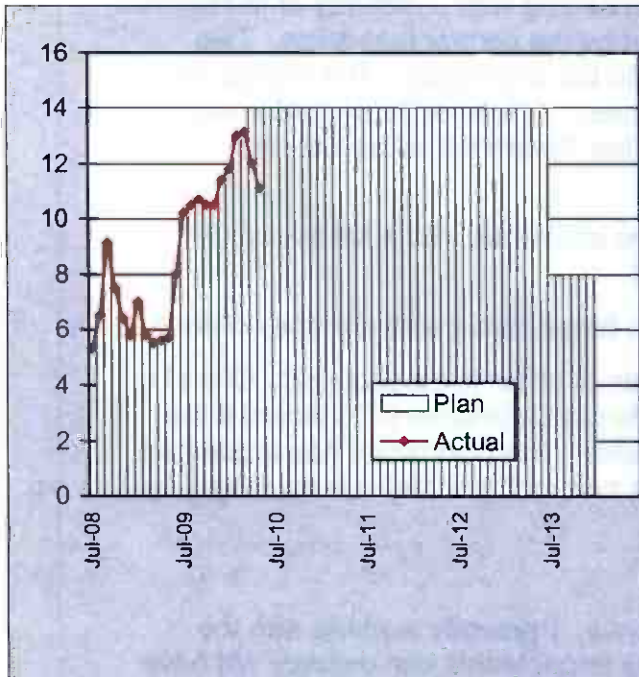


Total Project Staffing

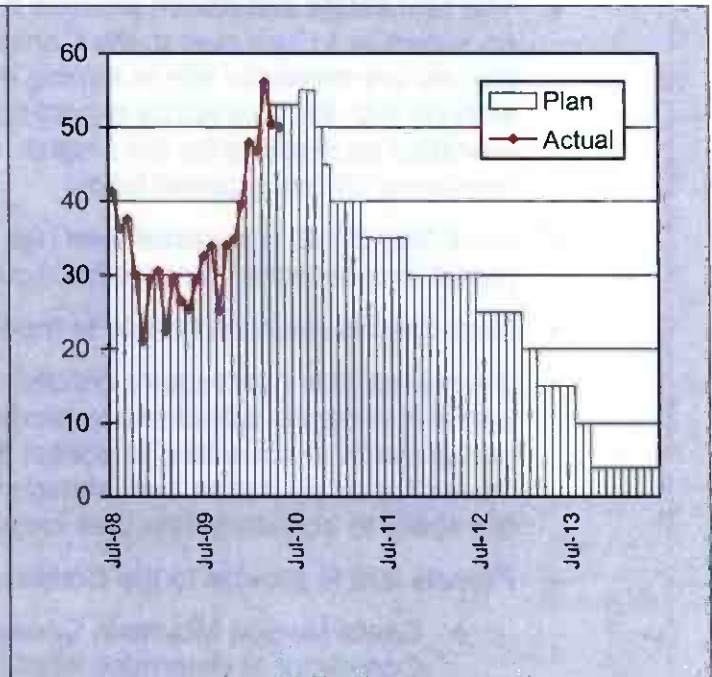
Project Management has made a concerted effort to utilize resources on an as needed basis in lieu of assigned resources to support the Project. From Project inception, a pattern of manpower variances for Metro, Caltrans and Stantec occurred which initiated a reassessment of the Project's staffing requirements. 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

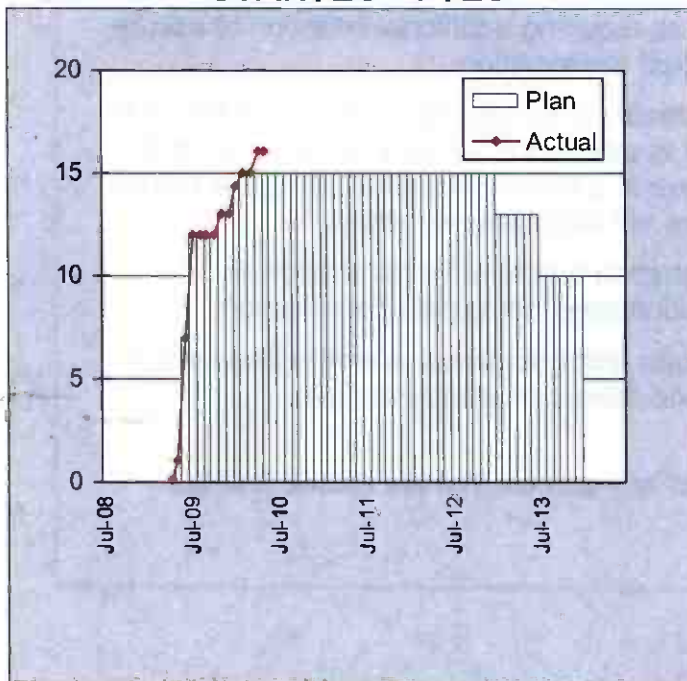
MTA - FTEs



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 May 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

Nunter of Parcels	Required	In Appraisal Process	Appraisal Process Complete	Offer Made	Closing	Acquired	Turned Over to Contractor
This Period	31	8	6	1	0	0	0
Last Period	31	23	14	8	8	9	7

ENVIRONMENTAL STATUS

- Ongoing coordination with resource agencies for construction activities.
- Prepared Environmental Addendum to conduct additional soil testing for a proposed landscape investigation for homes located in Sherman Oaks.

COMMUNITY RELATIONS STATUS

- Distributed 11,250 construction notices for the following construction activities: clearing and grubbing at the Getty Trailhead, Bel Air Crest, Sherman Oaks, and Sunset; CCTV installation and drainage cleaning; potholing at Mulholland Bridge; SB I-405 restriping; saw cut and grinding activities, and Sunset traffic switch.
- Attended and presented at the following meetings: Elected Official Briefing, monthly meeting with the Community Advisory Committee (CAC) Quarterly Community Meeting, Brentwood Community Council, Luxe Hotel detour update, Council District 11 Transportation Committee, Westwood Hills Property Owners Association and Pacific Palisades Community Council.
- Coordinated work activities with the contractor for 95 residents and businesses along the project alignment related to Valley Vista freeway construction noise impacts, Skirball ramp closures, vertical height clearance at Bel Air Crest Road, preconstruction surveys, Santa Monica Mountain Conservancy and communication tower installation, clearing and grubbing near the Getty Center and the Memorandum of Agreements for residents in the vicinity of the 17209/1730 walls.
- Coordinated emergency services personnel and school buses.
- Coordinated Bus Operations detours/service changes.
- 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 1,200 followers. 1100+ postings have been made on Twitter since the page began on January 11, 2010.
- Project Facebook page now has 500 friends. All Twitter postings now available on Facebook page.
- Metro I-405 webpage has 10,000 monthly visitors. All Twitter postings now available on I-405 webpage.

QUALITY ASSURANCE STATUS

- Metro Quality participated in reviews of Construction Work Plans and Readiness Review Meetings for the following areas:
 - AC paving
 - Veteran's Administration sewer work
 - Cast-in-place (CIP) walls
 - Form, pour and strip of top decks and approach slabs
 - Erection of precast concrete (PCC) and steel girders
- Four Discrepancy Reports were closed. Discrepancy Report #4 (Striping Transition) is proceeding toward closure.
- Performed in-process Quality Assurance (IQA) of MSE Wall Panel casting in Redlands, CA. Over 3,500 panels cast to date.
- Performed weekend surveillance of initial exploratory demolition access holes into the Sunset Bridge by the DB subcontractor, Penhall. 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).
- Attended pre-activity meetings to ensure compliance with approved Work Plans and contract specifications.
- Received Underground Soils Classification to meet Cal/OSHA regulations for jacking operations near Wilshire and the I-405.
- Reviewed Construction Yard Development activities 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.
- May Contractor work hours (Design and Construction): 85,984.
- Contractor project to date work hours (Design and Construction): 673,531.
- Total project to date work hours (Contractor and the IPO staff): 788,057.

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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	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 Sepulveda Pass Widening Project Design/Build Contractor: Kiewit	Contract No.: C0882 Status as of: May 28, 2010					
Progress/Work Completed: Major work completed this period: • Commenced MOT prep for Sunset Bridge demolition • Commenced clear/grub for Walls 1720/1730. • Commenced clear/grub at Station 1667. • Maintenance during construction - lightpole repair SB Getty to Sunset. • Completed potholing for design. • Completed drainage CCTV and cleaning. • Maintenance during construction - mainline sweeping, lightpole repair. Major submittals completed this period: • Various Construction and Contingency Work Plans. • Bridges Groups 1-4 Type Selection Reports. • Pavement structural design - 100% design. • Bridge 16 Sunset Blvd. OC Demo Plans - 100%. • Lead Compliance Plan for ADL. • Bridge 12 Constitution Ave UC - 100% design. • Sunset Area 4/4A Plant Removal Plan - 100%. • Bridge 21 Skirball Center Drive OC - 100% design. • Santa Monica Area 2 - 100% design. • Bridge 1 Northwest Connector - 100% design. Areas of Concern: • Reversible Lane Project on Sepulveda Blvd. • The 12'x12' reinforced concrete drainage box design. • Schedule updates are late.	Major Activities (In Progress): • DWP power utility undergrounding. • MSE wall panel fabrication. • Walls 1720/1730 clear and grub. • Sunset Bridge demolition prep. • Wilshire Bridges 6A/B clear and grub. • VA sewer relocation. • Excavate/load/haul ADL Y1/Y2/Z3. Major Activities Next Period: • Haz-mat survey of bridges. • Sawcut/smooth grind and striping SB I-405. • Area 3 environmental inspection. • Noise monitoring Area 2. • Crusher mobilization. • Maintenance during construction - fence repair, guardrail repair, A/C repair. • VA sewer relocation.					
		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: 145,338				
Elapsed Time from NTP (CD)	361	6. Percent Incurred Cost: 20.2%				
Contract Elapsed Time Percent	22.0%					

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.
May 31, 2010	The Project completed one year without a Recordable Injury.

CONSTRUCTION PHOTOGRAPHS



Soil Nail Test at Wall 1836.



Penhall cutting access holes on Sunset Bridge for demo.

CONSTRUCTION PHOTOGRAPHS



Clear and grub at Wall 1836.



Ductbank on Sepulveda Blvd. at Homedale.

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