

Phase 2 Exposition Metro Line Project

Monthly Project Status Report

December 2013

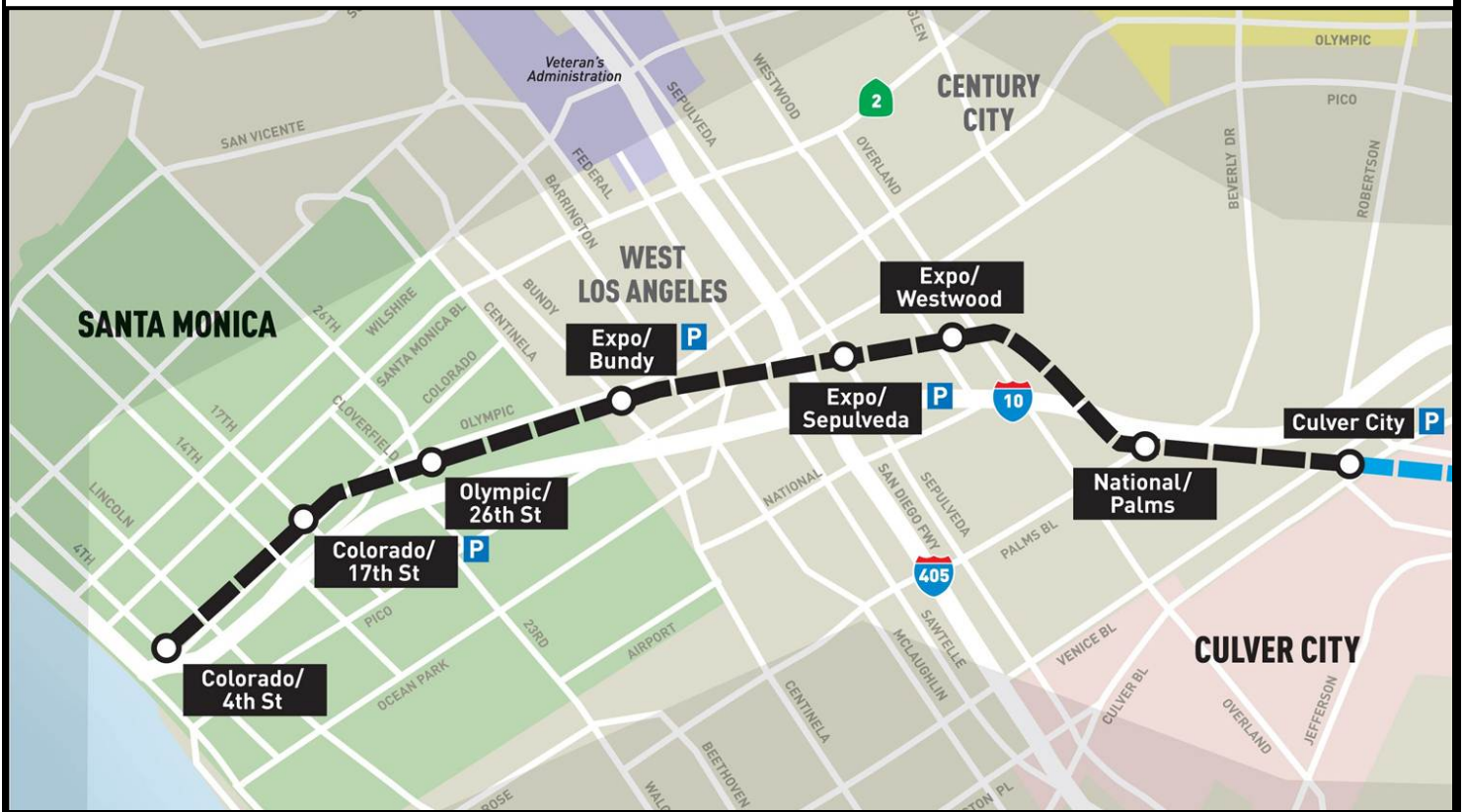




TABLE OF CONTENTS

PHASE 2 EXPO LINE PROJECT STATUS

TABLE OF CONTENTS.....	2
Phase 2 Exposition Metro Line Construction Authority Project Description.....	3
Phase 2 Exposition Metro Line Construction Authority Culver City to Santa Monica Segment	4
Project Management Issues	4
Key Activities Completed this Period.....	6
Key Future Activities.....	7
Phase 2 Exposition Metro Line Construction Authority Schedule Status.....	8
Critical Path Schedule	8
Schedule Narrative.....	10
Phase 2 Exposition Metro Line Construction Authority Financial Status	11
Project Cost Status and Analysis	11
Expo Baseline Activities.....	12
Metro Baseline Activities - Vehicles	13
Non-Baseline Activities	14
Phase 2 Exposition Metro Line Construction Authority Contract Status.....	15
Expo Phase 2 Design-Build Contract Status	15
Expo Phase 2 VBU Design-Build Contract Status.....	16
Expo Phase 2 OMF Contract Status	17
Expo Phase 2 Bikeway Contract Status	18



Phase 2 Exposition Metro Line Construction Authority Project Description

The Expo Phase 2 Project is located in the Westside of Los Angeles, extending approximately seven miles from the Expo Phase 1 terminus at Culver City Station to Santa Monica. The Phase 2 alignment begins at the terminus of Expo Phase 1 and utilizes the existing Exposition Right-of-Way (ROW), then diverges from the Exposition ROW and enters onto Colorado Avenue east of 17th Street. The alignment follows the center of Colorado Avenue to the proposed terminus in downtown Santa Monica in the vicinity of the intersection of 4th Street and Colorado Avenue.



Figure 1: Exposition Metro Line Construction Authority Phase 2 Alignment



Phase 2 Exposition Metro Line Construction Authority Culver City to Santa Monica Segment

Project Management Issues

Utility Relocations

The Authority worked closely with the Los Angeles Department of Water and Power (LADWP) and Southern California Edison (SCE) to advance the power relocations required to accommodate the Project. The Authority also worked with multiple communications providers, Southern California Gas Company (SCG) and ExxonMobil to advance the relocation of their facilities.

- LADWP crews removed overhead power line conflicts with the proposed project aerial structures; multiple LADWP construction crews continued relocating remaining overhead power lines underground. LADWP finalized new power service designs for traction power substations, irrigation controllers, passenger stations, traffic signals, crossing gates, bike path lighting and street lights.
- LADWP finalized design and construction of the new water service required for the Sepulveda parking garage to obtain a temporary certificate of occupancy for LADOT parking enforcement vehicles. The garage's new power service installation is ongoing.
- Various communication providers continued relocating their remaining facilities in conflict with proposed project structures.
- ExxonMobil and SCG continued preparations for relocating the underground pipelines in conflict with SCE's new transmission facilities along the east side of Sepulveda Boulevard.
- Staff continued working with SCE to complete the remaining new power service designs and begin their construction. Ongoing SCE work includes installing engineered steel poles and their foundations, the remaining duct banks, vaults, electrical equipment, pulling new cable, and energizing the new underground distribution and transmission systems. The Authority and SCE continued discussions regarding cost sharing for SCE betterments.

SCE power line relocations on Colorado are on the Project schedule critical path. The Authority, the City of Santa Monica, SCE, and the Design-Build contractor continue to collaborate through Partnering sessions, staff level working meetings, and executive management meetings to recover schedule on Colorado, such as: working with the City to optimize traffic control to increase working hours and days and hours, adding crews, increasing SCE inspection staff availability, re-phasing installation of track across at-grade crossings, working longer shifts, scheduling power outages earlier, and continuous coordination with SCE and the contractor design-builder's construction activities.

Kenter Canyon Storm Drain (KCSD)

A 10-foot diameter Los Angeles County storm drain built in the 1930s runs along Colorado Avenue in Santa Monica. A significant portion of the storm drain lies beneath the light rail tracks in the street running section of the Project along Colorado Avenue. The Phase 2 Design-Build contractor presented findings of the KCSD structural analysis to Los Angeles County Flood Control District (LACFCD), showing that the KCSD can be left in place. LACFCD took no objection to the analysis subject to post construction video inspection, video inspection after the first year of operations, and repair of damages if identified in the videos. The Phase 2 Design-Build contractor has completed the design to modify existing manholes that tie into the KCSD and has finalized the design of a slab to protect in place an existing sanitary sewer line that crosses the KCSD; the manhole modifications were completed and anticipate start of construction for the protection slab in March 2014.



City of Los Angeles

In the City of Los Angeles, schedule near-critical activities include design approvals, relocation of utilities and removal of the temporary parking lot near Sepulveda structure/station which depend on receiving City approval for occupancy of the new Sepulveda Garage; and installation of underground and overhead facilities. Four of the five civil segments have been approved by the Los Angeles Bureau of Engineering with various elements pending final confirmations from the various other City bureaus. The Authority is collaborating with the City of Los Angeles to approve the final civil segment. Expo and the City are exploring an option to accommodate bikepath requests at the intersection of Exposition and Centinela. The Authority has also received a letter from the Contractor identifying design costs and delays due to additional review and coordination with the City of Los Angeles Bureaus.

City of Santa Monica

In the City of Santa Monica, the schedule critical path includes SCE relocations on Colorado; the critical path continues with the installation of trackwork followed by the installation and testing of the overhead catenary and train control systems. SRJV is working on a schedule for track work road crossings. The main issues are with the closing of 5th street and Colorado scheduled for January 2014 and Lincoln and Colorado scheduled in April 2014 for rail installation. The Authority is collaborating with the City of Santa Monica to resolve issues including lighting betterments, terminus station betterments, street running operations, temporary street closures for construction, and bikeway-related details.

Venice Boulevard Underpass (VBU)

The VBU Design-Build contractor completed construction of the bridge structure and is currently constructing the elements supported on the bridge (standpipe, cable railing, and emergency walkway lighting). Current projections show the VBU contractual Substantial Completion will be delayed due to delays in the relocation of a sanitary sewer line and relocation of overhead power communication lines. Workarounds have been implemented to avoid impacts to the overall Phase 2 Project completion date. The roadway median and widening work will begin when third party approvals are secured for the roadway excavation depth and limits of the widening at National/Venice intersection are finalized. The Authority consultant is preparing plans for the revised widening scheme at the National/Venice intersection.

Operations and Maintenance Facility (OMF)

The Authority approved the baseline schedule and narrative, Critical Path Method updates and Time Impact Analyses are anticipated. Unforeseen conditions (abandoned pipes, concrete vaults, and the existing water main) have impacted construction, but the Authority and Contractor continued with advancement of submittals and RFIs. Coordination meetings with the OMF contractor, the Authority, and the designers were held to discuss TPSS and generator changes, electrical feeds to the Main Building electrical room, and the underslab electrical distribution ductbanks. Change negotiations continue with eight (8) Change Notices issued thus far. Two (2) Change Orders, two (2) Modifications and one (1) Provisional Disbursement have been approved. Partnering sessions are planned for January 28, 2014.

Bikeway

Staff continues to work on bikeway related topics, which include Exposition/Centinela intersection configuration; cost for LADOT improvements to Venice/Robertson intersection; License agreement between City of Los Angeles and Metro; and OMF driveway interface. The Authority is working with CPUC to revise the design of bike crossings at 19th, 20th, and Stewart Streets for approval.



Key Activities Completed this Period

Phase 2 Design-Build contractor, Skanska/Rados (SRJV)

- SRJV advanced remaining design elements. Staff worked with SRJV to resolve open issues.
- SRJV continued construction activities
- performed excavation and grading to support guideway construction activities; prepared to install the GERB floating slab east of Stewart; installed wet utilities and installed dry utility duct banks/vaults on behalf of SCE (Bundy, Colorado); installed CS duct banks/manholes; installed guideway ballast curb; advanced TPSS site work (TPSS1, TPSS2, TPSS3, TPSS4, TPSS6); advanced retaining walls (National to Clarington, Putney to Overland), soundwalls (I-10 to Overland), and MSE walls (Pico West, Bundy East, Bundy to Centinela, Centinela to Stewart, Olympic to 20th); advanced bridges (Palms, Motor, Sepulveda, Pico, Bundy, Centinela, Olympic); advanced stations (Westwood/Rancho Park, 26th St/Bergamot); widened roadway (Colorado 14th – 17th); Sepulveda Parking structure: construct elevator tower; place slab on grade; construct decks.
- SRJV advanced construction submittals and requests for information; Authority staff reviewed.
- SCE, DWP, and communications providers continued to relocate facilities.

Venice Boulevard Underpass Design-Build contractor, Balfour Beatty (BBII)

- Continued installation of the emergency walkways, and began installation of the standpipe, lighting, cable railing, and construction of 8" water line.
- Culver City Station Plaza design is currently under review.
- Roadway work is on hold pending revisions of the design and third party approval.

Operations and Maintenance Facility, Kiewit Building Group (KBG)

- Continue construction of S&I Pit
- Continue sanitary sewer installation
- Install Industrial sewer adjacent to Secondary Building
- Install underslab traction power ductbank
- Begin construction of wheel press pit
- Sewer tie-in at Stewart will require a revised traffic plan, submitted to Santa Monica
- Form, rebar and place concrete for Secondary Building Footings
- RFI & Submittal review ongoing

Bikeway

- SRJV advanced final Bikeway design.
- Final design is in progress –85% plans were submitted to the City of Los Angeles and the City of Santa Monica.
- CPUC coordination and compliance for mid-block bikeway crossings in City of Santa Monica.

General

- Fire Life Safety Committee meeting on December 12th.



Key Future Activities

Phase 2 Design-Build contractor, Skanska/Rados (SRJV)

- SRJV advance remaining design elements. Metro, Authority, and third party staff will continue to work with SRJV to resolve comments and open issues.
- SRJV will continue the following construction activities –
 - perform excavation and grading to support guideway construction activities;
 - install GERB floating slab east of Stewart;
 - install wet utilities and dry utility duct banks/vaults on behalf of SCE;
 - install CS duct banks/manholes;
 - install guideway ballast curb and subballast;
 - install track underdrain;
 - advance TPSS site work;
 - advance retaining walls, soundwalls, and MSE walls;
 - advance bridges;
 - advance stations;
 - widen roadway;
 - weld rail;
 - advance the Sepulveda Parking structure.
- SCE, DWP, and communications providers continue to relocate facilities.

Venice Boulevard Underpass Design-Build contractor, Balfour Beatty (BBII)

- BBII to continue construction activities – standpipe testing, emergency walkways lighting on the bridge structure, and the 8" water line.

Operations and Maintenance Facility contractor, Kiewit Building Group

- Begin pressurized water site utilities
- Begin TP ductbanks
- Continue construction of S&I Pits
- Waterproof S&I pit walls
- Continue building spread footings/grade beams
- Install caissons for vehicle lifts

Bikeway

- SRJV advance final Bikeway design.

General

- Continue coordination with the Cities of Los Angeles and Santa Monica, Metro, and Caltrans.
- Continue coordination with Department of Toxic Substances Control (DTSC) to advance soil management plan.
- Hold Partnering derivative sessions regarding systems implementation.
- Hold Fire Life Safety Committee meetings/workshops.
- Hold Phase 2 Update meetings with the community.
- Continue FEIR mitigation measures.

**EXPOSITION METRO LINE
CONSTRUCTION AUTHORITY**
Monthly Phase 2 Project Status Report
Period Ending – December 31, 2013



Critical Path Schedule Continued

Expo LRT Phase 2 - December 2013		EXPO2-Monthly Report-FTA CODES			20-Dec-13 07:37											
Activity Name	Orig Dur	Start	Finish	2013		2014		2015		2016						
				Q	Q	Q	Q	Q	Q	Q	Q	Q	Q			
VBU - ROADWAY CONSTRUCTION	65	30-Dec-13*	31-Mar-14													
Guideway and Track Elements	475	02-Aug-12 A	21-Oct-14													
SRJV	475	02-Aug-12 A	21-Oct-14													
SEGMENT 2 - GUIDEWAYS AND TRACKS	442	02-Aug-12 A	04-Sep-14													
SEGMENT 1 - GUIDEWAYS AND TRACKS	379	04-Sep-12 A	16-Apr-14													
SEGMENT 3 - SEGMENT 3 - CENTINELA TO 17TH - GUIDEWAYS AND TRACKS	345	06-Sep-12 A	29-Jul-14													
SEGMENT 3 - COLORADO GUIDEWAYS AND TRACKS	215	13-Aug-13 A	21-Oct-14													
VBU	79	28-Aug-13 A	31-Jan-14													
VBU - CONSTRUCT BRIDGE EMERGENCY WALKWAYS, CABLE RAILINGS AND DUCTBANK	79	28-Aug-13 A	31-Jan-14													
Stations	710	08-Feb-12 A	10-Apr-15													
SEGMENT 2 - STATIONS AND PARKING	634	08-Feb-12 A	13-Jan-15													
SEGMENT 1 - STATIONS	207	21-Jan-13 A	10-Dec-14													
SEGMENT 3 - COLORADO TERMINUS STATION	481	19-Mar-13 A	10-Apr-15													
SEGMENT 3 - SEGMENT 3 - CENTINELA TO 17TH - STATIONS	335	10-Apr-13 A	06-Feb-15													
Support Facilities and Yards	426	04-Jun-13 A	23-Feb-15													
Rail Operation and Maintenance Facility (OMF)	426	04-Jun-13 A	23-Feb-15													
Maintenance Facility - Construction	377	04-Jun-13 A	25-Nov-14													
Maintenance Facility - Commissioning Move In	62	26-Nov-14	23-Feb-15													
Systems	250	17-Apr-14	09-Apr-15													
SEGMENT 1 - SYSTEMS AND EQUIPMENT	184	17-Apr-14	07-Jan-15													
SEGMENT 3 - SEGMENT 3 - CENTINELA TO 17TH - SYSTEMS AND EQUIPMENT	193	28-May-14	27-Feb-15													
SEGMENT 2 - SYSTEMS AND EQUIPMENT	155	26-Jun-14	04-Feb-15													
SEGMENT 3 - COLORADO SYSTEMS AND EQUIPMENT	173	06-Aug-14	09-Apr-15													
Testing	214	23-Jul-14	22-May-15													
TRAIN CONTROL LOCAL FIELD ACCEPTANCE TESTING	198	23-Jul-14	28-Apr-15													
TRAIN CONTROL INTEGRATED SYSTEM TESTING	177	15-Sep-14	22-May-15													
COMMUNICATIONS L LOCAL FIELD ACCEPTANCE TESTING	140	15-Oct-14	01-May-15													
OCS SYTEM INTEGRATED TESTING	62	02-Dec-14	27-Feb-15													
COMMUNICATIONS SYSTEM INTEGRATION TESTING	15	04-May-15	22-May-15													
Bike Path	429	30-Sep-13 A	10-Jul-15													
BIKE PATH - FINAL DESIGN	150	30-Sep-13 A	30-Apr-14													
BIKE PATH - CONSTRUCTION	304	01-May-14	10-Jul-15													
Start-Up	107	09-Jun-16	05-Nov-16													
Rail Activation	105	09-Jun-16	05-Nov-16													
Stress Testing	60	09-Jun-16	07-Aug-16													
System Integration Testing (60)	60	09-Jun-16	07-Aug-16													
Pre-Revenue Operations	90	08-Aug-16	05-Nov-16													
Pre-Revenue Operations (90)	90	08-Aug-16	05-Nov-16													
Revenue Service Date (RCD)	0	05-Nov-16*														

Remaining Level of ...
Actual Level of Effort

**EXPO 2 CONTROL SCHEDULE
December 2013**

D..	Revision	C..	A..



Schedule Narrative

Critical and Near-Critical Path Analysis

Currently, the Critical Path runs through the power relocations and street improvements on Colorado in the City of Santa Monica and the Terminus Station. The Critical Path continues with the installation of Trackwork followed by the installation and testing of the Overhead Catenary and Train Control Systems. In the City of LA, the Pico bridge is near-critical.

With the current recovery plan and work-around options, the power relocation at most locations does not impact the construction of the substructure and in many cases the superstructure of the bridges. Therefore, the critical need dates for power relocations were improved and potential delays were minimized. At the Terminus, the potential delay is being eliminated by redesigning the retaining wall design to bridge over existing underground facilities.

Project Float/ Schedule Contingency

On January 5, 2012, the Board of Directors authorized the Authority to include schedule contingency in accordance with Metro's Project Contingency procedure. If all Schedule Contingency were needed, the projected Revenue Operation Date would be November 5, 2016.

	Original Duration (days)	Days Released	Current Duration (days)
Schedule Contingency	334	0	334



Phase 2 Exposition Metro Line Construction Authority Financial Status

**Project Cost Status and Analysis
Expo/Metro Baseline**

COST REPORT BY ELEMENT
UNITS IN MILLIONS

Element	Description	Original Budget	Current Budget	Commitments	Expenditures	Current Forecast	Forecast Variance Over/<Under>
C	CONSTRUCTION	766.3	766.3	665.3	291.3	766.3	-
R	RIGHT-OF-WAY	265.0	259.1	96.6	94.9	259.1	-
V	VEHICLES	202.1	202.1	202.1	61.0	202.1	-
P	PROFESSIONAL SERVICES	148.2	148.2	98.9	77.8	148.2	-
SC	SPECIAL CONDITIONS	63.6	69.5	54.8	39.2	69.5	-
PR	PROJECT RESERVE	66.0	66.0	-	-	66.0	-
TOTAL		1,511.2	1,511.2	1,117.7	564.2	1,511.2	-

NOTE: Expenditures are Paid-to-Date through 11/30/13

Original Budget and Current Budget:

The Life of Project Budget for the Phase 2 Exposition Metro Line Project was adopted in March 2011 for a value of \$1.511 billion.

Current Forecast:

The total project forecast at completion remains the same as the current budget of \$1.511 billion.



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of December 31, 2013

Metro / Expo Baseline Activities

Sources of Funds (millions)	A	B	C = A - B	
Source	Budget	Funding Committed	Uncommitted	
Prop A 35%	\$ 238.0	\$ -	\$ 238.0	
Prop C 25%	\$ 115.3	\$ 2.6	\$ 112.7	
Measure R	\$ 785.4	\$ 631.3	\$ 154.1	
Prop 1B Bonds - PTMISEA	\$ 48.9	\$ 48.4	\$ 0.5	
Prop 1B Bonds - SLPP	\$ 28.3	\$ 28.4	\$ -	
Regional Improvement Program (State)	\$ 47.8	\$ 29.0	\$ 18.8	
Local Agency Contribution	\$ 45.3	\$ 45.3	\$ 0.0	
	<u>\$ 1,309.1</u>	<u>\$ 785.0</u>	<u>\$ 524.2</u>	
Total Sources:	<u>\$ 1,309.1</u>	<u>\$ 785.0</u>	<u>\$ 524.2</u>	

Uses of Funds by Element (millions)	A	B	C	D = A - B
Element	Budget	Committed	Paid	Uncommitted
Design-Build Corridor	\$ 606.8	\$ 549.8	\$ 276.1	\$ 57.1
Other Construction Elements	\$ 159.5	\$ 115.5	\$ 15.1	\$ 43.9
Right-of-Way	\$ 259.1	\$ 96.6	\$ 94.9	\$ 162.5
Professional Services	\$ 148.2	\$ 98.9	\$ 77.8	\$ 49.3
Special Conditions	\$ 69.5	\$ 54.8	\$ 39.2	\$ 14.7
Project Reserve	\$ 66.0	\$ -	\$ -	\$ 66.0
	<u>\$ 1,309.1</u>	<u>\$ 915.6</u>	<u>\$ 503.2</u>	<u>\$ 393.5</u>
Total Uses:	<u>\$ 1,309.1</u>	<u>\$ 915.6</u>	<u>\$ 503.2</u>	<u>\$ 393.5</u>

Paid-to-Date through 11/30/13



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of December 31, 2013

Metro / Expo Baseline Activities - Vehicles

Sources of Funds (millions)	A	B	C = A - B	
Source	Budget	Funding Committed	Uncommitted	
RSTP (Federal) for LRVs	\$ 7.7	\$ 7.7	\$	-
CMAQ (Federal) for LRVs	\$ 41.3	\$ 41.3	\$	-
Reg. Imp. Prog. (Federal) for LRVs	\$ 153.1	\$ 153.1	\$	-
	\$ 202.1	\$ 202.1	\$	-
Total Sources:	\$ 202.1	\$ 202.1	\$	-

Uses of Funds by Element (millions)	A	B	C	D = A - B
Element	Budget	Committed	Paid	Uncommitted
Vehicles	\$ 202.1	\$ 202.1	\$ 61.0	\$ -
Total Uses:	\$ 202.1	\$ 202.1	\$ 61.0	\$ -

Paid-to-Date through 11/30/13



Project Operating Budget Summary in Millions of Dollars



Sources & Uses of Funds - Phase 2
Status as of December 31, 2013

Non - Baseline Activities

Sources of Funds (millions)				
	A	B	C = A - B	
Source	Budget	Funding Committed	Uncommitted	
Project Revenue: City of LA Betterment	\$ 5.3	\$ 5.3	\$ -	
Project Revenue: City of Santa Monica Betterment	\$ 20.1	\$ 20.1	\$ -	
Total Sources:	\$ 25.4	\$ 25.4	\$ -	

Uses of Funds by Element (millions)				
	A	B	C	D = A - B
Element	Budget	Committed	Paid	Uncommitted
Design-Build Betterments	\$ -	\$ -	\$ -	\$ -
Sepulveda Blvd Bridge & Aerial Station (Diff.)	\$ 5.3	\$ 5.3	\$ 2.4	\$ -
City of Santa Monica Water System Betterments	\$ 1.5	\$ 1.4	\$ 1.4	\$ 0.1
City of Santa Monica Storm Drain Laterals	\$ 0.3	\$ 0.3	\$ -	\$ -
26th Street & 17th Street Station Betterments P.E.	\$ 0.4	\$ 0.4	\$ 0.4	\$ -
26th Street & 17th Street Station Betterments Construction	\$ 9.1	\$ 5.8	\$ 2.8	\$ 3.3
4th Street Terminus Station P.E.	\$ 0.5	\$ 0.4	\$ 0.4	\$ 0.1
4th Street Terminus Station Construction	\$ 8.4	\$ 5.6	\$ 0.5	\$ 2.8
Total Uses:	\$ 25.4	\$ 19.1	\$ 7.9	\$ 6.3

Paid-to-Date through 11/30/13



Phase 2 Exposition Metro Line Construction Authority Contract Status

Expo Phase 2 Design-Build Contract Status

Expo Phase 2 Contractor: Skanska/Rados		Contract No.: XP8902-002					
		Status as of: 31-Dec-13					
Progress/Work Completed: See Page 6 Areas of Concern: See Pages 4 and 5		Major Activities (In Progress): See Page 6 and 7 Major Activities Next Period: See Page 6 and 7					
			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
		Substantial Completion	07/10/15	0	07/10/15	07/10/15	0
		Contract Completion	01/08/16	0	01/08/16	01/08/16	0
<u>Schedule Summary:</u>		<u>Cost Summary:</u>					
		\$ In 000's					
					Baseline Project	Betterments/ Modifications	
Date of Award:	05/13/11	1. Award Value:			541,651.27	5,278.94	
Limited Notice to Proceed:	05/19/11	2. Executed Modifications:				37,722.29	
Original Contract Duration:	1700	3. Approved Change Orders:			2721.40		
Current Contract Duration:	1700	4. Current Contract Value (1 + 2 + 3):			544,372.67	43,001.22	
Elapsed Time from NTP:	958	5. Pending Changes:			38.29	128.05	
		6. Incurred Cost:			297,407.29	25,888.02	



Expo Phase 2 VBU Design-Build Contract Status

Expo Phase 2 Contractor: Balfour Beatty Infrastructure, Inc.		Contract No.: XP8901-828 Status as of: 31-Dec-13					
Progress/Work Completed: See Page 6 Areas of Concern: See Pages 4 and 5		Major Activities (In Progress): See Page 6 and 7 Major Activities Next Period: See Page 6 and 7					
			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
		Substantial Completion	07/12/13	116	11/05/13	11/05/13	0
<u>Schedule Summary:</u> Date of Award: 08/04/11 Limited Notice to Proceed: 09/01/11 Original Contract Duration: 680 Current Contract Duration: 796 Elapsed Time from NTP: 853		<u>Cost Summary:</u> 1. Award Value: 2. Executed Modifications: 3. Approved Change Orders: 4. Current Contract Value (1 + 2 + 3): 5. Pending Changes: 6. Incurred Cost:					
				\$ In 000's		Baseline Project	Betterments/ Modifications
						15,675.00	
							1,551.90
						587.14	-
						16,262.14	1,551.90
						-	
						12,455.43	1,551.90



Expo Phase 2 OMF Contract Status

<p>Expo Phase 2 Contractor: Kiewit Building Group O&M Facility</p>	<p>Contract No.: XP8902-016 Status as of: 31-Dec-13</p>																																		
<p>Progress/Work Completed: See Page 6</p> <p>Areas of Concern: See Pages 4 and 5</p>	<p>Major Activities (In Progress): See Page 6 and 7</p> <p>Major Activities Next Period: See Page 6 and 7</p> <table border="1" data-bbox="646 947 1503 1234"> <thead> <tr> <th></th> <th>Original Contract Dates</th> <th>Time Extension</th> <th>Current Contract</th> <th>Forecast</th> <th>Variance CDs</th> </tr> </thead> <tbody> <tr> <td>Substantial Completion</td> <td>11/24/14</td> <td>0</td> <td>11/24/14</td> <td>11/24/14</td> <td>0</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs	Substantial Completion	11/24/14	0	11/24/14	11/24/14	0																		
	Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs																														
Substantial Completion	11/24/14	0	11/24/14	11/24/14	0																														
<p><u>Schedule Summary:</u></p> <p>Date of Award: 05/03/13</p> <p>Limited Notice to Proceed: 06/03/13</p> <p>Original Contract Duration: 540</p> <p>Current Contract Duration: 540</p> <p>Elapsed Time from NTP: 212</p>	<p><u>Cost Summary:</u></p> <table border="1" data-bbox="646 1247 1503 1629"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">\$ In 000's</th> </tr> <tr> <th>Baseline Project</th> <th>Betterments/ Modifications</th> </tr> </thead> <tbody> <tr> <td>1. Award Value:</td> <td>99,930.56</td> <td></td> </tr> <tr> <td>2. Executed Modifications:</td> <td></td> <td>(120.47)</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td>13.07</td> <td>-</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td>99,943.63</td> <td>(120.47)</td> </tr> <tr> <td>5. Pending Changes:</td> <td>-</td> <td>(324.63)</td> </tr> <tr> <td>6. Incurred Cost:</td> <td>8,247.70</td> <td>(120.47)</td> </tr> </tbody> </table>						\$ In 000's		Baseline Project	Betterments/ Modifications	1. Award Value:	99,930.56		2. Executed Modifications:		(120.47)	3. Approved Change Orders:	13.07	-	4. Current Contract Value (1 + 2 + 3):	99,943.63	(120.47)	5. Pending Changes:	-	(324.63)	6. Incurred Cost:	8,247.70	(120.47)							
	\$ In 000's																																		
	Baseline Project	Betterments/ Modifications																																	
1. Award Value:	99,930.56																																		
2. Executed Modifications:		(120.47)																																	
3. Approved Change Orders:	13.07	-																																	
4. Current Contract Value (1 + 2 + 3):	99,943.63	(120.47)																																	
5. Pending Changes:	-	(324.63)																																	
6. Incurred Cost:	8,247.70	(120.47)																																	



Expo Phase 2 Bikeway Contract Status

<p>Expo Phase 2 Contractor: Skanska/Rados Bikeway Project</p>	<p>Contract No.: XP8903-01 Status as of: 31-Dec-13</p>																									
<p>Progress/Work Completed: See Page 6</p> <p>Areas of Concern: See Pages 4 and 5</p>	<p>Major Activities (In Progress): See Page 6 and 7</p> <p>Major Activities Next Period: See Page 6 and 7</p>																									
		<p>Original Contract Dates</p>	<p>Time Extension</p>	<p>Current Contract</p>	<p>Forecast</p>	<p>Variance CDs</p>																				
	<p>Substantial Completion</p>	<p>07/10/15</p>	<p>0</p>	<p>07/10/15</p>	<p>07/10/15</p>	<p>0</p>																				
<p><u>Schedule Summary:</u></p> <p>Date of Award: 01/27/12</p> <p>Limited Notice to Proceed: 08/28/13</p> <p>Original Contract Duration: 681</p> <p>Current Contract Duration: 681</p> <p>Elapsed Time from NTP: 126</p>	<p><u>Cost Summary:</u></p> <p style="text-align: right;">\$ In 000's</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;"></th> <th style="width: 15%; text-align: center;">Baseline Project</th> <th style="width: 15%; text-align: center;">Betterments/ Modifications</th> </tr> </thead> <tbody> <tr> <td>1. Award Value:</td> <td style="text-align: right;">11,041.06</td> <td></td> </tr> <tr> <td>2. Executed Modifications:</td> <td></td> <td></td> </tr> <tr> <td>3. Approved Change Orders:</td> <td style="text-align: right;">35.00</td> <td style="text-align: center;">-</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">11,076.06</td> <td style="text-align: center;">-</td> </tr> <tr> <td>5. Pending Changes:</td> <td style="text-align: center;">-</td> <td></td> </tr> <tr> <td>6. Incurred Cost:</td> <td style="text-align: right;">2,210.70</td> <td style="text-align: center;">-</td> </tr> </tbody> </table>						Baseline Project	Betterments/ Modifications	1. Award Value:	11,041.06		2. Executed Modifications:			3. Approved Change Orders:	35.00	-	4. Current Contract Value (1 + 2 + 3):	11,076.06	-	5. Pending Changes:	-		6. Incurred Cost:	2,210.70	-
	Baseline Project	Betterments/ Modifications																								
1. Award Value:	11,041.06																									
2. Executed Modifications:																										
3. Approved Change Orders:	35.00	-																								
4. Current Contract Value (1 + 2 + 3):	11,076.06	-																								
5. Pending Changes:	-																									
6. Incurred Cost:	2,210.70	-																								