

Phase 2 Exposition Metro Line Project

Monthly Project Status Report

October 2013

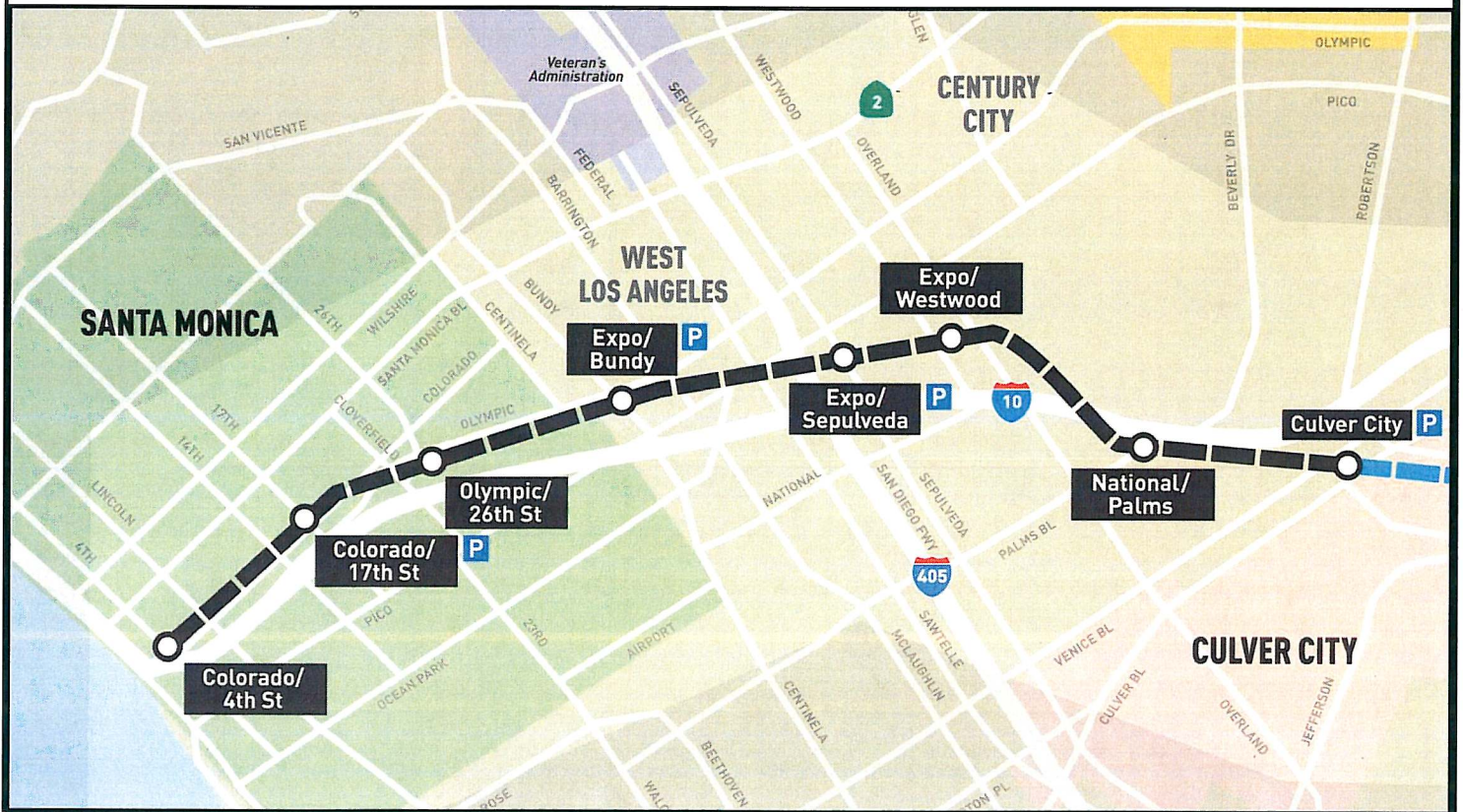




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Phase 2 Exposition Metro Line Construction Authority Project Description

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 to advance the relocation of their facilities. The Progress update follows:

- LADWP construction crews removed all overhead power lines that were in conflict with proposed project structures at various locations; multiple LADWP construction crews continue to relocate remaining overhead power lines underground. LADWP finalized all new power service designs for traction power substations, irrigation controllers, passenger stations, traffic signals, crossing gates, bike path lighting and street lights.
- Various communication providers continue to relocate the remaining facilities in conflict with proposed project structures.
- ExxonMobil and the Southern California Gas Company started proceedings to relocate underground pipelines recently discovered along Sepulveda Boulevard.
- Staff continued working with SCE to complete the remaining new power service designs. Ongoing SCE work includes constructing City approved engineered steel pole foundations, installing new power poles, remaining duct banks, vaults and electrical equipment, and pulling new cable and energizing the new 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, 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 days and hours, adding crews, increasing SCE inspection staff availability, working longer shifts, and coordinating with SCE and the contractor'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; anticipated start of construction for the manholes is in October 2013 and March 2014 for the protection slab.



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; construction of the structure over Motor Avenue; and installation of underground facilities. Three of the five civil segments have been approved by Los Angeles Bureau of Engineering with various elements pending final confirmations. The Authority has agreed to a three year maintenance period for the City's street trees and is working with Metro and the Contractor on how best to implement. The Authority is collaborating with the City of Los Angeles to approve the remaining two civil segments and resolve issues such as the sidewalk gap at Sepulveda and the curb and gutter gap closure on Exposition. 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 crossing. This work is expected to take place in November 2013. The main issues are with the closing of 5th street and Colorado scheduled for r 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 not to preclude future pedestrian crossings, lighting betterments, waterline betterments, terminus station betterments, street running operations, video detection, temporary street closures for construction, and bikeway-related details.

Venice Boulevard Underpass (VBU)

The VBU Design-Build contractor advanced construction of the superstructure. 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 developed to avoid impacts to the overall Phase 2 Project completion date. The above schedule impacts have been resolved. The overhead power lines were removed. The roadway work will be completed once BBII finishes the bridge work in December. Authority staff is working with Caltrans to resolve the depth of over excavation being required.

Operations and Maintenance Facility (OMF)

The Authority, Metro, and the OMF contractor continued evaluating ways to reduce project costs. The Authority received the revised baseline and narrative marking its second review cycle. The OMF contractor advanced asbestos abatement and asphalt pulverization, the demolition of existing buildings was completed and the project has progressed into mass excavation of building pads. The Authority and Contractor continued with advancement of submittals and RFIs, the CPM Baseline is being reviewed by the Authority. An initial coordination meeting with the OMF contractor and guideway contractor was held to discuss staging of work on the north side of the OMF site. The Authority, Metro and OMF Contractor held the first Partnering Session on October 8, 2013.

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, City of Santa Monica, and Metro; and OMF driveway interface.



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 Clarrington, 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)

- Completed installation of the bridge deck and post-tensioned the superstructure.
- BBII advanced construction submittals and requests for information; Authority staff reviewed.
- Road work on the contract is on hold pending negotiations of change work.

Operations and Maintenance Facility, Kiewit Building Group (KBG)

- Began over excavation for the main and secondary buildings, backfilled and compacted main building pad.
- Excavated Soils spread out throughout the project site and began lime treatment of excavated soil stockpiles October 14th – 18th.
- Began removal of unforeseen rail and rail ties running east to west along the north of the site.
- Assessed condition of existing monitoring wells.
- Reviewed draft construction work plans and held readiness review meetings for under slab plumbing, site sewer, spread footings, service & inspection pit walls, and wheel press pit.

Bikeway

- Advanced Bikeway license agreement between Metro and each City.
- SRJV advanced final Bikeway design.
- Final design is in progress – 60% plans were submitted to the City of Santa Monica and 85% plans were submitted to the City of Los Angeles.

General

- Fire Life Safety Committee meeting on September 12th; meeting on egress calculations September 24th.



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 – install deck rebar, pour concrete.

Operations and Maintenance Facility contractor, Kiewit Building Group

- Wash Building and Cleaning platform over excavation.
- Underslab plumbing and site utilities.
- Main building spread footings.

Bikeway

- Advance Bikeway license agreement between Metro and City of Los Angeles.
- 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 – October 31, 2013**



Critical Path Schedule Continued

Expo LRT Phase 2 - October 2013		EXPO2-Monthly Report-FTA CODES			18-Nov-13 14:13											
Activity Name	Orig Dur.	Start	Finish	2013		2014			2015			2016				
				Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q		
VBU - PLAZA CONSTRUCTION	55	18-Nov-13	05-Feb-14													
VBU - ROADWAY CONSTRUCTION	73	17-Dec-13*	31-Mar-14													
Guideway and Track Elements	475	02-Aug-12 A	30-Jul-14													
<i>SRJV</i>	475	02-Aug-12 A	30-Jul-14													
SEGMENT 2 - GUIDEWAYS AND TRACKS	442	02-Aug-12 A	09-Jul-14													
SEGMENT 1 - GUIDEWAYS AND TRACKS	379	04-Sep-12 A	27-Mar-14													
SEGMENT 3 - SEGMENT 3 - CENTINELA TO 17TH - GUIDEWAYS AND TRACKS	345	06-Sep-12 A	11-Jun-14													
SEGMENT 3 - COLORADO GUIDEWAYS AND TRACKS	215	13-Aug-13 A	30-Jul-14													
<i>VBU</i>	79	28-Aug-13 A	05-Feb-14													
VBU - CONSTRUCT BRIDGE EMERGENCY WALKWAYS, CABLE RAILINGS AND DUCTBANK	79	28-Aug-13 A	05-Feb-14													
VBU - BRIDGE SETTLEMENT PERIOD (28 CALENDAR DAYS)	30	30-Oct-13 A	28-Nov-13													
Stations	710	08-Feb-12 A	10-Apr-15													
SEGMENT 2 - STATIONS AND PARKING	634	08-Feb-12 A	02-Dec-14													
SEGMENT 1 - STATIONS	207	21-Jan-13 A	09-Oct-14													
SEGMENT 3 - COLORADO TERMINUS STATION	481	19-Mar-13 A	10-Apr-15													
SEGMENT 3 - SEGMENT 3 - CENTINELA TO 17TH - STATIONS	395	10-Apr-13 A	14-Jan-15													
Support Facilities and Yards	426	04-Jun-13 A	23-Feb-15													
<i>Rail Operation and Maintenance Facility (OMF)</i>	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	246	28-Mar-14	16-Mar-15													
SEGMENT 1 - SYSTEMS AND EQUIPMENT	184	28-Mar-14	16-Dec-14													
SEGMENT 3 - SEGMENT 3 - CENTINELA TO 17TH - SYSTEMS AND EQUIPMENT	193	02-May-14	04-Feb-15													
SEGMENT 2 - SYSTEMS AND EQUIPMENT	155	02-Jun-14	09-Jan-15													
SEGMENT 3 - COLORADO SYSTEMS AND EQUIPMENT	173	11-Jul-14	16-Mar-15													
Testing	214	26-Jun-14	28-Apr-15													
TRAIN CONTROL LOCAL FIELD ACCEPTANCE TESTING	196	26-Jun-14	02-Apr-15													
TRAIN CONTROL INTEGRATED SYSTEM TESTING	177	19-Aug-14	28-Apr-15													
COMMUNICATIONS L LOCAL FIELD ACCEPTANCE TESTING	140	19-Sep-14	07-Apr-15													
OCS SYTEM INTEGRATED TESTING	62	05-Nov-14	03-Feb-15													
COMMUNICATIONS SYSTEM INTEGRATION TESTING	15	08-Apr-15	28-Apr-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 (ROD)	0	05-Nov-16*														

Remaining Level of ...
 Actual Level of Effort

**EXPO 2 CONTROL SCHEDULE
October 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	665.7	257.2	766.3	-
R	RIGHT-OF-WAY	265.0	259.1	95.0	93.3	259.1	-
V	VEHICLES	202.1	202.1	202.1	31.3	202.1	-
P	PROFESSIONAL SERVICES	148.2	148.2	96.7	74.2	148.2	-
SC	SPECIAL CONDITIONS	63.6	69.5	53.9	30.6	69.5	-
PR	PROJECT RESERVE	66.0	66.0	-	-	66.0	-
TOTAL		1,511.2	1,511.2	1,113.3	486.6	1,511.2	-

NOTE: Expenditures are Paid-to-Date through 9/30/13

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 October 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	\$ 377.7	\$ 407.7
Prop 1B Bonds - PTMISEA	\$ 48.9	\$ 15.2	\$ 33.7
Prop 1B Bonds - SLPP	\$ 28.3	\$ 28.3	\$ -
Regional Improvement Program (State)	\$ 47.8	\$ 47.8	\$ 0.0
Local Agency Contribution	\$ 45.3	\$ 24.9	\$ 20.4
	<u>\$ 1,309.1</u>	<u>\$ 496.5</u>	<u>\$ 812.6</u>
Total Sources:	<u>\$ 1,309.1</u>	<u>\$ 496.5</u>	<u>\$ 812.6</u>

Uses of Funds by Element (millions)

A

B

C

D = A - B

Element	Budget	Committed	Paid	Uncommitted
Design-Build Corridor	\$ 606.8	\$ 550.9	\$ 246.1	\$ 56.0
Other Construction Elements	\$ 159.5	\$ 114.8	\$ 11.1	\$ 44.6
Right-of-Way	\$ 259.1	\$ 95.0	\$ 93.3	\$ 164.1
Professional Services	\$ 148.2	\$ 96.7	\$ 74.2	\$ 51.5
Special Conditions	\$ 69.5	\$ 53.9	\$ 30.6	\$ 15.6
Project Reserve	\$ 66.0	\$ -	\$ -	\$ 66.0
Total Uses:	<u>\$ 1,309.1</u>	<u>\$ 911.2</u>	<u>\$ 455.3</u>	<u>\$ 397.9</u>

Paid-to-Date through 9/30/13



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of October 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	\$ -
	<u>\$ 202.1</u>	<u>\$ 202.1</u>	<u>\$ -</u>
Total Sources:	<u>\$ 202.1</u>	<u>\$ 202.1</u>	<u>\$ -</u>

Uses of Funds by Element (millions)	A	B	C	D = A - B
Element	Budget	Committed	Paid	Uncommitted
Vehicles	\$ 202.1	\$ 202.1	\$ 31.3	\$ -
Total Uses:	<u>\$ 202.1</u>	<u>\$ 202.1</u>	<u>\$ 31.3</u>	<u>\$ -</u>

Paid-to-Date through 9/30/13



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2
 Status as of October 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	\$ 18.3	\$ 18.3	\$ -
Total Sources:	\$ 23.6	\$ 23.6	\$ -

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	\$ 2.9	\$ -
26th Street & 17th Street Station Betterments P.E.	\$ 0.4	\$ 0.4	\$ 0.4	\$ -
26th Street & 17th Street Station Betterments Construction	\$ 9.1	\$ 5.4	\$ 1.7	\$ 3.7
4th Street Terminus Station P.E.	\$ 0.5	\$ 0.4	\$ 0.4	\$ 0.1
4th Street Terminus Station Construction	\$ 8.4	\$ 4.8	\$ -	\$ 3.6
Total Uses:	\$ 23.6	\$ 16.3	\$ 5.4	\$ 7.3

Paid-to-Date through 9/30/13



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-Oct-13				
<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>				
		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:			36,175.46	
Original Contract Duration:	1700	3. Approved Change Orders:		2696.64		
Current Contract Duration:	1700	4. Current Contract Value (1 + 2 + 3):		544,347.91	41,454.39	
Elapsed Time from NTP:	897	5. Pending Changes:		-	-	
		6. Incurred Cost:		272,184.86	22,313.62	



Expo Phase 2 VBU Design-Build Contract Status

Expo Phase 2 Contractor: Balfour Beatty Infrastructure, Inc.	Contract No.: XP8901-828 Status as of: 31-Oct-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: 792	<u>Cost Summary:</u> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2"></th> <th colspan="2" style="text-align: center;">\$ In 000's</th> </tr> <tr> <th colspan="2"></th> <th style="text-align: center;">Baseline Project</th> <th style="text-align: center;">Betterments/ Modifications</th> </tr> </thead> <tbody> <tr> <td>1. Award Value:</td> <td></td> <td style="text-align: right;">15,675.00</td> <td></td> </tr> <tr> <td>2. Executed Modifications:</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3. Approved Change Orders:</td> <td></td> <td style="text-align: right;">552.46</td> <td style="text-align: right;">1,551.90</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td></td> <td style="text-align: right;">16,227.46</td> <td style="text-align: right;">1,551.90</td> </tr> <tr> <td>5. Pending Changes:</td> <td></td> <td style="text-align: center;">-</td> <td></td> </tr> <tr> <td>6. Incurred Cost:</td> <td></td> <td style="text-align: right;">11,529.77</td> <td style="text-align: right;">1,551.90</td> </tr> </tbody> </table>							\$ In 000's				Baseline Project	Betterments/ Modifications	1. Award Value:		15,675.00		2. Executed Modifications:				3. Approved Change Orders:		552.46	1,551.90	4. Current Contract Value (1 + 2 + 3):		16,227.46	1,551.90	5. Pending Changes:		-		6. Incurred Cost:		11,529.77	1,551.90
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2. Executed Modifications:																																					
3. Approved Change Orders:		552.46	1,551.90																																		
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5. Pending Changes:		-																																			
6. Incurred Cost:		11,529.77	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-Oct-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>11/24/14</p>	<p>0</p>	<p>11/24/14</p>	<p>11/24/14</p>	<p>0</p>																															
<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: 151</p>	<p><u>Cost Summary:</u></p> <table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="2" style="text-align: center;">\$ In 000's</th> </tr> <tr> <th colspan="2"></th> <th style="text-align: center;">Baseline Project</th> <th style="text-align: center;">Betterments/ Modifications</th> </tr> </thead> <tbody> <tr> <td>1. Award Value:</td> <td></td> <td style="text-align: right;">99,930.56</td> <td></td> </tr> <tr> <td>2. Executed Modifications:</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3. Approved Change Orders:</td> <td></td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td></td> <td style="text-align: right;">99,930.56</td> <td style="text-align: center;">-</td> </tr> <tr> <td>5. Pending Changes:</td> <td></td> <td style="text-align: center;">-</td> <td></td> </tr> <tr> <td>6. Incurred Cost:</td> <td></td> <td style="text-align: right;">3,665.04</td> <td style="text-align: center;">-</td> </tr> </tbody> </table>							\$ In 000's				Baseline Project	Betterments/ Modifications	1. Award Value:		99,930.56		2. Executed Modifications:				3. Approved Change Orders:		-	-	4. Current Contract Value (1 + 2 + 3):		99,930.56	-	5. Pending Changes:		-		6. Incurred Cost:		3,665.04	-
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Expo Phase 2 Bikeway Contract Status

<p>Expo Phase 2 Contractor: Skanska/Rados Bikeway Project</p>	<p>Contract No.: XP8903-01</p> <p>Status as of: 31-Oct-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="646 949 1515 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>07/10/15</td> <td>0</td> <td>07/10/15</td> <td>07/10/15</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	07/10/15	0	07/10/15	07/10/15	0																		
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<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: 65</p>	<p><u>Cost Summary:</u></p> <table border="1" data-bbox="646 1249 1515 1631"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;">\$ In 000's</th> </tr> <tr> <th></th> <th style="text-align: center;">Baseline Project</th> <th style="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: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">11,041.06</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;">1,601.10</td> <td style="text-align: center;">-</td> </tr> </tbody> </table>						\$ In 000's			Baseline Project	Betterments/ Modifications	1. Award Value:	11,041.06		2. Executed Modifications:			3. Approved Change Orders:	-	-	4. Current Contract Value (1 + 2 + 3):	11,041.06	-	5. Pending Changes:	-		6. Incurred Cost:	1,601.10	-						
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