

Phase 2 Exposition Metro Line Project

Monthly Project Status Report

August 2013

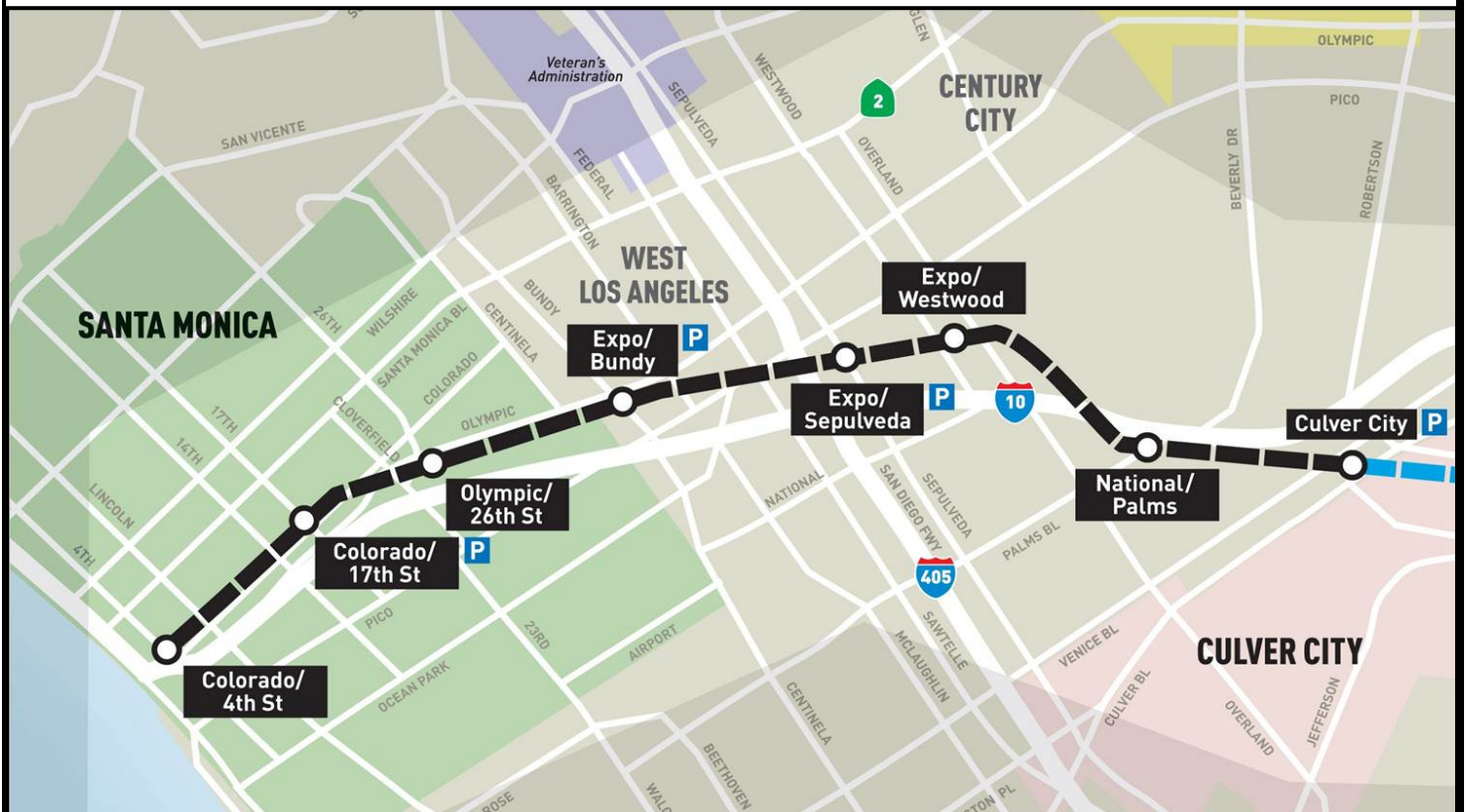




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Phase 2 Exposition Metro Line Construction Authority Project Description

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.

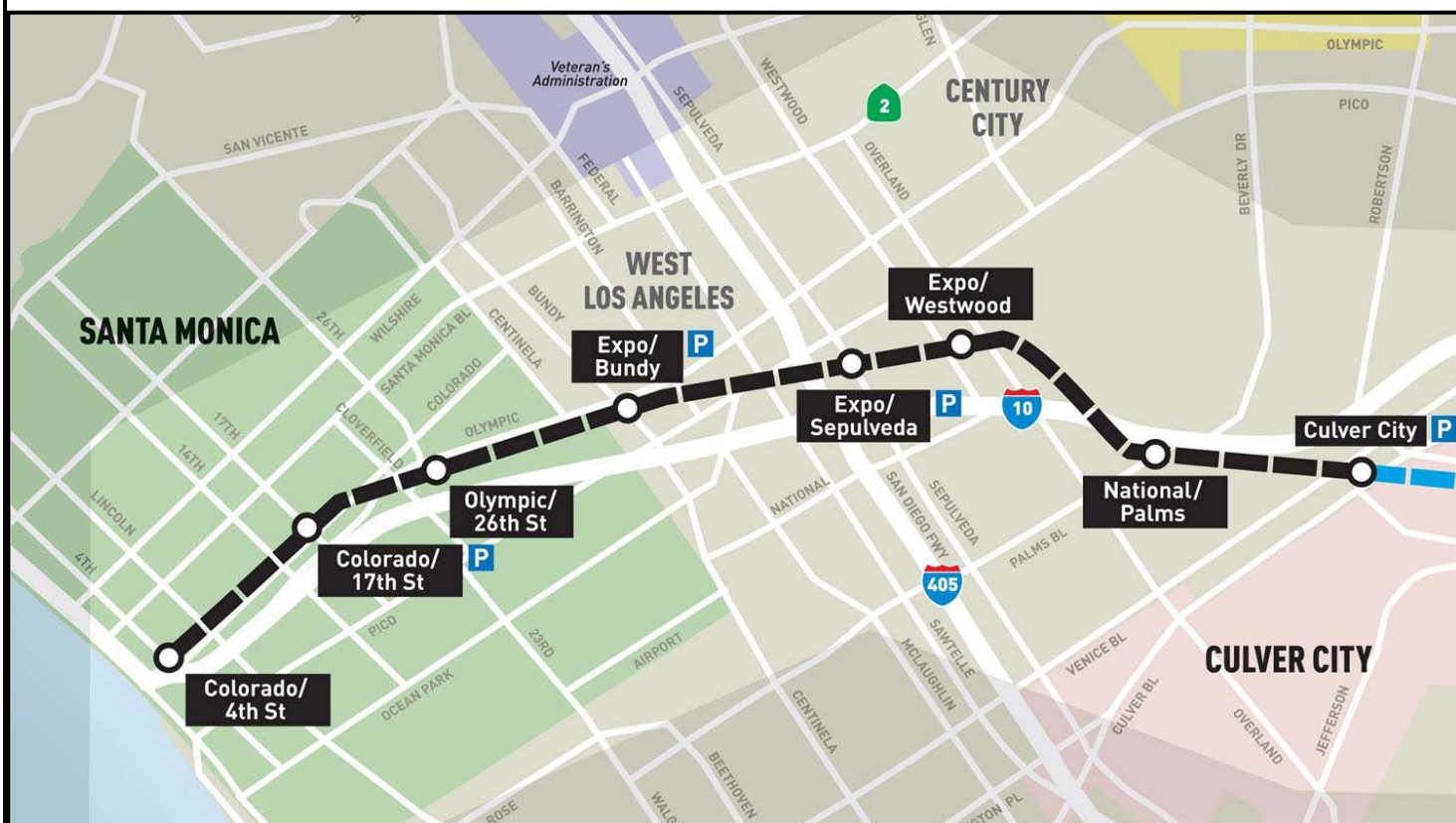


Figure 1: Exposition Metro Line Construction Authority Phase 2 Alignment



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

Project Management Issues

Appeal on Environmental Document Ruling

The legal challenge to the Phase 2 CEQA document by the community group, Neighbors for Smart Rail (NFSR), was denied by the California Superior Court in Los Angeles County. NFSR filed an appeal of that ruling. The Court of Appeal affirmed the judgment of the Superior Court. NFSR filed an appeal of that ruling. The State Supreme Court agreed to hear the appeal. On September 26, 2012 NFSR filed a motion with the California Supreme Court to stay the project (stop all construction); in November 2012, the motion to stay was denied. The State Supreme Court heard the appeal on May 8, 2013 and issued their decision on August 5, 2013 that affirmed the judgment of the Court of Appeal. This issue is now closed.

California Public Utilities Commission (CPUC)

The CPUC issued a resolution on November 10, 2011 granting authorization to construct the project crossings. Neighbors for Smart Rail (NFSR) filed an appeal. The CPUC agreed to a rehearing. A pre-hearing was held on October 5, 2012. The briefing and testimony were submitted in November, and evidentiary hearings took place on December 17, 2012.

The ALJ released his proposed decision on the Phase 2 crossings on July 12, 2013. The decision affirmed Resolution SX-100 (the previous resolution approved by the CPUC Commission) and grants authorization to construct 16 at-grade and 11 grade separated crossings as part of the Phase 2 Project. The decision was heard on August 15, 2013 by the CPUC Commission and the Commission issued their decision on August 21, 2013 granting authorization to the Authority to construct the Phase 2 grade crossings. This issue is now closed.

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. Progress update:

- LADWP construction crews removed overhead power lines that were in conflict with project structures at various locations; multiple LADWP construction crews continue to relocate the remaining overhead power lines underground. LADWP finalizing 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 facilities throughout the corridor.
- Staff continued working with SCE to complete new power service designs similar to LADWP. Ongoing work includes obtaining City approvals for large steel pole foundations, acquiring one last easement, and installing duct banks and vaults. 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 have collaborated through Partnering sessions, staff level working meetings, and executive management meetings to advance schedule recovery actions on Colorado that include: working with the City to optimize traffic control and to increase working days and hours, adding extra 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 is finalizing the design to protect in place an existing sanitary sewer line that crosses the KCSD; anticipated start of construction is in October 2013.

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. 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, tree relocations, 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.

Operations and Maintenance Facility (OMF)

The Authority, Metro, and the OMF contractor continued evaluating ways to reduce project costs. The OMF contractor advanced asbestos abatement, building demolition, and asphalt pulverization. Authority and Contractor continued with advancement of submittals and RFIs, CPM Baseline being reviewed by Authority. Initial coordination meeting with OMF contractor and guideway contractor was held to discuss staging of work on the north side of OMF site. A partnering meeting is being planned for early October 2013.

Bikeway

Staff continues to work on bikeway related topics, which include Exposition/Centinela intersection configuration; Pico/Gateway intersection negotiations were finalized; License agreement between City of Los Angeles and Metro; OMF driveway interface; and financing for Standard Urban Stormwater Mitigation Plan (SUSMP) in the City of Santa Monica. Full NTP issued and Final design is in progress.



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;
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);
advanced soundwalls (I-10 to Overland);
advanced 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)

- BBII continued construction activities
- Completed Installation of bridge soffit and stems rebars, and initiated installation of foundations and conduits for lights on Venice Blvd;
- BBII advanced construction submittals and requests for information; Authority staff reviewed.

Operations and Maintenance Facility, Kiewit Building Group (KBG)

- KBG continued construction activities –
advanced abatement of asbestos (additional asbestos was discovered which will require further SCAQMD notification and removal);
advanced demolition of existing buildings;
advanced pulverization of existing asphalt.
- KBG advanced construction submittals and requests for information; Designer of Record reviewed.
- Metro-Authority-KBG continued evaluating ways to reduce project costs.

Bikeway

- Advanced Bikeway license agreement between Metro and each City.
- Full NTP issued to SRJV.
- SRJV advanced final Bikeway design.

General

- Held Fire Life Safety Committee meeting on August 8th; meeting on egress calculations on August 8th.



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 rebars, pour concrete.

Operations and Maintenance Facility contractor, Kiewit Building Group

- Building over-excavation to commence mid-September
- Site underground utilities to commence

Bikeway

- Advance Bikeway license agreement between Metro and City of Los Angeles.
- SRJV advance final Bikeway design.

General

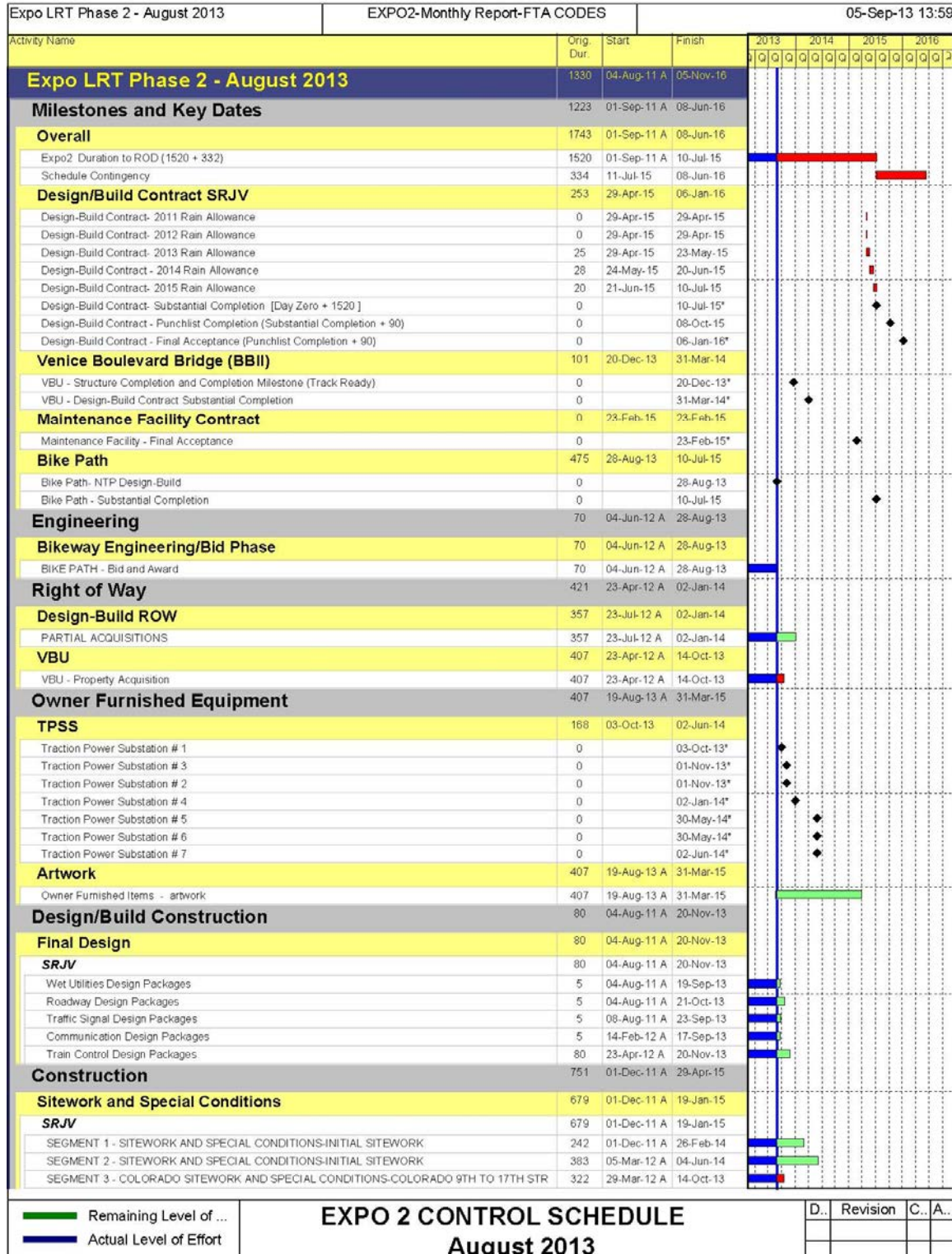
- Continue coordination with the Cities of Los Angeles and Santa Monica, Metro, and Caltrans.
- Continue coordination with Department of Toxic Substances Control (DTSC) to advance soil management plan.
- Hold Partnering derivative sessions with COLA, systems.
- Hold Fire Life Safety Committee meetings/workshops.
- 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 – August 31, 2013



Phase 2 Exposition Metro Line Construction Authority Schedule Status

Critical Path Schedule, Period Ending July 31, 2013



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



Critical Path Schedule Continued

Expo LRT Phase 2 - August 2013			EXPO2-Monthly Report-FTA CODES			05-Sep-13 13:59											
Activity Name	Orig. Dur.	Start	Finish	2013	2014	2015	2016										
SEGMENT 3 - CENTINELA TO 17TH - SITEWORK AND SPECIAL CONDITIONS-INITIAL SITEWORK	388	08-Jun-12 A	14-Jan-14														
SEGMENT 3 - COLORADO SITEWORK AND SPECIAL CONDITIONS-COLORADO 4TH TO 9TH STRE	494	21-Jun-12 A	25-Feb-14														
SEGMENT 2 - SITEWORK AND SPECIAL CONDITIONS-STREET IMPROVEMENTS	267	08-Nov-13	26-Nov-14														
SEGMENT 3 - CENTINELA TO 17TH - SITEWORK AND SPECIAL CONDITIONS-STREET IMPROVEM	134	11-Nov-13	20-May-14														
SEGMENT 1 - SITEWORK AND SPECIAL CONDITIONS-STREET IMPROVEMENTS	268	31-Dec-13	19-Jan-15														
SEGMENT 3 - SITEWORK AND SPECIAL CONDITIONS-STREET IMPROVEMENTS COLORADO N 4T	60	24-Jul-14	16-Oct-14														
VBU	66	27-Dec-13	31-Mar-14														
VBV - PLAZA CONSTRUCTION	55	27-Dec-13	14-Mar-14														
VBV - ROADWAY CONSTRUCTION	55	14-Jan-14	31-Mar-14														
Guideway and Track Elements	468	02-Aug-12 A	23-Jul-14														
SRJV	468	02-Aug-12 A	23-Jul-14														
SEGMENT 2 - GUIDEWAYS AND TRACKS	442	02-Aug-12 A	25-Jun-14														
SEGMENT 1 - GUIDEWAYS AND TRACKS	379	04-Sep-12 A	03-Apr-14														
SEGMENT 3 - SEGMENT 3 - CENTINELA TO 17TH - GUIDEWAYS AND TRACKS	345	06-Sep-12 A	14-May-14														
SEGMENT 3 - COLORADO GUIDEWAYS AND TRACKS	215	19-Sep-13	23-Jul-14														
VBV	356	05-Oct-12 A	14-Mar-14														
VBV - BRIDGE CRITICAL SUBMITTALS/PROCUREMENT	42	05-Oct-12 A	03-Sep-13														
VBV - CONSTRUCT BRIDGE SUPERSTRUCTURE AND RELEASE FORMWORK	116	13-May-13 A	20-Nov-13														
VBV - BRIDGE SETTLEMENT PERIOD (28 CALENDAR DAYS)	30	21-Nov-13	20-Dec-13														
VBV - CONSTRUCT BRIDGE EMERGENCY WALKWAYS, CABLE RAILINGS AND DUCTBANK	79	22-Nov-13	14-Mar-14														
Stations	710	08-Feb-12 A	16-Mar-15														
SEGMENT 2 - STATIONS AND PARKING	634	08-Feb-12 A	04-Nov-14														
SEGMENT 1 - STATIONS	207	21-Jan-13 A	19-Aug-14														
SEGMENT 3 - COLORADO TERMINUS STATION	481	19-Mar-13 A	16-Mar-15														
SEGMENT 3 - SEGMENT 3 - CENTINELA TO 17TH - STATIONS	335	10-Apr-13 A	22-Dec-14														
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	241	04-Apr-14	16-Mar-15														
SEGMENT 1 - SYSTEMS AND EQUIPMENT	184	04-Apr-14	23-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	14-May-14	22-Dec-14														
SEGMENT 3 - COLORADO SYSTEMS AND EQUIPMENT	173	11-Jul-14	16-Mar-15														
Testing	229	06-Jun-14	29-Apr-15														
COMMUNICATIONS LOCAL FIELD ACCEPTANCE TESTING	213	06-Jun-14	07-Apr-15														
TRAIN CONTROL LOCAL FIELD ACCEPTANCE TESTING	196	10-Jun-14	17-Mar-15														
OCS SYSTEM INTEGRATED TESTING	122	05-Nov-14	28-Apr-15														
TRAIN CONTROL INTEGRATED SYSTEM TESTING	105	02-Dec-14	29-Apr-15														
COMMUNICATIONS SYSTEM INTEGRATION TESTING	15	08-Apr-15	28-Apr-15														
Bike Path	475	29-Aug-13	10-Jul-15														
BIKE PATH - FINAL DESIGN	150	29-Aug-13	01-Apr-14														
BIKE PATH - CONSTRUCTION	325	02-Apr-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
August 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 VBU bridge, Motor bridge, Pico bridge, and the Palms station are 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	564.1	233.5	766.3	-
R	RIGHT-OF-WAY	265.0	259.1	94.9	93.2	259.1	-
V	VEHICLES	202.1	202.1	202.1	27.4	202.1	-
P	PROFESSIONAL SERVICES	148.2	148.2	95.1	70.9	148.2	-
SC	SPECIAL CONDITIONS	63.6	69.5	53.3	25.5	69.5	-
PR	PROJECT RESERVE	66.0	66.0	-	-	66.0	-
TOTAL		1,511.2	1,511.2	1,009.5	450.5	1,511.2	-

NOTE: Expenditures are Paid-to-Date through 7/31/13

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 August 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
	\$ 1,309.1	\$ 496.5	\$ 812.6
Total Sources:	\$ 1,309.1	\$ 496.5	\$ 812.6

Uses of Funds by Element (millions)

A

B

C

D = A - B

Element	Budget	Committed	Paid	Uncommitted
Design-Build Corridor	\$ 606.8	\$ 550.1	\$ 226.5	\$ 56.7
Other Construction Elements	\$ 159.5	\$ 14.0	\$ 7.0	\$ 145.5
Right-of-Way	\$ 259.1	\$ 94.9	\$ 93.2	\$ 164.2
Professional Services	\$ 148.2	\$ 95.1	\$ 70.9	\$ 53.1
Special Conditions	\$ 69.5	\$ 53.3	\$ 25.5	\$ 16.2
Project Reserve	\$ 66.0	\$ -	\$ -	\$ 66.0
Total Uses:	\$ 1,309.1	\$ 807.4	\$ 423.1	\$ 501.6

Paid-to-Date through 7/31/13



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of August 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	\$ 27.4	\$ -
Total Uses:	\$ 202.1	\$ 202.1	\$ 27.4	\$ -

Paid-to-Date through 7/31/13



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of August 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	\$ 2.3	\$ -
26th Street & 17th Street Station Betterments P.E.	\$ 0.4	\$ 0.4	\$ 0.4	\$ -
26th Street & 17th Street Station Betterments Construction	\$ 9.1	\$ 5.4	\$ 0.9	\$ 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	\$ 4.0	\$ 7.3

Paid-to-Date through 7/31/13



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					
Progress/Work Completed: See Page 6 Areas of Concern: See Pages 4 and 5	Status as of: 31-Aug-13					
	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>					
Date of Award: 05/13/11					<u>\$ In 000's</u>	
Limited Notice to Proceed: 05/19/11					Baseline Project	Betterments/ Modifications
Original Contract Duration: 1700	1. Award Value:				541,651.27	5,278.94
Current Contract Duration: 1700	2. Executed Modifications:					35,634.91
Elapsed Time from NTP: 836	3. Approved Change Orders:				2656.53	
	4. Current Contract Value (1 + 2 + 3):				544,307.79	40,913.85
	5. Pending Changes:				-	-
	6. Incurred Cost:				244,494.32	15,223.08



Expo Phase 2 VBU Design-Build Contract Status

Expo Phase 2 Contractor: Balfour Beatty Infrastructure, Inc.	Contract No.: XP8901-828 Status as of: 31-Aug-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>	<u>Cost Summary:</u>					
					<u>\$ In 000's</u>	
					Baseline Project	Betterments/ Modifications
Date of Award:	08/04/11				15,675.00	
Limited Notice to Proceed:	09/01/11					
Original Contract Duration:	680				138.44	1,551.90
Current Contract Duration:	796				15,813.44	1,551.90
Elapsed Time from NTP:	731				-	
					11,031.40	1,551.90



Expo Phase 2 OMF Contract Status

Expo Phase 2 Contractor: Kiewitt Building Group O&M Facility	Contract No.: XP8902-016 Status as of: 31-Aug-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	11/24/14	0	11/24/14	11/24/14	0																								
<u>Schedule Summary:</u> Date of Award: 05/03/13 Limited Notice to Proceed: 06/03/13 Original Contract Duration: 540 Current Contract Duration: 540 Elapsed Time from NTP: 90	<u>Cost Summary:</u> <table><tr><td></td><td colspan="2">\$ In 000's</td></tr><tr><td></td><td>Baseline Project</td><td>Betterments/ Modifications</td></tr><tr><td>1. Award Value:</td><td>99,930.56</td><td></td></tr><tr><td>2. Executed Modifications:</td><td></td><td></td></tr><tr><td>3. Approved Change Orders:</td><td>-</td><td>-</td></tr><tr><td>4. Current Contract Value (1 + 2 + 3):</td><td>99,930.56</td><td>-</td></tr><tr><td>5. Pending Changes:</td><td>-</td><td></td></tr><tr><td>6. Incurred Cost:</td><td>1,332.96</td><td>-</td></tr></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:	1,332.96	-
	\$ 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:	1,332.96	-																												