Phase 2 Exposition Metro Line Project

Monthly Project Status Report

December 2012

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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, the motion to stay was denied.

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

Utility Relocations

The Authority worked closely with Los Angeles Department of Water and Power (DWP) and Southern California Edison (SCE) to advance overhead power line relocations required to accommodate the Project. The Authority also worked with Southern California Gas (SCG) and multiple communications providers to advance relocation of their facilities. The Current Contract Schedule shows full recovery. 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. While currently not delaying the Contract Substantial Completion date, some utility relocations are still critical based on the current projections. To mitigate future potential schedule risk, the Authority is proactively:

- Meeting with SCE executive management on a monthly basis and with DWP on a bi-weekly basis.
- Coordinating weekly at the staff level with DWP, SCE, SCG, and communications providers.
- Holding independent facilitated partnering sessions with the utilities and the Design-Build contractor.
- Advancing procurement of long lead items with SCE.
- Having Design-Build contractor perform duct bank installation on behalf of DWP and SCE.
- Working with the Design-Build contractor to identify alternative means and methods ahead of utility relocations.
- Working at the executive management level with utilities to identify creative, potential measures:
    1. Utilities commit additional resources to keep the design process moving forward.
    2. Utilities schedule construction early ahead of 100% completion of final design.
    3. Utilities accelerate construction (extra crews, OT, weekends, etc).
    4. Utilities and Design-Build contractor coordinate field activities to allow parallel construction.

5. Design-Build contractor prepare traffic control plans on behalf of utilities and apply for work hour variances to enable night work, Sunday work, and peak hour exemptions.

Kenter Canyon Storm Drain

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 Kenter Canyon storm drain structural analysis to Los Angeles County Flood Control District (LACFCD), showing that the Kenter Canyon storm drain 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 is analyzing existing manholes that tie into the Kenter Canyon storm drain with the intention of protecting in place where feasible.

Venice Boulevard Underpass (VBU)

The VBU structure will bridge Venice Boulevard which is a Caltrans roadway and will impact multiple overhead and underground utilities. Current projections show a potential schedule risk related to VBU utility relocations. To mitigate potential schedule risk, the Authority is proactively working with Caltrans, DWP, seven communications providers, and the VBU Design-Build contractor to coordinate utility relocation plans. The VBU Design-Build contractor advanced sewer line relocation. DWP initiated relocation of DWP dry utilities. The VBU Design-Build contractor began installing duct banks on behalf of communications provider in December.

I-405 HOV Project Interface

The Metro contractor for the I-405 HOV and the Authority's contractor have work in the same location in the same timeframe. The I-405 HOV contractor designed falsework without an opening for Expo construction. If the I-405 HOV schedule slips, the Authority contractor may be impacted. The I-405 HOV contractor and the Authority's contractor are coordinating their activities in an effort to minimize any impacts to either Project's schedules. Currently, the I-405 HOV contractor's schedule calls for the removal of their falsework prior to SRJV's need date.

Key Activities Completed this Period

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

- SRJV advanced 100% designs for guideway, civil, structures, stations, systems, and landscaping. Authority staff reviewed guideway, civil, structures, stations, and systems design submittals as well as requests for design deviations; worked with SRJV to resolve comments. This period, three structure designs and one civil design were stamped Approved for Construction.
- SRJV continued construction activities – performed guideway excavation, contaminated soil removal; installed wet utilities (Colorado); installed dry utility duct banks on behalf of DWP (National, Sepulveda, Pico, Bundy, Centinela); augered holes for poles on behalf of DWP (Pico, Bundy); installed CCTV infrastructure; installed OCS foundations; advanced construction of retaining walls (Hughes to National, Clarington to Motor) and at bridge sites (Palms, Sepulveda, Bundy, Olympic); at the Sepulveda Parking structure site, performed clearing and grubbing and installed driveway/gate. SRJV advanced construction submittals and requests for information; Authority staff reviewed.
- Pacific Coast Energy Company, Southern California Gas, and communications providers continued to relocate facilities.
- Authority coordinated with SRJV and utilities to mitigate potential schedule delays.

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

- BBII continued construction activities – completed sewer relocation; initiated installation of duct banks on behalf of communications providers; initiated construction of bridge foundations. BBII advanced construction submittals and requests for information; Authority staff reviewed.
- DWP continued relocation of DWP dry utilities.
- Authority worked with communications providers to clarify rights/responsibilities and advance cable pulling plans.
- Authority coordinated with BBII, Caltrans, DWP, and utilities to mitigate potential schedule delays.

Expo Rail Operations and Maintenance Facility designer, Maintenance Design Group (MDG)

- MDG resolved review comments on the 100% design documents.
- Authority advanced construction procurement.

Phase 2 Bikeway

- The SRJV cost estimate - based on Preliminary Engineering - exceeds the existing budget.
- Authority advanced scope and cost reviews with Metro and the Cities.
- Authority advanced draft bikeway contract.
- Bicycle Advisory Committee met on December 20th.

General

- SRJV and MDG continued to coordinate contract interface activities.
- Continued coordination with third party utilities to resolve conflicts.
- Continued coordination with Department of Toxic Substances Control (DTSC) to advance soil management plan.
- Held Fire Life Safety Committee meetings/workshops on December 6th, 12th, 13th.
- Held Safety and Security Certification kick-off meeting on December 4th.
- Continued FEIR mitigation measures.

Key Future Activities

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

- SRJV advance 100% designs packages. Metro-Authority-third party staff review guideway, civil, structures, stations, systems, and landscape design submittals and work with SRJV to resolve comments. As 100% design comments are resolved, Authority approve plans for construction.
- SRJV continue construction activities – perform clearing and grubbing, guideway excavation, hazardous soil removal; install wet utilities; install dry utility duct banks on behalf of DWP and SCE; auger holes for poles on behalf of DWP; install OCS foundations; advance construction of retaining walls and at bridge sites; advance construction at the Sepulveda Parking Structure site.
- Southern California Gas, Southern California Edison, DWP, and communications providers continue to relocate facilities.
- Authority continue to coordinate with SRJV and utilities to mitigate potential schedule delays.

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

- BBII continue construction activities – install duct banks on behalf of communications providers; construct bridge foundations.
- DWP continue to relocate DWP dry utilities.
- Authority continue to work with communications providers to clarify rights/responsibilities and advance cable pulling plans.
- Authority continue to coordinate with BBII, Caltrans, DWP, and communications providers to mitigate potential schedule delays.

Expo Rail Operations and Maintenance Facility designer, Maintenance Design Group (MDG)

- MDG resolve review comments on the 100% design documents.
- Authority advance construction procurement.

Phase 2 Bikeway

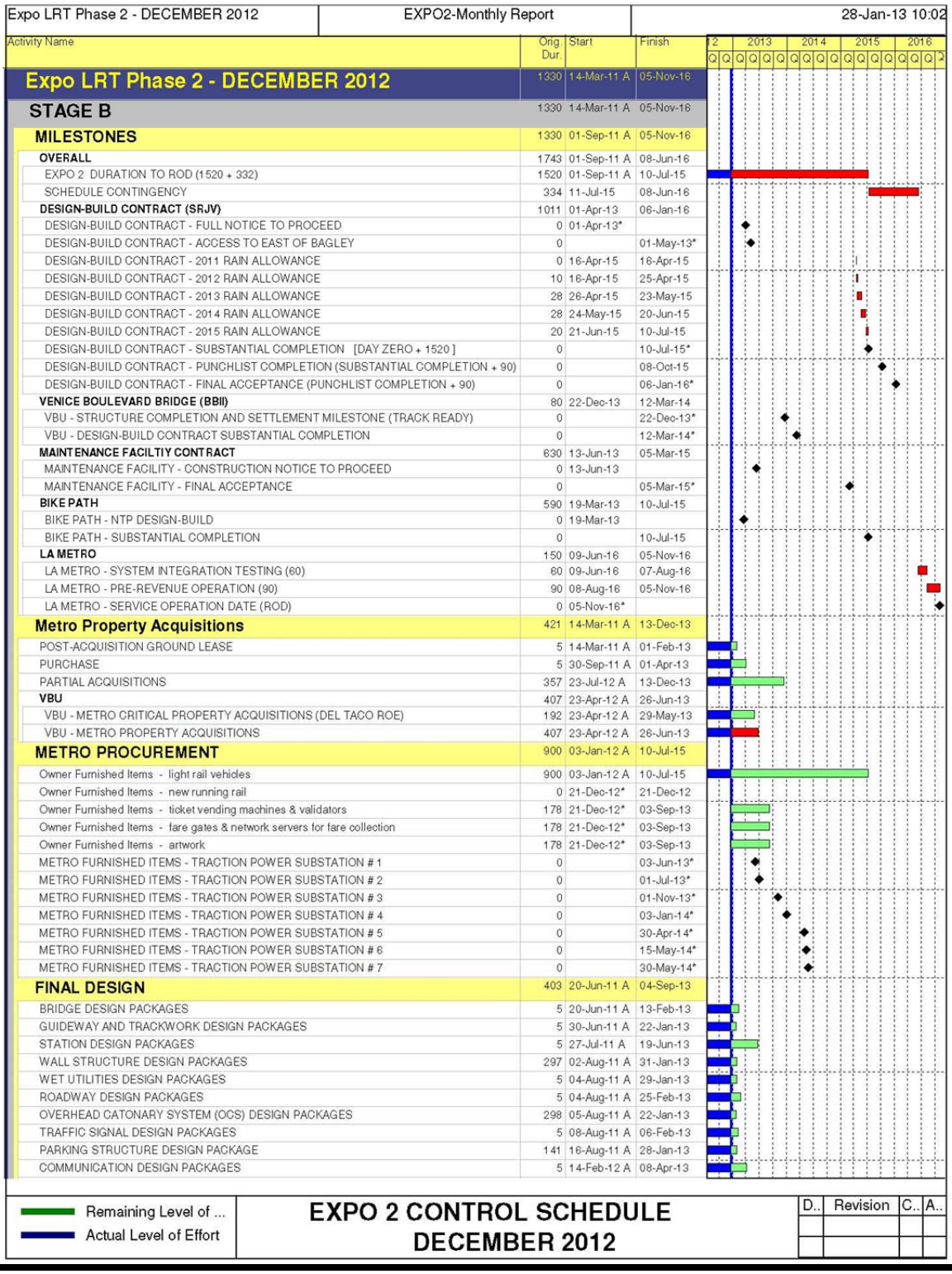
- The SRJV cost estimate - based on Preliminary Engineering - exceeds the existing budget.
- Authority advance scope and cost reviews with Metro and the Cities.
- Authority advance draft bikeway contract.
- Hold monthly Bicycle Advisory Committee meeting.

General

- SRJV and BBII continue to coordinate contract interface activities. SRJV and I-405 Contractor continue to coordinate contract interface activities.
- Continue coordination with third party utilities to resolve conflicts.
- Continue coordination with Department of Toxic Substances Control (DTSC) to advance soil management plan.
- Hold Fire Life Safety Committee meetings/workshops.
- Hold Urban Design Committee meeting.
- Continue FEIR mitigation measures.

Phase 2 Exposition Metro Line Construction Authority Schedule Status

Critical Path Schedule, Period Ending December 31, 2012



Critical Path Schedule Continued

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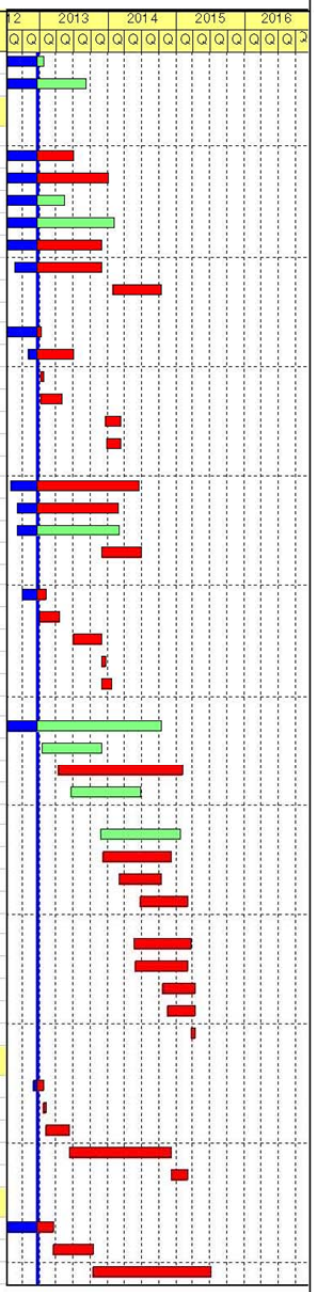
Activity Name	Orig. Dur.	Start	Finish
TRACTION POWER SYSTEM (TPS) DESIGN PACKAGES	236	23-Apr-12 A	22-Jan-13
TRAIN CONTROL DESIGN PACKAGES	80	23-Apr-12 A	04-Sep-13
CONSTRUCTION	741	01-Dec-11 A	15-Apr-15
SITEWORK AND SPECIAL CONDITIONS	676	01-Dec-11 A	14-Oct-14
SEGMENT 1 - SITEWORK AND SPECIAL CONDITIONS-INITIAL SITEWORK	242	01-Dec-11 A	02-Jul-13
SEGMENT 2 - SITEWORK AND SPECIAL CONDITIONS-INITIAL SITEWORK	383	05-Mar-12 A	31-Dec-13
SEGMENT 3 - COLORADO SITEWORK AND SPECIAL CONDITIONS-COLORADO 17TH TO 1·	322	29-Mar-12 A	16-May-13
SEGMENT 3 - CENTINELA TO 17TH - SITEWORK AND SPECIAL CONDITIONS	388	08-Jun-12 A	07-Feb-14
SEGMENT 3 - COLORADO SITEWORK AND SPECIAL CONDITIONS-COLORADO 7TH TO 4T	494	21-Jun-12 A	27-Nov-13
SEGMENT 3 - COLORADO SITEWORK AND SPECIAL CONDITIONS-COLORADO 14TH TO 7	367	21-Aug-12 A	27-Nov-13
SEGMENT 1 - SITEWORK AND SPECIAL CONDITIONS-STREET IMPROVEMENTS	182	29-Jan-14	14-Oct-14*
VBU	417	22-Jun-12 A	12-Mar-14
VBU - RELOCATE 48" SANITARY SEWER	72	22-Jun-12 A	10-Jan-13
VBU - DWP PS RELOCATE OH	112	05-Nov-12 A	28-Jun-13
VBU - DWP PS INSTALL DUCTBANK AND BACKFILL AT SEWER RELOCATION AREA	10	11-Jan-13	24-Jan-13
VBU - EXPO INSTALL COMMUNICATIONS JOINT TRENCH	77	11-Jan-13	29-Apr-13
VBU - PLAZA CONSTRUCTION	55	23-Dec-13	11-Mar-14
VBU - ROADWAY CONSTRUCTION	55	24-Dec-13	12-Mar-14
GUIDEWAYS AND TRACK ELEMENTS	455	02-Aug-12 A	03-Jul-14
SEGMENT 2 - GUIDEWAYS AND TRACKS	442	02-Aug-12 A	17-Jun-14
SEGMENT 1 - GUIDEWAYS AND TRACKS	379	04-Sep-12 A	25-Feb-14
SEGMENT 3 - SEGMENT 3 - CENTINELA TO 17TH - GUIDEWAYS AND TRACKS	345	06-Sep-12 A	03-Mar-14
SEGMENT 3 - COLORADO GUIDEWAYS AND TRACKS	153	28-Nov-13	03-Jul-14
VBU	320	05-Oct-12 A	23-Jan-14
VBU - BRIDGE CRITICAL SUBMITTALS/PROCUREMENT	42	05-Oct-12 A	06-Feb-13
VBU - CONSTRUCT BRIDGE SUBSTRUCTURE, ABUTMENTS AND BENTS	77	03-Jan-13	19-Apr-13
VBU - CONSTRUCT BRIDGE SUPERSTRUCTURE AND RELEASE FORMWORK	108	01-Jul-13	02-Dec-13
VBU - BRIDGE SETTLEMENT PERIOD (28 CALENDAR DAYS)	20	03-Dec-13	22-Dec-13
VBU - CONSTRUCT BRIDGE EMERGENCY WALKWAYS, CABLE RAILINGS AND DUCTBANK	36	03-Dec-13	23-Jan-14
STATIONS	690	08-Feb-12 A	03-Feb-15
SEGMENT 2 - STATIONS AND PARKING	634	08-Feb-12 A	17-Oct-14
SEGMENT 3 - SEGMENT 3 - CENTINELA TO 17TH - STATIONS	225	15-Jan-13	29-Nov-13
SEGMENT 3 - COLORADO STATIONS	461	12-Apr-13*	03-Feb-15
SEGMENT 1 - STATIONS	259	20-Jun-13	25-Jun-14
SYSTEMS/EQUIPMENT	353	27-Nov-13	15-Apr-15
SEGMENT 3 - SEGMENT 3 - CENTINELA TO 17TH - SYSTEMS AND EQUPMENT	294	27-Nov-13	22-Jan-15
SEGMENT 2 - SYSTEMS AND EQUIPMENT	258	05-Dec-13	10-Dec-14
SEGMENT 1 - SYSTEMS AND EQUIPMENT	159	28-Feb-14	14-Oct-14*
SEGMENT 3 - COLORADO SYSTEMS AND EQUIPMENT	173	27-Jun-14	03-Mar-15
SYSTEMS TESTING AND INTEGRATION	228	23-May-14	15-Apr-15
COMMUNICATIONS L LOCAL FIELD ACCEPTANCE TESTING	213	23-May-14	25-Mar-15
TRAIN CONTROL LOCAL FIELD ACCEPTANCE TESTING	196	27-May-14	03-Mar-15
OCS SYTEM INTEGRATED TESTING	122	23-Oct-14	15-Apr-15
TRAIN CONTROL INTEGRATED SYSTEM TESTING	105	17-Nov-14	15-Apr-15
COMMUNICATIONS SYSTEM INTEGRATION TESTING	15	26-Mar-15	15-Apr-15
RAIL OPERATION & MAINTENANCE FACILITY (OMF)	556	29-Nov-12 A	05-Mar-15
MAINTENANCE FACILITY - CONSTRUCTION DOCUMENT SUBMITTAL	38	29-Nov-12 A	23-Jan-13
MAINTENANCE FACILITY - CONSTRUCTION DOCUMENTS REVIEW AND EXPO APPROVAL	10	24-Jan-13	06-Feb-13
MAINTENANCE FACILITY - CONSTRUCTION BID AND AWARD	90	07-Feb-13	13-Jun-13
MAINTENANCE FACILITY - CONSTRUCTION	377	13-Jun-13	05-Dec-14
MAINTENANCE FACILITY - COMMISSIONING	62	05-Dec-14	05-Mar-15
BIKE PATH	768	04-Jun-12 A	10-Jul-15
BIKE PATH - NEGOTIATION AND CONTRACT	70	04-Jun-12 A	18-Mar-13
BIKE PATH - FINAL DESIGN	150	19-Mar-13	17-Oct-13
BIKE PATH - CONSTRUCTION	440	18-Oct-13	10-Jul-15



Remaining Level of ...
Actual Level of Effort

EXPO 2 CONTROL SCHEDULE
DECEMBER 2012

D..	Revision	C..	A..

Schedule Narrative

Critical and Near-Critical Path Analysis

Currently, the Critical Path runs through the construction of the Pico and Bundy bridges as well as the Sepulveda parking structure in the City of LA. The power relocation activities at Pico and National Palms are near-critical. In the City of Santa Monica, the power relocations and wet utility installation on Colorado are on the Critical Path. The Critical Path continues with the installation of Trackwork followed by the installation and testing of the Overhead Catenary and Train Control Systems.

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 was 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	766.4	766.3	556.2	159.4	766.3	-
R	RIGHT-OF-WAY	265.0	265.0	90.8	90.4	265.0	-
V	VEHICLES	202.1	202.1	15.7	15.7	202.1	-
P	PROFESSIONAL SERVICES	148.2	148.2	89.6	55.8	148.2	-
SC	SPECIAL CONDITIONS	63.6	63.6	34.1	7.0	63.6	-
PR	PROJECT RESERVE	66.0	66.0	-	-	66.0	-
	TOTAL	**1,511.2**	**1,511.2**	**786.4**	**328.4**	**1,511.2**	**-**

NOTE: Expenditures are Paid-to-Date through 11/30/12

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 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, 2012

Metro / Expo Baseline Activities

Sources of Funds (millions)

Source	A Budget	B Funding Committed	C = A - B Uncommitted
Prop A 35%	$ 238.0	$ -	$ 238.0
Prop C 25%	$ 115.3	$ 2.6	$ 112.7
Measure R	$ 813.7	$ 377.7	$ 436.0
Prop 1B Bonds	$ 48.9	$ 15.2	$ 33.7
Regional Improvement Program (State)	$ 47.8	$ 47.8	$ 0.0
Local Agency Contribution	$ 45.3	$ 16.5	$ 28.8
	$ 1,309.0	$ 459.8	$ 849.2
Total Sources:	$ 1,309.0	$ 459.8	$ 849.2

Uses of Funds by Element (millions)

Element	A Budget	B Committed	C Paid	D = A - B Uncommitted
Design-Build Corridor	$ 606.8	$ 542.6	$ 156.8	$ 64.2
Other Construction Elements	$ 159.5	$ 13.6	$ 2.6	$ 146.7
Right-of-Way	$ 265.0	$ 90.8	$ 90.4	$ 172.2
Professional Services	$ 148.2	$ 89.6	$ 55.8	$ 59.4
Special Conditions	$ 63.6	$ 34.1	$ 7.0	$ 33.4
Project Reserve	$ 66.0	$ -	$ -	$ 66.0
Total Uses:	$ 1,309.1	$ 770.7	$ 312.7	$ 542.0

Paid-to-Date through 11/30/12

Project Operating Budget Summary in Millions of Dollars

Expo

Sources & Uses of Funds - Phase 2
Status as of December 31, 2012

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	$ 15.7	$ 15.7	$ 186.4
Total Uses:	$ 202.1	$ 15.7	$ 15.7	$ 186.4

Paid-to-Date through 11/30/12

Project Operating Budget Summary in Millions of Dollars

Expo

Sources & Uses of Funds - Phase 2
Status as of December 31, 2012

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	$ -	$ -
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	$ 0.1	$ 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	$ 0.9	$ 7.3

Paid-to-Date through 11/30/12

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-12

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

Schedule Summary:

Date of Award:	05/13/11
Limited Notice to Proceed:	05/19/11
Original Contract Duration:	1700
Current Contract Duration:	1700
Elapsed Time from NTP:	593

Cost Summary: **$ In 000's**

	Baseline Project	Betterments/ Modifications
1. Award Value:	541,651.27	5,278.94
2. Executed Modifications:		24,055.86
3. Approved Change Orders:	866.40	
4. Current Contract Value (1 + 2 + 3):	**542,517.66**	**29,334.79**
5. Pending Changes:	81.67	89.22
6. Incurred Cost:	167,600.39	1,281.99

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-12

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	0	07/12/13	07/12/13	0

Schedule Summary:

Date of Award:	08/04/11
Limited Notice to Proceed:	09/01/11
Original Contract Duration:	680
Current Contract Duration:	680
Elapsed Time from NTP:	488

Cost Summary: **$ In 000's**

	Baseline Project	Betterments/ Modifications
1. Award Value:	15,675.00	
2. Executed Modifications:		
3. Approved Change Orders:	76.68	
4. Current Contract Value (1 + 2 + 3):	15,751.68	-
5. Pending Changes:		1,551.90
6. Incurred Cost:	5,080.49	