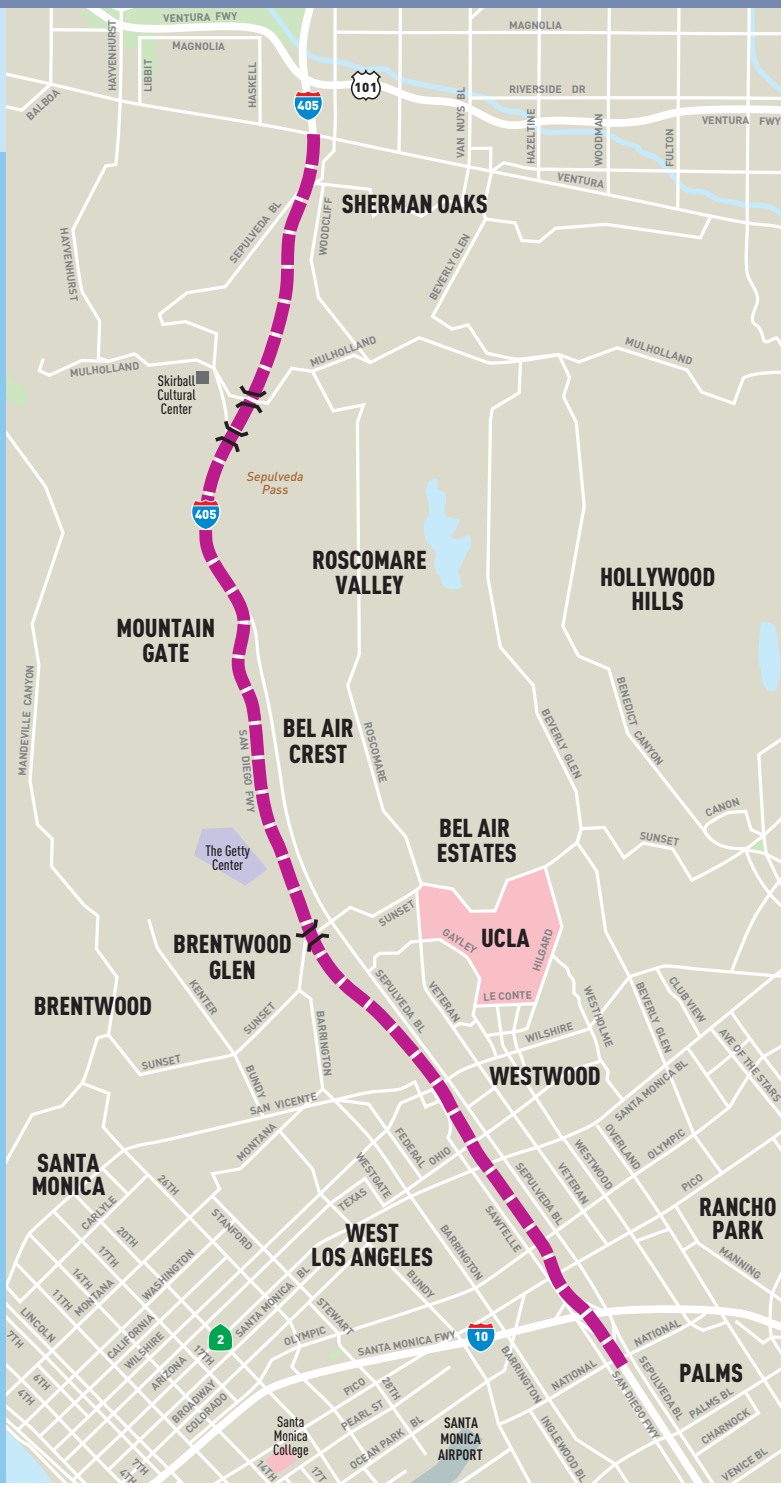
I-405 Sepulveda Pass Improvements Project

QUARTERLY PROJECT STATUS REPORT

DECEMBER 2012



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Metro®

Caltrans

INTERSTATE 405 SEPULVEDA PASS IMPROVEMENTS PROJECT

QUARTERLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH GRANTS FROM THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND THE AMERICAN RECOVERY AND REINVESTMENT ACT (AARA) AND FUNDS FROM THE STATE OF CALIFORNIA.

DECEMBER 2012

TABLE OF CONTENTS

Page No.

Project Overview & Status……. 1-2

Management Issues……... 2-5

Project Status

- Project Scope……..…. 6-7
- Schedule
  - Key Milestones Six-Month Lookahead ……..…. 8-9
  - Project Summary Schedule …….. 10
  - Critical Path Narrative…….. 11
- Project Cost Status…….. 12
- Financial/Grant Status…….. 13
- Staffing…… 14-15
- Real Estate…… 16
- Environmental…… 17
- Community Relations…… 18
- Quality Assurance…… 18
- Safety and Security Status…….. 19
- Third Party…….. 20

Contract C0882 Status…..…… 21

Chronology of Events…….. 22-32

Construction Photographs……... 33-38

Appendices…… 39-42

PROJECT OVERVIEW & STATUS

The I-405 Sepulveda Pass Improvements Project will add a 10-mile HOV lane and improve supporting infrastructure such as ramps, bridges, and soundwalls on the San Diego Freeway (I-405); while widening lanes from the Santa Monica Freeway (I-10) to Ventura Freeway (U.S. 101). This project will reduce existing and forecasted traffic congestion on the I-405 and enhance traffic operations by adding freeway capacity in an area that experiences heavy congestion. In addition to these modifications, the project will improve both existing and future mobility and enhance safety throughout the corridor. Project benefits include a decrease in commuter time, reduce air pollution, and promote ridesharing. The I-405 Sepulveda Pass Improvements Project features include:

- *Add a 10-mile HOV lane on the northbound I-405 between the I-10 and US-101 freeways*
- *Remove and replace the Skirball Center, Sunset Blvd. and Mulholland Dr. Bridges*
- *Realign 20 on and off ramps*
- *Widen 20 existing overpasses and structures*
- *Construct approximately 18 miles of retaining walls and soundwalls*

Interstate 405 (I-405), also known as the San Diego Freeway, is a north/south route classified as an interstate/interregional loop freeway. It is part of the National Highway System (NHS), originating at the I-5 in Orange County in the City of Irvine and terminating at the I-5 in Los Angeles County, in the City of Los Angeles near the community of Mission Hills.

The design-build contract Notice to Proceed (NTP) was given on 6/2/2009, with commencement of contract time (1550 calendar days) on August 31, 2009. Substantial completion is currently expected to occur in May 2013, with final acceptance of the project required by November 27, 2013.

Reconstruction of the Mechanically Stabilized Earth (MSE) Walls continue on the walls which were deconstructed.

Kiewit submitted an Impacted Schedule which showed a Substantial Completion date way beyond the contractual completion date. Project reviewed the schedule and sent Kiewit over-the-shoulder (OTS) comments. Project is conducting joint schedule review sessions with Kiewit to resolve the Area 4 issues. Currently, Metro and Kiewit have reviewed Area 4 and since we do not agree with Kiewit's schedule, it is not going to be resolved for both parties. Therefore, Project agreed with Kiewit that the schedule be used for construction planning purposes and in the meantime, Project will start the Time Impact Analysis and will work with Kiewit to recover more schedule time than what Kiewit has reported.

Key project activities for December 2012 include:

- Project is assessing the feasibility of opening the HOV lane early in Segment 1, 2, and 3. It appears that Segment 2 is not feasible, but will be considered.
- Executive Partnering started in August – September 2012 and has dictated the Project to work with the Contractor to establish a realistic schedule, irrespective of contractual responsibility for schedule delay. While this appears to be reasonable, the Contractor submitted a new schedule which added significant amount of time to the schedule compared to the one which was developed during the April-May 2012 timeframe. Project reviewed the schedule and sent OTS comments to Kiewit. As stated above, Project has allowed Kiewit to use the schedule for construction planning purposes and

PROJECT OVERVIEW & STATUS (Cont'd)

resolve cost and time impacts to the Project over the next 6-9 months, and with commitments on both sides, recover schedule to late-2013 to mid-2014, or earlier.

- Work at Getty is moving along and Kiewit, Metro, Caltrans and Getty are a couple of weeks away from finalizing scope of work and schedule.

- Estimating process changes are being implemented by Metro. Project will address supervision issues and other inefficiencies at job level.

MANAGEMENT ISSUES

Concern No. 1: Align I-405 Closer to the Getty Parking Structure (96" MWD Waterline)

Status/Action In December 2011, Metro issued Kiewit a unilateral change order for the construction in the amount justified by Metro's Independent Cost Estimate. Work has progressed and is being compensated based on this change order as part of the monthly Pay Application process. Metro and Kiewit have been negotiating this change for several months and only a few outstanding issues remain to be negotiated, namely direct costs for traffic handling, subcontractor direct costs for Retaining Wall 1827, supervision, and escalation. Project anticipates reaching a mutually agreed price by the end of January 2013. Negotiation of the design costs are also in progress with an anticipated completion by the end of January 2013. However, Metro has agreed to issue interim change for the amount of Metro's current estimate based on negotiations to date. Metro has revisited supervision costs with Kiewit up to December 2012 and is now looking at verifying Kiewit claims of supervision request, with expectation of various supervision rates for various types of work. It still could be as low as no supervision or 1:1 workers to supervisors.

Concern No. 2: Provisional Sums

Status/Action There will be a significant cost increase in Provisional Sums caused by unknown utility conflicts at bid time. Currently, Project is reviewing Utility scopes to verify their accuracy and identify other issues, such as future changes, that could impact the project later. In addition, the Project is actively pushing Kiewit to forward price all relocations and stop Time and Material (T&M), except in emergency type situations. Kiewit has exceeded original estimates by double in some cases which has made resolution difficult, but Project is working the issue with Kiewit.

MANAGEMENT ISSUES (Cont'd)

Concern No. 3: Reversible Lane Project on Sepulveda

Status/Action Project has received approval from Metro Board and commitment from City for $2.6 million in Reversible Lane work and will implement the work where feasible.

Concern No. 4: Review Support from COLA

Status/Action Project understands that LABOE is in the process of hiring additional staff to support Larry Hsu on Metro projects. LADOT is also working on a plan to hire new staff to support Metro projects. At this point, LABOE has added staff and we are waiting and expecting to see benefits.

Concern No. 5: Kiewit and Metro Estimating Approaches

Status/Action Metro and Kiewit have found it difficult to reconcile estimates. While Metro implemented staff changes and refocused efforts on estimates to try and resolve issues with Kiewit, the Project still continues to have problems. At the Executive Partnering Meeting, Kiewit mentioned that they would like to reconcile the estimates and finalize the associated payments. In the past several months, Kiewit has quoted the outstanding numbers to be in the range of $45 to $70 million. These numbers were checked against Project records and the result was not close to Kiewit's figures. It is obvious that Kiewit is asking for reimbursement of disputed items which are documented as non-payable. Project is meeting with Kiewit staff weekly to identify a complete list, prioritize, and resolve issues. As noted in Concern No. 1 above, Metro and Kiewit have met for several months attempting to reconcile the estimating process. It should be noted that Kiewit's additional supervision (not allowed by contract) quantities and inefficiencies are the cause of most of the discrepancies. Metro has decided to allow supervision on a case by case basis. Procurement and Project Director have been given this responsibility by Metro Management.

Concern No. 6: Mulholland Bridge Realignment

Status/Action Demolition of the second half of the Mulholland Bridge was completed in September 2012 and construction of the north side of the bridge has begun.

Concern No. 7: Recovery Schedule

Status/Action Kiewit is having problems with the MSE walls which may impact the schedule. The Project is working with Kiewit and Caltrans to determine means and methods to achieve Substantial completion of May 31, 2013, although the latest impacts may make it harder to achieve this date. Project requested Kiewit to submit a revised Recovery Schedule

MANAGEMENT ISSUES (Cont'd)

in March 2012 but have not received this schedule yet. The current assessed completion date is December 2013 which puts the project at a potential 6 months delay. Based on the Executive Partnering discussions to prepare a more realistic schedule, the Contractor submitted a new schedule which added significant amount of time to the schedule compared to the one which was developed during the April-May 2012 timeframe. Project is conducting joint schedule review sessions with Kiewit to resolve the Area 4 issues. Project has been reviewing Kiewit's proposed FI3 schedule and concurs with its use as working schedule for Project.

Concern No. 8: Project Cost and Schedule Reassessment

Status/Action The Project has developed a total project cost forecast which has identified a significant potential cost overrun due to increased labor cost, Provisional Sums, and Utilities. Project believes that this overrun would be offset by the Betterments and cost recovery potential from other Agencies, if the cost is recovered. Metro is currently developing the report for the Board that identifies trends noted above and potential solutions.

Concern No. 9: Real Estate Cost Reassessment

Status/Action Caltrans completed an updated report of the Real Estate capital cost requirements which showed no cost overruns at this time. This will be used as a tracking and measurement tool against Project cost forecast.

Concern No. 10: Widening of Sepulveda between Montana and Church

Status/Action This is part of the Westwood Hills lawsuit settlement and resolution of issues with the LADOT regarding the width of Sepulveda. The Project is behind in fact-finding and cost resolution.

Concern No. 11: Retaining Walls 1720 and 1730

Status/Action The changes to these walls are related to the potential Westwood Hills lawsuit settlement, LADOT requests for widening of Sepulveda, and reduced work for Kiewit at this location. Metro has been fact-finding with Kiewit for quite some time to get closer to resolving cost estimate differences. Area 5 (Getty) is taking priority so the resolution of this issue may be delayed. Metro Board approved the initial change and the Project is working under the assumption that this work is a credit to the project.

MANAGEMENT ISSUES (Cont'd)

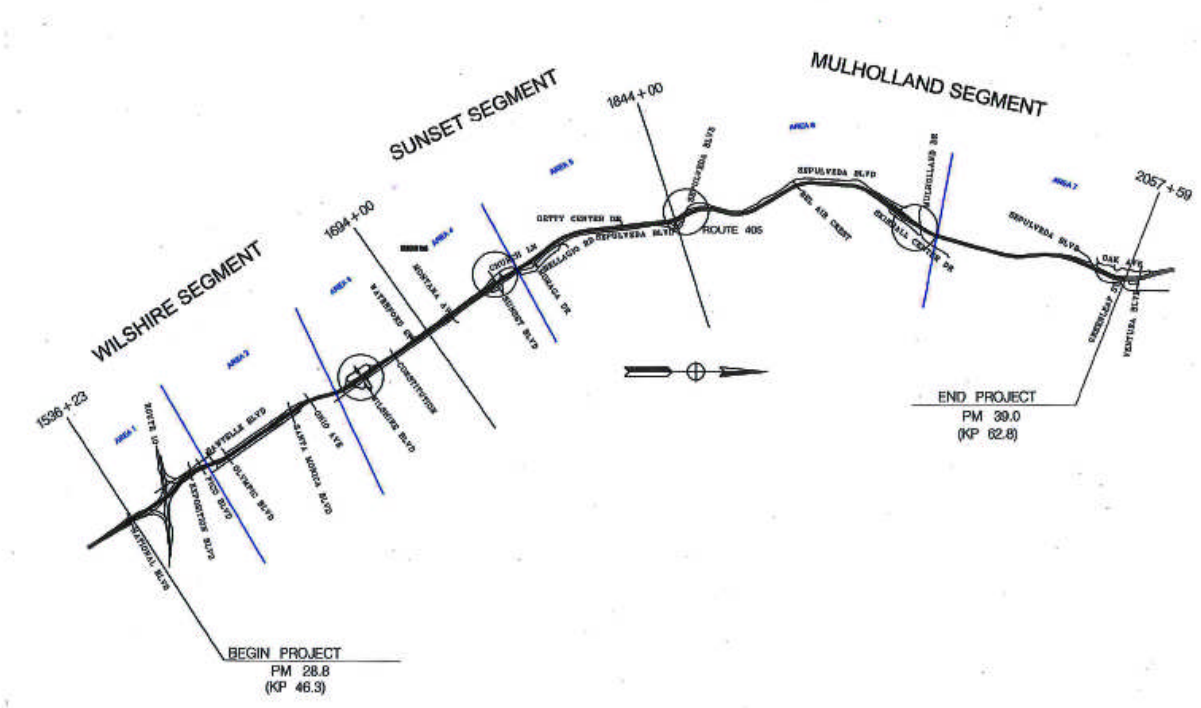
Concern No. 12: Giro Lawsuit

Status/Action Metro and Caltrans are reviewing options and alternatives for the ramp design of the north side of Sepulveda due to the Giro issue. The project is also looking into closing the northbound Getty on-ramp, based on construction requirements, to help reduce construction impacts.

Concern No. 13: MSE Walls Failure

Status/Action Reconstruction of the Mechanically Stabilized Earth (MSE) Walls continue for the ones which were deconstructed.

PROJECT SCOPE



The I-405 Sepulveda Pass Improvements Project is a Design-Build contract to add a 10-mile High Occupancy Vehicle (HOV) lane on the northbound San Diego Freeway (I-405) between the Santa Monica (I-10) and Ventura (US 101) Freeways. The purpose of the project is to reduce congestion by adding the HOV lane and closing the HOV gap, which will provide a continuous HOV lane from the Orange County Line to the I-405/US-101 interchange. The scope entails an 11-foot half median, one 12-foot HOV lane, a 1-foot HOV buffer, five 12-foot mixed-flow lanes (six 12-foot mixed-flow lanes between Mulholland Bridge and Valley Vista), and a 10-foot outside shoulder.

Most of the freeway widening required for this project occurs along the east side of I-405 along Sepulveda Blvd. between Montana Ave. and Moraga Dr. and between Getty Center Drive and the northbound Getty Center off-ramp. Sepulveda Blvd. is going to be slightly realigned at the relocated southbound I-405 Skirball Center Drive on/off-ramps in order to add a dual-left-turn lane to the on-ramp.

Some freeway widening also occurs along the west side of the freeway between Olympic Blvd. and Waterford Street, and between Bel Air Crest to just north of Ventura Blvd. This entails NB and SB lanes and shoulder standardization.

In order to reduce accidents associated with traffic on the ramps, project scope includes several interchange improvements as detailed below:

PROJECT SCOPE

- Wilshire Blvd. interchange in both directions
  The northbound on-ramp from eastbound Wilshire Blvd. is grade-separated from the northbound off-ramp to westbound Wilshire Blvd. and from Sepulveda Blvd. The southbound off-ramp to eastbound Wilshire Blvd. is grade-separated from the southbound off-ramp to westbound Wilshire Blvd.

- Northbound I-405 Sunset Blvd. interchange
  The northbound I-405 off-ramp to eastbound Sunset Blvd. is widened to include one more lane. Two exclusive 12-foot lanes on the reconstructed Sunset Blvd. overcrossing and two 12-foot lanes on the on-ramp are provided for the northbound I-405 on-ramp from eastbound Sunset Blvd. In the eastbound direction three 12-foot lanes and in the westbound direction three 11-foot lanes are provided which solves the existing reduction from three lanes to two lanes in the eastbound direction. In both directions, 4-foot shoulders and 5-foot sidewalks as well as a 13-foot median are provided on the Sunset Blvd. overcrossing.

- The irregular northbound I-405 on/off-hook ramps at the Getty Center interchange are reconfigured to a standard diamond interchange to increase stopping sight distances in order to improve safety.

- The southbound I-405 Skirball Center Drive interchange is relocated to form a “T” intersection with Sepulveda Blvd. This eliminates the existing intersection at Skirball Off-Ramp and Skirball Center Drive.

- The southbound Valley Vista On and Off Ramps are realigned due to freeway widening and freeway mainline realignment between SB Valley Vista On/Off Ramps. The realignment will improve the stopping sight distance for the SB Valley Vista Off Ramp. A third lane will be added to the SB Valley Vista On-Ramp to increase the ramp capacity.

- A second NB lane will be added on Skirball Center Drive between the Skirball Bridge and NB Skirball ramps.

- A NB auxiliary lane and bike lanes will be added on Sepulveda Blvd. on each direction, between the new SB Skirball ramps and Skirball Bridge.

A total of 12 soundwalls and 54 retaining walls within the project limits are constructed at embankments where right-of-way is constrained.

A total of 12 undercrossings within the project limits are widened. Three overcrossings at Sunset Boulevard, Skirball Center Drive, and Mulholland Drive are replaced.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13
Bridge 2 - Exposition UC - Complete Precast Girder Installation	12/4/12A	○					
Bridge 20 - Bel Air Crest UC - Pour Top Deck	12/4/12A	○					
Sepulveda Blvd. re-aligned and re-striped between Bridge 13 Montana and Bridge 14 NB Off-ramp to Sunset.	12/6/12A	○					
Bridge 7 - NB405 to EB Wilshire Off-ramp - Completed Pouring Bottom Deck and Stems	12/15/12A	○					
Bridge 6A - SB405 to EB Wilshire - Completed Girder Installation	12/19/12A	○					
Bridge 18 - Getty Center UC - Pour Top Deck NB & SB Sides	12/20/12A	○					
Bridge 6B - SB405 to EB Wilshire - Completed Girder Installation	12/21/12A	○					
Retaining Wall 1720 - Complete Shotcrete Walls	1/11/13*		○				
Bridge 22 - Mulholland OC - Begin Erecting Falsework (PH1 North Side)	1/12/13*		○				
Retaining Wall 1730 - Complete Shotcrete Walls	1/23/13*		○				
EB Wilshire to SB I-405 On-ramp - Begin 14-Day Closure Window	1/24/13		○				
Bridge 4 - Santa Monica UC - Begin Installation of Approach Slabs NB Side	1/28/13		○				
Bridge 6A - SB405 to EB Wilshire - Begin Steel Girder Top Deck & Diaphragms - PH1.	1/28/13		○				
Bridge 8 - NB Wilshire On-ramp CIP Box Girder (Top Deck Phase 1 & Phase 2) Begin Installation.	2/6/13*			○			
Bridge 22 - Mulholland OC. Begin forming bottom deck.	2/6/13*			○			
Bridge 21 - Skirball OC - Complete Installation of Precast Concrete Girders-South Side.	2/7/13*			○			
Bridge 7 - NB405 to EB Wilshire Off-ramp - Complete Installation of CIP Box Girder (Stem Spans 4-3) - PH 2	2/14/13*			○			
Bridge 14 - NB 405 Sunset Blvd. Off-ramp. Begin closure window (120 day maximum closure)	2/26/13			○			
Bridge 14 - NB 405 Sunset Blvd. Off-ramp. Begin bridge demolition.	2/26/13			○			
Bridge 2 - Exposition UC - Begin Demolition of Existing Bridge Spans 4 - Abutment 9.	3/1/13*				○		
Bridge 14 - NB 405 Sunset Blvd. Off-ramp. Complete bridge demolition.	3/6/13				○		

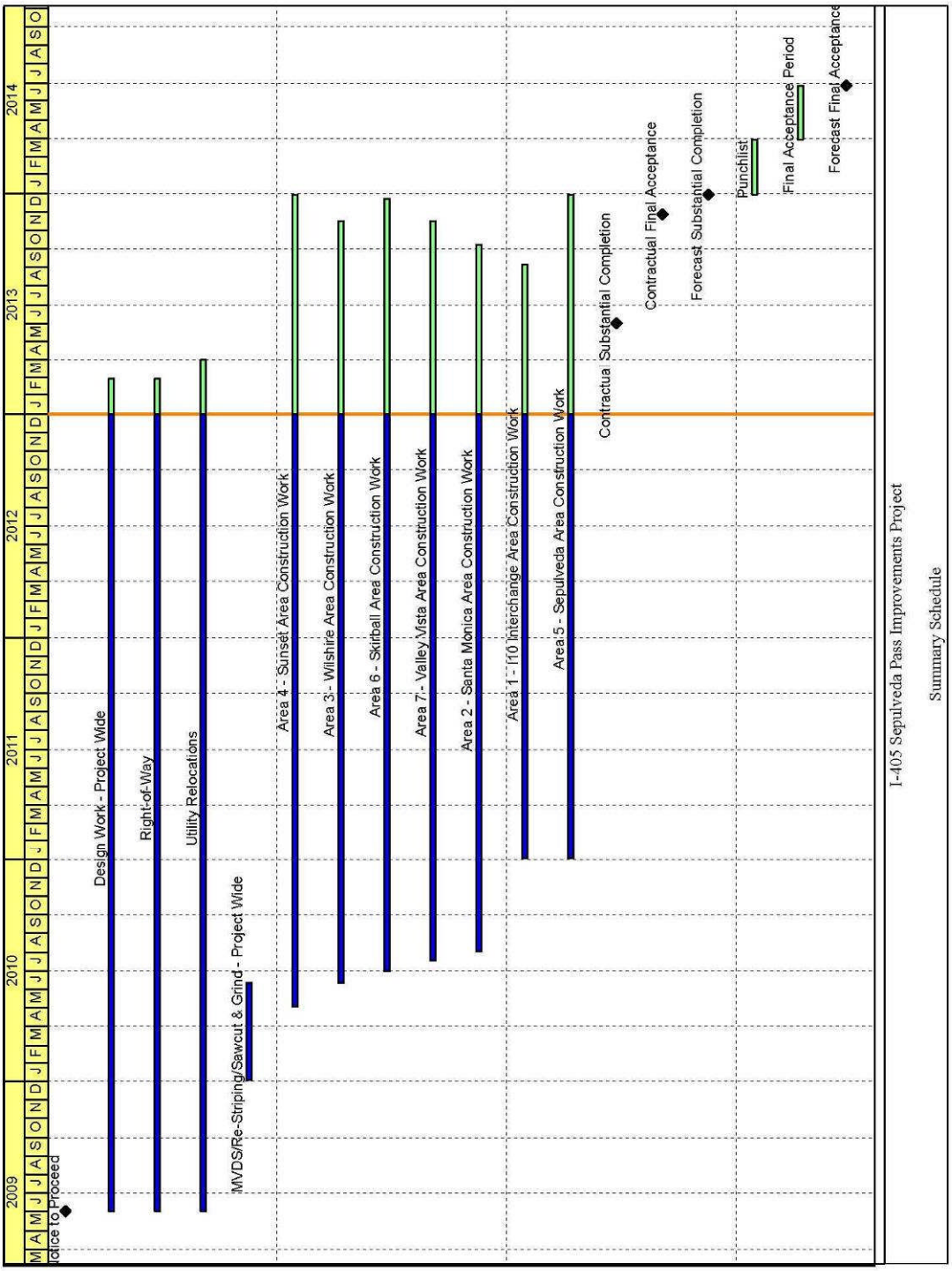
Metro	Metro Milestone	○	Design/Build	△	Third Parties Approval
CT	Caltrans Milestone	*	New Date	FHWA	FHWA Federal Highway Administration Approval

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13
Bridge 2 - Exposition UC - Complete Demolition of Existing Bridge Spans 4 - Abutment 9.	3/8/13				○		
SB 405 to WB Wilshire On-Ramp Begin 14 Day Maximum Closure Window	3/11/13				○		
Bridge 2 - Exposition UC - Complete Bridge Work	3/13/13				○		
Bridge 7 - NB Wilshire Off-ramp CIP Box Girder (Top Deck Spans 4-3) - PH 2 Begin Installation	3/21/13				○		
Bridge 14 - Sunset Off - Begin Installation of Structural Steel Girder	4/4/13					○	
Bridge 8 - NB Wilshire On-ramp - Begin Installation of CIP Box Girder Top Deck - (abut #9, bent 6-8) - PH 3	4/10/13*					○	
Bridge 2 - Exposition UC - Begin Installation of CIP Box Girder Stems, Stage 2 (Span 4-8)	4/16/13*					○	
Bridge 6 - SB Wilshire Off-ramp - Complete Bridge Work-6A & 6B	4/16/13					○	
Bridge 7 - NB Wilshire Off-ramp CIP Box Girder (Top Deck Spans 4-3) - PH 2 Complete Installation	4/18/13					○	
Bridge 2 - Exposition -Complete CIP Box Girder (Stems) Stage 2 (Span 4-8)	4/23/13*					○	
I-10 Interchange Area - Complete Concrete Paving on NB & SB sides.	4/25/13					○	
Bridge 2 - Exposition UC - Complete Installation of CIP Box Girder Deck, Stage 2 (Span 4-8)	5/1/13						○
Bridge 22 - Mulholland OC -Complete Pouring Top Deck	5/2/13						○
Bridge 8 - NB Wilshire On-ramp - Complete Installation of CIP Box Girder Top Deck - (abut #9, bent 6-8) - PH 3	5/3/13						○
Bridge 7 - NB Wilshire Off-ramp CIP Box Girder (Top Deck Spans 2-1) - PH 1 Complete Installation	5/6/13						○
Bridge 23 - Sepulveda - Begin Installation of CIP T-Girders - PH 1	5/14/13						○
Bridge 19 Sepulveda UC - Begin PC Girder Top Deck & Diaphragms	5/31/13						○

Metro	Metro Milestone	○	Design/Build	△	Third Parties Approval
CT	Caltrans Milestone	*	New Date	FHWA	FHWA Federal Highway Administration Approval

PROJECT SUMMARY SCHEDULE



CRITICAL PATH NARRATIVE

The project has several critical paths which may potentially change as the work progresses. Based on the current project update, the primary critical path runs through the relocation of the Sanitary Sewer ID 191 and continues through Sepulveda Widening at Area 4. The path then continues with construction of MSE Wall 1718 and Sunset Area NB widening. The path ends with Area 4 median work.

PROJECT COST STATUS

I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT
FEDERAL PROJECT #: SARRA-405-3(015)N, METRO PRIME CONTRACT# C0882
METRO CONSTRUCTION MANAGEMENT DIVISION / CALTRANS
COMBINED COST REPORT BY PHASE
PERIOD ENDING: DECEMBER 2012
DOLLARS IN THOUSANDS

PHASE #	PHASE CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
				PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
0	PA&ED	PROJECT APPROVAL & ENVIRO DOCS	22,000	-	21,457	-	21,078	-	21,078	-	21,457	-
1	PSE	PLANS, SPECS, & ENGINEERING	63,100	-	25,560	-	25,613	-	25,677	-	25,632	72
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	9,543	90	6,218	90	6,218	-	8,076	(1,467)
3	CS	CONSTRUCTION SUPPORT	28,000	-	67,813	835	73,496	3,814	57,843	-	75,355	7,542
4	C	CONSTRUCTION	823,900	-	810,441	1,857	803,196	18,411	498,705	-	842,688	32,247
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	99,186	2,558	52,582	3,634	39,116	-	60,792	(38,394)
		SUBTOTAL PROJECT	**1,034,000**	**-**	**1,034,000**	**5,340**	**982,182**	**25,949**	**648,636**	**-**	**1,034,000**	**-**
4	C	CONSTRUCTION OF CITY OF L.A.'S REVERSIBLE LANES PROJECT	-	-	6,000	-	-	-	-	-	6,000	-
4	C	CONSTRUCTION OF CALTRANS DRAINAGE SYSTEM REPAIRS	-	-	8,000	-	-	-	-	-	8,000	-
		TOTAL PROJECT	**1,034,000**	**-**	**1,048,000**	**5,340**	**982,182**	**25,949**	**648,636**	**-**	**1,048,000**	**-**

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 30, 2012.
KIEWIT EXPENDITURES ARE ONLY THROUGH AUGUST 31, 2012 DUE TO INVOICING LAG.

PROJECT COST ANALYSIS

Original and Current Budgets

The Original Budget reflects the Metro Board adopted Life-of-Project (LOP) Budget which was approved in April 2009 in the amount of $1,034.0 million. An additional $6.0 million was approved by the Metro Board to add the City of LA's Reversible Lanes Project Scope funded by the City of Los Angeles, along with another $8.0 million approved by the Metro Board to add Caltrans drainage system repairs to be funded by Caltrans. This brings the Total Current Budget to $1,048 million.

Current Budget and Current Forecast

The Current Budget is $1,048.0 million. Trends 1 though 134 have been approved and are included in the Current Forecast of $1,048.0. Project Budget Change Requests 1through 5 (PBCR) have been approved and included in the Current Budget.

Commitments

The Commitments increased by $5.3 million this period primarily for purchase orders associated with Caltrans real estate acquisitions, consulting services and Metro/Caltrans staff charges.

Expenditures

Expenditures are cumulative through November 2012. The expenditures increased by a total of $25.9M this period. Expenditures within the construction support phase included Metro and Caltrans project staff and miscellaneous consultant contract services. Costs in the right-of-way categories were for 3rd party Metro staff costs and for third party and utility relocation expenditures. Caltrans right-of-way expenditures for the period included staff charges for right-of-way support and real estate acquisitions. One invoice for Kiewit in the amount of $18.4M was processed by Metro Accounting this period; The $648.6 million in Project Expenditures to date represents 61.9% of the Current Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

DECEMBER 2012 **STATUS OF FUNDS BY SOURCE**

SOURCE	(A) APPROVED BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS $	(D/B) COMMITMENTS %	(E) EXPENDITURES $	(E/B) EXPENDITURES %	(F) BILLED TO FUNDING SOURCE * $	(F/B) BILLED TO FUNDING SOURCE * %
FEDERAL SAFETEA-LU	$117.000	$117.000	$117.000	$117.000	100%	$49.822	43%	$49.822	43%
FEDERAL ARRA	$189.900	$189.900	$189.900	$189.900	100%	$189.900	100%	$189.900	100%
STATE CMIA	$614.000	$614.000	$614.000	$573.057	93%	$363.944	59%	$332.652	54%
STATE TCRP	$90.000	$90.000	$90.000	$90.000	100%	$32.745	36%	$32.745	36%
STATE RSTP	$10.100	$10.100	$10.100	$10.100	100%	$10.100	100%	$10.100	100%
PROPOSITION C 25%	$13.000	$13.000	$13.000	$2.125	16%	$2.125	16%	$2.125	16%
SUB TOTAL FUNDS	$1,034.000	$1,034.000	$1,034.000	$982.182	95%	$648.636	63%	$617.344	60%
CITY OF LA **	$6.000	$6.000	$0.000	$0.000		$0.000		$0.000	
CALTRANS	$8.000	$8.000	$8.000						
TOTAL FUNDS	$1,048.000	$1,048.000	$1,042.000	$982.182		$648.636		$617.344	

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2012.
* BILLING AMOUNT IS LESS THAN EXPENDITURES AMOUNT DUE TO SYSTEM LAG IN SUBMITTING INVOICES TO CALTRANS.
** CONSTRUCTION OF CITY OF LA REVERSIBLE LANES PROJECT.
*** CONSTRUCTION OF CALTRANS DRAINAGE SYSTEM REPAIRS.

STATUS OF FUNDS ANTICIPATED

FEDERAL SAFETEA-LU: $117M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

FEDERAL ARRA: $189.9M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro with consultation with FHWA.

STATE CMIA: State Proposition 1B Bond sales provided $254.7M to the project. Funds are available for drawdown. The remaining balance of $359.3M has been allocated and are available for drawdown.

STATE TCRP: $42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro. The remaining balance of $48M has been made available by the CTC and is available for drawdown.

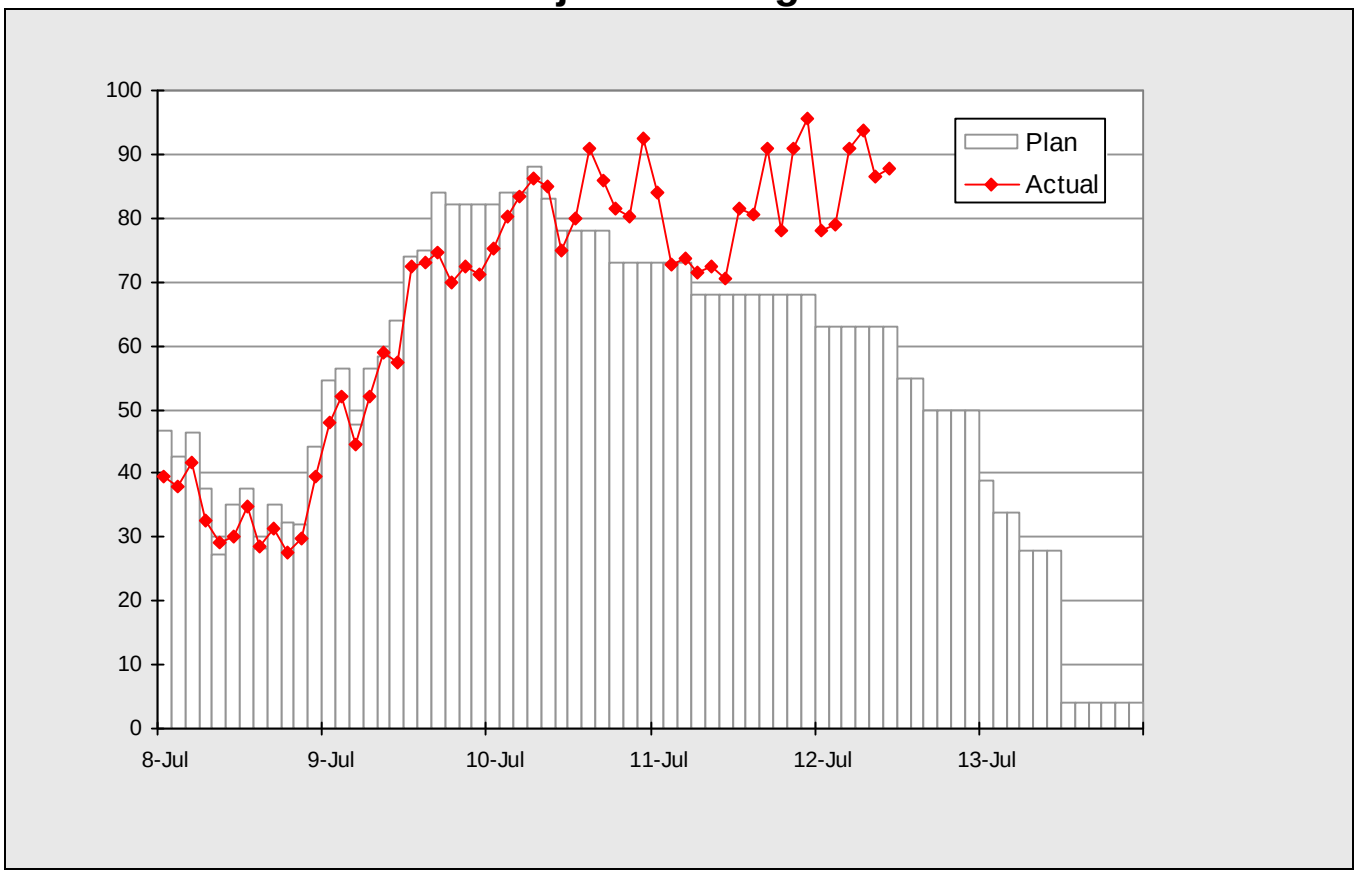
STATE RSTP: $10.1M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

PROPOSITION C 25%: The Metro Board approved the allocation of $13M to the Project.

CALTRANS: Metro Board authorized staff in July 2012 to execute a Memorandum of Understanding between Caltrans Maintenance and Metro for a total amount of $8M for the cleaning and the reconstruction of Caltrans drainage. Funds are available for drawdown.

STAFFING STATUS

Total Project Staffing - FTEs

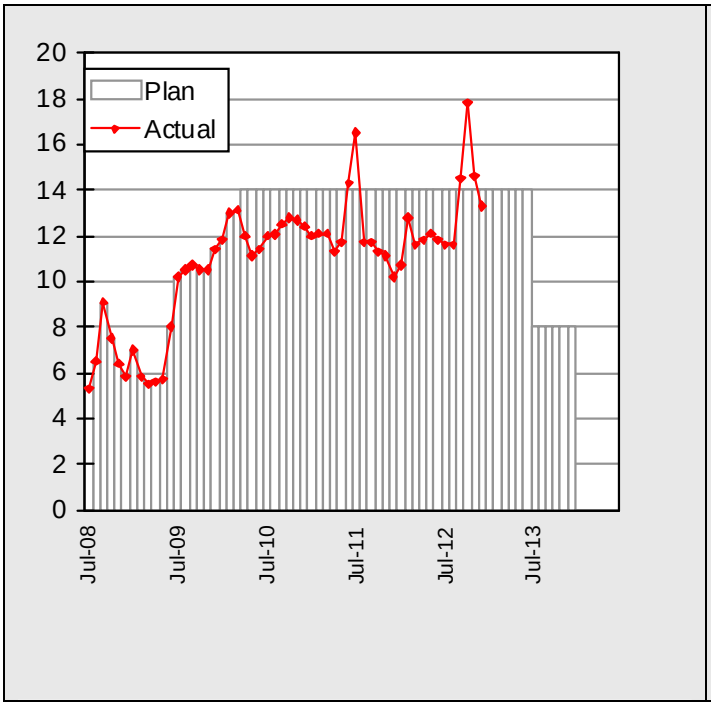


Total Project Staffing

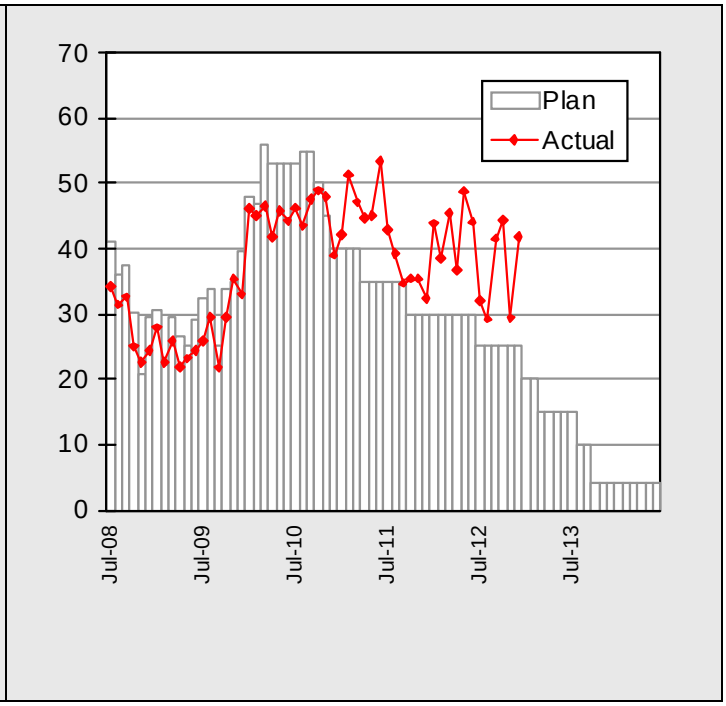
Project Staffing Plan is presently being reassessed as a component of the Cost Schedule Reassessment.

STAFFING STATUS

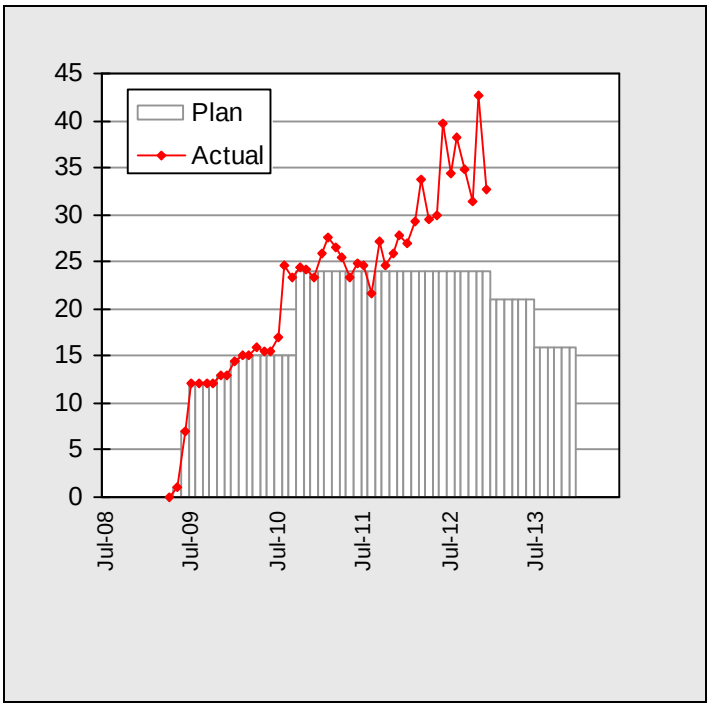
MTA - FTEs



CALTRANS- FTEs



STANTEC - FTES



REAL ESTATE STATUS

The Real Estate acquisition process is proceeding and the Project is working on obtaining and releasing the past due parcels to the Contractor.

- Parcel 79612 (MWD) – Right-of-Entry (ROE) in place until July 31, 2013. Additional Right-of-Way (ROW) required which has not yet been fully identified and may impact the project schedule.
- Parcel 80337 (Maximillian) –Written offer was made on 12-18-12. An ROE will be requested. May impact the project schedule if condemnation is required.
- ROW Tie-back easements at 1791/1797 – ROW maps for the Getty owned parcels are being reviewed prior to requesting an ROE.
- ROW transformer pad at 1837 – An ROE will be requested once ROW map is received.
- Parcel 80373 - DWP work at 11390 Thurston –Undergrounding of utilities is required. Temporary Construction Easement (TCE) has been requested for the work to proceed.
- Parcel 79619 (LACMTA) – Access has been provided but parcel has not been acquired yet. Acquisition will take place after the completion of project. This parcel has no apparent schedule impact.
- Parcel 79585 (Rodeo Realty) – ROE has been acquired that will allow construction to proceed. This parcel has no apparent schedule impact. Final Order of Condemnation (FOC) was September 12, 2012.
- Parcel 79692 (Skirball) – ROE has been provided for the additional ROW but the parcel has not been acquired yet. This parcel has no apparent schedule impact.
- TCE for the 22 parcels in the Westwood Hills Area have been extended until December 31, 2012 to facilitate completion of the work. Work was not completed by December 31, 2012. New dates are pending.
- Parcel 80330 (Easement at Retaining Wall 1882) – Offer was made on September 27, 2012. Contract was signed on 12-17-12.
- Parcel 79612 – Additional ROW requirements are needed for drainage system.
- Parcel 79629/79630 – Additional ROW requirements are needed for grading and drainage.

ENVIRONMENTAL STATUS

- Ongoing coordination with Santa Monica Mountains Conservancy (SMMC) and National Park Service on wildlife crossings and the redesign of NB Getty on-ramp and the associated wildlife culvert.

- Ongoing preparation of an Environmental Addendum for changes associated with the N/B Getty on-ramp.

- Ongoing coordination regarding landscaping along Sepulveda Blvd. between Constitution and Sunset and required mitigation associated with tree removal from City and State R/W. Caltrans, Metro and LABSS continue to discuss outstanding tree removal permits and tree replacement plans.

- Retaining Wall 1921 - Preparing an amendment to the Natural Environment Study (NES) and Jurisdictional Delineation Report to address impacts associated with additional grading behind Retaining Wall 1921.

COMMUNITY RELATIONS STATUS

- Distributed construction notices for the following construction activities: Wall 1738C, Mulholland Dr. drainage work, Sherman Oaks traffic reconfiguration, Valley Vista Wall construction, Sherman Oaks construction update and Sepulveda Bridge demo.

- Participated in the following meetings: Global Traffic Management Meeting, 130 No. Sepulveda Meeting, Sherman Oaks Homeowners Meeting and Valley Vista Homeowners Meeting.

- Coordinated the following work activities: I-405 claims audit, communications video, Parsons Brinkerhoff Computer Analysis and Visualization Environment (CAVE) technology platform tour, construction noise impacts, property damage claims, vehicle damage claims, signage issues for new southbound Skirball Ramps, replacement of damages irrigation lines, calendar of events in Segment 3 and landscape issues between residents and the project.

- 4,751 followers on Twitter.
- 18,792 likes on Facebook.
- 319 subscribers on Nixle.
- 21,229 page views on Website.

QUALITY ASSURANCE STATUS

- Metro Quality participated in:
  - Eight Pre-Activity Meetings.
  - Joint Project Quality Meeting
  - Joint Project Quality Training Session
- Ten Nonconformance Reports (NCRs) were issued this month.
- Thirteen Deficiency Reports (DRs) were issued this month.

SAFETY AND SECURITY STATUS

- There were no recordable injuries on the Project during the month of December 2012.
- Safety Staff participated in pre-activity (readiness review) meetings to ensure compliance with approved Work Plans and contract specifications.
- Construction activities are monitored during day and night shifts to ensure contractor compliance with contract specifications.
- Safety staff attended weekly Progress Meeting, Foreman's Weekly Safety Meetings and other project meetings to evaluate Contractors Safety Program compliance with contract requirements.
- December Contractor Work Hours (Design & Construction): 197,382
- Contractor – Project to Date Work Hours (Design & Construction): 4,939,700
- Total Project to Date Work Hours (Contractor & the IPO Staff): 5,459,052
- Project to Date Recordable Injury Rate: 0.7 (Seventeen Recordable Injuries) (each rate is per 200,00 work hours)
- Project to Date Total Time Away Injury Rate: 0.3 (Eight Time Away From Work Injuries)
- Project to Date Total Days Away Rate: 18.3 (499 Days Away From Work)
- Metro night shift staff reassigned at the end of August. New staff began work for Metro on December 17th and 31st. Six to eight weeks of orientation and training is expected before transitioning on of these new hires to the night shift.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	6/13	6/09	A stand-alone Master Cooperative Agreement (MCA) between the City of Los Angeles and LACMTA is currently being drafted for the I-405 Project.
Los Angeles County Department of Public Works/Los Angeles Flood Control District	MCA	Cancelled	Cancelled	On advice of County Counsel, LACMTA is not required to enter into a Master Cooperative Agreement with the Los Angeles County Department of Public Works/Los Angeles Flood Control District since the I-405 Project is a State Project, not a LACMTA Project.
Utility Owners	Utility Agreements	Various	Various	Caltrans style Utility Agreements (similar to MTA Work Order Authorizations) will be completed as relocation plans are approved for each location.

CONTRACT STATUS

I-405 Sepulveda Pass Improvements Project **Contract No.: C0882**
Design/Build Contractor: Kiewit

Status as of:December 28, 2012

Progress/Work Completed:
Major work started/completed this period:
- Bridge 2 Exposition - Completed PC grider installation.
- Bridge 6A and 6B SB Wilshire Off-ramp - Completed girder installation.
- Bridge 18 Getty Center - Completed pouring top deck on NB and SB sides.
- Bridge 20 Bel Air Crest - Completed pouring top deck.
- Sepulveda Blvd realigned and restriped bewteen Montana Ave. and Bridge 14.
- Maintenance during construction - SWPPP cleanout and repairs, graffiti removal from k-rails, trash and debris removal.

Areas of Concern:
- Redesign of NB Getty on-ramp due to Giro Property ROW.
- Wall 1921 construction.
- Area 4 utilities.

Major Activities (In Progress):
- Grading and paving.
- Construction of Retaining Walls and sound walls.
- Utility Relocations.
- Bridge 1 and 2 construction.
- Bridge 3 construction.
- Bridge 4a/4b construction.
- Bridge 5a/5b construction.
- Bridge 7 and Bridge 8 construction.
- Bridge 9 construction.
- Bridge 12 and Bridge 13 construction.
- Bridge 14 and Bridge 15 construction.
- Bridge 16 and Bridge 17 construction.
- Bridge 18 and Bridge 19 construction.
- Bridge 20 and Bridge 21 construction.
- Bridge 22 and Bridge 23 construction.
- Maintenance during construction.

Major Activities Next Period:
- Retaining Walls 1720 and 1730 - Begin shotcrete installation.
- Bridge 4 Santa Monica Blvd. - Begin construction of NB approach slabs.
- Bridge 6A and 6B SB Wilshire Off-ramp - Begin steel girder top deck and diaphragms construction.
- EB Wilshire Blvd. to SB I-405 On ramp - 14-day ramp closure window.
- Bridge 22 Mulholland - Begin falsework installation.

	Original Baseline	Time Extension	Current Contract	Forecast Completion	Variance Cur-Fcast
Commencement	08/31/09	0	08/31/09	08/31/09	0
Completion	05/31/13	0	05/31/13	12/28/13	-211
Punchlist Complete	08/29/13	0	08/29/13	03/28/14	-211
Final Acceptance	11/27/13	0	11/27/13	06/26/14	-211

Schedule Summary:

Notice of Award	04/29/09
Notice to Proceed	06/02/09
Original Contract Duration (CD)	1640
Approved Time Extensions (CD)	0
Current Contract Duration (CD)	1640
Elapsed Time from NTP (CD)	1,306
Contract Elapsed Time Percent	79.6%

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

1. Award Value:	720,922
2. Executed Modifications:	67,047
3. Approved Change Orders:	19,932
4. Current Contract Value (1 + 2 + 3):	807,901
5. Incurred Cost:	529,472
6. Percent Incurred Cost:	65.5%

CHRONOLOGY OF EVENTS

May 18, 2007	The Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) is issued.
May 22, 2007 to October 1, 2007	Public review of draft EIS.
February 29, 2008	The Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) is issued.
March 10, 2008	The Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) errata with U. S. General Services Administration (GSA) comments is issued.
March 14, 2008 to April 14, 2008	Public review of Final EIS.
April 25, 2008	Record of Decision (ROD) approved.
October 10, 2008	LACMTA issued Invitation For Bid (IFB) for the project.
February 20, 2009	Project bids opened.
April 23, 2009	LACMTA Board authorized the Chief Executive Officer to award Design-Build Contract C0882 to Kiewit Pacific Co.
April 23, 2009	LACMTA Board approved establishing a budget of $1.034 billion for project 405523.
April 23, 2009	LACMTA awarded Contract C0882 to Kiewit Pacific in the amount $694,156,000 to include Schedules A, C, and H (Option 4).
April 29, 2009	LACMTA issued a revised NOA to Kiewit Pacific in the amount $720,922,000 to include Schedules A, C, E (Option 1), F (Option 2), G (Option 3), and H (Option 4).
June 2, 2009	LACMTA issued Notice to Proceed to Kiewit Pacific for the Design-Build Contract C0882.
August 31, 2009	Contract Commencement Date.
September 24, 2009	Kiewit Pacific submitted the Project Baseline Schedule.
October 14, 2009	Project Design Quality Management Plan approved.

CHRONOLOGY OF EVENTS (Cont'd)

December 14, 2009	Project Quality Management System approved.
January 20, 2010	Project Baseline Schedule was approved.
January 27, 2010	Roadway Restriping commenced.
March 12, 2010	Major Project Permits were obtained; Permit 401 – Water Quality Control Board, Permit 404 – U.S. Army Corps of Engineers, and Permit 1600 – California Department of Fish & Game.
May 31, 2010	The Project completed one year without a Recordable Injury.
July 23, 2010	Sunset Bridge major demolition of the south side top deck and center column.
August 2, 2010	Commenced construction on Bridge 4a/b.
August 16, 2010	Commenced ExxonMobil 16" utility relocation at Bridge 16.
August 20, 2010	Operating Engineers Local 12 initiate labor action by striking.
August 24, 2010	Completed ductbank work on Sepulveda for DWP utility undergrounding.
August 24, 2010	Commenced construction of Walls 1720/1730.
August 24, 2010	ITS Backbone is cut.
September 7, 2010	DWP started pulling wires for utility undergrounding on Sepulveda.
September 9, 2010	Operating Engineers Local 12 Labor action is settled and strike ends.
September 13, 2010	Completed the excavation of Roadway at 1685/1691.
September 15, 2010	Completed the removal of Wall 1665.
September 18, 2010	Completed installation of Temporary walkway at Skirball Bridge.
September 28, 2010	Pioneer access to Sunset on-ramp, Bridge 15 Abutment 1.

CHRONOLOGY OF EVENTS (Cont'd)

October 12, 2010	Began excavation of Sunset Bridge 16 Abutment 1 Footing.
October 12, 2010	Began demolition of Skirball Bridge 21.
October 15, 2010	Completed demolition Skirball Bridge 21.
October 15, 2010	Began driving piles at Santa Monica Bridge 4.
October 15, 2010	Installed Beams at Sunset Bridge 16, Bent #2.
October 15, 2010	Began driving piles on Santa Monica Bridge 4.
October 19, 2010	Completed demolition of Sunset Bridge 16, Abutment 4.
October 21, 2010	Installed beams at Sunset Bridge 15 On Ramp, Abutment 1.
October 22, 2010	Began Demolition of Sunset Bridge 16, Abutment 1.
October 22, 2010	Installed Piles at Wall 1720.
October 25, 2010	Began Excavation at Walls 1685/1691.
October 28, 2010	Began the relocation of overhead power lines at Ohio Ave Bridge 5.
October 28, 2010	Clear and grub area at Wall 1746.
November 12, 2010	Completed demolition of soundwall, barrier rail, and overhang at Bridge 13.
November 15, 2010	Completed installation of SOE at Abutment 1 NB at Bridge 4 Santa Monica.
November 15, 2010	Completed demolition of existing ExxonMobil16" Oil Pipeline.
November 17, 2010	Completed excavation of CIP at Wall 1640.
November 18, 2010	Began excavation at Wall 1635.
November 29, 2010	Began Excavation at Bridge 13.
November 30, 2010	Began relocation of SCE underground vault.

CHRONOLOGY OF EVENTS (Cont'd)

December 7, 2010	Began driving piles at Bridge 13 - Montana Avenue UC.
December 14, 2010	Completed Pile driving at Abutment 1 Bridge 16 Sunset OC.
December 15, 2010	Completed the installation of new power poles and raised the utility wires at Bridge 5 - Ohio Avenue.
December 16, 2010	Completed piles at abutments 1 and 2 for Bridge 13 Montana Ave UC.
December 17, 2010	Began installation of SOE beams at Bridge 15 Sunset on-ramp.
January 3, 2011	Began Construction of Piers and Columns at Bridge 16.
January 11, 2011	Began Construction Activities at Bridge 5.
January 13, 2011	Began Construction Activities at Bridge 12.
January 17, 2011	Began Installation of Footings and Pile Caps at Bridge 16.
February 1, 2011	Began Construction Activities at Bridge 21 – Skirball Center Drive.
February 14, 2011	Began Field Work relocating Storm Drain at Veterans Administration (VA).
February 21, 2011	Began Field Work relocating Chevron Oil Pipeline at Bridge 23 – Sepulveda UC.
February 23, 2011	Began Construction Activities at Bridge 15 – Sunset On-Ramp.
February 25, 2011	Completed Drilling and Placing Beams at NB Abutments 1 & 2 at Bridge 12 – Constitution UC.
February 28, 2011	Completed Pouring Columns at Bent 3, Bridge 16 – Sunset OC.
March 2, 2011	Began Field Work relocating LADWP 4" Waterline at Valley Vista.
March 2, 2011	Completed Driving 14" Square Piles at Bridge 3 Abutment 1.
March 15, 2011	Began Field Work relocating So Cal Gas Line at Wall 1746.

CHRONOLOGY OF EVENTS (Cont'd)

March 18, 2011	Completed Setting Soldier Beams at Bridge 15 Bent 2 & 3 Mainline.
March 23, 2011	Began Field Work Encasing Sewer Lines 401-403 at Walls 1720, 1730 and 1746.
March 31, 2011	Completed Setting and Backfilling Wall Panels at Wall 1942B.
April 4, 2011	Began Installation of Bent 2 & Bent 3 Columns at Bridge 21 Skirball Center Drive OC.
April 5, 2011	Began Installation of Storm Drain at Walls 1720 and 1730.
April 10, 2011	Completed Installation of Girders at Bridge 13 Montana Ave UC.
April 22, 2011	Completed Bridge 9 Wilshire Blvd. UC demolition for widening.
April 25, 2011	Began Work Relocating Shell Oil Line at Bridge 23 Sepulveda UC.
May 2, 2011	Began Relocation of Area 2 Sewer Lines # 201-203.
May 6, 2011	Completed Setting Girders at Southside of Bridge 16 Sunset OC.
May 11, 2011	Began Construction Work on Bridge 3 Olympic Blvd.
May 25, 2011	Completed Tie Back Installation at Walls 1720 and 1730.
June 3, 2011	Completed Girder Installation on the North Side of Bridge 21 Skirball OC.
June 13, 2011	Began Installation of Precast Deck Panels on Bridge 16 Sunset OC.
June 24, 2011	Began Demolition of Existing Walls 1720 and 1730 along Sepulveda Blvd.
June 30, 2011	Completed Installation of Precast Deck Panels on Bridge 16 Sunset OC.

CHRONOLOGY OF EVENTS (Cont'd)

July 6, 2011	Began Relocation of LADWP Overhead Power Lines at Mulholland Bridge.
July 13, 2011	Completed installation of Void Slab Deck at Bridge 12 Constitution UC.
July 14, 2011	Completed Pouring Diaphragms 1, 2, and 3 at Bridge 21 Skirball OC.
July 16, 2011	Began Demolition of South Side of Bridge 22 Mulholland OC.
July 17, 2011	Completed Demolition of South Side of Bridge 22 Mulholland OC.
July 20, 2011	Completed Installation of Pre-cast Girders at Bridge 4SB Santa Monica UC.
July 26, 2011	Began Driving Piling at Bridge 8 NB from EB Wilshire, Bent 8.
August 1, 2011	Began installation of forms and rebar for Top Deck at Bridge 21, Skirball Center Drive.
August 3, 2011	Began work on the Interchange Ramp from Westbound I-10 to Northbound I-405.
August 6, 2011	Began work installing Top Deck at Bridge 4 Santa Monica Blvd.
August 24, 2011	Completed pouring the Top Deck at Bridge 13, Montana Ave.
August 26, 2011	Completed installation of Footing & Pile Cap/Abutment-Wingwalls/Bridge Bearing Bridge 3 Olympic Blvd.
August 31, 2011	Completed pouring the Top Deck at South Side of Bridge 16, Sunset Blvd.
September 15, 2011	Completed installation of Top Deck and Diaphragm on Bridge 16, Sunset Blvd.
September 16, 2011	Completed pouring the Top Deck at Bridge 21, Skirball Center Drive.
September 23, 2011	Began construction of LADWP Power Utilities undergrounding ductbank between Stations 1740 and 1760.

CHRONOLOGY OF EVENTS (Cont'd)

September 27, 2011	Completed pouring curb and gutter on west side of Bridge 16, Sunset Blvd.
September 29, 2011	Completed pouring Lateral Retaining Walls #6, #7, and #8 at Retaining Wall 1720.
October 14, 2011	Completed pouring footing for Bent 2 at Bridge 22, Mulholland Drive.
October 17, 2011	Began installation of Bent 2 Forms at Bridge 22, Mulholland Drive.
October 18, 2011	Began construction activities at Bridge 18, Bel Air Crest.
October 22, 2011	New Bridge 16, Sunset Blvd. South Side opened to vehicle traffic.
October 27, 2011	Completed pouring Abutment 1 at Bridge 22, Mulholland Drive.
November 1, 2011	Began demolition of Bridge 16 Sunset Blvd. north side.
November 7, 2011	Began installation of CIDH Piles for I-10 Connector.
November 9, 2011	Completed demolition of Bridge 16 Sunset Blvd. north side.
November 22, 2011	Received the VA License to Enter agreement.
November 22, 2011	Completed pouring Bridge 22 Mulholland OC Bent 2 Columns.
November 22, 2011	Completed pouring Bridge 5 Ohio NB Abutments 1 & 2.
December 1, 2011	MSE Wall 1897 along NB Sepulveda Blvd. south of Skirball Center Drive ruptures. Kiewit stops work on all MSE Walls throughout the project and begins investigation into MSE Wall deficiencies.
December 1, 2011	Began 2nd pouring of Bridge 22 Mulholland Abutment 1.
December 8, 2011	Completed subgrade for NM Connector.
December 17, 2011	Began installation of Precast Girders at Bridge 5A Ohio Ave.
December 19, 2011	Began installation of falsework beams for Bridge 15 Sunset on-ramp.

CHRONOLOGY OF EVENTS (Cont'd)

December 19, 2011	Began driving piles for Bridge 16 Sunset Blvd. Bent 3.
January 4, 2012	Began De-construction of MSE Wall 1738A.
January 9, 2012	Began De-construction of MSE Wall 1665.
January 16, 2012	Completed demolition of the I-405 median barrier at Mulholland Bridge and began erection of Falsework.
January 19, 2012	Began pouring footings for Soundwalls at Retaining Walls 1720 and 1730.
January 20, 2012	Completed pouring column # 1 @ Sunset Blvd. Bridge.
January 25, 2012	Began De-construction of MSE Wall 1634.
January 27, 2012	Kiewit stopped work on all Soil Nail Walls due to developing cracks, pending investigation.
January 31, 2012	Poured columns at Bel Air Crest Bridge.
February 13, 2012	Construction activities are started in Area 5 at Bridge 18 Getty Center UC and Bridge 19 Sepulveda UC.
February 15, 2012	De-construction of MSE Wall 1738A at Sunset NB Off-Ramp is completed.
February 18, 2012	Piers and Columns are poured for Bridge 16 Sunset Blvd.
February 18, 2012	LADWP completes installation of new underground cabling in ductbank along Sepulveda Blvd and Wilshire Ave. Final paving of Sepulveda trench is completed.
February 28, 2012	Kiewit submits notification to LACMTA that all remaining MSE Walls, with the exceptions of completed MSE Walls 1619 and 1942B will be de-constructed.
March 2, 2012	Full NB Freeway Closure at Mulholland Bridge to install Falsework Girders.
March 6, 2012	Caltrans identifies a potential Safety Concern during Mulholland Bridge Falsework Girder Installation on the SB Side and orders girders to be removed. Caltrans issues Stop Work Order pending review of Girder Installation Process.

CHRONOLOGY OF EVENTS (Cont'd)

March 8, 2012	Caltrans completes review of Girder Installation Process and authorizes resumption of installation of Falsework Girders at Mulholland Bridge. SB Side Falsework Girders are installed.
March 22, 2012	Concrete Girders are installed at Bridge 5B Ohio UC SB side.
April 7, 2012	Kiewit completes installation of Mulholland Bridge (South Side) Sheet Decking and begins installation of structural rebar.
April 10, 2012	Kiewit resumes construction of MSE Walls. Construction of Wall 1672 new leveling pad is started.
April 14, 2012	Kiewit begins installation of top deck and diaphragm structural rebar at Bridge 4Santa Monica UC.
April 20, 2012	Kiewit pours concrete top deck, curb, and gutter at Bridge 9 Wilshire UC.
May 1, 2012	Begin installation of Concrete girders at Bridge 16 Sunset OC North Side.
May 4, 2012	Kiewit resumes construction of MSE Walls using an approved new Wall Panel Vendor and Construction Plan. Construction begins at MSE Wall 1672 along Sepulveda Blvd. north of Wilshire Blvd.
May 4, 2012	Completion of installation of Concrete Girders at Bridge 16 Sunset OC North Side.
May 18, 2012	Construction of MSE Wall 1808 along Sepulveda Blvd. north of Getty Center Drive is started using new Wall Panels and Construction Plan.
May 24, 2012	Structural construction is started within the GSA Property. Construction of Bridge 7 Bent 3 is started.
May 31, 2012	Construction of MSE Wall 1686 along Sepulveda Blvd. north of Constitution Drive is started using new Wall Panels and Construction Plan.

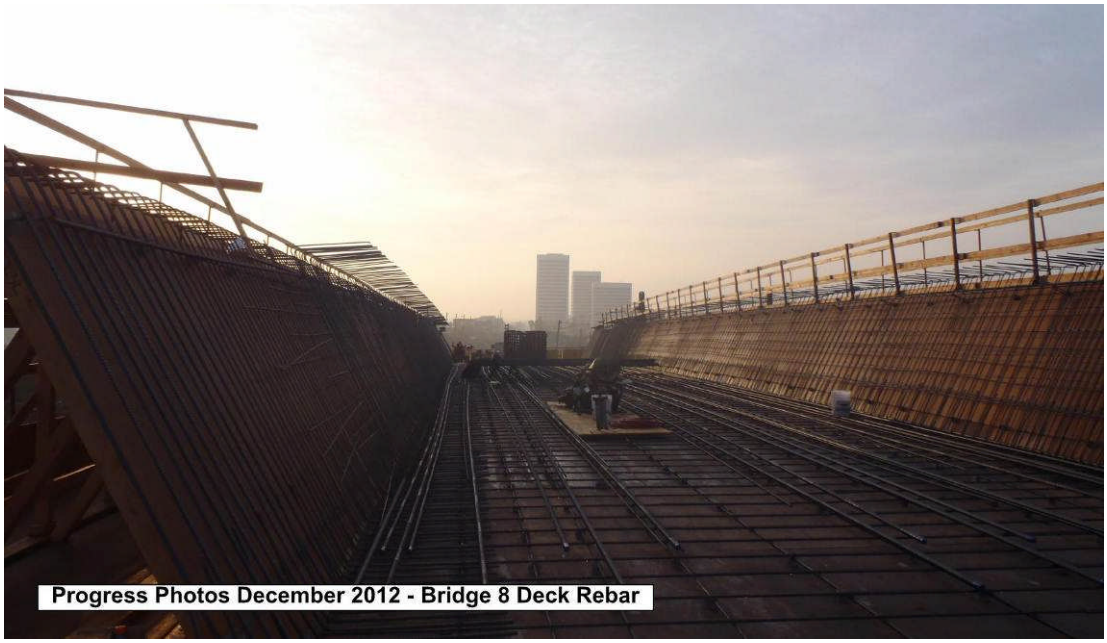
CHRONOLOGY OF EVENTS (Cont'd)

June 2, 2012	NW1 Ramp from WB I-10 to NB I-405 is opened for traffic.
June 6, 2012	GSA Microwave Security System is installed.
June 7, 2012	Bridge 7 NB I-405 to EB Wilshire Off-ramp Columns for Bents 3 and 4 are constructed on GSA Property.
June 22, 2012	90-Day Shutdown of Bridges 10 & 11 NB I-405 to WB Wilshire and WB Wilshire to NB I-405 commenced.
June 27, 2012	Demolition of existing Bridges 10 & 11 is completed.
July 15, 2012	Bridge 21 Skirball Center Drive, North side, is opened to traffic.
July 20, 2012	Bridge 22 Mulholland Drive, Top Deck is poured.
July 21, 2012	Bridges 10 & 11 Pre-cast Girders are installed.
July 30, 2012	Bridge 21 Skirball Center Drive, South Side, Demolition is started.
August 3, 2012	Bridge 21 Skirball Center Drive, South Side, Demolition is Completed.
August 10, 2012	Bridges 10 & 11 Top Deck is Poured.
August 23, 2012	Bridge 16 Sunset Blvd. Top Deck is Poured.
August 31, 2012	Bridges 10 & 11 are Opened for Traffic.
September 4, 2012	Bridge 7 Falsework installation begins.
September 24, 2012	Bridge 16 is fully opened for traffic.
September 24, 2012	Bridge 22 South Side is opened for traffic.
September 28, 2012	Began demolition of the north side of Mulholland Bridge 22.
September 30, 2012	Complete demolition of the north side of Mulholland Bridge 22.
October 1, 2012	Began construction activities for Bridge 17, Church Lane UC.

CHRONOLOGY OF EVENTS (Cont'd)

October 1, 2012	Began construction activities for Bridge 22, Mulholland OC north side.
October 15, 2012	MSE Wall 1897 reconstruction is completed.
October 19, 2012	Bridge 15 Sunset NB On-ramp, top deck is poured.
October 23, 2012	RW 1720 punch list work begins.
November 4, 2012	Re-aligned Sepulveda Blvd. to the east at Bronwood Apartments.
November 6, 2012	Begin construction activities for Bridge 14 Sunset NB Off-ramp.
November 8, 2012	Bridges 6A and 6B SB Off-ramp to EB Wilshire abutments poured.
November 28, 2012	Completed re-striping and realignment of Sepulveda Blvd. to the east at walls 1720 & 1730.
November 29, 2012	Completed pouring Top Deck at Bridge 1 I-10 Connector.
December 4, 2012	Completed installation of Pre-Cast Girders at Bridge 2 Exposition.
December 6, 2012	Sepulveda Blvd. is restriped and realigned from Montana Avenue to Bridge 14 NB Sunset Off-Ramp.
December 20, 2012	Completed pouring Top Deck at Bridge 18 Getty Center Drive NB and SB.
December 21, 2012	Completed girder installation at Bridge 6A and 6B SB Wilshire Off-Ramp.

CONSTRUCTION PHOTOGRAPHS



CONSTRUCTION PHOTOGRAPHS

Progress Photos December 2012 - Bridge 7 Pour Deck

CONSTRUCTION PHOTOGRAPHS

CONSTRUCTION PHOTOGRAPHS

Progress Photos December 2012 - Area 2 Storm Drains Forming CB 205

Progress Photos December 2012 - Area 6 Storm Drain Line 602-603 Encase & Backfill

CONSTRUCTION PHOTOGRAPHS

CONSTRUCTION PHOTOGRAPHS

Progress Photos December 2012 - MSE 5041 Preparation Level Pad

APPENDICES

COST AND BUDGET TERMINOLOGY

APPROVED BUDGET: The Approved Project Budget as established by Metro Board of Directors at the time it authorizes Construction Project Management Division to commence full design and construction of the project (Project Adoption).

CURRENT BUDGET: The Original Budget plus all budget amendments approved by formal Metro action. Also referred to as Approved Budget.

CURRENT FORECAST: Evaluation of costs to go combined with actual expenditures.

COMMITMENTS: The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other Metro actions which have been spent or result in the obligation of specific expenditures at a future time.

EXPENDITURES: The total dollar amount of funds expended by Metro for contractor or consultant invoices, third party invoices, staff salaries, real estate and other expenses that is reported in Metro's Financial Information System (FIS).

PROJECT APPROVAL & ENVIRONMENTAL DOCUMENTS: Costs for agency staff and consulting contracts leading to project approval and environmental clearances.

PLANS, SPECS. & ENGINEERING: Agency staff and consulting contract costs between the initial project approval and environmental clearances but prior to start of construction.

RIGHT-OF-WAY SUPPORT: Costs for agency staff involved in real estate appraisal and parcel purchase activities and agency staff costs involved in utility relocations and third party agreements. Includes real estate appraisal costs.

CONSTRUCTION SUPPORT: Agency staff and consulting contract costs occurring during the construction phase of the project.

CONSTRUCTION: Costs for highway construction, bridge and on/off ramp construction and modifications, retaining wall and sound wall construction. Includes final design costs by Design/Build Contractor.

RIGHT-OF-WAY CAPITAL: Costs for real estate parcel purchases and utility relocations costs after approval of utility company agreements. Includes costs for Master Cooperative Agreements after approval by agencies.

APPENDIX

LIST OF ACRONYMS

ARRA	American Recovery & Reinvestment Act
AWIS	Automated Work Zone Information Systems
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CCTV	Closed Circuit Television
CD	Calendar Day
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CMIA	Cash Management Improvement Act
CMS	Changeable Message Signs
CN	Change Notice
CO	Change Order
COE	Corps of Engineers
COLA	City Of Los Angeles
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CTC	California Transportation Commission
D-B	Design-Build
D-B-B	Design-Bid-Build
DD	Design Development
DEIR	Draft Environmental Impact Report
DR	Deficiency Report
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FD	Final Design
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FIS	Financial Information System
FOCT	Fiber Optics Cable Transmission System
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
GSA	General Services Administration
GSRD	Gross Solids Removal Devices
HAR	Highway Advisory Radio
HOV	High Occupancy Vehicle
IFB	Invitation for Bid
IPO	Integrated Project Office
ITS	Intelligent Transportation Systems

APPENDIX

LIST OF ACRONYMS (Continued)

LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LADOT	Los Angeles Department of Transportation
LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LARTMC	Los Angeles Regional Transportation Management Center
LFAT	Local Field Acceptance Test
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LOP	Life of Project
MCA	Master Cooperative Agreement
METRO	Los Angeles County Metropolitan Transportation Authority
MIS	Major Investment Study
MOT	Maintenance of Traffic
MPSR	Monthly Project Status Report
MSE	Mechanically Stabilized Earth
MVDS	Microwave Vehicle Detection System
MVP	Maintenance Vehicle Pullouts
MWD	Metropolitan Water District
N/A	Not Applicable
NCR	Non-Conformance Report
NEPA	National Environmental Quality Act
NHS	National Highway System
NOA	Notice of Award
NTE	Not to Exceed
NTP	Notice To Proceed
NTSC	National Television System Committee
P6	Primavera Project Planner® (scheduling software)
PC	Project Control
PE	Preliminary Engineering
PIP	Project Implementation Plan
PM	Project Manager
PMA	Project Management Assistance
PMP	Project Management Plan
P&P	Policies & Procedures
PR	Project Report
PS&E	Plans, Specs & Engineering
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report

APPENDIX

LIST OF ACRONYMS (Continued)

QC	Quality Control
QPSR	Quarterly Project Status Report
RFC	Request For Change or Released for Construction (based on context)
RFP	Request For Proposal
RMS	Ramp Metering Systems
ROM	Rough Order of Magnitude
ROW	Right-Of-Way
SIT	System Integration Testing
RSTP	Regional Surface Transportation Program
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCE	Southern California Edison
SONET	Synchronous Optical Network
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
TMS/CS	Traffic Monitoring Stations/Count Stations
TPM	Transportation Management Plan
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package