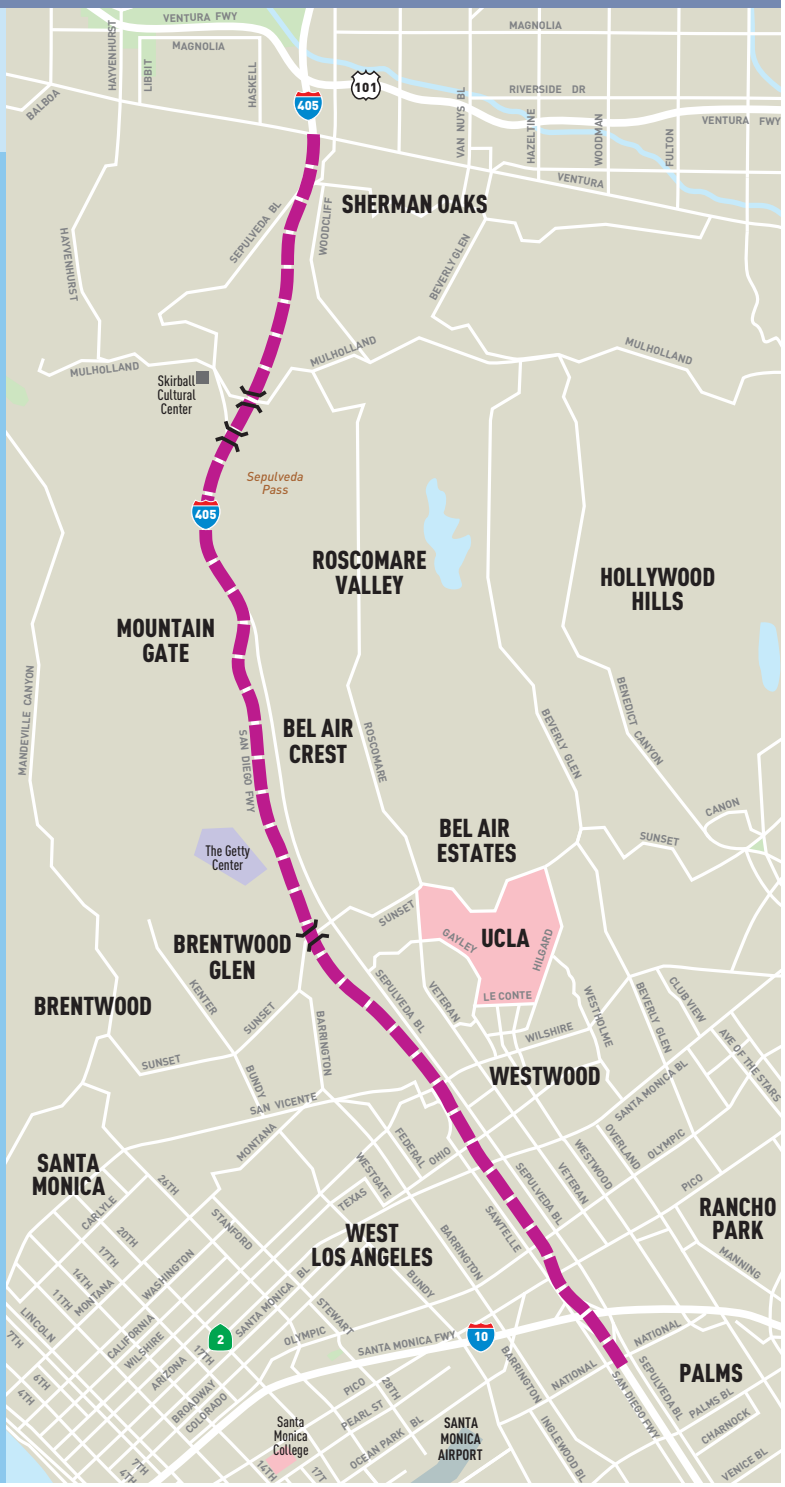
I-405 Sepulveda Pass Improvements Project

QUARTERLY PROJECT STATUS REPORT

SEPTEMBER 2013



Metro

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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.

SEPTEMBER 2013

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PROJECT SUMMARY

LOCATION: I-405 Sepulveda Pass Improvements Project

DESIGN/CONSULTANT: Kiewit (D/B)

CONSTRUCTION MANAGEMENT CONSULTANT: Stantec

CONTRACTOR: Kiewit (D/B)

PROJECT PHOTO

Bridge 14 Under Construction

WORK COMPLETED PAST MONTH

Bridge 22 Mulholland Top Deck Poured.
Bridge 22 Mulholland False Work Removed.
Bridge 14 NB I-405 to Sunset Off-ramp Girder Installation.
Bridge 6 SB I-405 to EB Wilshire Off-ramp Open to Traffic.
Bridge 8 EB Wilshire to NB I-405 On-ramp Falsework installation completed, Top Deck 50% poured.
NB I-405 Traffic Lanes Shifted from Mulholland Drive to Valley Vista.
NB-I-405 Median work started from Mulholland Drive to Valley Vista.
SB I-405 to Skirball Center Drive New Off-ramp (hook-ramp) open to traffic.
Bridge 2 I-10 to I-405 Connector Top Deck 50% Poured.
Bridge 17 Church Lane Falsework installation completed.

EXPENDITURE STATUS

($ In Millions)

ACTIVITIES	CURRENT ESTIMATE	EXPENDED AMOUNT	PERCENT EXPENDED
DESIGN (Preliminary) (PA&ED/PS&E)	$47.0	$46.8	99.6%
RIGHT-OF-WAY (Capital/Support/3rd Party)	$108.7	$59.5	55%
CONSTRUCTION (Construction Support/Construction)	$904.4	$739.5	82%
Reversible Lane	$2.6	$0.0	0%
Contingency	$78.7	$0.0	0%
TOTAL	$1,141.4	$845.8	74%

SCHEDULE ASSESSMENT

MAJOR SCHEDULE ACTIVITIES	PRIOR PLAN	CURRENT PLAN	VARIANCE WEEKS
Environmental			
End Environmental Phase (PA&ED)	Feb-08	Mar-08	1.4
Design			
End Design Support Phase (D/B)	Apr-13	Dec-13	35
Right-of-Way			
ROW Certification	Jun-11	Dec-13	130.6
Construction			
Substantial Completion	Jun-14	Jun-14	0

AREAS OF CONCERN

Area 4 Utilities Relocation
Bridge 17 Construction
Global Maintenance of Traffic

ROW ACQUISITION (Caltrans)	PLAN	ACQUIRED	REMAINING
PERMANENT PARCELS	14	8	6
TEMPORARY PARCELS	27	18	9
TOTAL PARCELS	41	26	15

CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD

Bridge 2 Exposition UC - Complete Bridge Work.
Bridge 9 NB 405 to WB Wilshire Off-ramp - Complete Bridge Work.
Bridge 8 EB Wilshire to NB 405 On-ramp - Complete Bridge Work.
Bridge 8 EB Wilshire to NB 405 On-ramp - End 90-Day Closure Window.
Area 2 Santa Monica Area - Substantial Completion.
New Northbound Freeway Lanes Montana to Sunset scheduled to open.
New Southbound Freeway Lanes Moraga to Getty paving to commence.

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 issued on June 2, 2009 with a Substantial Completion Deadline of May 31, 2013. Currently, the substantial completion is expected to occur in June 2014.

Project is making significant construction gains across all three Segments. Expectation is that all Bridge work and extended ramp closures will be complete by end of 2013. It appears that Segment 1 will meet substantial completion 1st followed by Segments 3 and 2.

On September 30, 2013, Kiewit submitted Claim No. 86 which appears to be a global claim based on total impact. Currently, Project is reviewing this claim to determine merit and if it is allowable under the contract. Prior to this claim, Metro addressed all of Kiewit's claims to date, with approximately 4 still requiring merit determinations. These recent claims, except Claim No. 86, that Kiewit has submitted are not significant. Therefore, the Project believes the Life-of-Project (LOP) budget that the Board approved in June 2013 is still valid and addresses known claims and potential future claims.

Metro completed an initial Time Impact Analysis (TIA) that determined Kiewit to be entitled to 149 calendar days (CD) of excusable but non-compensable delays, and a Unilateral Change Order was issued to extend the Project Substantial Completion Deadline by 149 CDs. Metro is continuing with evaluation of the entire TIAs covering all delays on the Project which is expected to be completed by mid-October 2013. Executive Partnering between Kiewit and Metro recommended a joint TIA task force to resolve schedule/TIA issues which started the first part of June 2013 and a report of findings was presented at the June 2013 Executive Partnering meeting. Kiewit and Metro strived to achieve a common ground on TIA issues, and unfortunately were not able to reach an agreement in the joint TIA Task Force. Therefore, the Project continues to work on TIAs using Metro's approach until the work is complete

PROJECT OVERVIEW & STATUS (Cont'd)

Metro has been working on very old Time and Material (T&M) records recently submitted by Kiewit for payment; some of these records are over two years old. The late submittal of these T&M records and the recent push by Kiewit for payment begs the question as why the emergency today as opposed to two years ago when the associated work was being done. Regardless, Metro is working diligently to review and accept these records for payment. Metro has also been informed that DBE payments have been held up in this process as well. The Project has been asked to resolve those payment issues ASAP. It should be noted that Metro has no ability to pay Kiewit Sub-Contractors directly; Metro can only rely on properly documented Kiewit request for payment.

Key project activities for September 2013 include:

- The extended 90-day closure for Bridge 8, NB I-405 On-Ramp from EB Wilshire Blvd, started on August 22, 2013. The work is progressing as planned.
- The extended 120-day closure for Bridge 14, NB I-405 Sunset Off-Ramp started on August 3, 2013. The work is progressing as planned.
- Retaining Walls 1720/1730 aesthetics are nearing completion for the second time since the start of the project. The City Artist, Greenmeme, has developed a concept. Metro is working with Caltrans, Kiewit, HNTB, and the City to obtain concurrence on the concept. The Project is presenting the new artwork to the CAC (Community) at the October 2013 meeting. Shotcrete of Wall 1730 is underway. Kiewit is still working on rebar deficiencies of Wall 1720 and was planning to start shotcrete in September 2013 but it appears that October 2013 is more realistic.
- MOT issues are being addressed on a daily/weekly basis and it is possible that some modifications to the specifications may be necessary to allow for consecutive ramp closures to take place.

MANAGEMENT ISSUES

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

Status/Action Two significant issues are being resolved at this time. (1) 4 vs. 5 lanes for the Getty North Entrance which is with the Getty traffic consultant to provide information, and (2) mitigation of North Canyon road which is being contracted out by Kiewit and resolution is expected in October 2013. Many smaller issues with Getty/Kiewit/Metro/Caltrans are being addressed on a daily basis.

Concern No. 2: Provisional Sums

Status/Action There will be a significant cost increase in Provisional Sums caused by

MANAGEMENT ISSUES (Cont'd)

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. Kiewit brings up unsubstantiated Provisional Sum costs at Executive Partnering sessions. Exceeding T&M estimates and lack of timely requests for reimbursement are areas that impact Kiewit and Metro. Without details, Project is left with few options, but to wait on information and keep working with Kiewit to resolve the issues.

Concern No. 3: Kiewit and Metro Estimating Approaches

Status/Action Construction estimates are advancing at this time. Design estimates, however, are acting differently. It appears that minimal Design progress has been made while construction ends up being resolved with agreement or unilateral decisions by Metro. Project Staff, including Metro Procurement Staff, are working on these issues.

Concern No. 4: Project Cost and Schedule Reassessment

Status/Action Board approved an increase of $78.7 million to the Life-of-Project (LOP) Budget at the June 2013 meeting. The current LOP stands at $1,141.4 million. As stated earlier in this report, Claim No. 86 is outside this discussion, and at this time, Project has no way of knowing if any of Claim No. 86 has merit.

Concern No. 5: Retaining Walls 1720 and 1730

Status/Action In October 2013, Project will approach the Community (CAC) to address recent changes to the walls aesthetics/artwork caused by late inclusion of vines on these walls. Work continues on walls and resolution of Aesthetics is expected in October 2013.

Concern No. 6: Giro Lawsuit

Status/Action Caltrans has decided that modifying the existing ramps to tie into new freeway widening and then pursue a new ramp design after I-405 Project is complete, is the preferred resolution. The project is also looking into closing the northbound Getty on- ramp, based on construction requirements, to help reduce construction impacts. Comment resolution is becoming an issue on ramp design. Project is asking for support from Caltrans to accelerate comment resolution with HNTB. This work has many comments and Caltrans and Kiewit are working through a resolution. Project has reopened Getty northbound on-

MANAGEMENT ISSUES (Cont'd)

ramp, and is working with HNTB/Kiewit on final details for connection to mainline and the need for signalization and other work related to Getty ramps.

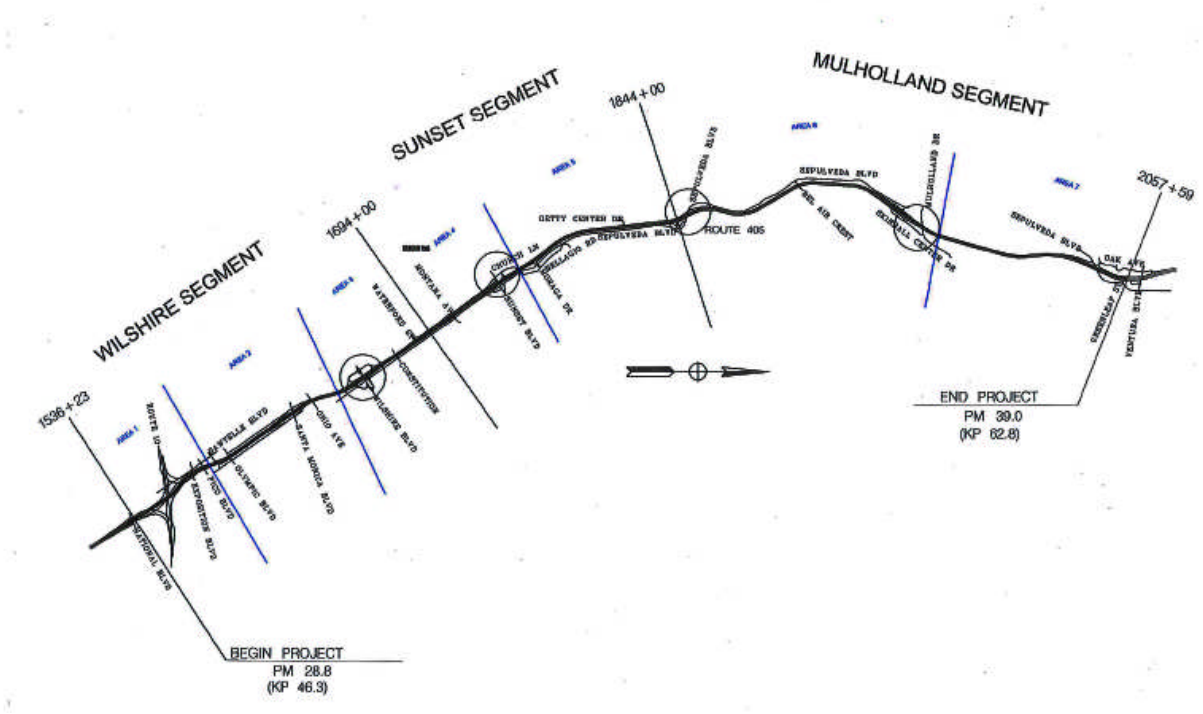
Concern No. 7: Landscaping

Status/Action Elected Officials have requested the placement of medians with trees on Sepulveda Blvd. The Project is investigating the feasibility, but is concerned with 1) possible utility/issues/conflicts, 2) line of sight MOT, and 3) cost and schedule impacts. All landscaping plans have been approved and Project will only address the median issue between Montana and Church on Sepulveda. This is an ongoing study.

Concern No. 8: Commercial Issues

Status/Action Since the start of the Project, Kiewit has submitted numerous "lists" containing Change Orders or Provisional Sums values that Kiewit may or may not be entitled to. Project has worked diligently with Kiewit to resolve work authorization and payment issues, yet these "lists" are constantly being transmitted. The information on these "lists" may or may not have merit. Project has reviewed the information on numerous occasions, thus expending a large amount of resource time, yet Kiewit never declares the information of these lists as "final". Project has requested Kiewit to submit a "final" list which was received; unfortunately Kiewit indicated that the list was just a "Snap Shot" not final. The Project and Kiewit have instituted bi-weekly meetings to resolve the issues.

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	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14
Bridge 17Church Lane UC - Poured Stems	9/7/13A	O					
Bridge 14 Sunset Off-ramp - Begin Steel Girder Installation.	9/12/13A	O					
SB I-405 to Valley Vista Off-ramp - Open new Off-ramp to traffic	9/14/13A	O					
SkirballCenter Drive to NB I-405 On-ramp - Construction completed	9/19/13A	O					
Bridge 6 - SB Wilshire Off-ramp - Bridges 6A & 6B open to traffic.	9/23/13A	O					
Bridge 14 Sunset Off-ramp - Complete Steel Girder Installation.	9/24/13A	O					
Bridge 8 EB Wilshire to NB 405 On-ramp - Poured Top Deck Bents 2-5	9/25/13A	O					
Bridge 2 Exposition UC - Pour Top Deck and Barrier Span 5-6	9/28/13A	O					
SB I-405 to Skirball Center Drive Off-ramp - Open new Off-ramp to traffic	9/30/13A	O					
Bridge 2 Exposition UC - Pour Top Deck and Barrier Span 3	10/1/13		O				
RW1720 - Begin Shotcrete Wall	10/2/13		O				
Bridge 14 Sunset Off-ramp - Begin Steel Girder Top Deck & Diaphragms/Bridge Bearing.	10/3/13		O				
Bridge 23 Sepulveda UC - Begin Metal Deck Installation	10/4/13		O				
RW1730 - Complete Shotcrete Wall	10/11/13		O				
Area 2 - Santa Monica Area - Complete Median Work	10/12/13		O				
WB Wilshire to SB I-405 On-Ramp - Complete Construction	10/28/13		O				
Bridge 19 Sepulveda UC - Complete Bridge Work	11/6/13			O			
Area 1 - I-10 Area - Substantial Completion & Relief of Maintenance	11/14/13			O			
Area 1 - I-10 Area - Begin Punchlist Work	11/15/13			O			
Bridge 8 EB Wilshire to NB 405 On-ramp - End 90 Day closure Window - Bridge 8 open to traffic	11/20/13			O			
Area 2 - Santa Monica Area - Substantial Completion & Relief of Maintenance	11/27/13			O			
Area 2 - Santa Monica Area - Begin Punchlist Work	11/28/13			O			

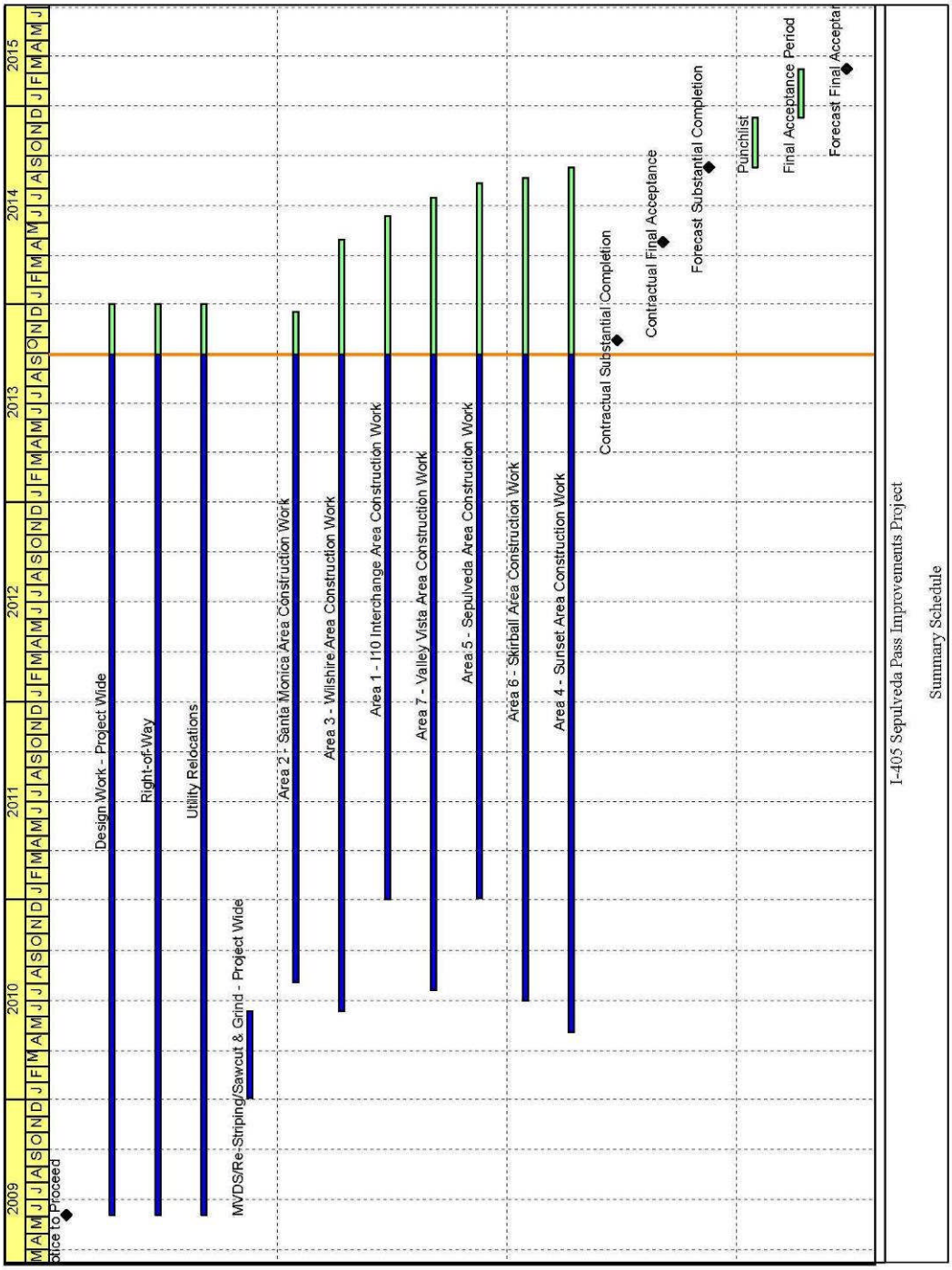
Metro	Metro Milestone	◯	Design/Build	△	Third Parties Approval
CT	Caltrans Milestone	*	New Date	FHWA	FHWA Federal Highway Administration Approval

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14
Bridge 14 Sunset Off-ramp - Complete Bridge Construction-End 120 Day Closure Window	12/1/13				O		
NB Freeway Montana to Sunset - Complete new freeway lanes construction, restripe and shift traffic.	12/1/13				O		
Bridge 2 Exposition UC - Complete Bridge Work (Stage 2 Span 4-8)	12/6/13				O		
Bridge 21 Skirball OC - Complete Bridge Work	12/17/13				O		
Bridge 23 Sepulveda UC - Complete Bridge Work	12/31/13				O		
Area 3 - Wilshire Area SB - Complete Concrete Paving on SB Freeway	1/14/14					O	
Area 6 - Skirball Area SB - Complete Phase 2 Concrete Paving on SB Freeway	1/16/14					O	
Bridge 22 Mulholland Drive OC - Complete Approach Slabs	1/29/14					O	
Bridge 22 Mulholland Drive OC - Begin Profilograph and Grind	1/30/14					O	
Bridge 17 Church Lane UC - Complete Bridge Work	2/1/14						O
RW1730 - Begin RW 1730 Artwork Installation	2/11/14						O
Bridge 22 Mulholland Drive OC - Complete Profilograph and Grind	2/11/14						O
Area 1 - I-10 Area - Complete Punchlist Work	2/12/14						O
RW1720 - Begin RW 1720 Artwork Installation	2/11/14						O
Area 2 - Santa Monica Area - Complete Punchlist Work	2/25/14						O

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 Geofoam Wall 1738A, NB Sunset Off-Ramp, and MSE Wall 1702 (Station 1711+75 to 1714+50). The path then continues with construction of Soundwall 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: SEPTEMBER 2013
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	151	7,359	151	7,359	-	8,076	(1,467)
3	CS	CONSTRUCTION SUPPORT	28,000	-	67,813	1,697	83,561	1,859	78,516	-	75,406	7,593
4	C	CONSTRUCTION	823,900	-	836,541	549	828,501	12,931	661,024	-	865,337	28,796
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	99,186	1,244	64,879	1,221	52,160	-	60,792	(38,394)
		SUBTOTAL PROJECT	**1,034,000**	**-**	**1,060,100**	**3,640**	**1,030,990**	**16,161**	**845,813**	**-**	**1,056,700**	**(3,400)**
4	C	CONSTRUCTION OF CITY OF L.A.'S REVERSIBLE LANES PROJECT	-	-	2,600	-	-	-	-	-	6,000	3,400
4	C	CONSTRUCTION OF CALTRANS DRAINAGE SYSTEM REPAIRS	-	-	8,000	-	-	-	-	-	8,000	-
		TOTAL PROJECT	**1,034,000**	**-**	**1,070,700**	**3,640**	**1,030,990**	**16,161**	**845,813**	**-**	**1,070,700**	**-**

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 31, 2013.
KIEWIT EXPENDITURES ARE ONLY THROUGH JUNE 30, 2013 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 million. An additional $6.0 million was approved by the Metro Board in February 2011 to add the City of LA's Reversible Lanes Project Scope funded by the City of Los Angeles, along with $8.0 million approved by the Metro Board to add Caltrans drainage system repairs to be funded by Caltrans. The Metro Board approved a decrease in the amount of $3.4 M for the Reversible Lanes and an increase of $26.1M for betterments. This brings the total Current Budget to $1,070.7 million. In June 2013, the Metro Board approved an increase of $78.7 million which brings the Current Budget to $1,141.4 million. The Project Cost Report will be updated next month to reflect this increase once the trends and PBCR's are approved.

Current Budget and Current Forecast

The Current Budget is $1,070.7 million. Trends 1 through 184 have been approved and are included in the Current Forecast of $1,070.7 million. Project Budget Change Requests (PBCR) 1 through 7 have been approved and included in the Current Budget.

Commitments

The Commitments increased by $3.6 million this period primarily for Caltrans and Real Estate acquisition, Kiewit approved contract modification and P.O's for DWP, Advertising Services, consulting services and for Metro/Caltrans staff charges. Total Commitments are $1,031.0 million.

PROJECT COST ANALYSIS (Contd)

Expenditures

Expenditures are cumulative through August 2013. The expenditures increased by a total of $16.2 million this period. Expenditures of $19.4 million were offset by a negative accounting adjustment of $3.2 million for reversal of the prior year over accrual. 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 Caltrans Real Estate acquisitions. One Kiewit invoice was processed by Metro Accounting this period in the amount of $16.1 million. The $845.8 million in Project Expenditures to date represents 79.0% of the Current Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

SEPTEMBER 2013 **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%	$59.580	51%	$59.580	51%
FEDERAL ARRA	$189.900	$189.900	$189.900	$189.900	100%	$189.900	100%	$189.900	100%
STATE CMIA	$640.100	$640.100	$640.100	$621.865	97%	$545.080	85%	$332.654	52%
STATE TCRP	$90.000	$90.000	$90.000	$90.000	100%	$39.028	43%	$39.028	43%
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	$1,060.100	$1,060.100	$1,060.100	$1,030.990	97%	$845.813	80%	$633.387	60%
CITY OF LA **	$2.600	$2.600	$0.000	$0.000		$0.000		$0.000	
CALTRANS	$8.000	$8.000	$8.000						
TOTAL FUNDS	$1,070.700	$1,070.700	$1,068.100	$1,030.990		$845.813		$633.387	

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 2013
* 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. In December 2012 The California Transportation Commission and Metro Board approved the reprogramming of $26.1M in CMIA funding to the I-405 Project. Funds 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.

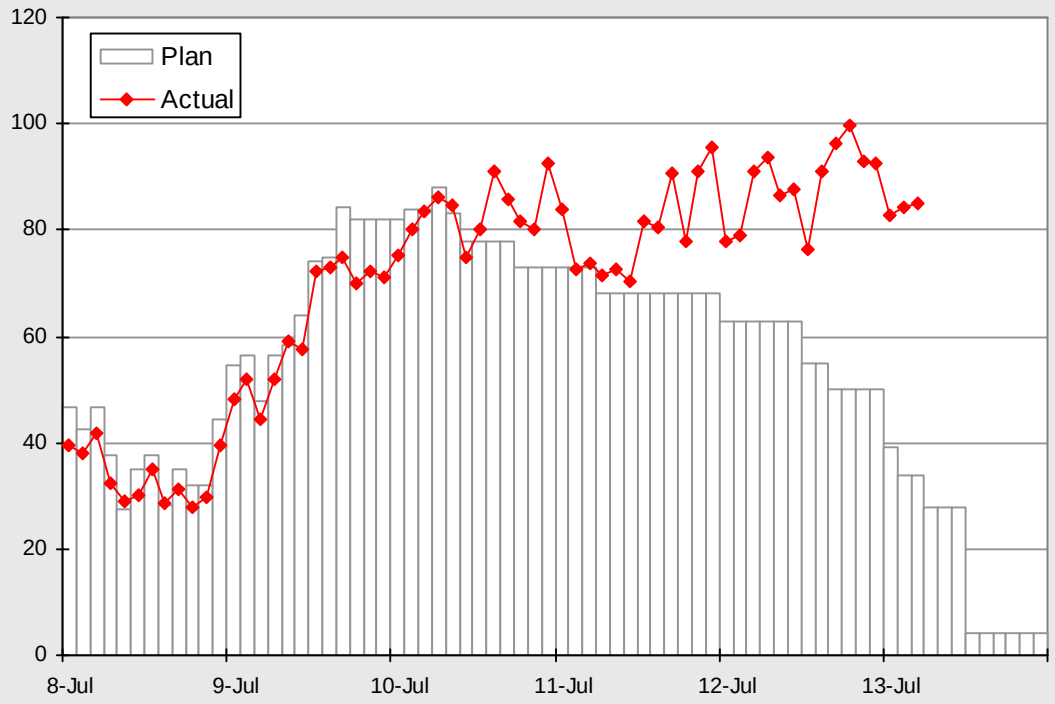
PROPOSITION C 25%: The Metro Board approved the allocation of $13M to the Project.

STATUS OF FUNDS ANTICIPATED (Contd)

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

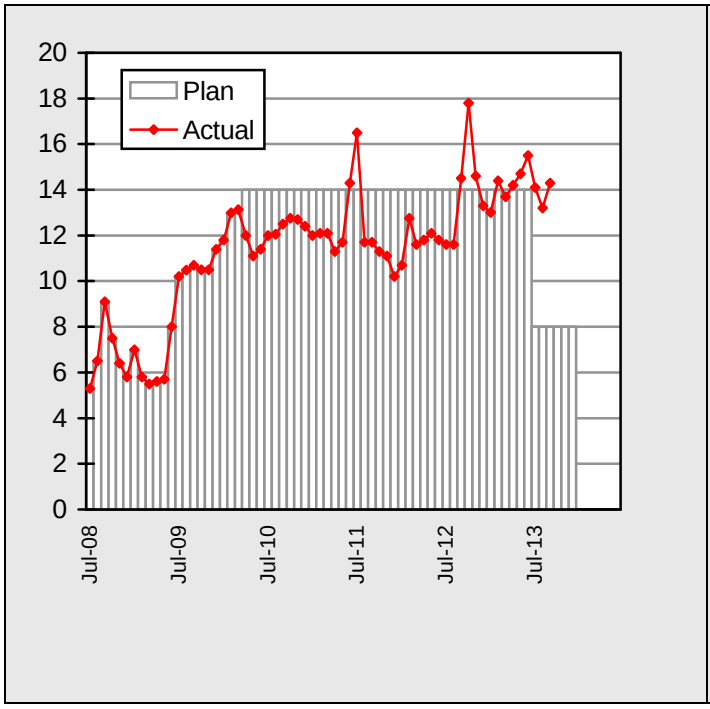


Total Project Staffing

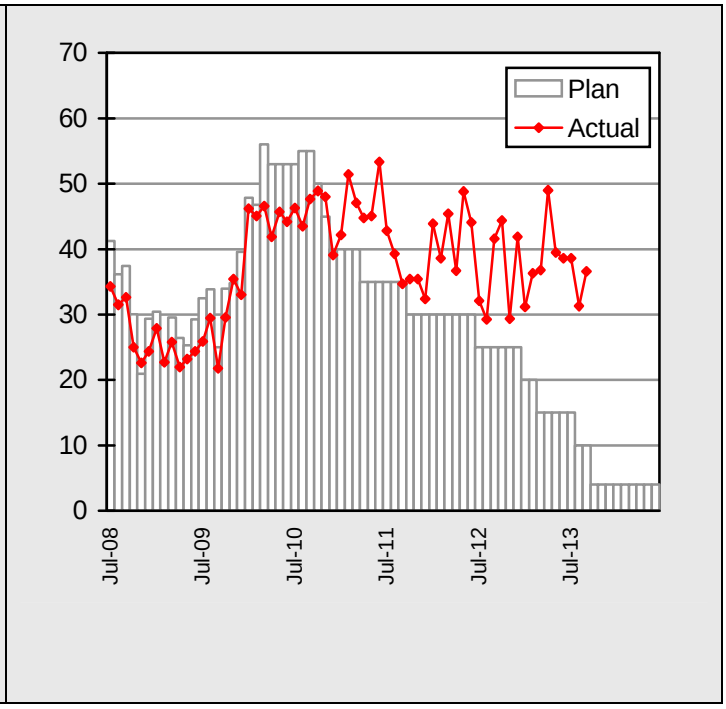
Project Staffing Plan is presently being reassessed as a component of the Cost Schedule Reassessment.

STAFFING STATUS

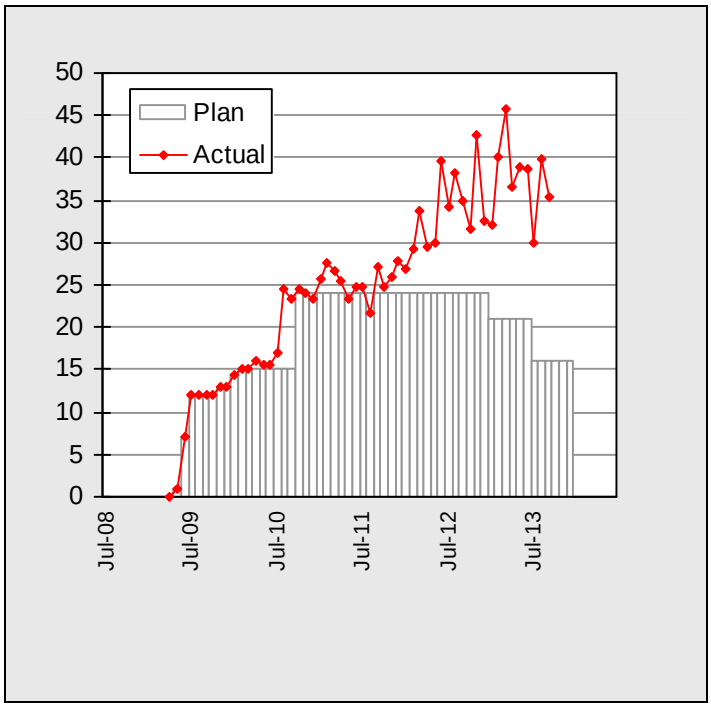
MTA - FTEs



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) is in place. Annual renewal is required. Right-of-Way (ROW) requirements have been submitted by Kiewit. Caltrans is in the process of acquiring rights.
- ROW Tie-back easements at 1791/1797 – ROE has been provided.
- 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 79692 (Skirball) – ROE has been provided for the additional ROW but the parcel has not been acquired yet and it is currently going through the condemnation process. This parcel has no apparent schedule impact. Order of possession has been recorded.
- TCE for the 22 parcels in the Westwood Hills Area have been extended to June 30, 2014.
- Parcels 80376/80378 - ROE from County Sanitation has been obtained. ROEs for Clear and Grub have also been obtained.
- Additional TCEs are required to modify the existing drainage system at Curtis School – Caltrans is in process of acquiring the TCE. TCE date needs to be extended to March 2014.
- Permanent and Temporary easements are required at the Leo Baeck Temple to install signal foundation at Getty Center Drive and Sepulveda – Caltrans is in process of acquiring TCE or ROE. Offer will be made first week of October 2013.

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. A wildlife culver was proposed as part of the originally proposed design, since the new on-ramp would create a barrier for wildlife. The project provided direction to the Contractor to keep the on/off ramps in their existing location. This design will maintain access for wildlife movement. Therefore, the wildlife culvert has been removed from the project design. Further coordination will be required with SMMC and NPS regarding this project change and will be addressed in the Environmental Addendum. Preparation of a Cooperative Agreement between Caltrans and SMMC is in process to transfer mitigation funds to SMMC will occur after Environmental Addendum approval.

- Ongoing preparation of an Environmental Addendum for changes associated with the final design of the N/B Getty on-ramp. A separate new project has been programmed to modify existing ramps and is currently in the Project Initiation Document Phase. The Project is waiting for the City of Los Angeles concurrence and approval for the signal warrant.

- 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.

- The Project received a Notice of Violation from the Regional Water Quality Control Board on July 1, 2013. A meeting was held with RWQCB on July 22, 2013 to discuss a path forward. A response to the violation was sent to the RWQCB on September 26, 2013.

- Permit amendment requests for the proposed extension of Culvert 1925LT sent on October 3, 2013 to the Regional Water Quality Control Board and the California Department of Fish and Wildlife.

COMMUNITY RELATIONS STATUS

- Distributed construction notices for the following construction activities: Bel Air Crest entrance gate to Sepulveda, full closure of the northbound lanes for Getty Center Dr. off-ramp to Greenleaf St. on-ramp, Sepulveda Blvd. northbound lanes closed from Valley Vista Blvd. to the southbound Valley Vista on-ramp, AT &T bore operation underneath the freeway along Valley Vista Blvd., Sepulveda Blvd. southbound lanes closed from 100 feet south of Fiume Walk to Valley Vista Blvd., closure of the Bel Air Crest Bridge at Sepulveda Blvd., full closure of the northbound I-405 from Getty Center Dr. to Ventura Blvd., Verizon Wireless placed new wire on its power poles on southbound Sepulveda Blvd. from Skirball center Dr. to Mountaingate Dr., LADWP undergrounding its overhead lines on Sepulveda Blvd. from Mountaingate Dr. and complete closure of Sepulveda Blvd. to Bel Air Crest entrance gate.

- Participated in the following meetings: Global Traffic Management Meeting and Critical Issues Meeting.

- Coordinated the following work activities: Noise and vibration complaints in the Valley Vista neighborhood, Skirball Cultural Center and Luxe Hotel gathering, pothole on the Valley Vista off-ramp with Caltrans and LADOT, closure of southbound I-405 from Santa Monica to National Blvd. to facilitate realignment of lanes and shifting of K-rail, closure of Beloit Avenue from Nebraska Avenue to Santa Monica for sidewalk, curb and gutter demolition and reconstruction, installation of storm drain pipes on the east side of Church Lane for construction of Best Management practices (BMP) System, continuous weekend closure of lane #3 on westbound Santa Monica Blvd. from Beloit Avenue to Cotner Avenue, sidewalk, curb and gutter work on the Wilshire median from Sepulveda Blvd. and closure of lane #2 on eastbound Ohio Avenue for sidewalk, curb and gutter work.

- 109, 523 page views on Website
- 18,717 likes on Facebook
- 5,444 followers on Twitter

QUALITY ASSURANCE STATUS

- Metro Quality participated in:
  - Four Pre-Activity Meetings.
  - Two Joint Project Quality Meetings
- Nineteen Nonconformance Reports (NCRs) were issued this month.
- Nine Deficiency Reports (DRs) were issued this month.

SAFETY AND SECURITY STATUS

- There was one recordable injury on the Project during September 2013. The injury was investigated by the Contractor and corrective measures were published to improve the potential to prevent a future similar injury.
- Safety Staff participated in scheduled 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 including the removal of falsework structures from the Mulholland Bridge.
- Safety staff attended weekly Progress Meeting, Foreman's Weekly Safety Meetings and other project meetings to evaluate Contractors Safety Program compliance with contract requirements.
- September Contractor Work Hours (Design & Construction): 208,029
- Contractor – Project to Date Work Hours (Design & Construction through 9/30/13): 6,764,833
- Total Project to Date Work Hours (Contractor & the IPO Staff through 9/30/13): 7,412,276
- Project to Date Recordable Injury Rate: 0.8 (Twenty-eight Recordable Injuries) (each rate is per 200,00 work hours)
- Project to Date Total Time Away Injury Rate: 0.3 (Ten Time Away From Work Injuries)
- Project to Date Total Days Away Rate: 13.5 (499 Days Away From Work)
- Metro Construction Safety is providing Safety and Security Contract Compliance oversight during both day and night shifts as many as six days a week due to overall project work schedule.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	2/14	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
Design/Build Contractor: Kiewit

Contract No.: C0882

Status as of: September 27, 2013

Progress/Work Completed:
Major work started/completed this period:
- Bridge 22 Mulholland: Top deck poured.
- Bridge 22 Mulholland: False work removed.
- Bridge 14 NB I-405 to Sunset Off-ramp: Girder installation.
- Bridge 6 SB I-405 to EB Wilshire Off-ramp: Open to traffic.
- Bridge 8 EB Wilshire to NB I-405 On ramp: Falsework installation completed, top deck 50% poured.
- NB I-405 Traffic lanes shifted from Mulholland Drive to Valley Vista.
- NB I-405 Median work started from Mulholland Drive to Valley Vista.
- SB I-405 to Skirball Center Drive new off-ramp (hook-ramp) open to traffic.
- Bridge 21 I-10 to I-405 Connector: Top deck 50% poured.
- Bridge 17 Church Lane: Falsework installation completed.
- Maintenance during construction - SWPPP cleanout and repairs, graffiti removal from k-rails, trash and debris removal.

Areas of Concern:
- Area 4 utilities.
- Bridge 17 construction.
- Global Maintenance of Traffic (MOT).

Major Activities (In Progress):
- Grading and paving.
- Construction of retaining walls and sound walls.
- Utility relocations.
- Bridge 2 construction.
- Bridge 8 construction.
- Bridge 9 construction.
- Bridge 13 construction.
- Bridge 14 construction.
- Bridge 17 and Bridge 18 construction.
- Bridge 19 and Bridge 20 construction.
- Bridge 21 and Bridge 22 construction.
- Bridge 23 construction.
- Maintenance during construction.

Major Activities Next Period:
- Bridge 2 Exposition UC: Pour top deck and barrier span 5-6.
- Area 2 - Santa Monica Area: Complete median work.
- WB Wilshire to SB I-405: On-ramp complete work..
- Bridge 14 Sunset NB Off-ramp: Begin steel girder top deck and diaphragm installation.
- RW 1730: Complete shotcrete installation.
- RW 1720: Begin shotcrete 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	149	10/27/13	09/09/14	-317
Punchlist Complete	08/29/13	149	01/25/14	12/08/14	-317
Final Acceptance	11/27/13	149	04/25/14	03/08/15	-317

Schedule Summary:

Notice of Award	04/29/09
Notice to Proceed	06/02/09
Original Contract Duration (CD)	1640
Approved Time Extensions (CD)	149
Current Contract Duration (CD)	1789
Elapsed Time from NTP (CD)	1,579
Contract Elapsed Time Percent	88.3%

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

1. Award Value:	720,922
2. Executed Modifications:	84,357
3. Approved Change Orders:	24,477
4. Current Contract Value (1 + 2 + 3):	829,756
5. Incurred Cost:	687,368
6. Percent Incurred Cost:	82.8%

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.
January 4, 2013	False work for Bridge 7 is completed allowing construction of CIP Box Girder to progress from abutment to abutment.
January 4, 2013	Completed installation of 10' diameter CIDH Piles for Bridge 14 Construction of foundation piles is started.
January 15, 2013	Completed pouring outside stems for Bridge 8.

CHRONOLOGY OF EVENTS (Cont'd)

January 23, 2013	Completed installation of top deck metal decking for Bridge 6A.
February 3, 2013	Opened new SB 405 On-ramp from Skirball Center Drive.
February 11, 2013	Began installation of Falsework for Mulholland Bridge north side.
February 21, 2013	Opened new SB 405 On-ramp from EB Wilshire Blvd.
February 22, 2013	Opened new NB 405 On-ramp from Cotner Ave. at Olympic Blvd.
March 8, 2013	Began 14-day closure of SB I-405 to WB Wilshire Off-ramp to allow construction of new Off-ramp.
March 16, 2013	Completed construction of new SB I-405 to WB Wilshire Off-ramp and re-opened the Off-ramp 6 days early.
March, 22, 2013	Began forming bottom deck of north side of Bridge 22, Mulholland OC.
March 25, 2013	Opened new Bridge 1, I-10 EB to I-405 NB, and began demolition of existing Bridge 2 Span 4 to Abutment 9.
April 6, 2013	Completed paving on NB side of I-10 to I-405 Interchange Area.
April 9, 2013	Completed Bridge 22, Mulholland Dr. OC, Falsework installation.
April 18, 2013	Completed Bridge 7, NB 405 to EB Wilshire Off-ramp, Top Deck installation.
May 3, 2013	Completed NB I-405 paving activities in the Santa Monica Area.
May 23, 2013	Change Order 105.00 is issued extending the Substantial Completion Deadline by 149 days to October 27, 2013.
May 24, 2013	General Purpose Lane opened in Segment 1 from the I-10 to the Santa Monica Area.
May 30, 2013	Began removal of Falsework at Bridge 7 NB I-405 to EB Wilshire Off-ramp.

CHRONOLOGY OF EVENTS (Cont'd)

June 11, 2013	Additional NB General Purpose Lane is opened to traffic from Santa Monica Blvd. to Wilshire Blvd.
June 20, 2013	Completed work on Bridge 7, NB 405 to EB Wilshire Off-ramp.
June 21, 2013	Completed installation of girders on Bridge 21, Skirball Center Drive OC.
June 22, 2013	Bridge 15, Sunset Blvd. to NB 405 On-ramp, opened to traffic.
June 26, 2013	Bridge 7, NB 405 to EB Wilshire Off-ramp, opened to traffic.
June 29, 2013	Bridge 22, Mulholland OC, completed pouring Top Deck.
July 3, 2013	Bridge 7, NB 405 to EB Wilshire Off-ramp, demolition of existing bridge is completed.
July 18, 2013	Bridge 22, Mulholland OC, Falsework removal is started.
July 30, 2013	Area 2, Santa Monica Area, Median paving is completed.
August 2, 2013	Bridge 14 Sunset NB Off-ramp, 120-Day Closure Window begins.
August 4, 2013	Bridge 14 Sunset NB Off-ramp, Demolition of existing bridge is completed.
August 15, 2013	Bridge 17 Sepulveda UC, Top Deck concrete is poured.
August 22, 2013	Bridge 8 EB Wilshire to NB 405 On-ramp, 90-Day Closure Window begins.
August 22, 2013	Bridge 8 EB Wilshire to NB 405 On-ramp, Demolition of existing bridge is completed.
Sept. 12, 2013	Bridge 14 Sunset Off-ramp, steel girder installation over Sepulveda Blvd. is started.
Sept. 14, 2013	SB I-405 to Valley Vista Off-ramp to EB Wilshire, new Off-ramp is opened to traffic.
Sept. 23, 2013	Bridge 6A and 6B SB I-405 Off-ramp to EB Wilshire, new Off-ramp is opened to traffic.

CHRONOLOGY OF EVENTS (Cont'd)

Sept. 24, 2013	Bridge 14 Sunset Off-ramp, steel girder installation over Sepulveda Blvd. is completed.
Sept. 30, 2013	SB I-405 to Skirball Center Drive Off-ramp, new Off-ramp is opened to traffic.

CONSTRUCTION PHOTOGRAPHS

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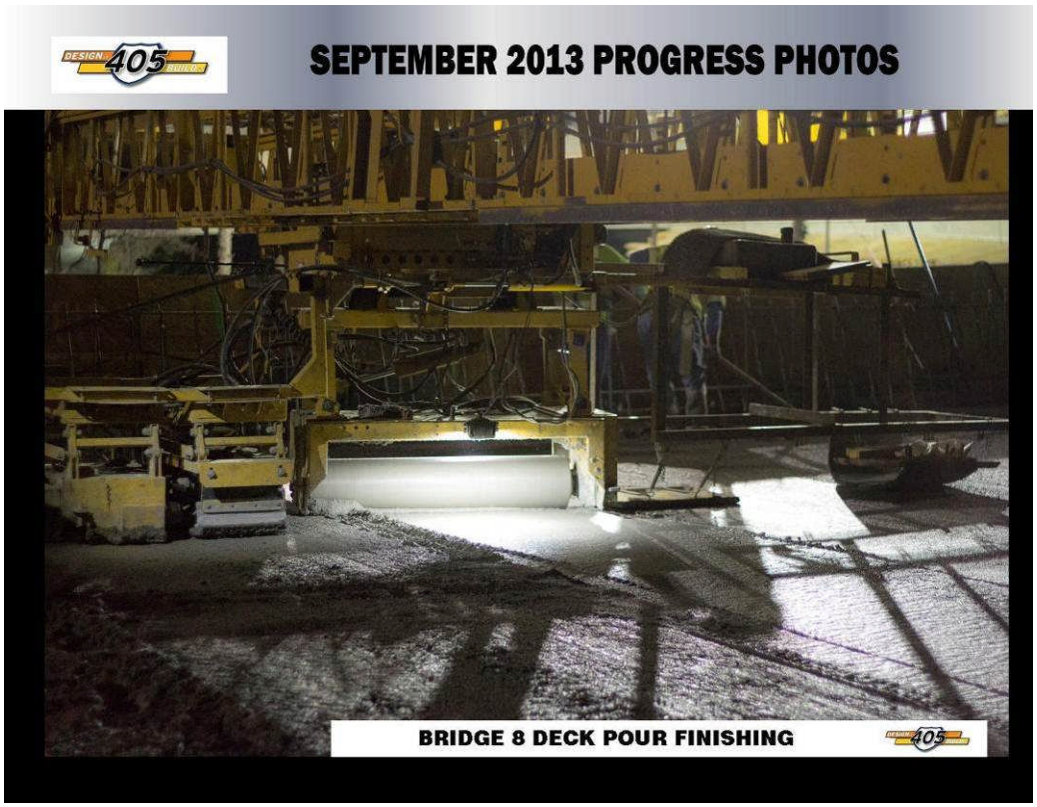

CONSTRUCTION PHOTOGRAPHS

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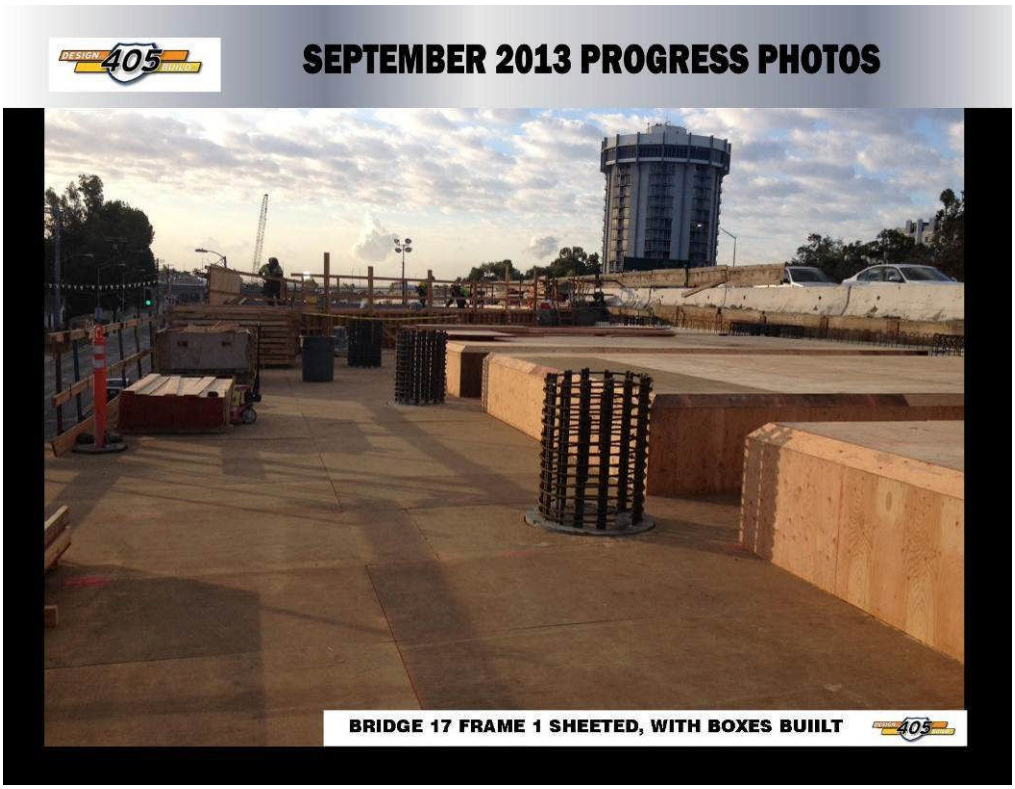
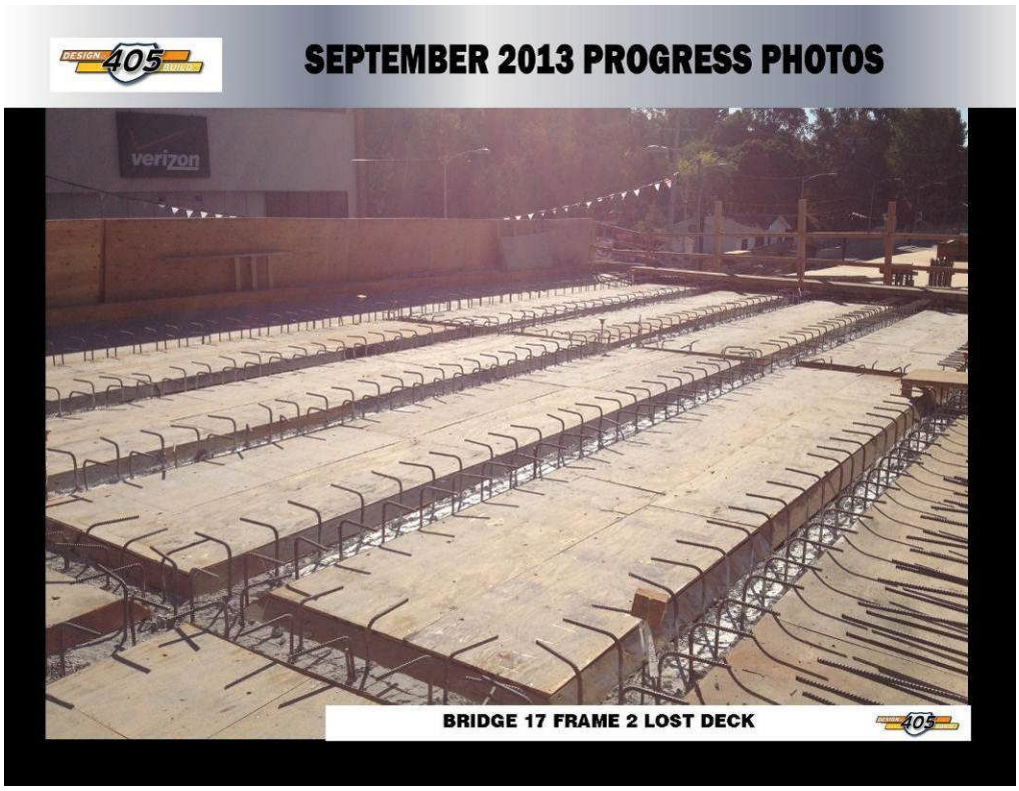


CONSTRUCTION PHOTOGRAPHS



SEPTEMBER 2013 PROGRESS PHOTOS
BRIDGE 17 FRAME 3 BOXES BUILT

SEPTEMBER 2013 PROGRESS PHOTOS
BRIDGE 21 DECK REBAR COMPLETED

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