



# EAST SIDE ACCESS QUARTERLY REPORT

April - May - June 2011

Photo: CQ031 Field Engineers



CQ031 - Carpenters continue installing forms for D tunnel launch block.

# Table of Contents

<b>Executive Summary .....</b>	<b>2</b>
<i>Status of ESA Budget and Schedule .....</i>	<i>2</i>
<i>Highlights and Issues.....</i>	<i>5</i>
<i>Active Construction Contracts Summary.....</i>	<i>6</i>
<b>Active Projects – Manhattan.....</b>	<b>9</b>
<i>Manhattan Tunnels Excavation (CM009).....</i>	<i>9</i>
<i>Manhattan Structures Part 1 (CM019).....</i>	<i>11</i>
<i>Manhattan – MNR F/A Support (FMM19).....</i>	<i>13</i>
<i>GCT Expansion Joint Repairs and Structural Closures (CM002).....</i>	<i>14</i>
<i>44<sup>th</sup> St. Demolition &amp; Construct Fan Plant Structure &amp; 245 Park Ave. Entrance (CM004).....</i>	<i>15</i>
<i>50th St. Vent Facility (CM013).....</i>	<i>17</i>
<i>Vertical Circulation - Escalators &amp; Elevators (VM014).....</i>	<i>19</i>
<b>Active Projects – Queens .....</b>	<b>21</b>
<i>Queens Instrumentation (CS810).....</i>	<i>21</i>
<i>Queens Bored Tunnels and Structures (CQ031).....</i>	<i>22</i>
<i>Northern Boulevard Crossing (CQ039).....</i>	<i>24</i>
<i>Harold Structure Part 1 and GO2 Substation (CH053).....</i>	<i>26</i>
<i>Harold Structures – Part 2A (CH054A).....</i>	<i>28</i>
<i>Harold Stage 1 – Amtrak Force Account (FHA01).....</i>	<i>30</i>
<i>Harold Early Stage 2 – Amtrak Force Account (FHA02).....</i>	<i>32</i>
<i>Harold Stage 1 – LIRR Force Account (FHL01).....</i>	<i>34</i>
<i>Harold Early Stage 2 – LIRR Force Account (FHL02).....</i>	<i>36</i>
<i>F Interlocking CIH (FHA62).....</i>	<i>38</i>
<i>Procure Harold Materials – Stage 2 (VHA/L02).....</i>	<i>40</i>
<i>Harold and Point CILs – (VH051 Part 1).....</i>	<i>41</i>
<i>Harold Tower Supervisory Control System (VH051 Part 2).....</i>	<i>43</i>
<b>Regional Infrastructure Investment – Planned Construction .....</b>	<b>45</b>
<b>Projects – To Be Awarded.....</b>	<b>46</b>
<i>Summary Program Schedule.....</i>	<i>49</i>
<i>Contract Packaging Plan – Rev. 9.0.....</i>	<i>51</i>
<b>Funding and Budget .....</b>	<b>52</b>
<i>Project Budget Summary (As of Jun 30, 2011) (\$ in thousands).....</i>	<i>52</i>
<b>Regional Investments Budget and Funding .....</b>	<b>52</b>
<i>Project Funding Status (As of Jun 30, 2011).....</i>	<i>54</i>
<i>Project Funding Status (As of Jun 30, 2011).....</i>	<i>54</i>
<i>Status of Project Contingency.....</i>	<i>55</i>
<b>Third Quarter ‘11 – Look Ahead.....</b>	<b>57</b>
<i>Design.....</i>	<i>57</i>
<i>Grand Central Terminal.....</i>	<i>58</i>
<i>Railroad Systems.....</i>	<i>58</i>
<i>Operational Readiness/LIRR Start Up.....</i>	<i>58</i>
<i>Construction.....</i>	<i>59</i>
<i>Budget and Finance.....</i>	<i>60</i>
<i>Executive Level Project Execution Plan.....</i>	<i>60</i>
<i>Quality.....</i>	<i>60</i>
<i>Methods and Procedures.....</i>	<i>60</i>
<i>Safety.....</i>	<i>60</i>
<i>Site and Systems Security.....</i>	<i>61</i>
<i>Real Estate.....</i>	<i>61</i>
<i>Public Outreach.....</i>	<i>61</i>

## Executive Summary

### Status of ESA Budget and Schedule

#### BUDGET

<b>TOTAL</b> (millions)	<i>Budget</i>	<i>Awards</i>	<i>Invoiced</i>	<i>Paid</i>
	\$ 7,328.0	\$ 4,328.6	\$ 3,215.7	\$ 3,091.6
% Budget		59%	44%	42%
% Awards			74%	71%

**Note:** The budget and schedule reflect the September 2009 rebaseline as approved by the MTA Board

#### CONSTRUCTION ONLY

(millions)	<i>Budget</i>	<i>Awards*</i>	<i>Invoiced</i>	<i>Paid</i>
	\$ 5,582.9	\$ 3,167.2	\$ 2,100.9	\$ 2,002.6
% Budget		57%	38%	36%
% Awards			66%	63%

\*Awards reflect current contract values.

#### CONTINGENCY (millions)

	<i>FFGA Baseline</i>	<i>Sept 09 Baseline</i>	<i>Current</i>
	\$ 855	\$424	\$469

#### COMPLETED CONTRACTS

23 contracts valued at \$447.9 million

Contracts Completed This Quarter

Madison Yard Site Clearance (CM008A)

#### ACTIVE CONTRACTS

23 contracts valued at \$ 2.570 billion

Contracts Awarded This Quarter

Systemwide Utilities Relocations (CSU99)  
GCT Expansion Joint Replacement & Structural Closures (CM002)

#### 2011 PLANNED AWARDS

Plaza Substations & Queens Structures (CQ032)  
Manhattan Structures 2 & Facilities Fit-Out (CM012)  
55th St. Ventilation Facility (CM013A)  
GCT Concourse & Facilities Fit-Out Phase I (CM014A)  
Misroute/Tunnel Collision Avoidance (VH051C)  
Loop Interlocking CILs (VQ065)

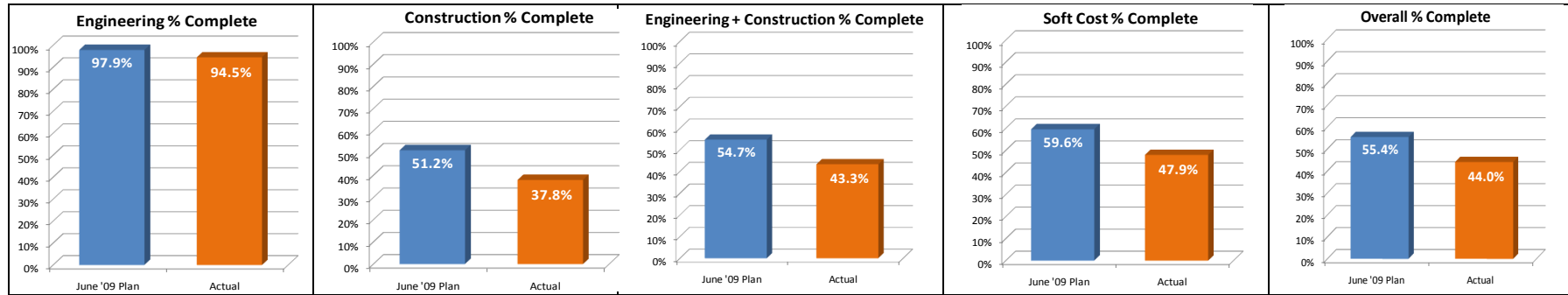
#### PROJECT PROGRESS

Total Project Percent Complete 43.9%  
Design Percent Complete 94.5%

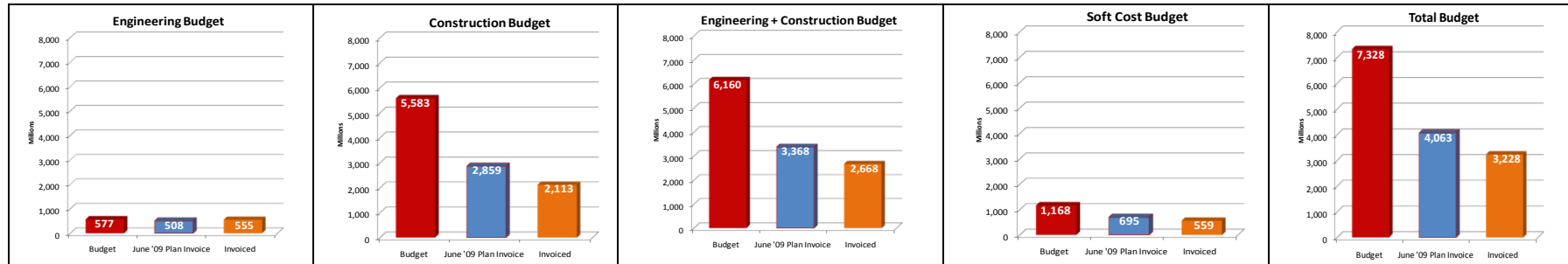
#### 3rd QTR '11 DESIGN WORK PLAN INCLUDES:

Four contracts achieving 60% submittal – 48<sup>th</sup> Street Entrance (CM015), Mid-Day Storage Yard Facility (CQ033), Loop Interlocking CIL – Catenary (FQA65), Amtrak Harold Stage 3 – Catenary (FHA03)  
Two contracts achieving 90% submittal – T Interlocking CIL (VQ065), Harold Stage 2 – Amtrak F/A – Catenary (FHA02)  
Two contracts achieving 100% submittal – LIRR Harold Stage 3 – Force Account (FHL03), Signal ESA Tunnels – Fabrication (Systems Package 3)

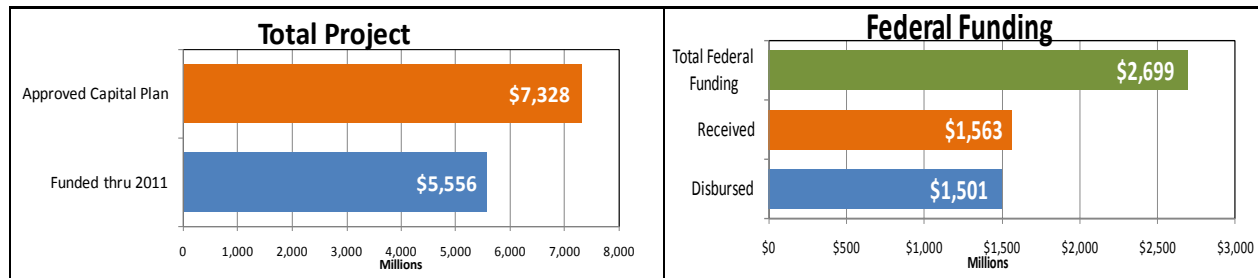
### Project Progress Based on Earned Value



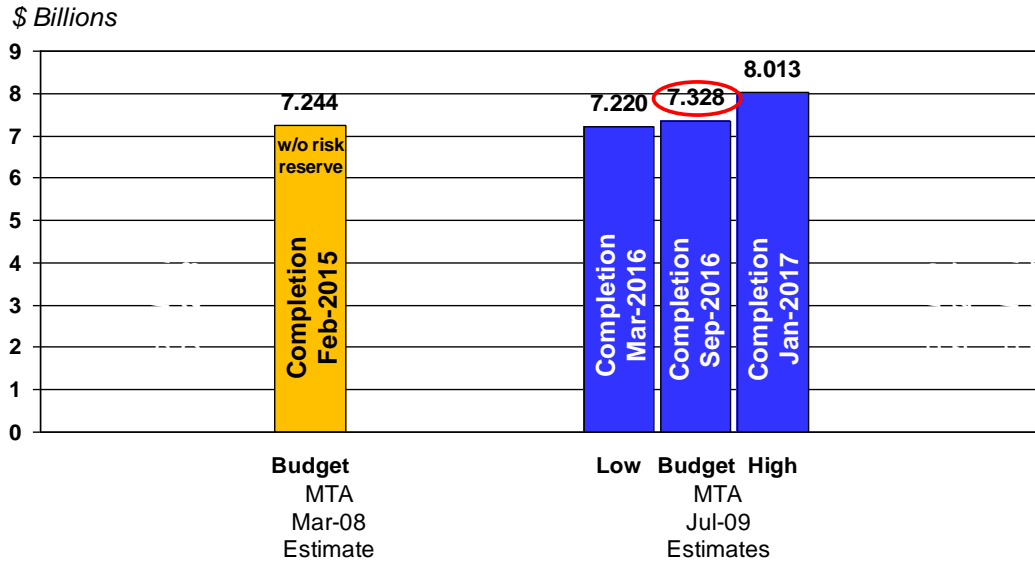
### Project Budget



### Status of Project Funding



## East Side Access – Budget & Schedule



Note: July 2009 values exclude \$463M in rolling stock costs, now budgeted elsewhere.

## Highlights and Issues

### Manhattan:

- The *Manhattan Structures Part 1* (CM019) and *Manhattan Tunnels Excavation* (CM009) contractor continues to struggle with overall schedule performance although work has advanced in some areas. Some potential steps the contractor has taken to improve their performance includes new subcontractors for shotcrete and reinforcing steel placement. They also intend to introduce additional senior management in the next quarter. The MTA is working with the contractor at a strategic adjustment of scope that will allow follow-on activities to begin sooner improving the overall ESA schedule. The contractor is also being pushed to continue to improve their current performance and planning for future activities
- The MTA is also developing schemes to allow future work to start earlier by exploring new access points at Shaft 3 within Madison Yard and facilities currently under construction at 37<sup>th</sup>, 44<sup>th</sup> and 50<sup>th</sup> Streets

### Amtrak Design:

- It is anticipated that AMTRAK will approve the complete 12 kV design in July. Design work continues on the remaining Stage 1 design of the Mainline Catenary as well as work on future stages

### Harold Structures:

- As designs have been approved, Perini has been able to work additional locations concurrently. The main focus this past quarter has been at the 43<sup>rd</sup> St. Bridge and GO2 Substation. Additional work will be added in the next quarter as the 12 kV is approved along with the erection of catenary and signal towers. We continue to look at the EACs for these contracts as a result of the numerous changes

### Queens:

- Work on both of *Queens Bored Tunnels and Structures* (CQ031) and the *Northern Blvd Crossing* (CQ039) contracts have continued to make progress. It is anticipated that this will continue in the next quarter with the launch of the second TBM and the start of freezing for Northern Blvd

### Systems:

- MTA is investigating an Owner Procured Equipment contract in order to mitigate some risks. A final decision will be made by mid-August and corresponding adjustments to the contracts and schedules will follow

### Procurement:

- An award of the *Plaza Substation & Queens Structures* (CQ032) and *GCT Concourse & Facilities Fit-Out Early Work* (CM014A) should be made by early in the next quarter. Bids should be received in the next quarter for the *Manhattan Structures 2 & Facilities Fit Out* (CM012) and *55th St Ventilation Facility* (CM013A), along with proposals for the *Systems Package 1 Facilities Systems - Communications, Controls, Security, Fire Detection, Tunnel Ventilation and Facility Power* (CS179)

Quarterly Review Report – 2<sup>nd</sup> Quarter '11

Active Construction Contracts Summary

Project Description/ Contractor	Status	Current Budget (\$M)	Budget at Award (\$M)	Original Contract Award (\$M)	Current Approved Contract (\$M)	Remaining Contingency (\$M)	Estimate at Completion (\$M)	Cost Expenditure % Complete		Invoiced	NTP	Substantial Completion			Remarks
								Plan	Actual			Plan		Forecast	
												Orig	Revised		
<b>MANHATTAN / BRONX</b>															
<b>CM009 - Manhattan Tunnels Excavations</b> Dragados-Judlau (DJ)	CP	456.3	449.3	427.9	447.9	8.4	456.3	84.4	81.7	366.2	07/10/06	07/10	06/12	02/13	Contract is on the critical path. DJ and MTA continue to explore additional opportunities to recover schedule.
<b>CM019 - Manhattan Structures 1</b> Dragados-Judlau (DJ)	CP	775.2***	756.0	734.0	751.0	18.1	775.2	73.4	61.7	463.6	04/01/08	03/12	06/12	02/13	Contract is on the critical path. DJ and MTA continue to explore additional opportunities to recover schedule.
<b>FMM19 - Manhattan Force Account Support</b> MNR	NO	31.4	33.1	31.8	29.9	1.5	31.4	N/A	62.0%	16.7	04/01/08	03/12	06/12	11/12	Force Account support for Manhattan construction.
<b>CM002 - GCT Expansion Joint Repairs and Structural Closures</b> J-Track LLC	NO	4.8	4.8	4.5	4.5	0.2	4.8	0.0%	0.0%	0.0	05/09/11	07/12	07/12	07/12	Noticed to Proceed on May 09, 2011.
<b>CM004 - 44th St. Demolition &amp; Construct Fan Plan Structure &amp; 245 Park Ave. Entrance</b> Yonkers Contracting Company, Inc. (YCC)	NO	42.8	42.8	40.8	41.8	1.0	42.8	65.3%	35.7%	15.7	09/16/09	09/11	09/11	02/12	Contract is expected to incur substantial delays due to low productivity on various critical activities. YCC working double shifts and Saturdays to mitigate delays.
<b>CM013 - 50th St. Vent Facility</b> CCA Civil-Halmar International (CCA)	NO	99.1	99.1	94.4	94.0	5.0	99.1	42.6%	38%	36.3	01/4/10	06/12	06/12	09/12	Contractor submitted a recovery schedule which eliminated some of the delay to substantial completion.
<b>VM014 - Vertical Circulation (Escalators &amp; Elevators)</b> Schindler Elevator Corp.	NO	51.3	51.4	24.1	24.2*	3.4	51.3**	0.0%	0.0%	2.8	09/27/10	04/15	04/15	04/15	Contractor has resubmitted the baseline contract schedule and is currently under review.
<b>QUEENS</b>															
<b>CS810 - Queens Instrumentation</b> Wang Technology	NO	3.1	3.0	2.7	3.1	0.0	3.1	100.0%	86.5%	2.6	05/06/09	05/10	05/11	07/11	The forecast substantial completion date is dependent upon availability of railroad protection resources.
<b>CQ031 - Queens Bored Tunnels and Structures</b> *** Granite-Traylor-Frontier Joint Venture (GTF)	NC	778.5***	756.8	648.9	729.7	27.1	778.5	66.6%	52.8%	388.4	09/28/09	09/12	09/12	12/12	The revised schedule has been approved for monitoring purpose. The progress continues per the revised schedule.
<b>CQ039 - Northern Boulevard Crossing</b> Schiavone/ Kiewit, a Joint Venture (SK)	NC	98.0	89.2	85.0	85.4	10.2	98.0	37.1%	38.4%	32.8	02/03/10	10/11	08/12	08/12	The global settlement for delay impacts from slurry wall repairs has been reached. The schedule will be adjusted to accommodate CQ032 schedule.

\* Current Approved Contract does not include all options \*\*EAC assumes contract options will be exercised \*\*\*Does not include Regional Investment (ESA only)

Status	Red – Critical Path (CP)	Blue – Near Critical (NC)	Black – Not Critical (NO)
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## Quarterly Review Report – 2<sup>nd</sup> Quarter '11

Project Description/ Contractor	Status	Current Budget (\$M)	Budget at Award (\$M)	Original Contract Award (\$M)	Current Approved Contract (\$M)	Remaining Contingency (\$M)	Estimate at Completion (\$M)	Cost Expenditure % Complete		Invoiced	NTP	Substantial Completion			Remarks
								Plan	Actual			Plan		Forecast	
												Orig	Revised		
<b>HAROLD INTERLOCKING</b>															
CH053 - Harold Structures Part 1 and G02 Substation Perini Corp.	NO	191.7	144.1	137.3	168.7	23.0	179.7	73.0%	57.2%	97.7	01/01/08	05/10	01/12	11/12	Progressing behind schedule. The 12KV electrical portion is under design review and approval by Amtrak. Contractor is considering progressing ahead of the re-baseline sequence to mitigate schedule delay.
CH054A - Harold Structures Part 2A Perini Corp.	NO	36.1	27.1	21.8	23.4	12.6	27.1	48.8%	48.8%	11.4	08/24/09	12/10	12/10	09/12	Delay in 12KV re-design controls the project critical path. The critical section of the 12KV ductbank has been completed for early construction to support the installation of the F2 Central Instrumentation House. The remaining portion of the ductbank will be released in phases to mitigate further schedule impacts.
FHA01 - Harold Stage 1 –Amtrak Amtrak Force Account	NO	16.8	9.5	9.5	16.8	0.0	16.8	86.5%	65.5%	13.5	06/30/07	09/10	01/12	12/12	Schedule is revised based upon CH053 re-baseline schedule. It has slipped due to the delay in design of Catenary, Signal Tower and 12KV in CH053.
FHA02 - Harold Early Stage 2 (Partial Budget Only) – Amtrak Amtrak Force Account	NO	9.7*	9.7	9.7	9.7	1.3	9.7	98.8%	84.4%	9.2	12/15/08	12/10	12/10	07/11	Progressing behind schedule (early stage 2 - partial budget) since the track works (Line 1 & Line 3) and Traction power works are pushed out to 2nd and 3rd Quarter of 2011.
FHL01 - Harold Stage 1 – LIRR LIRR Force Account	NO	22.0	28.8	28.8	20.8	0.9	22.0	79.9%	69.2%	17.2	06/29/07	09/10	10/11	12/12	Schedule has slipped due to the delay of 48 <sup>th</sup> St. bridge construction (CH053) and design issues for Signal Tower and G02 substation (Ch053)
FHL02 - Harold Early Stage 2 (Partial Budget Only) – LIRR LIRR Force Account	NO	7.4*	7.4	7.4	7.4	2.7	7.4	97.3%	70.3%	7.1	08/17/09	1/11	01/11	02/14	Progressing behind schedule (early stage 2 - partial budget). The track works (Eastward and Westward LI PASS) are rescheduled to March and May '2011. This delay does not impact the overall FHL02 substantial completion.
FHA62 - F Interlocking CIH Amtrak Force Account	NO	8.2	8.2	7.0	7.0	1.2	8.2	83.0%	92.0%	6.4	09/11/08	08/10	07/11	08/11	F2 CIH has been shipped (March 31) and is currently on-site (April 2). Amtrak will continue to use authorized overtime to expedite the construction of F1.No impact to follow-on contracts.
VHA02 - Procure Harold Material Stage 2 – Amtrak Amtrak Force Account	NO	13.2	13.2	6.0	6.0**	0.6	13.2	60.0%	60.0%	2.3	01/09	01/12	05/12	07/12	Progressing on schedule.
VHL02 - Procure Harold Material Stage 2 – LIRR LIRR Procurement	NO	26.2	26.2	6.0	12.3**	7.0	26.4	29.0%	29.0%	6.2	01/09	08/13	08/13	08/13	Progressing on schedule.
VH051 (Part 1) - Harold and Point CILs Ansaldo STS USA, Inc. (ASTS)	NO	30.8	30.9	25.8	26.0	4.7	30.8	21.3%	21.0%	4.5	05/11/09	06/12	06/12	08/13	Deliveries of CILs have slipped but will not impact ESA project end date.
VH051 (Part 2) - Harold Tower Supervisory Control System ARINC, Inc.	NO	8.1	7.1	5.4	7.1	0.9	7.1	90.0%	75.3%	3.7	02/03/09	08/10	08/10	12/12	Progressing behind schedule due to the delay in processing the FHACS change order but will not impact ESA project end date.

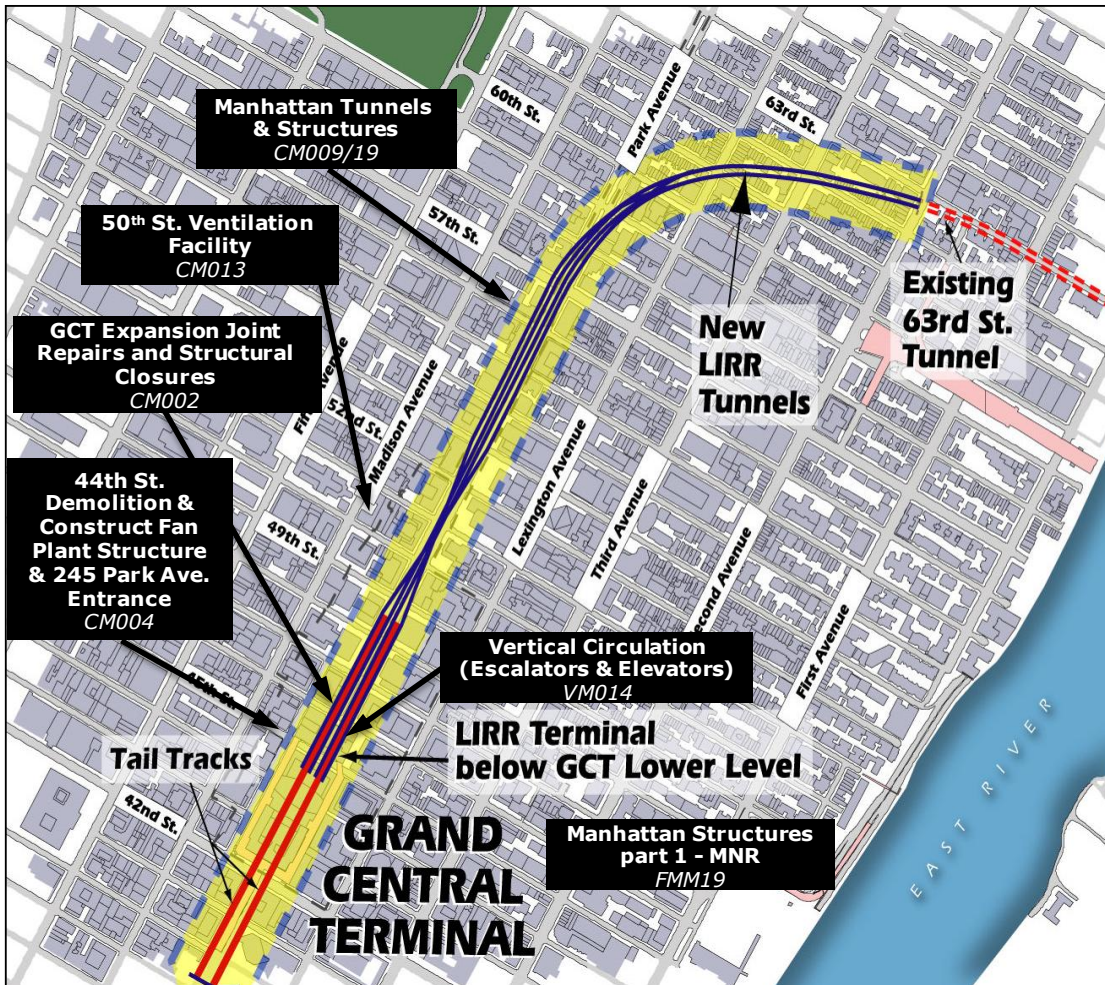
\* Current Budget does not include full budget

\*\*Partial Award Only

Status	Red – Critical Path (CP)	Blue – Near Critical (NC)	Black – Not Critical (NO)
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# Manhattan Active Contracts



**Manhattan Tunnels Excavation (CM009)** – The Manhattan tunnels excavation contract includes procurement of two 22 foot diameter rock tunnel boring machines (TBM), installation of temporary utilities, excavation of chambers and wyes, TBM (4 drives) excavation of approximately 25,000 linear feet (lf) of tunnels and final concrete lining of 11,600 lf of the running tunnels.

**Manhattan Structures (CM019)** – Excavation and lining of four tunnel drives, shafts, escalator well-ways, air plenums, cross-passages, and caverns mainly under Grand Central Terminal (GCT).

**Manhattan Structures Part 1 – MNR (FMM19)** – MNR Railroad resources in support of the contracts CM019, CM008A, CM004 and General Conditions contracts in the vicinity of GCT. These resources include both direct and indirect labor, worktrain support, and rack outages.

**GCT Expansion Joint Repairs and Structural Closures (CM002)** – Rehabilitation of GCT expansion joints, fire stopping and structural closures at the suburban roof level.

**44th St. Demolition & Construct Fan Plant Structure & 245 Park Ave. Entrance (CM004)** – 47 E. 44<sup>th</sup> Street: Demolish existing building, perform soil and rock excavation. Construct shell of new building. 245 Park Avenue Entrance: Conduct environmental abatement and demolition; construct new foundations, walls and supports, furnish and install escalator. Install architectural finishes, plumbing, fire protection, HVAC, lighting, power, fire alarm, and communication systems.

**50th St. Ventilation Facility (CM013)** – Construction of new ventilation building structure and vertical utility shaft form building foundation at 50th St.

**Vertical Circulation - Escalators & Elevators (VM014)** – The base scope includes the fabrication and installation of 17 elevators and 45 escalators for the Concourse, Caverns, 44th and 50th St. Ventilation Facilities, and MNR facilities. Options exist for an additional five elevators and two escalators.

Active Projects – Manhattan

**Manhattan Tunnels Excavation (CM009)**

**Apr, May, Jun ‘11**

**Contractor:** Dragados/Judlau (DJ)

**LONP#:** 8

**Construction Manager:** Mike Pujdak

**FTA Grant:** NY-03-0344

Construction

**Description:** The Manhattan tunnels excavation contract includes procurement of two 22 foot diameter rock tunnel boring machines (TBM), installation of temporary utilities, excavation of chambers and wyes, TBM (4 drives) excavation of approximately 25,000 linear feet (lf) of tunnels and final concrete lining of 11,600 lf of the running tunnels.



GCT 4 Westbound.



Eastbound 4 Stations 56 and 75.

**Schedule and Cost**

**Progress:**

1. Completed TBM mining
2. Completed 50<sup>th</sup> St. air plenum upper level excavation
3. Continued Robbins TBM disassembly and backing up
4. Continued concrete pour in invert from GCT 3 to GCT 5 Upper level (64% completed)
5. Continued concrete pour in invert Tail Track 1 to GCT 1 and 2 West Bound Upper Level (97% completed) & started arch pour (L303) (17% completed)
6. Completed several invert pours in upper level tail tracks
7. Concrete continued in tail track (L302) upper level

**Schedule:**

DJ's Monthly Schedule Update #27 for progress through June '11 shows that they continue trending behind plan mainly due to delay in the Eastbound cavern formwork delivery. The current forecast for excavation of GCT Caverns (ML5A – CM019 milestone) is Dec '12 and Substantial Completion (ML6A) is Feb '13. DJ submitted a new work plan on July 8, 2011. MTA is reviewing it and having workshops with DJ to apply lessons learned for future lower level mucking and concrete preparation activities towards maintaining and recovering schedule.

**Cost:** The project is trending within budget. Monthly forecast projections indicate contingency values are sufficient. Current Budget increased due to transfer from contract *Manhattan Tunnels Excavation – NYCT F/A (FMT09)* for costs incurred for revised blast induced vibration limits imposed by NYCT.

**Contract Modifications:** As of 06/30/11, twenty nine modifications, for a total of \$19,999,322 have been executed including the scope transfers.

**Critical Issues:**

Along with Contract *CM019*, this contract is now on the critical path. ESA is working closely with DJ to continue the concrete work concurrently with mucking.

**Milestones CM009\***

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual /Forecast
#	Description			
N/A	Advertise (RFP)	01/06	01/06	01/06 (A)
N/A	NTP	07/10/06	07/10/06	07/10/06 (A)
N/A	Start Tunnel Mining	09/04/07	09/25/07	09/25/07 (A)
N/A	Complete Final Drive at Lower Level (Robbins)	03/31/09	06/04/10	06/02/10 (A)
N/A	Complete Final Drive #4(SELI)	02/24/09	05/26/11	06/10/11 (A)
6A	Substantial Completion	07/08/10	06/23/12	02/12/13
7A	Final Completion	11/08/10	11/23/12	05/16/13
<i>Schedule Progress</i>		<i>2<sup>nd</sup> Qtr</i>		<i>Cumulative</i>
<i>Cost Expenditure</i>		<i>Plan</i>	<i>Actual</i>	<i>Plan</i>
Percent Complete**		<b>3.8</b>	<b>4.6</b>	<b>84.4</b>

\*Milestones reflects combine CM009/CM019 Rebaseline schedule  
 \*\*Curve redesigned based on Original Baseline, Current Baseline and Actual

**Contract Costs (\$000) as of 06/30/11**

	CM009	F/A Support	Total
Budget at Award	<b>449,351</b>	<b>4,041</b>	<b>453,392</b>
Current Budget	<b>456,325</b>	<b>2,793</b>	<b>459,118</b>
Original Award	<b>427,954</b>	<b>2,597</b>	<b>430,551</b>
Approved Changes	<b>19,999</b>	<b>0</b>	<b>19,999</b>
Current Contract Value	<b>447,953</b>	<b>2,597</b>	<b>450,550</b>
Invoiced Amount	<b>366,250</b>	<b>1,227</b>	<b>367,477</b>
Estimate at Completion	<b>456,325</b>	<b>2,793</b>	<b>459,118</b>

Quarterly Review Report – 2<sup>nd</sup> Quarter '11

Coordination Required

**Real Estate:** All properties and easements are secured for tunnel construction. MTA sent mailings to owners regarding contract NTP, zones of influence, pre-construction survey, instrumentation, and monitoring.

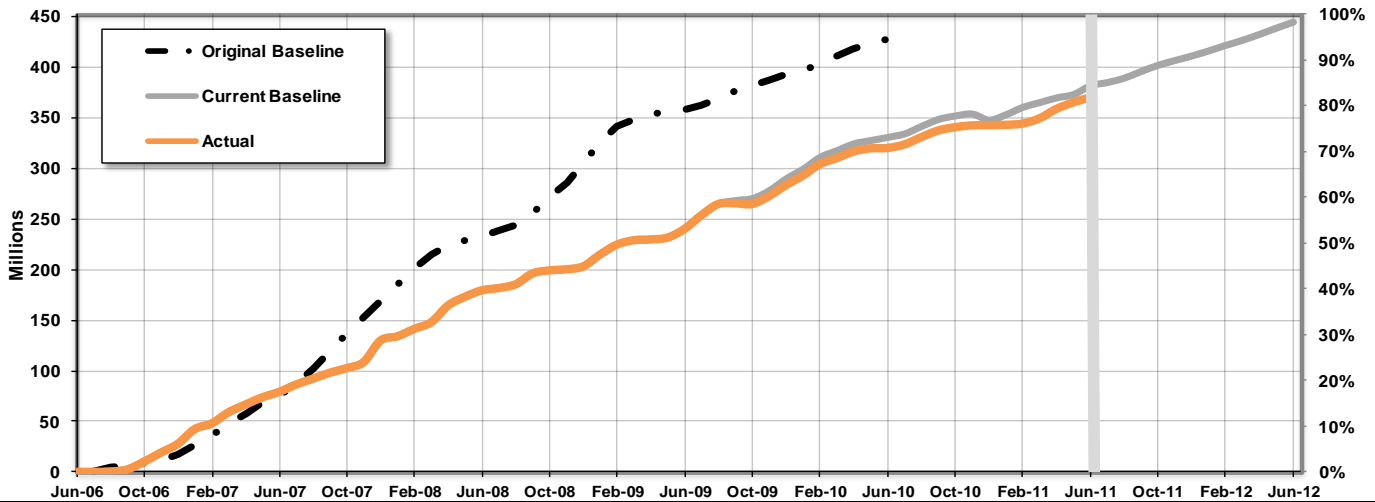
**Railroad Agencies:** Flagging and access protection are being provided by MNR and NYCT.

**MOU:** N/A

**Permits:** The contractor is responsible for securing the following:

- Blasting Permit – FDNY: Permit received
- Water Discharge Permit – NYCDEP: Permit received
- Lane Closure Permits – NYCDOT: Permit received for 2<sup>nd</sup> Ave. and Northern Blvd.

Progress (CM009)



Safety

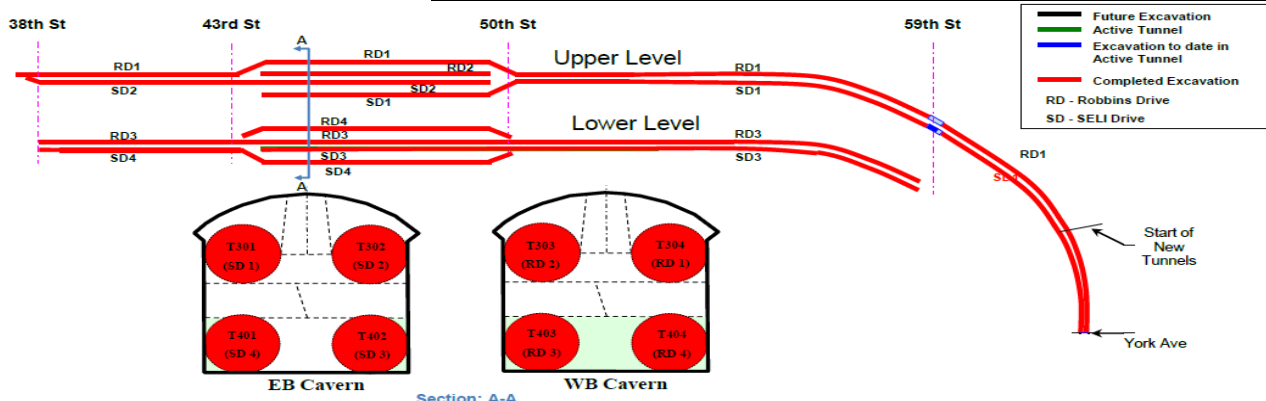
- One Lost Time Accident occurred this month
- Continued ongoing safety walk-thru of sites to reinforce best practices with supervision
- Recognizing the adverse trend in accidents, DJ has briefed the MTA with the actions they are taking to improve their safety culture. These actions include more senior management involvement and field supervision accountability. To reinforce this emphasis, the ESA Construction Management team accompanies the DJ project management group on weekly, on-site job surveys.
- ESA Safety will monitor DJ's management training plan and provide assistance where requested to improve the hazard recognition and control skills of their field management.

Safety Statistics*			
<i>(Cumulative Incidents per 200,000 work-hours)</i>			
	Project	Contract	BLS** ('10)
Lost Time Accidents	2.77	3.15	2.20

\*The project performance statistics are based on construction hours only

\*\*Bureau of Labor Statistics/National Industry Average

Site Map



**Manhattan Structures Part 1 (CM019)**

**Apr, May, Jun '11**

**Contractor:** Dragados-Judlau (DJ)  
**Construction Manager:** Mike Pujdak

**FTA Grant:** NY-03-0344

Construction

**Description:** Excavation and lining of four tunnel drives, shafts, escalator well-ways, air plenums, cross-passages, and caverns mainly under Grand Central Terminal (GCT).



302 Tunnel Waterproofing.



Escalator Shaft 4 Waterproofing.

**Schedule and Cost**

**Progress:**

CY - Cubic Yard

Shafts & Escalators Excavation				
Location	Total (CY)	2 <sup>nd</sup> Quat (CY)	Cum (CY)	% Complete
Shaft 5	1,695	0	1,334	78.7
Shaft 4	4,389	0	4,389	100.0
Access tunnel # 4	536	0	536	100.0
Shaft 3	3,533	0	3,533	100.0
Access tunnel # 3	920	26	920	100.0
Shaft 2	1,424	0	1,424	100.0
Access tunnel # 2	1,091	613	278	82.0
Access tunnel # 1	587	587	6,600	24.0
WW 4 & Slope	4,138	0	4,000	97.0
WW 3 & Slope	4,857	0	4,650	96.0
WW 2 & Slope	4,851	519	4,438	91.0
WW 1 & Slope	5,213	258	1,370	26.0

- Continued excavation and mucking in GCT 1, 2 East Wye, and GCT 1 and 2 West Wye
- Continued Westbound Cavern arch waterproofing and concreting
- Continue cheeks and tight excavation in East cavern bench 1

**Schedule:**

DJ's Monthly Schedule Update #27 for progress through June '11 shows that they continue trending behind plan due primarily to delay in the eastbound cavern formwork delivery. The current forecast for Excavation of GCT Caverns (ML5A – CM019 milestone) is Dec '12 and Substantial Completion (ML6A) is Feb '13. DJ submitted a new work plan on July 8, 2011. MTA is reviewing it and having workshops with DJ to apply lessons learned for future lower level mucking and concrete preparation activities towards maintaining and recovering schedule.

**Contract Modifications:** As of 06/30/11, thirty two modifications for a total of \$16,990,572 have been executed.

**Cost:** The contract was awarded for \$499 million. The balance of the contract was authorized in Feb '11 which increases the contract value to \$751 million. The option is \$234 million for the construction of the Main Cavern and GCT 1/2 Interlocking Bench Excavation along connecting tunnels. The project is trending within budget. Monthly forecast projections indicate contingency values are sufficient after adding potential changes and when combined with CM009. The Current Budget was decreased to reflect the transfer of the 38<sup>th</sup> St Vent Plant lining to CM002 (\$10.4 M) and a transfer to the GEC to fund a design change (\$1.0 M) leading to a cost savings to CM019 (\$3.5M).

**Milestones CM019\***

#	Milestones Description	Original Baseline	Current Baseline	Actual /Forecast
		(Approved Plan)	(Approved Plan)	
N/A	Advertise (RFP)	02/07	02/07	02/07 (A)
N/A	NTP	04/01/08	04/01/08	04/01/08 (A)
N/A	Complete West Cavern Top Heading	10/28/10	01/04/11	02/21/11(A)
5A	Excavation of GCT Caverns	12/02/11	03/01/12	12/19/12
6A	Substantial Completion	03/31/12	06/23/12	02/12/13
7A	Final Completion	08/31/12	11/23/12	05/16/13

Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	12.5	4.1	73.4	61.7

\* Milestones reflects combine CM009/CM019 Rebaseline schedule  
 \*\*Curve redesigned based on Original Baseline, Current Baseline and Actual

**Contract Costs (\$000) as of 06/30/11**

	CM019	F/A Support	Total
Budget at Award	756,020		756,020
Current Budget	775,191		775,191
Original Award	734,000		734,000
Approved Changes	16,991		16,991
Current Contract Value	750,990		750,990
Invoiced Amount	463,667		463,667
Estimate at Completion	775,191		775,191

\* Force Account costs are reported on the FMM19 summary page..

**Critical Issues:**

- Apply lessons learned from upper level mucking operations for lower level. MTA/ DJ workshop has scheduled regular workshops to review DJ's scheme including crusher / belt configuration
- MTA continues to monitor the Formwork delivery in East cavern and concrete cycle in west cavern

Quarterly Review Report – 2<sup>nd</sup> Quarter '11

**Coordination Required**

**Real Estate:** All properties and easements are secured.

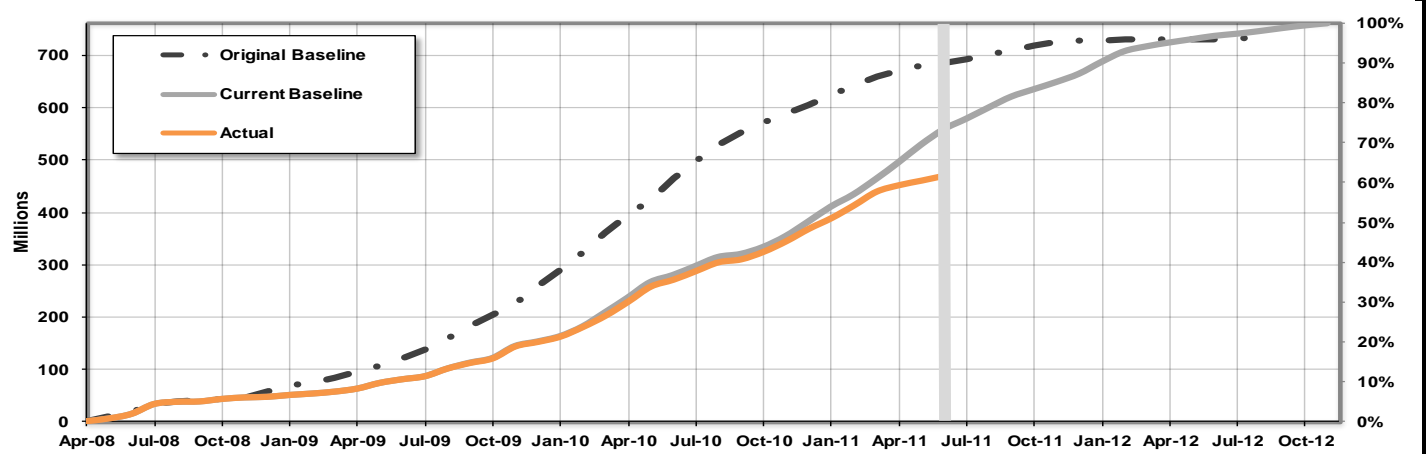
**Railroad Agencies:** Flagging and access and protection are being provided by MNR and NYCT.

**MOU:** N/A.

**Permits:** The contractor is responsible for securing the following:

- **Blasting Permit – FDNY:** Permit received.
- **Lane Closure Permits – NYCDOT:** Permit received for Park Ave utility work.

**Progress (CM019)**



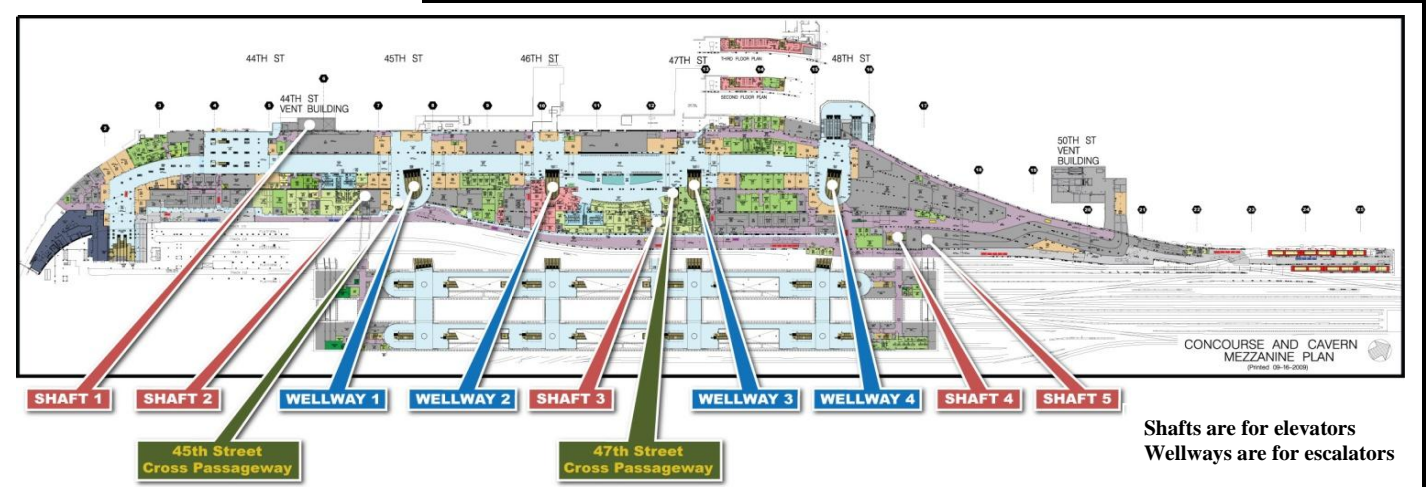
**Safety**

- Ongoing safety walk-thru of sites continues and the contractor continues to improve ventilation capacities
- Recognizing the adverse trend in accidents, DJ has provided MTA with a plan they are implementing to improve the safety culture on project
- ESA Safety will monitor DJ's management training plan and provide assistance where requested to improve the hazard recognition and control skills of their field management and supervision. To reinforce this emphasis, the ESA Construction Management team accompanies the DJ project management group on weekly, on-site job surveys.

Safety Statistics*			
(Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS** ('10)
Lost Time Accidents	2.77	3.00	2.20

\*The project performance statistics are based on construction hours only  
 \*\*Bureau of Labor Statistics/National Industry Average

**Site Map**



**Manhattan – MNR F/A Support (FMM19)**

**Apr, May, Jun '11**

**Contractor:** Metro-North Railroad  
**Construction Manager:** Fred Atiles

**FTA Grant:** NY-03-0344

**Description:** MNR Railroad resources in support of the Manhattan contracts *CM019*, *CM008A*, *CM004*, *FM216*, *CM013*, and *CM002*. These resources include both direct and indirect labor, flagging, project management, work train support, load inspection, rail cars inspection and repair, and track outages.

Construction



*Flagman Protection for New Feeder Bends.*



*Flag and Power support to TC Electric Under GCT Platform R.*

**Schedule and Cost**

**Progress:**

- MNR continued to provide flagman protection outside of Madison Yard envelope during the day and at night shifts
- MNR continued to provide support to *Manhattan Structures (CM019)* for blasting operations
- MNR continued to provide support to *Madison Yard Site Clearance (CM008A)* for punch list items in Madison Yard and Commissary
- MNR will provide Track outages and flagging protection to support *GCT Expansion Joint Replacement & Structural Closures (CM002)*

**Schedule:** Schedule to support *CM019*, *CM008A*, *CM004*, *FM216*, *CM013*, *CM002* and General Condition's contracts.

**Cost:** Project is trending under budget. However, no change to EAC is being made at this time. Further review will take place upon final completion of *FM216* (by 7/31/11) and review of *CM002* needs.

**Contract Modification:** As of 06/30/11, three modifications for a total of (\$-1,891,374) have been executed.

**Critical Issues:** None

**Contract Costs (\$000) as of 06/30/11**

	<i>FMM19</i>	<i>F/A Support</i>	<i>Total</i>
Budget at Award	33,124	-	33,124
Current Budget	31,424	-	31,424
Original Award	31,819	-	31,819
Approved Changes	(1,891)	-	(1,891)
Current Contract Value	29,928	-	29,928
Invoiced Amount	16,663	-	16,663
Estimate at Completion	31,424	-	31,424

**GCT Expansion Joint Repairs and Structural Closures (CM002)**

**Apr, May, Jun '11**

**Contractor:** J-Track LLC

**Construction Manager:** Larry Nigro

**FTA Grant:**

**Description:** GCT expansion joint replacement, column fire stopping, structural closures at the suburban roof level and track drain replacement.

Construction



Upcoming Expansion Joint Replacement at Concrete Track Bed.



Upcoming Expansion Joint Replacement at Ballasted Track Bed.

**Schedule and Cost**

**Progress:**

1. Notice to Proceed (NTP) was issued on May 9, 2011
2. Pre-Construction Deliverables are in process

**Schedule:** Preliminary Schedule in being prepared. Milestone dates to be incorporated after Final Baseline Schedule is approved. Anticipate fieldwork start date in mid July 2011.

**Cost:** Budget reflects the award amount.

**Contract Modification:** None

**Critical Issues:** Lack of timely submittals to start field work. The milestone durations will be reduced and will not impact the substantial completion date.

**Milestones CM002**

Milestone		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/Forecast
#	Description			
N/A	Advertise (IFB)	01/25/11	01/25/11	01/25/11
N/A	NTP	05/09/11	05/09/11	05/09/11 (A)
1	Substantial Completion	07/02/12	07/02/12	07/02/12
<i>Schedule Progress</i>		<i>2<sup>nd</sup> Qtr</i>		<i>Cumulative</i>
<i>Cost Expenditure</i>		<i>Plan</i>	<i>Actual</i>	<i>Plan</i>
Percent Complete		0	0	0

**Contract Costs (\$000) as of 06/30/11**

	CM002	F/A Support	Total
Budget at Award	4,772	-	4,772
Current Budget	4,772	-	4,772
Original Award	4,545	-	4,545
Approved Changes	0	-	0
Current Contract Value	4,545	-	4,545
Invoiced Amount	0	-	0
Estimate at Completion	4,772	-	4,772

**Coordination Required**

**Real Estate:** None

**Railroad Agencies:** MNR

**MOU:** Amended with existing MNR MOU

**Permits:** Construction

**44<sup>th</sup> St. Demolition & Construct Fan Plant Structure & 245 Park Ave. Entrance (CM004)**

**Apr, May, Jun '11**

**Contractor:** Yonkers Contracting Company, Inc. (YCC)  
**Construction Manager:** Daniel Connor

**FTA Grant:** ARRA Stimulus Funds NY-36-0002

**Description:** 47 E. 44<sup>th</sup> Street: Remove hazardous material, demolish existing building, perform soil and rock excavation. Construct shell of new building. Frame and partially fit out new building. 245 Park Avenue Entrance: Conduct environmental abatement and demolition; construct new foundations, walls and supports, furnish and install escalator. Install architectural finishes, plumbing, fire protection, HVAC, lighting, power, fire alarm, and communication systems.

Construction



Installation of Final Row of Rock Anchors at 44<sup>th</sup> Street.



Fit-Out at 245 Park Ave (Ground Floor).

**Schedule and Cost**

**Progress: 44th Street Vent Plant**

- Continued rock excavation in basement (79% of total rock excavated to date)
- Commenced excavation of shaft (3% excavated to date)
- Continued removing excavated rock from Track 123 (via rail) as an alternate means to mitigate the contractor's delay in erection of gantry crane (57.1% of rock excavated by this means)
- Completed installation of rock anchors

**Progress: 245 Park Avenue Entrance**

- Continued construction of East Wall at Platform E, track level
- Continued mechanical, electrical & plumbing work at 245 Park Ave. ground floor
- Continued track work at south end of platform E (Track 13)

**Schedule:** Productivity on rock excavation was low this period due to equipment breakdowns and time spent trimming rock face and preparation of surface at EL 308 (Basement level). YCC has lost substantial amount of time because of this delay.

**Cost:** Project is expected to exceed its budgeted cost due to various design changes.

**Contract Modifications:** As of 06/30/11, twenty eight modifications have been executed for \$1,012,043. Six modifications have been negotiated for \$914,639 awaiting issuance of MOD.

**Critical Issues:**

- Equipment breakdowns and poor planning of rock excavation at 44<sup>th</sup> street are affecting the completion of 44<sup>th</sup> St. Vent Plant. YCC has hired a fulltime mechanic at site to reduce the equipment downtime..
- The re-construction of east wall due to quality issues has delayed the critical path at 245 Park Ave. YCC has been advised to increase the resources at 245 Park Ave. to recover delay.
- Extensive 245 Park Ave security system design changes have a potential of impacting the completion of the entrance facilities. After negotiating this change for cost on June 20<sup>th</sup> 2011, YCC has been instructed to procure the security materials so as to mitigate delays.

Milestones CM004				
#	Milestone Description	Original Baseline	Current Baseline	Actual/Forecast
		(Approved Plan)	(Approved Plan)	
N/A	Advertise (IFB)	12/11/08	12/11/08	12/11/08 (A)
N/A	NTP	09/16/09	09/16/09	09/16/09 (A)
N/A	Complete South End of Platform E	05/28/10	05/28/10	08/19/11
N/A	Complete Rock Excavation & Shaft Construction at 44th St.	06/01/11	6/01/11	11/30/11
1A	Substantial Completion of 245 Park Ave.	09/16/11	9/23/11	2/14/12
1	Substantial Completion of 44 <sup>th</sup> St. Vent Plant	09/16/11	9/23/11	2/28/12
2	Final Completion-44 <sup>th</sup> St.	12/16/11	12/23/11	05/29/12
<b>Schedule Progress</b>		<b>2<sup>nd</sup> Qtr</b>		<b>Cumulative</b>
<b>Cost Expenditure</b>		<b>Plan</b>	<b>Actual</b>	<b>Plan Actual</b>
<b>Percent Complete**</b>		<b>23.7</b>	<b>8.2</b>	<b>65.3 35.7</b>
<b>**Curve redesigned based on Original Baseline, Current Baseline and Actual</b>				
Contract Costs (\$000) as of 06/30/11				
	CM004	FA Support*	Total	
Budget at Award	42,803		42,803	
Current Budget	42,803		42,803	
Original Award	40,765		40,765	
Approved Changes	1,012		1,012	
Current Contract Value	41,777		41,777	
Invoiced Amount	15,732		15,732	
Estimate at Completion	42,803		42,803	

\* Force Account costs are reported on the FMM19 summary page.

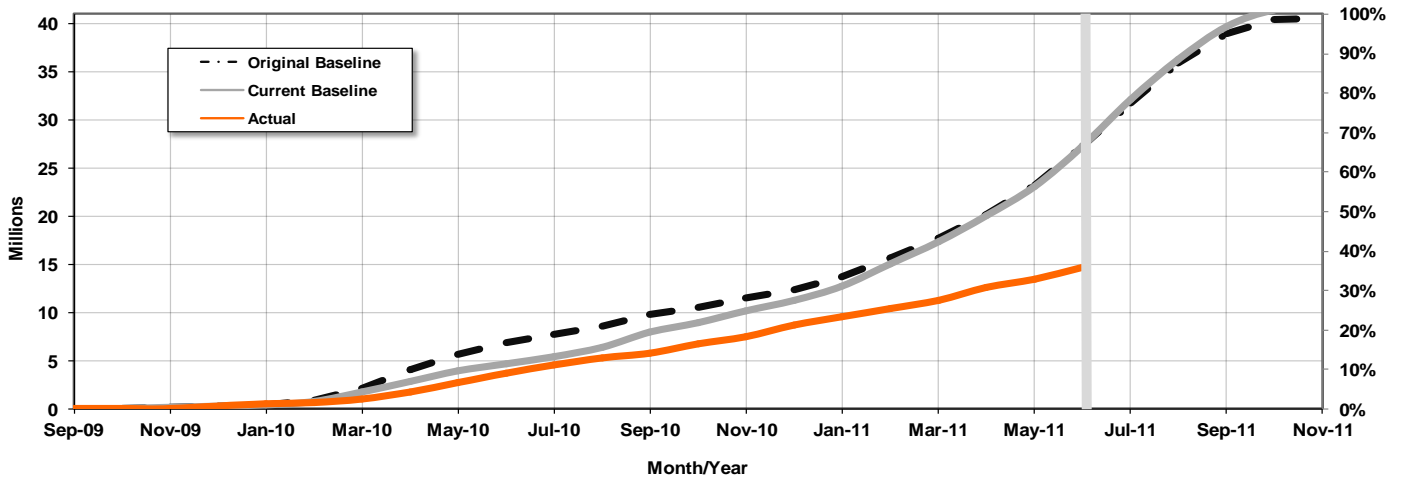


Quarterly Review Report – 2<sup>nd</sup> Quarter '11

Coordination Required

**Real Estate:** 47 E.44<sup>th</sup> St. acquired and vacated; NYC Planning Commission approved 245 Park Ave. change of use in Plaza area.  
**Railroad Agencies:** MNR and LIRR.  
**Permits:** Contractor acquired all demolition, construction, sidewalk and MPT (lane closing -DOT) permits.  
**MOU:** MOU with MNR executed.

Progress (CM004)



Safety

- Continued ongoing safety walk-thru of sites
- The LTA rate is declining as job hours accumulate and as work progresses without incidents
- Work continues with only minor disturbances to neighbors in some very congested work site areas in Manhattan
- Excavation has reached a depth where debris can now be removed underground through Madison Yard to minimize the exposure to the public

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS** ('10)
Lost Time Accidents	2.77	7.36	2.20

\*The project performance statistics are based on construction hours only  
 \*\*Bureau of Labor Statistics/National Industry Average

Site Map



**50th St. Vent Facility (CM013)**

**Apr, May, Jun ‘11**

**Contractor:** CCA Civil-Halmar International  
**Construction Manager:** Vincent Monaco

**FTA Grant:** NY-03-0344

Construction

**Description:** Construct 50th St. Ventilation Facility. Work includes: building demolition including environmental abatement, termination of utility connections; foundation excavation and lining; shaft and tunnel excavation and lining; and construction of new ventilation building structure and vertical utility shaft.



Vent Plant & Service Tunnel Excavation.



437 Madison Ave North Wall Form/Pour/Rebar.

**Schedule and Cost**

**Progress:**

- Continued rock excavation of the ventilation building (80% completed) and service tunnel (57% completed). This excavation will continue 60 ft. below street level followed by a 90 ft shaft.
- UA wall reframing work is complete and load transfer was performed on 06/04/2011. Abutment wall demolition is ongoing and the security fence installation is complete
- Installation of rock support and shotcrete for vent building (40% completed) and service tunnel (37% completed) is ongoing
- Form/Pour/Rebar for the north wing wall of 437 Madison is ongoing; steel erection is completed

**Schedule:** Vent building and service tunnel excavation is behind schedule. Contractor has elected to continue with mechanical excavation rather than controlled blasting. Rock support installation is currently driving the critical path and CM is working with contractor to expedite this operation. The contractor recently submitted a recovery schedule that eliminated some of the delay to milestones of the project.

**Cost:** As of 06/30/11, five modifications for a total of (\$307,248) have been executed\*\*. The Current Budget was reduced by \$810,00 and transferred to contract CM014 for savings mistakenly credited to contract CM013.

**Critical Issues:**

- Rock support and shotcrete installation must be accelerated to recover the missed time and eliminate existing delays to the project milestones. CM team is working with the contractor to mitigate the delay.
- Contractor to prevent noise levels above allowed levels

**Milestones CM013**

Milestone		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/Forecast
#	Description			
N/A	Advertise (IFB)	07/09	07/09	07/09 (A)
N/A	NTP	01/04/10	01/04/10	01/04/10 (A)
2	Installation of Street Decking	11/17/10	11/19/10	11/06/10 (A)
1	300 Park Independent Wall & Site Access	12/15/10	02/06/11	04/29/11 (A)
3	Substantial Completion	06/01/12	06/01/12	09/25/12
4	Final Completion	09/04/12	09/04/12	12/03/12

Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
Cost Expenditure	Plan*	Actual	Plan	Actual
Percent Complete**	10.7	8.8	42.6	38

\*\*Curve redesigned based on Original Baseline, Current Baseline and Actual

**Contract Costs (\$000) as of 06/30/11**

	CM013	CMR13***	F/A Support	Total
Budget at Award	99,073	24,000	-	123,073
Current Budget	99,073	24,000	-	123,073
Original Award	94,355	24,000	-	118,355
Approved Changes	(307)	361	-	(307)
Current Contract Value	94,047	24,000	-	118,047
Invoiced Amount	36,288	7,629	-	43,917
Estimate at Completion	99,073	24,000	-	123,073

\*\*A modification of \$841,083 for Roosevelt Island Ventilation Building funded by Homeland Security is not included in the Current Contract Value

\*\*\*Work performed by Property Owner (Tishman Speyer Properties LP)

Quarterly Review Report – 2<sup>nd</sup> Quarter '11

Coordination Required

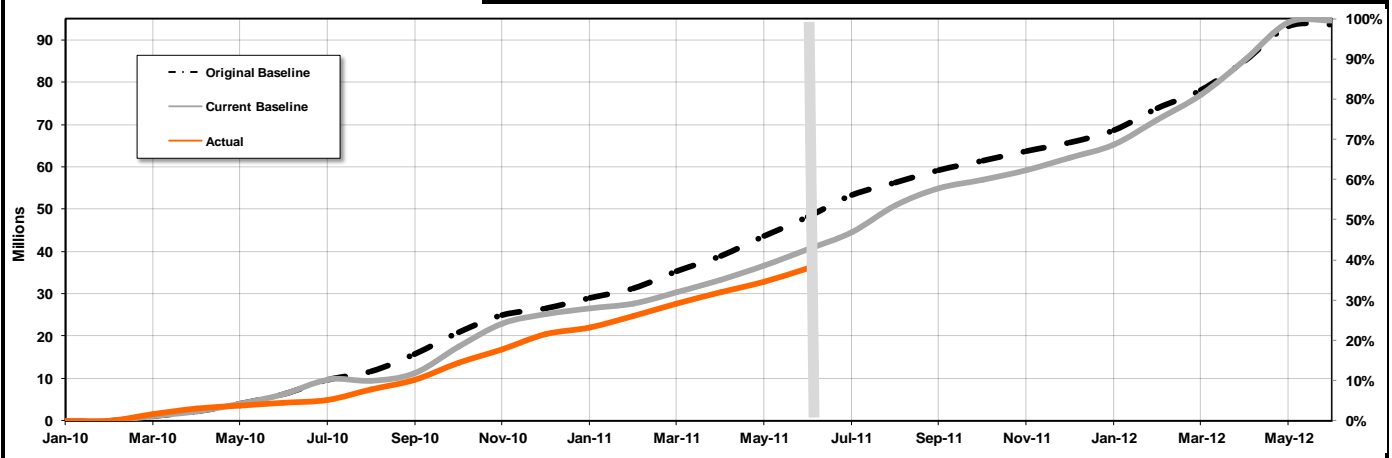
**Real Estate:** All properties and easements are secured/evacuated; currently awaiting a tax lot merger

**Railroad Agencies:** MNR

**MOU:** NYCDOT MOA executed, 437 Madison MOU executed, 300 Park MOU executed, NYCDEP / MNR executed.

**Permits:** The contractor is responsible for securing the following: Blasting Permit FDNY, Lane Closure Permits (secured) – NYCDOT, Building Permits – NYC Buildings and Asbestos permits (secured) – 300 Park Ave demo permit DOB (secured) – FDNY Blasting permit (secured) – Vertical Utility Chase installation DOB (secured) and scaffold permit

Progress (CM13)



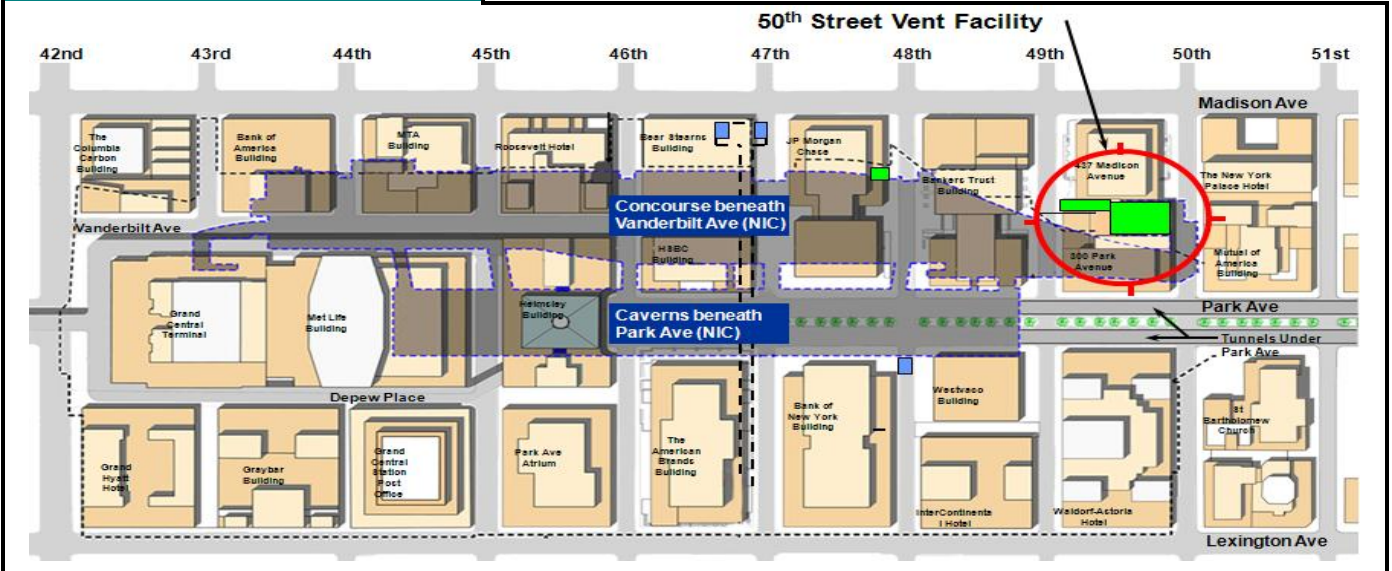
Safety

- Continued ongoing safety walk-thru of sites
- Excavation, rock support and shotcrete installation are ongoing
- The FDNY has approved the blasting plan and magazines for emergency storage of blasting material

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS** ('10)
Lost Time Accidents	2.77	2.88	2.20

\*The project performance statistics are based on construction hours only  
 \*\*Bureau of Labor Statistics/National Industry Average

Site Map



**Vertical Circulation - Escalators & Elevators (VM014)**

**Apr, May, Jun '11**

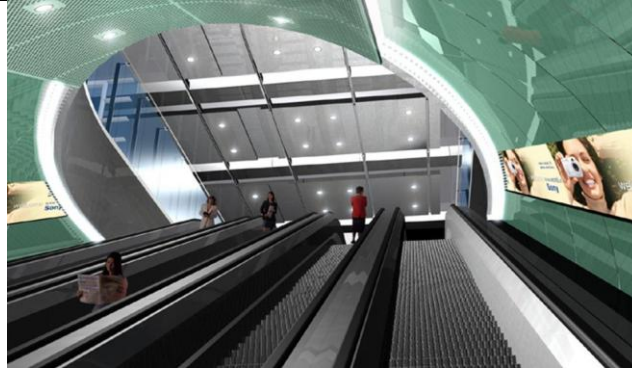
**Contractor:** Schindler Elevator Corporation  
**Construction Manager:** Doug Tilden

**FTA Grant:** NY-03-0344/ Freedom Grant NY-57-X018-00

Construction

**Description:**

The base scope includes the fabrication and installation of 17 elevators and 45 escalators for the Concourse, Caverns, 44th and 50th St. Ventilation Facilities, and MNR facilities. Options exist for an additional five elevators and two escalators.



Rendering of New Escalators.

**Schedule and Cost**

**Progress:**

1. The contractor has completed the “Phase I – Engineering Services” (initial six months) of their contract during which the contractor assigned two full-time engineering specialists to the ESA Project office
2. As a result of the work conducted during the “Phase I – Engineering Services”, the VM014 contractor has now begun the submittal of escalator fabrication drawings for approval
3. Continued to work with contractor to resolve numerous interfaces in the 44th St Vent Plant and 245 Park Ave (CM004), Manhattan Structures 2 Facilities Fit-Out (CM012), 50th St. Vent Facility (CM013), GCT Concourse and Facilities Fit-Out (CM014B), and Manhattan Structures Part I (CM019) contract documents and to develop a detailed fabrication and installation schedule for the project’s escalators and elevators

**Schedule:** The contractor has resubmitted their baseline contract schedule and detailed cost breakdown. Both are currently under review by PMT’s Project Control.

**Cost:** Contract was awarded under budget. Options exist that when exercised could increase the contract value to \$47.8 million. The Current Budget was reduced by \$101,518 and transferred to the GEC to eliminate an escalator which was identified as a cost savings.

**Contract Modifications:** As of 06/30/11, one modification has been executed with no dollar value. Two option works were executed for Installation of Fire Protection in Cavern Escalators total \$92,000 and a Regional Investment option was executed for Phase II – Fabrication of 45th St. Cross Passage Way Elevator total \$245,794. These are included in the Original Award.

**Critical Issues:** None.

**Milestones VM014**

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	Advertise (IFB)	12/09	12/09	01/10 (A)
N/A	Notice of Award	09/23/10	09/23/10	09/23/10 (A)
N/A	NTP	09/27/10	09/27/10	09/27/10 (A)
N/A	Substantial Completion	04/29/15	04/29/15	04/29/15
N/A	Final Completion	07/29/15	07/29/15	07/29/15

Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete	0	0	0	0

**Contract Costs (\$000) as of 06/30/11**

	VM014	Regional Investment **	F/A Support	Total
Budget at Award	51,406	2,724		54,130
Current Budget	51,305	2,724		54,029
Original Award*	24,170	246		24,416
Approved Changes		0		0
Current Contract Value	24,170	246		24,416
Invoiced Amount	2,753			2,753
Estimate at Completion	51,305	2,724		54,029

\*Original Award is for Phase I (Engineering and Design Services) and Phase II (Fabrication of escalators and elevators) only

\*\*Not included as part of the FFGA Budget. This is being funded by Freedom Grant. Work must be built concurrently with ESA construction.

**Coordination Required**

**Real Estate:** N/A  
**Railroad Agencies:** MNR and LIRR

**Permits:** N/A  
**MOU:** N/A

## Queens/Harold Active Contracts

**Queens Instrumentation (CS810)** – Procurement, installation and establishment of initial readings for structural instrumentation, geotechnical instrumentation, and data acquisition systems to support Queens tunnel excavation.

**Queens Bored Tunnels (CQ031)** – Construct three revenue tunnels and one non-revenue tunnel beneath Sunnyside Yard and Harold Interlocking.

**Northern Boulevard Crossing (CQ039)** – Construct mined tunnel under Northern Boulevard, the IND underground subway and the BMT elevated subway.

**Harold Structures 1 and GO2 Substation (CH053)** – Construct various civil infrastructure elements at Harold Interlocking and expand the existing LIRR Amtrak Right of Way for the future TBM tunnels and Mainline track diversions including the design, and installation of a pre-fabricated substation.

**Harold Structures 2 (CH054A)** – Construct various civil infrastructure elements at Harold Interlocking and expand the existing LIRR and Amtrak Right of Way for the future TBM tunnels and Main-line track diversions.

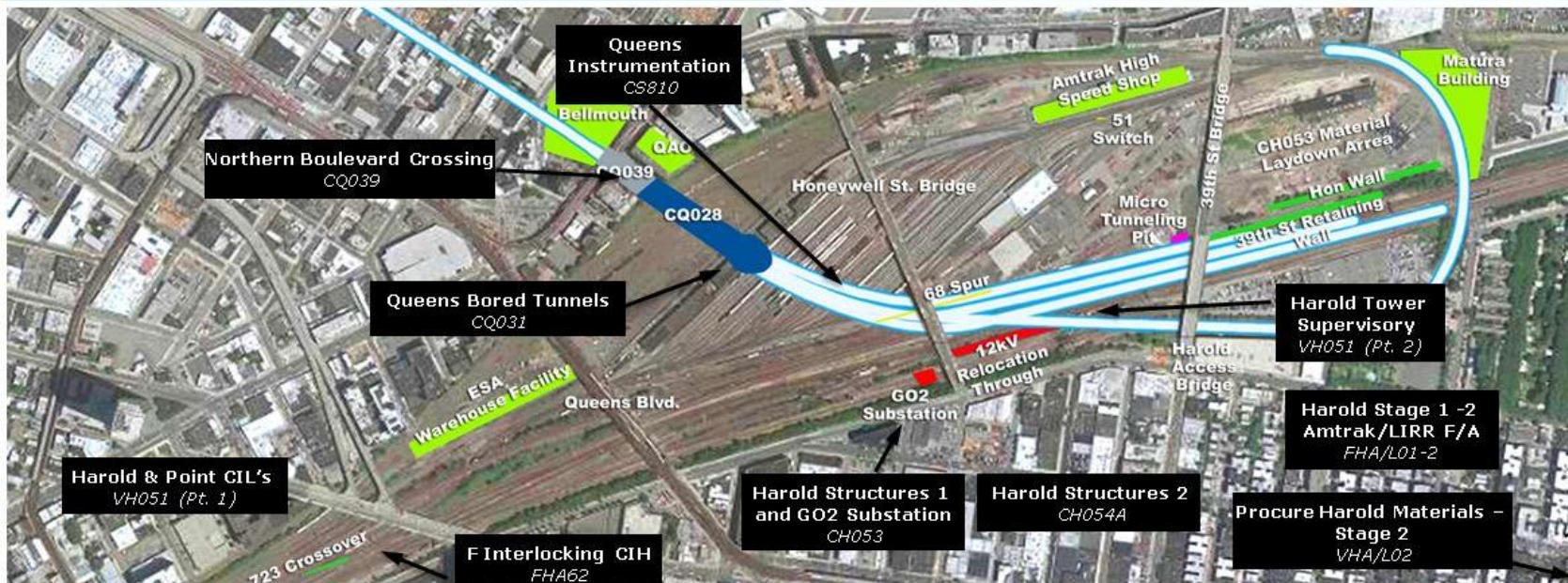
**Harold Stage 1-2 Amtrak/LIRR Force Account (FHA/L01-2)** – Installation of track/switches by LIRR and Amtrak. Installation of new microprocessor based signal system. Construction of traction power substation. Modified catenary system.

**F Interlocking CIH (FHA62)** – Amtrak manufacture and delivery of Central Instrumentation Houses (CIHs) and cases for the F2 and F1 Signal Interlockings.

**Procure Harold Materials Stage 2 (VHA/L02)** – Procure LIRR and Amtrak Force Account material in support of Stage 2 construction.

**Harold & Point CIL's (VH051 Part 1)** – This is the procurement of seven Harold Interlocking Central Instrument Locations (CILs) and one Point Interlocking Central Instrument Location and the purchase of a fully operational Vital Microprocessor-Based Interlocking Control System for the referenced interlockings.

**Harold Tower Supervisory (VH051 Part 2)** – This contract includes the purchase of a fully operational Supervisory Control System for control of signals at Harold and Point Interlocks.



Active Projects – Queens

**Queens Instrumentation (CS810)**

**Apr, May, Jun '11**

**Contractor:** Wang Technology, LLC  
**Construction Manager:** John Annoni

**FTA Grant:** N/A

**Description:** Procurement, installation and establishment of initial readings for structural instrumentation, geotechnical instrumentation, and data acquisition systems in Sunnyside Yard and Harold Interlocking to support Queens tunnel excavation. The instrumentation will monitor on existing ground and structure settlement during the TBM operation.

Construction



Drilling at BX-9.

**Schedule and Cost**

**Progress:**

1. Installed borehole extensometers and continued drilling for instrumentation in Sunnyside Yard
2. Installed prisms on Mainline tracks and G02 Substation for Automatic Motorized Total Station (AMTS) units
3. Installed two AMTS near Honeywell Bridge
4. Installed Surface Movement Monitoring Points on Mainline tracks
5. Continued taking baseline reading on LIRR Mainline Tracks, Loop Tracks and Sunnyside Yard

**Schedule:** The contractor is working toward the revised schedule for substantial completion in July. The forecast substantial completion date is dependent upon availability of railroad protection resources.

**Cost:** As of 06/30/11, eight modifications for a total of \$315,173 have been executed. Current Budget increased to fund contract modifications in support of contract close-out.

**Critical Issues:** Limitation in Railroad protection resources may delay the schedule.

**Milestones CS810**

#	Milestones Description	Original Approved (Approved Plan)	Current Approved (Approved Plan)	Actual/ Forecast
		N/A	NTP	05/06/09
1A	Prisms at 43 <sup>rd</sup> St. Bridge	09/01/09	09/01/10	09/01/10 (A)
1B	Instrumentation at Yard Lead area	12/01/09	12/02/10	12/02/10 (A)
1C	Instrumentation near Three Tunnel Exits	02/04/10	12/07/10	12/07/10 (A)
2	Substantial Completion	05/05/10	05/03/11	07/21/11

Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
	Plan	Actual	Plan	Actual
Cost Expenditure				
Percent Complete	17.3	16.1	100.0	86.5

**Contract Costs (\$000) as of 06/30/11**

	CS810	F/A Support*	Total
Budget at Award	3,007	-	3,007
Current Budget	3,055	-	3,055
Original Award	2,740	-	2,740
Approved Changes	315	-	315
Current Contract Value	3,055	-	3,055
Invoiced Amount	2,643	-	2,643
Estimate at Completion	3,055	-	3,055

\* Force Account Access and protection costs are reported with CQ031.

**Queens Bored Tunnels and Structures (CQ031)**

**Apr, May, Jun '11**

**Contractor:** Granite-Traylor-Frontier Joint Venture  
**Construction Manager:** Neal O'Connor

**FTA Grant:** NY-03-0344/ARRA Stimulus Funds NY-36-0002

Construction

**Description:** Construct three revenue tunnels and one non-revenue tunnel beneath Sunnyside Yard and Harold Interlocking. Construction includes the following: complete main open-cut excavation (from CQ028), procurement and assembly of two pressurized face tunnel-boring machines and ancillary equipment, tunnel excavation, installation of a one-pass pre-cast concrete tunnel liner, installation of ground treatment along the alignment to support tunnel construction, underpinning bridge piers and LIRR mainline structures, construction of an Amtrak access road, and construction of exit/ventilation structures (below-ground) and TBM reception pit, environmental monitoring, water quality sampling and elevation.



lifting of the Removed Waler at the North End of YLAS.



Carpenters Continue Installing Forms for LB B-C.

**Schedule and Cost**

**Progress:**

1. Commenced Yard Lead TBM mining and advanced 270 ft into the rock from the Launch Shaft (6% to date). Continued to progress on TBM A assembly and planned mining in July 2011. Continued construction of TBM Launch Block for Tunnel D and B/C.
2. Continued concreting invert slab and wall at Yard Lead Approach Structure. Yard Lead Reception Pit is ready for TBM. The invert for Approach Structure is near complete.
3. Continued installation of mini-piles at 39<sup>th</sup> St. Bridge Pier 1S for its underpinning. Continued excavation of Yard Lead Emergency Exit to 2<sup>nd</sup> Level bracing.
4. Completed drilling freeze pipes at west of Honeywell Bridge for Safe Haven at Three Tunnel Emergency Exit and began the freeze for 3TEE Safe Haven
5. Manufactured 1,663 pre-cast segments to date (80% Completed)
6. Continued 43<sup>rd</sup> St. sewer relocation

**Schedule:** The revised schedule has been approved for progress tracking/monitoring purposes. The schedule includes recent changes/workarounds to mitigate schedule delays i.e., deletion of the 3 tunnel and D emergency exits, ground freeze Safe Haven, temporary reception pit for Tunnel A, Yard Lead Trench concrete structure, and B13 Substation. See Forecast dates in CQ031 Milestone table. With tunnel excavation beginning, it is expected that Actual versus Planned progress will continue to improve.

**Cost:** As of 06/30/11, forty two modifications for a total of \$81,155,488 including \$324,392 in Regional Investment have been executed. This includes the option work of \$58,400,000 for the construction of the Yard Lead Approach and other structures. CQ031 ESA budget increased due to scope move from CQ032 to CQ031 for Yard Lead Emergency Exit, vent structure, the B13 Substation, and additional funding for slurry wall repairs.

**Critical Issues:** Completion of the ground freeze Safe Haven and finalized design for Tunnel A Temporary Pit are on the critical path for Tunnel Completion. Finalized design for Westbound Bypass Structure is critical to Substantial Completion. The contractor began construction of the temporary pit.

**Milestones CQ031**

#	Milestones Description	Original Approved (Approved Plan)	Current Approved (Approved Plan)	Actual/Forecast
		N/A	NTP	
1	Temporary Substation for TBM	09/27/10	09/27/10	09/26/10 (A)
N/A	Begin Yard Lead Mining	02/24/11	02/24/11	05/18/11 (A)
4	Complete Tunnels	03/04/12	03/04/12	07/27/12
7	Substantial Completion	09/26/12	09/26/12	12/26/12
8	Final Completion	01/24/13	01/24/13	04/17/13

Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
	Plan	Actual	Plan	Actual
Cost Expenditure				
Percent Complete**	4.6	5.9	66.6	52.8

\*\*Curve redesigned based on Original Baseline, Current Baseline and Actual

**Contract Costs (\$000) as of 06/30/11**

	CQ031 ESA Only	Regional Investment**	F/A Support	Total
Budget at Award	756,763		22,677	779,440
Current Budget***	778,484	10,641	22,677	811,802
Original Award	648,884	10,317	22,677	681,878
Approved Changes	80,831	324		81,155
Current Contract Value	729,715	10,641	22,677	763,033
Invoiced Amount	388,381	10,641	10,250	409,272
Estimate at Completion	778,484	10,641	22,677	811,802

\*\*Not included as part of the FFGA Budget. Work must be built concurrently with ESA construction pursuant to an agreement with Amtrak.

\*\*\*The Current Budget includes funds for scope moved from Plaza Substations & Queens Structures (CQ032) to CQ031. This work has not been executed.

Quarterly Review Report – 2<sup>nd</sup> Quarter '11

**Coordination Required**

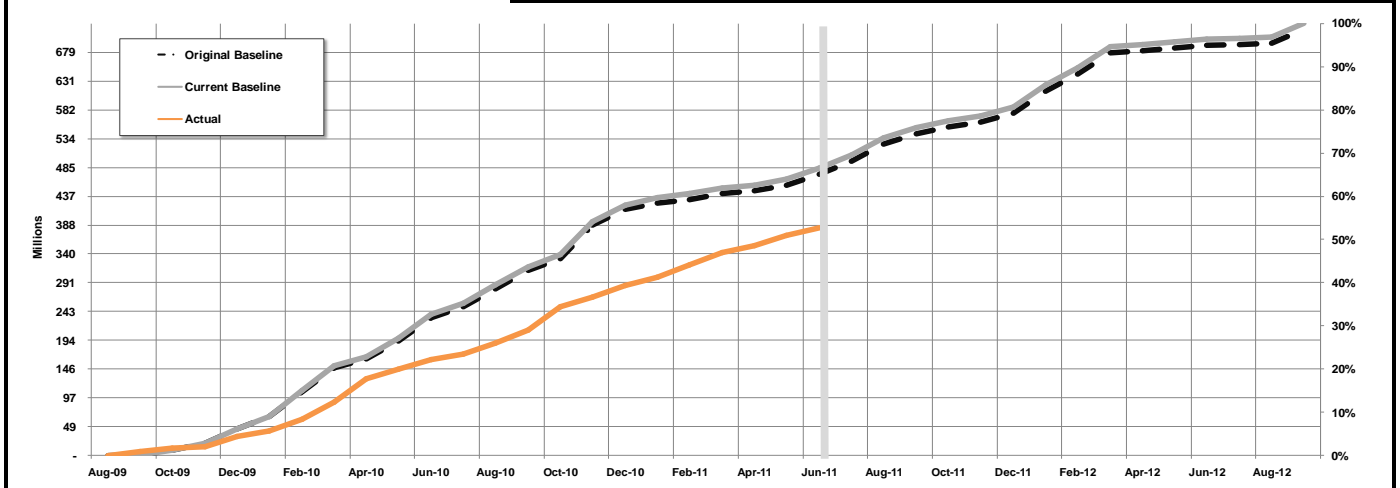
**Real Estate:** All Real Estate has been acquired and tenants are being relocated.

**Permits:** A FDNY blasting permit and the water discharge permit were obtained. Long Island Well Permit has been obtained

**Railroad Agencies:** Amtrak, LIRR, NYAR.

**MOU:** Amtrak Project Initiative and Permit to Enter obtained.

**Progress Curve (CQ031)**



**Safety**

- Continued ongoing safety walk-thru of sites
- Continuing reviews of the segment liner delivery operation
- On-going reviews of the freeze plant operation and the receiving pit for the operating TBM
- Assembly of the second TBM and launch blocks continues safely and nears completion for a second launch in the next few weeks

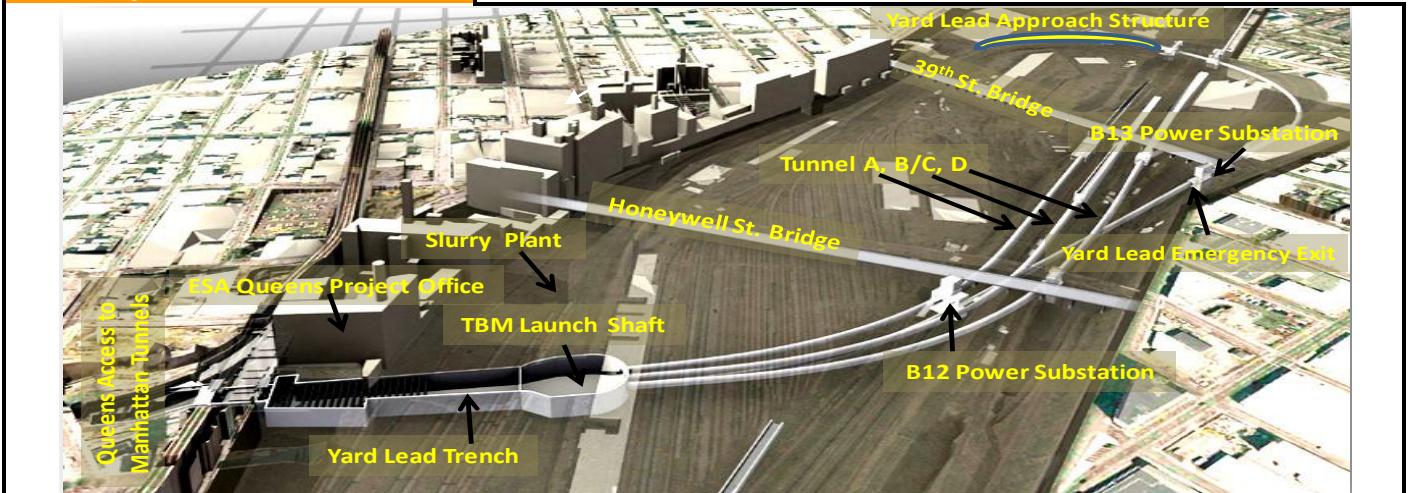
**Safety Statistics\***  
(Cumulative Incidents per 200,000 work-hours)

	Project	Contract	BLS** ('10)
Lost Time Accidents	2.77	2.49	2.20

\*The project performance statistics are based on construction hours only

\*\*Bureau of Labor Statistics/National Industry Average

**Site Map**





**Northern Boulevard Crossing (CQ039)**

**Apr, May, Jun '11**

**Contractor:** Schiavone/Kiewit, a Joint Venture (SK)  
**Construction Manager:** Philip Stummvoll

**FTA Grant:** NY-03-0344

**Construction**

**Description:** Construct mined tunnel under Northern Boulevard, the IND underground subway and the BMT elevated subway. The work includes: 1) Ground improvement/freezing; 2) Underpinning BMT foundations; 3) Complete excavation and support existing slurry walls; 4) Geotechnical instrumentation/monitoring; 5) Sequential tunnel excavation and initial support; and 6) Final structural lining and invert.



Continued Excavation for Level VI Slab.



Dismantling Rock at Middle Part of EAC Excavation.

**Schedule and Cost**

**Progress:**

- Completed installation of horizontal freeze pipes at Level 5 and completed excavation at Early Access Chamber (EAC) and concrete slab at Level 5
- Excavated to EAC Level 6, completed installation of freeze pipes and began installation of concrete slab at Level 6
- Began preparation for ground freeze

**Schedule:** ESA and SK have reached a global settlement on schedule delays caused by slurry wall repairs for Early Access Chamber, access restraint turnover delays, and other various issues. As part of the global settlement, the contractor agrees to make positive adjustments to facilitate the overall East Side Access program. This adjustment will allow the *Plaza Substation & Queens Structures (CQ032)* contractor to commence the construction of the B10 substation, which is on the critical path of the Queens portion of the East Side Access Program, ahead of schedule. The contractor provided a revised baseline schedule to reflect the global settlement which are reflected in the Milestones Table.

**Cost:** As of 06/30/11, four modifications for a total of \$434,000 have been executed. Current budget increased this quarter due to Plaza Invert Slab scope transfer from *Plaza Substation & Queens Structures (CQ032)* and to fund the global settlement.

**Critical Issues:**

The contractor is working three shifts and Saturdays to recover schedule. It is anticipated some delays may be recovered due to the additional shifts.

**Milestones CQ039**

#	Milestones Description	Original Approved	Current Approved	Actual/ Forecast
		(Approved Plan)	(Approved Plan)	
N/A	NTP	02/03/10	02/03/10	02/03/10 (A)
N/A	Complete BMT Underpinning	09/26/10	09/26/10	11/21/10 (A)
N/A	Completion of Access Chamber	10/28/10	12/31/10	07/21/11
N/A	Begin Ground Freezing	10/15/10	08/30/11	08/12/11
1	Substantial Completion	10/05/11	08/01/12	08/01/12
2	Final Completion	02/04/12	11/30/12	11/30/12

Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	<b>11.8</b>	<b>15.4</b>	<b>37.1</b>	<b>38.4</b>

\* Curve redesigned based on Original Baseline, Current Baseline and Actual

**Contract Costs (\$000) as of 06/30/11**

	CQ039	F/A Support	Total
Budget at Award	<b>89,245</b>	<b>1,245</b>	<b>90,490</b>
Current Budget**	<b>98,037</b>	<b>1,188</b>	<b>99,225</b>
Original Award	<b>84,950</b>	<b>200</b>	<b>85,150</b>
Approved Changes	<b>434</b>	<b>0</b>	<b>434</b>
Current Contract Value	<b>85,384</b>	<b>200</b>	<b>85,584</b>
Invoiced Amount	<b>32,799</b>	<b>61</b>	<b>32,860</b>
Estimate at Completion	<b>98,037</b>	<b>1,188</b>	<b>99,225</b>

\*\*The Current Budget includes funds for scope moved from Plaza Substations & Queens Structures (CQ032) to CQ039. This work has not been executed.

Quarterly Review Report – 2<sup>nd</sup> Quarter '11

Coordination Required

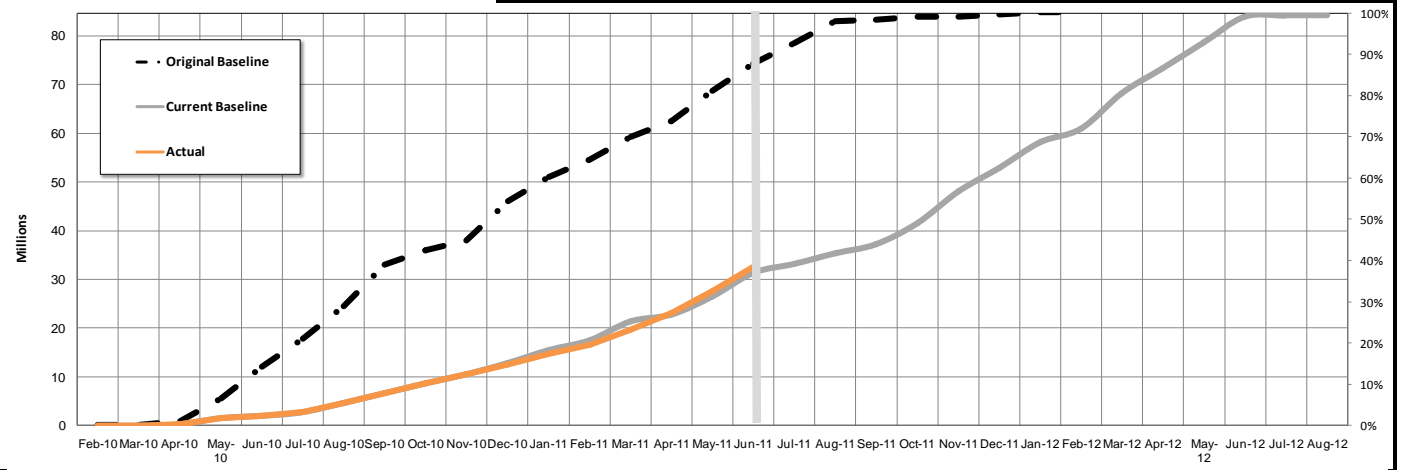
**Real Estate:** N/A

**Permits:** Lane closure (DOT) was obtained by contractor.

**Railroad Agencies:** The preliminary design is approved by NYCT. Instrumentation and monitoring are being coordinated with NYCT. The General Order for BMT underpinning load transfer was obtained.

**MOU:** N/A

Progress Curve (CQ039)



Safety

- Zero Lost Time Accidents
- Continue ongoing safety walk-thru of sites

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS** ('10)
Lost Time Accidents	2.77	0.00	2.20

\*The project performance statistics are based on construction hours only

\*\*Bureau of Labor Statistics/National Industry Average

Site Map



**Harold Structure Part 1 and G02 Substation (CH053)**

**Apr, May, Jun '11**

**Contractor:** Perini Corp.

**Construction Manager:** Ray Busch

**FTA Grant:** NY-03-0344/ NY-95-X025

**Description:** Construct various civil infrastructure elements at Harold Interlocking and expand the existing LIRR Amtrak Right of Way for the future TBM tunnels and Mainline track diversions including the design, and installation of a pre-fabricated substation and installation of new signal towers and catenary structures by replacing the existing structures.

**Construction**



Pier 1 Installation at 43rd Street Bridge.



G02 Substation Installation.

**Schedule and Cost**

**Progress:**

1. Installed the fabricated G02 Substation and continued wiring
2. Completed installation of piles and concrete for the pipe cap and stem wall for Westbound Bypass Pier 1 Abutment.
3. Completed installation of foundation piles for Piers 2 Abutment and began formwork and rebar for pile cap
4. Completed setting Q-Tower aerial utility structure
5. Began excavation for Harold Aerial Utility Structure foundations
6. Continued construction of 12KV ductbank
7. Installed catenary steel structures and continued installation of signal towers and catenary foundations as part of Harold Interlocking signal line relocation

**Schedule:** Contractor is progressing toward the re-baseline sequence to mitigate schedule delay. The re-baseline schedule is being updated per recent design completion schedule.

**Cost:** The design issues with the Amtrak catenary poles and foundations as well as the 12KV ductbank are nearing resolution. Quantity take-offs are being compiled, and will be used to prepare a revised forecast to capture the poles associated with Mainline Package 5. This work is trending over budget. A revised Estimate at Completion is being prepared. The budget was increased by \$12M to fund pending modifications.

**Contract Modifications:** As of 06/30/11, fifty six modifications for a total of \$31,468,739 have been executed.

**Critical Issues:**

1. Finalize Amtrak electrical traction and 12KV ductbank design issues to complete these work activities. The GEC continues to meet with Amtrak to expedite the design.
2. Begin installation of the new signal towers. The relocation is critical to the Queens tunnel mining
3. Complete catenary and signal tower design packages. The relocation of these structures is critical to interfaces with CQ031.

**Milestones CH053\***

Milestones		Original Approved (Approved Plan)	Current Approved (Approved Plan)	Actual/Forecast
#	Description			
N/A	NTP	01/01/08	01/01/08	01/01/08 (A)
1	Beneficial Occupancy Harold Access Bridge (HAB)	12/16/08	01/01/11	09/07/11
3	New G02 Substation Complete	08/14/09	04/15/11	06/05/12
7	Substantial Completion	05/05/10	01/16/12	12/31/12
8	Final Completion	09/02/10	04/15/12	03/31/13

Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
Cost Expenditure	Plan*	Actual	Plan	Actual
Percent Complete**	12.0	3.3	73.0	57.2

\* Re-baseline schedule is conditionally approved assuming a substantial completion date of January 2012

\*\*Curve redesigned based on Original Baseline, Current Baseline and Actual

**Contract Costs (\$000) as of 06/30/11**

	CH053	LIRR Costs	F/A Support	Total
Budget at Award	144,144	2,000	18,212	164,356
Current Budget	191,708	2,000	27,560	221,268
Original Award	137,280	2,000	27,560	166,840
Approved Changes	31,468	0	0	31,468
Current Contract Value	168,748	2,000	27,560	198,308
Invoiced Amount	97,696	0	18,932	116,628
Estimate at Completion	191,208	2,000	27,560	219,268

Quarterly Review Report – 2<sup>nd</sup> Quarter '11

Coordination Required

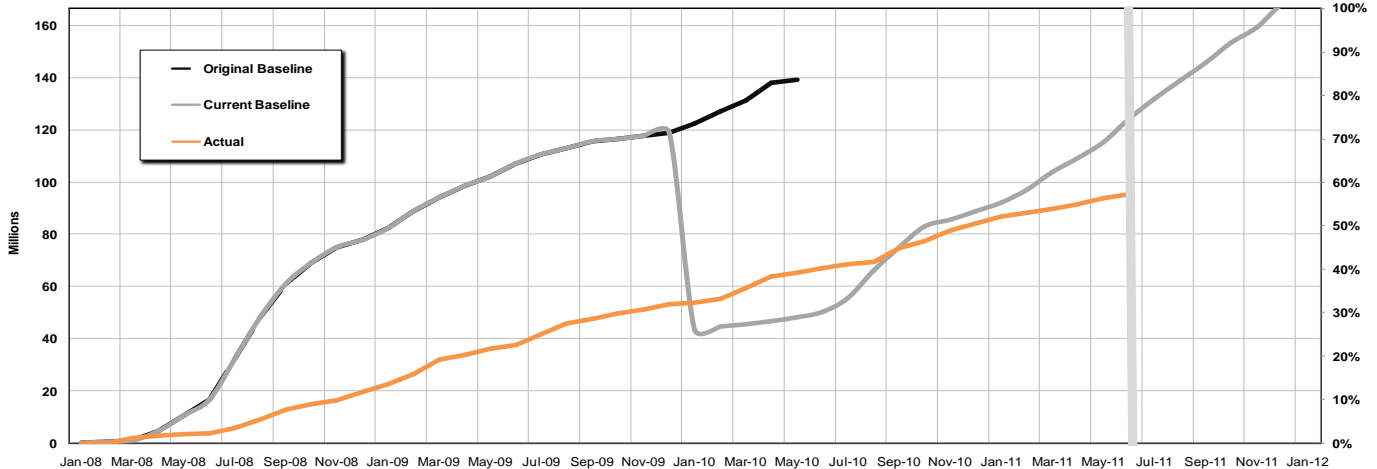
**Real Estate:** All easements have been secured.

**Railroad Agencies:** LIRR and Amtrak will provide flagging protection and perform required support work.

**Permits:** Pre-award reviews and approvals have been obtained from NYCDOT and NYCDEP. Relevant permit have been obtained by the contractor. Amtrak Entry Permit was approved.

**MOU:** Amtrak labor clearance was obtained. LIRR and Amtrak force account agreements were signed. Project Initiative (PI) with Amtrak signed.

Progress Curve (CH053)



Safety

- Continue ongoing safety walk-thru of sites
- The micro-tunnel, “pipe-jacking” technique was used for micro-tunnel five successfully, with no ground movement that would affect LIRR or Amtrak operations. More micro-tunnel work is planned.
- The GO2 substation is nearing completion

Safety Statistics\*  
(Cumulative Incidents per 200,000 work-hours)

	Project	Contract	BLS**('10)
Lost Time Accidents	2.77	2.05	2.20

\*The project performance statistics are based on construction hours only

\*\*Bureau of Labor Statistics/National Industry Average

Site Map



**Harold Structures – Part 2A (CH054A)**

**Contractor:** Perini Corp.

**Construction Manager:** Ray Busch

**FTA Grant:** NY-03-0344/ARRA Stimulus Funds NY-36-0002

**Description:** Construct various civil infrastructure elements at Harold Interlocking and expand the existing LIRR and Amtrak Right of Way for the future TBM tunnels and Main-line track diversions including: 1) the construction of retaining walls, 2) Track D TBM reception pit, 3) AC traction power duct bank, 4) access road work, 5) demolition of existing Catenary Foundations, 6) procurement of two signal bridges, and 7) other utility relocations and adjustments.

Construction



Installing 48 inch Sewer Pipe.



Installing Support of Excavation.

**Schedule and Cost**

**Progress:**

- Continued storm sewer line relocation along LP1A track and installation of 36” reinforced concrete pipe
- Completed installation of crib walls for Signal Bridge E34 and Signal Bridge E32
- Installed stairs for A1/L1 power transformer
- Installed new Amtrak’s signal trailer at 39<sup>th</sup> St.

**Schedule:** The CH054A contract anticipates delays due to the re-design of the 12KV feeder ductbank which controls the critical path of the CH054A contract and delays from the relocation of the CH053 catenary structures.

The critical section of the 12KV ductbank has been completed for early construction to support the installation of the F2 Central Instrumentation House. The remaining portion of the ductbank will be released in phases to mitigate the schedule impacts.

The contractor plans to mitigate the schedule impact by increasing manpower and number of crews. Weekday night shift is also being considered to reduce overall construction duration. The plan curve is updated to demonstrate the estimate at completion.

**Cost:** The Current Budget was increased by \$9M to fund pending modifications.

**Contract Modifications:** As of 06/30/11, thirteen modifications for a total of \$1,623,855 have been executed.

**Critical Issues:** Resolve Amtrak electrical traction 12KV ductbank design to issue change order and commence work. The GEC continues to meet with Amtrak to expedite the design. Availability of track outages and railroad are also required for the storm sewer relocation.

Milestones CH054A				
#	Milestones Description	Original Approved	Current Approved	Actual/Forecast
		(Approved Plan)	(Approved Plan)	
N/A	NTP	08/24/09	08/24/09	08/24/09 (A)
2	Retaining Wall THOM S1/S2	05/26/10	05/26/10	12/21/10 (A)
N/A	Complete 12KV relocation	12/07/10	12/07/10	03/23/12
3	Substantial Completion	12/21/10	12/21/10	09/13/12
4	Final Completion	03/21/11	03/21/11	12/17/12

Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	6.7	6.7	48.8	48.8

\*\*Curve redesigned based on Original Baseline, Current Baseline and Actual  
This is a forecasted progress curve

Contract Costs (\$000) as of 06/30/11			
	CH054A	F/A Support	Total
Budget at Award	27,067	3,199	30,266
Current Budget	36,066	3,998	40,064
Original Award	21,778	3,199	24,977
Approved Changes	1,623	0	1,623
Current Contract Value	23,401	3,199	26,600
Invoiced Amount	11,414	1,652	13,066
Estimate at Completion	36,066	3,998	40,064

Quarterly Review Report – 2<sup>nd</sup> Quarter '11

Coordination Required

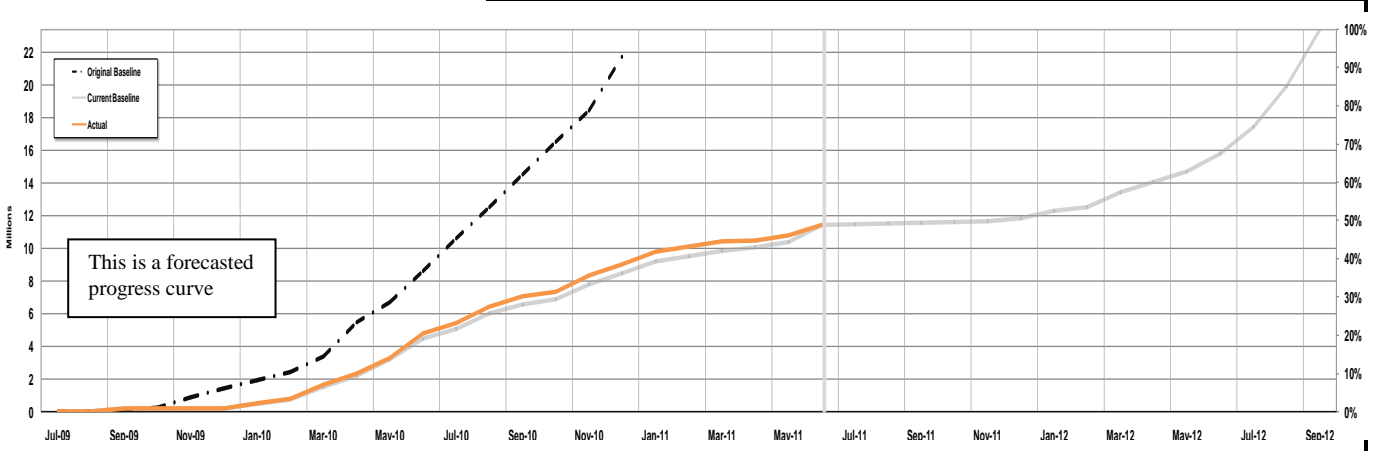
**Real Estate:** All work on railroad property or in city streets.

**Railroad Agencies:** Amtrak and LIRR.

**Permits:** NYCDOT permits needed. Water discharge permit (DEP) needed.

**MOU:** Obtained Project Initiative and Permit to Enter from Amtrak.

Progress Curve (CH054A)



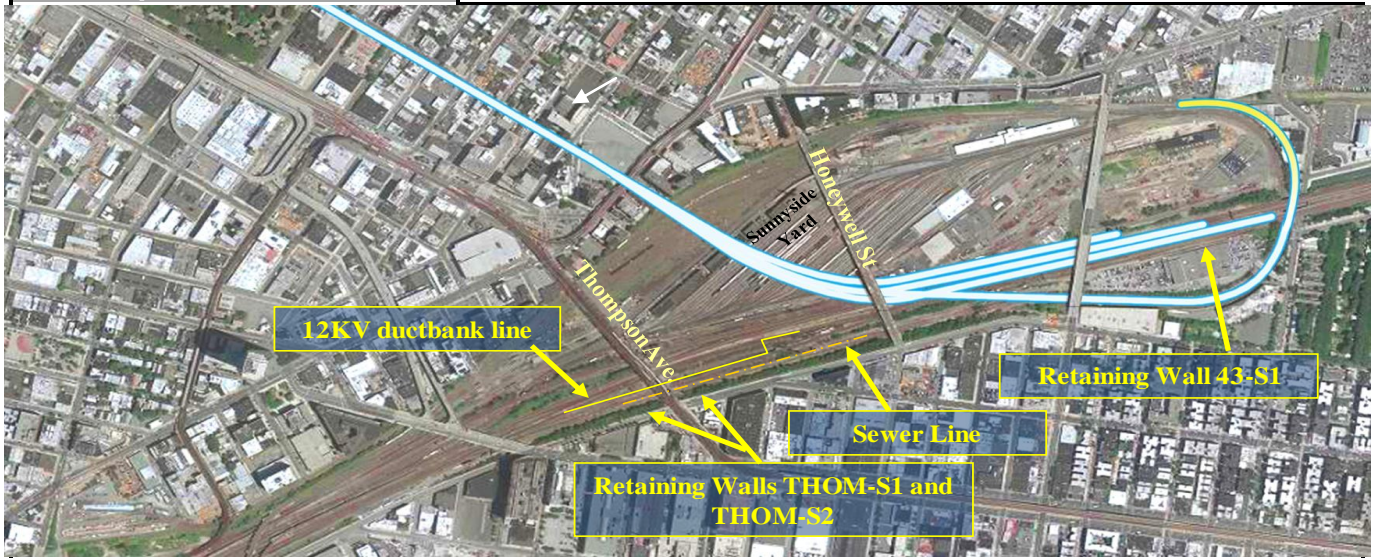
Safety

- No major safety issues or injuries reported for this month
- The LTA rate is declining as job hours accumulate and as work progresses without incidents
- Continue safety walk-thru of work sites
- Confined/enclosed space hazard controls are being followed effectively by the contractor's workforce in all manhole, sewer excavation and installation work

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS** ('10)
Lost Time Accidents	2.77	3.35	2.20

\*The project performance statistics are based on construction hours only  
 \*\*Bureau of Labor Statistics/National Industry Average

Site Map



**Harold Stage 1 – Amtrak Force Account (FHA01)**

**Apr, May, Jun '11**

**Contractor:** Amtrak  
**Construction Manager:** Peter Malvese

**FTA Grant:** N/A

**Description:** Install one track crossover (723); Relocate catenary and signal power at several locations, perform modifications and removal of poles; Third-rail installation; Signal infrastructure installation, cable pulls, tie-ins, testing and cut-over of the 723 crossover incorporating changes to “F” Interlocking and software and hardware modification for the Penn Station Central Control (PSCC); Clear debris, materials and other incidentals from the Amtrak Maintenance-of-Way Yard; electrical traction relocations in support of the CH053, 54A and CQ031 civil work.

Construction



Install Support Brackets on Tower 26 (West of 39th St).



Install Catenary Assembly at B-929W in Sunnyside Yard.

**Schedule and Cost**

**Progress:**

1. Completed static wires relocation at 43<sup>rd</sup> St. Bridge
2. Completed new B-929W and B-931W catenary structures in Sunnyside Yard (Subset G); continued removing the existing structures at East of 43<sup>rd</sup> St. (Subset K) and Sunnyside Yard (Subset G)
3. Commenced catenary works on Subset A&C (Signal Power Relocation)
4. Installed support brackets and arms at Tower 26 as part of the 1017 replacement pole on West of 39<sup>th</sup> St.
5. Continued working on catenary car charger station at Q Tower in Sunnyside Yard

**Schedule:** The Signal Tower and catenary work drives the substantial completion date. Erection of the Amtrak signal tower is planned for July '11. The signal power cable relocation at Tower 26 has been rescheduled to August 6<sup>th</sup> '11.

**Cost:** Costs are within the current budget and it is expected that the contract will be completed within or below budget.

**Critical Issues:** Completion of final design for signal power and catenary structures and subsequent Amtrak approval. The delay directly impacts the *Harold Stage 1 - Amtrak (FHA01)* substantial completion date.

**Milestones FHA01**

#	Milestones Description	Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
		N/A	100% Design	11/19/07
N/A	Commence Stage 1	06/30/07	06/30/07	06/30/07 (A)
N/A	Cutover Switch O1/O2	04/13/08	08/10/08	10/05/08 (A)
N/A	Compl. 68 Spur Track	09/15/09	05/01/10	09/06/10 (A)
N/A	Compl. Signal Power Cable	04/15/09	09/20/10	09/15/11
N/A	Substantial Completion	09/30/10	01/03/12	12/31/12

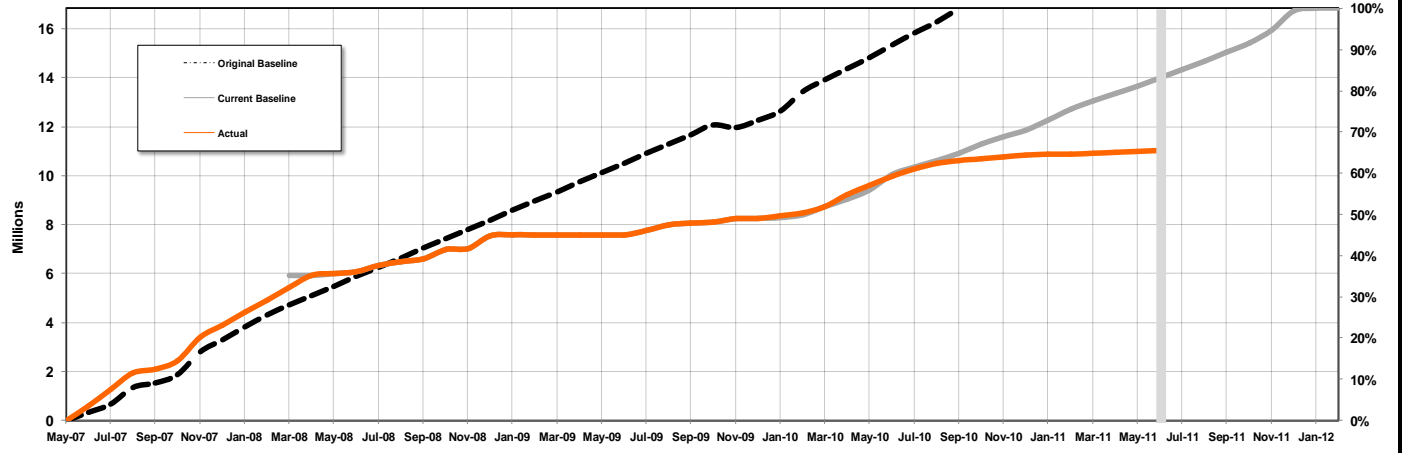
Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
	Plan	Actual	Plan	Actual
Cost Expenditure				
Percent Complete**	5.6	0.7	86.5	65.5

\*\*Curve redesigned based on Original Baseline, Current Baseline and Actual

**Contract Costs (\$000) as of 06/30/11**

	Stage 1	F/A Support	Total
	Budget at Award	9,500	-
Current Budget	16,825	-	16,825
Original Award	9,500	-	9,500
Approved Changes	7,325	-	7,325
Current Contract Value	16,825	-	16,825
Invoiced Amount	13,503	-	13,503
Estimate at Completion	16,825	-	16,825

Progress Curve (FHA01)



Coordination Required

**Real Estate:** None required.

**Permits:** None required.

**Railroad Agencies:** LIRR and Amtrak.

**MOU:** Amtrak Force Account Agreement has been signed.

Site Map





**Harold Early Stage 2 – Amtrak Force Account (FHA02)**

**Apr, May, Jun '11**

**Contractor:** Amtrak

**Construction Manager:** Peter Malvese

**FTA Grant:** N/A

Construction

**Description:** Convert air switches 735, 737, 741, and 743 from air to electric; Install new electric switch machines; Install temporary signal case, cable pulls, tie-ins, testing and cut-over switches; Install signal troughs, pull boxes, 9-ways/conduits, and case foundations for F1 and F2 Central Instrument Houses (CIH).



Leg Foundations for 37A Signal Case under Honeywell St.



Installing F1H Signal Case West of Thomson Ave.

**Schedule and Cost**

**Progress:**

1. Completed installation of F2-Central Instrument House (CIH) and F1B, F1D, F1E, F1H, and F2D signal cases (completed 13 of 31 case installations)
2. Completed installation of case legs and ground grids for F1E, F1H, 2EB, 37A, 4EB, and F1-CIH
3. Completed preparatory site area for the F1-CIH installation on July 30<sup>th</sup>, 2011
4. Continued preparatory work for track shift and alignment on Line 1
5. Continued installation of pull boxes

**Project Initiative (P.I.) Status:**

ESA continued working with Amtrak Communication & Signal to finalize the estimate and schedule. Track/3<sup>rd</sup> Rail /Electric Traction (ET) concurred estimates. The P.I. for ET catenary will be issued separately since the ET catenary design will be completed in September 2011.

**Schedule:**

The Line 1 and Line 3 track alignment works are rescheduled for August and September 2011. Four switches (turnouts – 771 E/W and 747E/W) are scheduled for late January/February 2012.

**Cost:**

The value of the P.I. (labor and equipment only) for early work increased to \$9,706K to progress Stage 2. The cost will be revised once the P.I. for remaining Stage 2 work is approved.

**Critical Issues:** None.

**Milestones Early FHA02**

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	Commence Early Stage 2	12/15/08	12/15/08	12/15/08 (A)
N/A	Cutover Switch Machine-741	06/13/09	06/13/09	06/06/09 (A)
N/A	Cutover Switch Machine-743	06/21/09	06/21/09	06/20/09 (A)
N/A	Cutover Switch Machine-735	07/11/09	07/11/09	05/30/09 (A)
N/A	Cutover Switch Machine-737	07/18/09	07/18/09	06/14/09 (A)
N/A	Install F2 CIH	10/15/10	10/15/10	04/02/11 (A)
N/A	Track Alignment – Line 1 & 3	08/15/10	08/15/10	09/15/11
N/A	Complete Early Stage 2	12/30/10	12/30/10	07/31/11

Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	16.4	8.0	98.8	84.4

\*\*Curve redesigned based on Original Baseline, Current Baseline and Actual

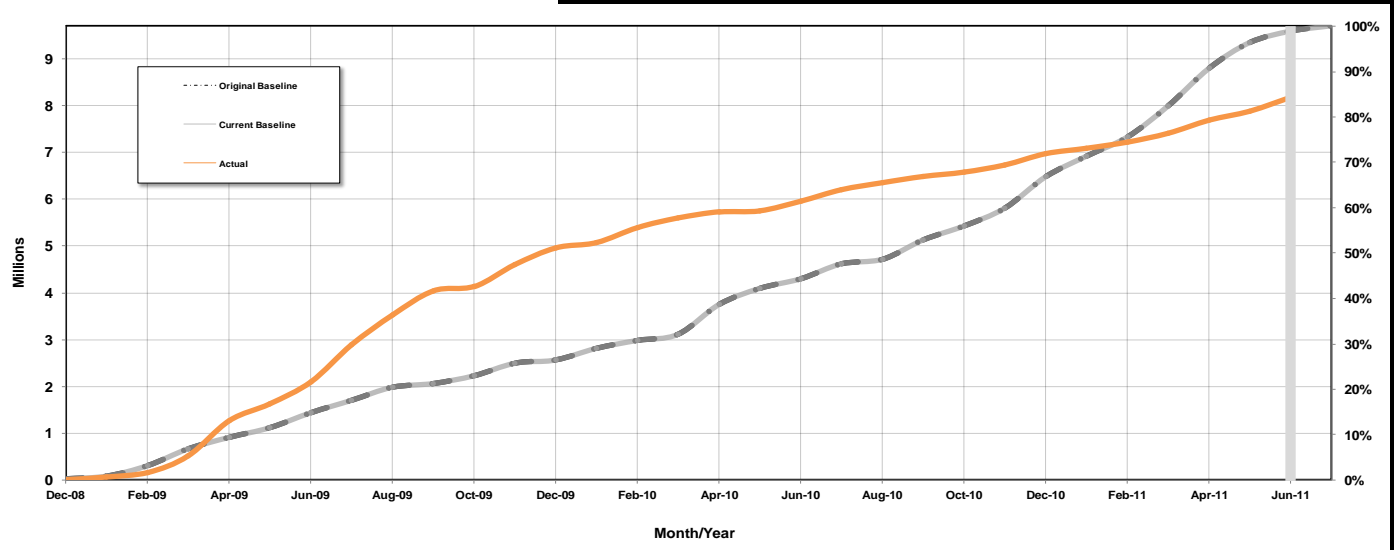
**Contract Costs (\$000) as of 06/30/11**

	Early Stage 2	F/A Support	Total
Budget at Award**	9,706	-	9,706
Current Budget**	9,706	-	9,706
Original Award	9,706	-	9,706
Approved Changes	-	-	-
Current Contract Value	9,706	-	9,706
Invoiced Amount	9,173	-	9,173
Estimate at Completion	9,706	-	9,706

\*\*Note: Stage 2 partial budget (early work only)

Quarterly Review Report – 2<sup>nd</sup> Quarter '11

Progress Curve (FHA02)



Coordination Required

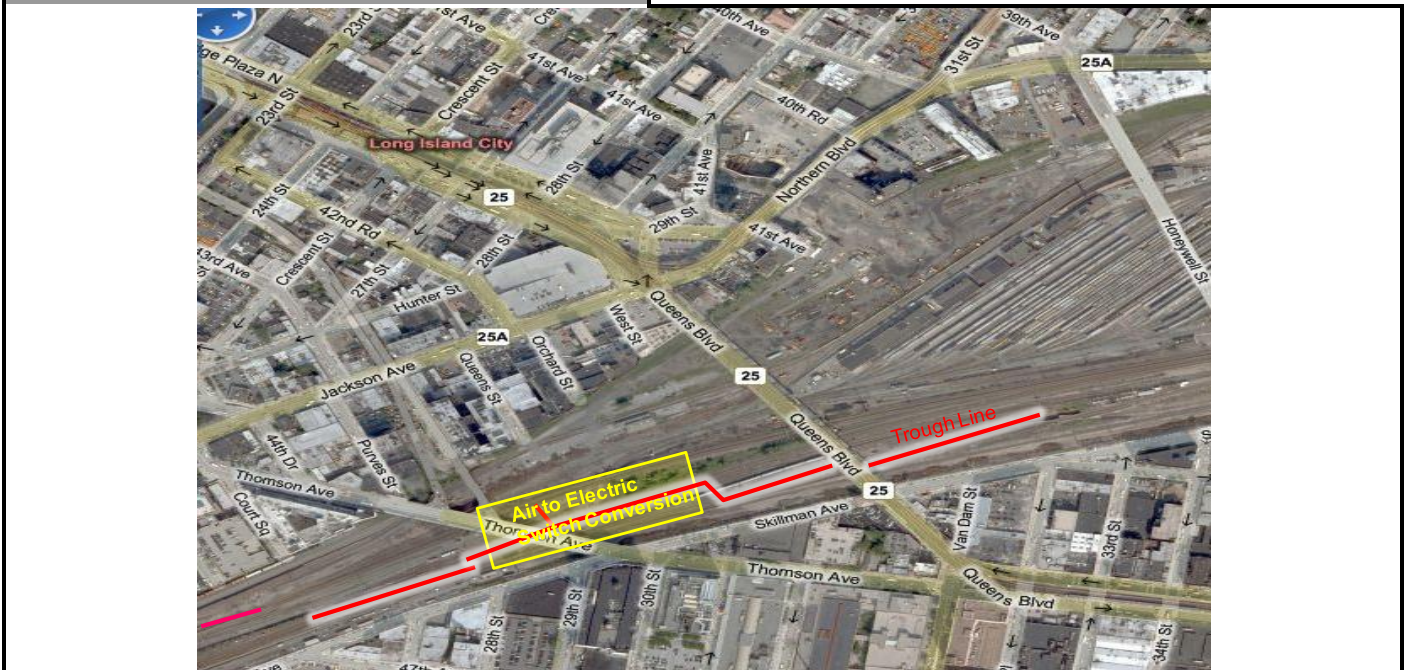
**Real Estate:** None required.

**Permits:** None required.

**Railroad Agencies:** LIRR and Amtrak.

**MOU:** Amtrak Force Account Agreement has been signed.

Site Map



**Harold Stage 1 – LIRR Force Account (FHL01)**

**Apr, May, Jun '11**

**Contractor:** LIRR

**Construction Manager:** Peter Malvese

**FTA Grant:** NY-03-0344

Construction

**Description:** Install eight track switches into the existing signal system; remove two switches; Install signal infrastructure in preparation of Stage 2 (Harold and Point CILs); Reroute signal power cables; Install third rail for new switches & track. Pull traction power cables from G02 Substation final manholes to Harold Main Line tracks; Energize and commission the relocated G02 Substation installed by CH053. Install and relocate signal and communications cables. Cut and throw Main Line 4 and relocated Main Line 2 upon CH053 expanding the South ROW East of 43<sup>rd</sup> Street.



Installing Hardwares on Tower 26 and 1017 Pole.



Boutet Welding on Westward LI Pass at East End of 823 Crossover.

**Schedule and Cost**

**Progress:**

1. Completed sectionalizing switch installation at Tower 27 and supported Amtrak for installing hardwares on Tower 26 and 1017 Pole
2. Continued boutet welding on westward LI passenger track between 823 and 821 switches

**Schedule:**

The LIRR Signal towers are planned for Oct '11 delivery and the LIRR signal power relocation are planned for Dec '11.

The Electric Traction power work for G02 substation is rescheduled to 1<sup>st</sup> Quarter of 2012 due to the delay of the 12kV duckbank.

**Cost:**

The contract is to be completed within current budget.

**Critical Issues:**

The cutover of 821 and 823 switches is rescheduled to the end of October since the design of Amtrak Signal Tower and Catenary are delayed.

Due to the delay of 48<sup>th</sup> St. bring construction (CH053), the substantial completion date slipped one month.

Completion of final design for ET and subsequent Amtrak approval. *Harold Structures Part 1 and GO2 Substation (CH053)* work has not progressed as planned because of ET design issues. The General Engineering Consultant (GEC) continues to meet with Amtrak to expedite design approval.

**Milestones FHL01**

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	100% Design	06/07	06/07	07/07 (A)
N/A	Begin Stage 1	06/29/07	06/29/07	06/29/07 (A)
N/A	Install 823 Switches	01/25/08	03/20/10	08/21/10 (A)
N/A	Cutover 865 Switch	03/01/09	10/16/10	10/16/10 (A)
N/A	Compl. Signal Power Cable	07/15/09	09/20/10	12/10/11
N/A	Cutover 821 & 823 Switches	02/15/10	03/05/11	10/30/11
N/A	Substantial Completion	09/30/10	10/10/11	12/17/12

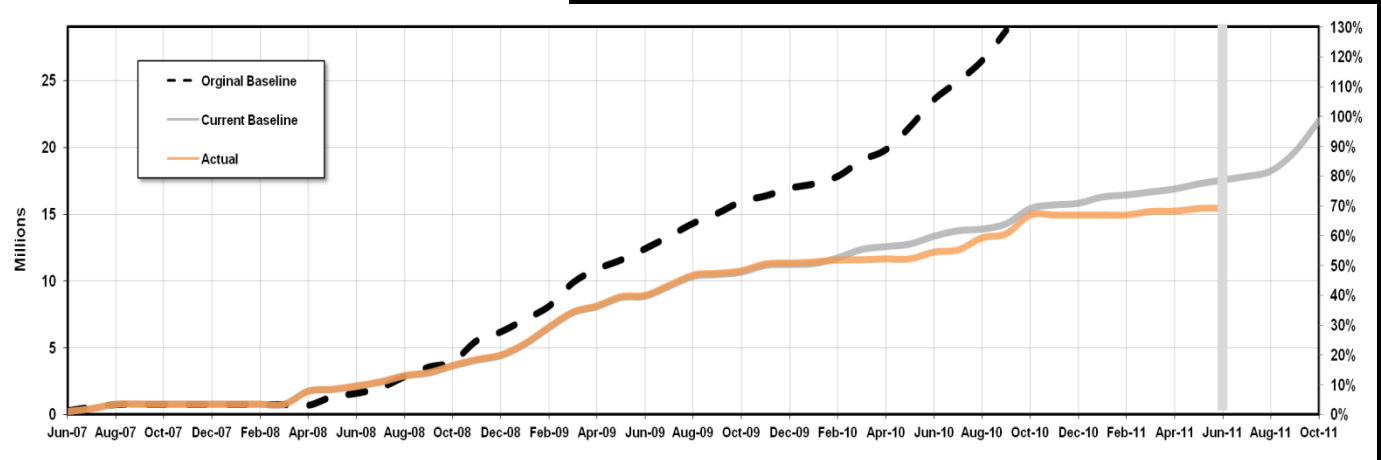
Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	4.1	1.1	79.9	69.2

\*\*Curve redesigned based on Original Baseline, Current Baseline and Actual

**Contract Costs (\$000) as of 06/30/11**

	Stage 1	F/A Support	Total
Budget at Award	28,781	-	28,781
Current Budget	21,972	-	21,972
Original Award	28,781	-	28,781
Approved Changes	(7,999)	-	(7,999)
Current Contract Value	20,782	-	20,782
Invoiced Amount	17,167	-	17,167
Estimate at Completion	21,972	-	21,972

Progress Curve (FHL01)



Coordination Issues

**Real Estate:** None required.

**Railroad Agencies:** LIRR and Amtrak.

**MOU:** Amtrak Force Account Agreement signed. LIRR Force Account Agreement signed.

**Permits:** None required.

Site Map



**Harold Early Stage 2 – LIRR Force Account (FHL02)**

**Apr, May, Jun ‘11**

**Contractor:** LIRR

**Construction Manager:** Peter Malvese

**FTA Grant:** NY-03-0344

Construction

**Description:** Advanced signal work for Stage 2 including cable trough, conduit and pull box installations, located in Point Interlocking and the West End of Harold Interlocking. Scope includes signal training for 4<sup>th</sup> signal gang.



Remove Existing Signal on Bridge 30 at Location 30 (Woodside Station).



Track Panels for EWD LI Pass Construction.

**Schedule and Cost**

**Progress:**

1. Completed track panel fabrications for Eastward LI Passenger track work scheduled in September 2011
2. Replaced LED signal lights and installed conduits, signal foundations at Point Location
3. Completed installation of case legs for H5 CIL
4. Completed temporary pedestal signals cutover and removed the existing signals from existing signal bridge 30 at Location 30
5. Completed installing cable trays crossing 48<sup>th</sup> St. (North side)
6. Continued installation of HTSCS (Harold Tower Supervisory Control System) furniture and server connection in new temporary Signal Trailer
7. Commenced track panel fabrications for Port Washington 2 (PW2) track work scheduled in November 2011
8. Continued installation of troughs, conduits, pull boxes, leg foundations at H4 and H5 Locations

**Schedule:**

The Eastward LI PASS Track realignment work is partially completed and the remaining work is scheduled in September 2011. The Westward LI PASS track works are rescheduled to December 2011.

The Signal will piggy back on a 12 hour outage scheduled for 6/11/ and 6/18 to transfer the rest signals on Bridge to Pedestal signal.

**Cost:** ESA continues working with LIRR Signal department to finalize the Stage 2 estimate. The rest of the departments (3<sup>rd</sup> Rail, Track, Communication and B&B) concurred the estimates. The cost numbers will be revised once the MOU is issued and approved.

**Critical Issues:** None

**Milestones FHL02**

#	Milestones Description	Original	Current	Actual/ Forecast
		Baseline (Approved Plan)	Baseline (Approved Plan)	
N/A	Commence Stage 2	08/17/09	08/17/09	08/17/09 (A)
N/A	Compl. Trough - Point CIL	03/03/10	03/03/10	05/15/10 (A)
N/A	Compl. Trough - H4 CIL (Early Work)	10/28/10	10/28/10	08/04/10 (A)
N/A	Complete. Early Stage 2	01/30/11	01/30/11	02/02/14

Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	<b>10.9</b>	<b>12.8</b>	<b>97.3</b>	<b>70.3</b>

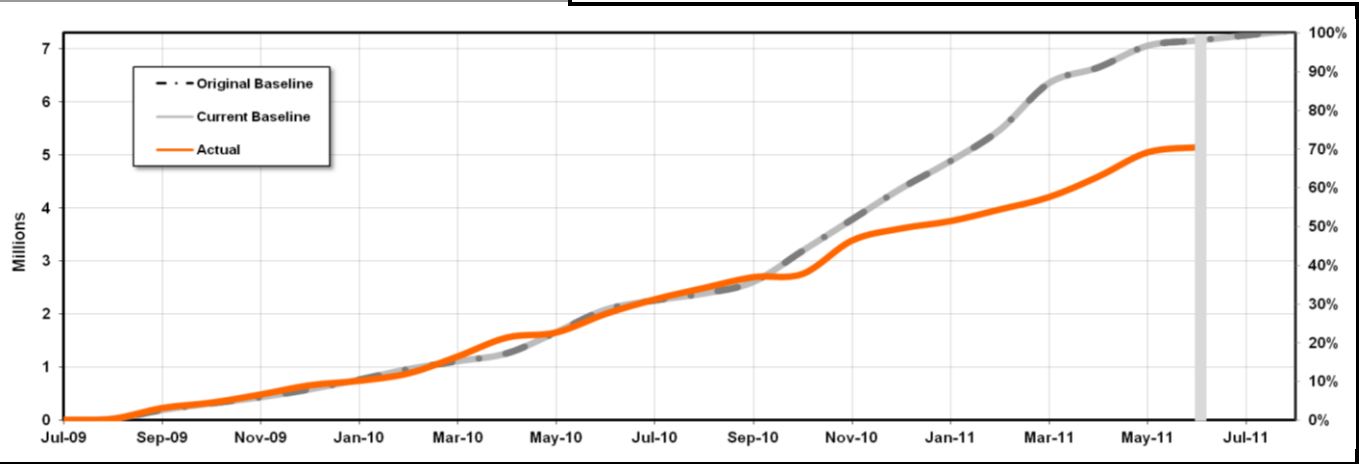
\*\*Curve redesigned based on Original Baseline, Current Baseline and Actual

**Contract Costs (\$000) as of 06/30/11**

	Early Stage 2*	Signal Training	Total
Budget at Award	<b>7,351</b>	<b>3,429</b>	<b>10,780</b>
Current Budget	<b>7,351</b>	<b>3,429</b>	<b>10,780</b>
Original Award	<b>7,351</b>	<b>3,429</b>	<b>10,780</b>
Approved Changes			
Current Contract Value	<b>7,351</b>	<b>3,429</b>	<b>10,780</b>
Invoiced Amount	<b>7,079</b>	<b>2,730</b>	<b>8,685</b>
Estimate at Completion	<b>7,351</b>	<b>2,730</b>	<b>10,081</b>

\*Note: Stage 2 partial budget (early work only)

Progress Curve (FHL02)



Coordination Issues

**Real Estate:** None required.

**Railroad Agencies:** LIRR and Amtrak.

**MOU:** Amtrak Force Account Agreement signed. LIRR Force Account Agreement signed.

**Permits:** None required.

Site Map



**F Interlocking CIH (FHA62)**

**Apr, May, Jun '11**

**Contractor:** Amtrak

**Construction Manager:** Chuck Miller

**FTA Grant:** N/A

**Description:** Amtrak manufacture and delivery of Central Instrumentation Houses (CIHs) and cases for the F2 and F1 Interlockings. All work will be performed by Amtrak.

Construction



Installation of F2 CIH at Thomson Ave.



Installation of F2 CIH at Thomson Ave.

**Schedule and Cost**

**Progress:**

1. F1 CIH factory testing continued. The testing will be completed in mid-July '11.

**Schedule:** Amtrak plans to ship the CIH by the end of July '11.

**Cost:** Contract is anticipated to be slightly under budget. The budget will be finalized after the F1 CIH shipment.

**Critical Issues:** None.

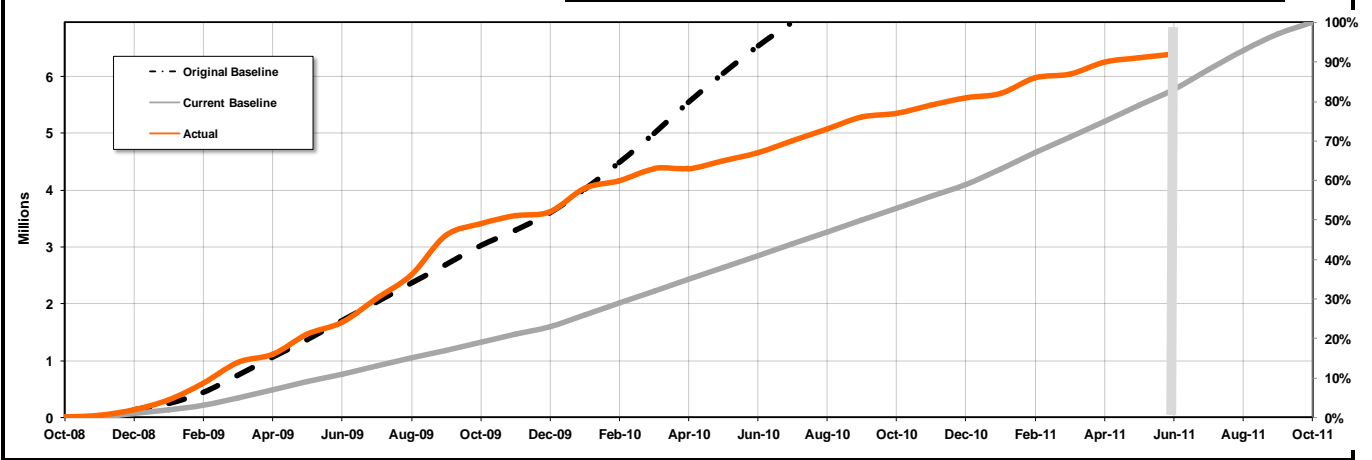
Milestones FHA62				
Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	100% Design	08/28/08	08/28/08	08/28/08 (A)
N/A	NTP	09/11/08	09/11/08	09/11/08 (A)
N/A	Delivery of F2 CIH	12/31/09	11/30/10	03/31/11 (A)
N/A	Delivery of F1 CIH	03/31/10	06/30/11	07/27/11
N/A	Substantial Completion	08/31/10	07/28/11	08/25/11
N/A	Final Completion	10/31/10	09/30/11	09/30/11

Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	12.0	5.0	83.0	92.0

\*\*Curve redesigned based on Original Baseline, Current Baseline and Actual

Contract Costs (\$000) as of 06/30/11			
	FHA62	F/A Support	Total
Budget at Award	8,178	-	8,178
Current Budget	8,178	-	8,178
Original Award	6,954	-	6,954
Approved Changes			
Current Contract Value	6,954	-	6,954
Invoiced Amount	6,431	-	6,431
Estimate at Completion	8,178	-	8,178

Progress Curve (FHA62)



Coordination Issues

**Real Estate:** N/A

**Railroad Agencies:** Amtrak

**MOU:** Amtrak Force Account Agreement and Project Initiative signed.

**Permits:** N/A

Site Map





**Procure Harold Materials – Stage 2 (VHA/L02)**

**Apr, May, Jun '11**

**Contractor:** Various

**FTA Grant:** ARRA Stimulus Funds NY-36-0002 (Only VHL02)

**Construction Manager:** Peter Malvese

**Description:** Procure LIRR and Amtrak Force Account material in support of Stage 2 construction. LIRR will manage and operate the project warehouse with ESA oversight. Example of materials include: *Track* - switches, rail, concrete ties and ballast; *Third-Rail & Power* – rail, cables, boards, brackets, wire, power connectors, bus bar; *Signal Equipment* – switch machines, cables, signals, relays, motor generators, heaters, troughs, impedance bonds; and *Structures* – signal bridges, retaining walls etc.; *Communications* – equipment, wire, cables, and poles.

Procurement



Materials at Warehouse Storage Area.

**Schedule and Cost**

**Status:**

- Continued to review revised bill of materials for VHA/L02, and create requisitions to support the construction schedule for 2011
- Continued VHA/L02 materials procurement for signal, track, third rail, electrical traction/catenary activities

**Cost:** Table shows value of awards to date. An overall VHL02 savings is expected due to large scale advance procurement for Stage 2 materials. The budget of VHL02 was increased to purchase two motor generators for Harold signal power separation.

**Critical Issues:** None.

**Amtrak – VHA02 – Budget Summary (06/30/11)**

Material	Budget	Harold Stage 2 Awarded PO Value to Date	Percent Procurement Completed	Estimate at Completion
Signals	6,074,955	3,434,735	56%	6,074,955
Track	3,434,215	3,106,557	90%	3,434,215
Third Rail	491,632	8,530	2%	491,632
DC Traction	431,615	0	0%	431,615
Communication	126,716	0	0%	126,716
Catenary	553,007	443,998	80%	553,100
Elec. Traction	2,106,948	952,444	45%	2,106,948
<b>Totals</b>	<b>13,219,087</b>	<b>7,946,264</b>	<b>60%</b>	<b>13,219,181</b>

**LIRR – VHL02 – Budget Summary (06/30/11)**

Material	Budget	Harold Stage 2 Awarded PO Value to Date	Percent Procurement Completed	Estimate at Completion
Signals	10,444,523	5,490,846	93%	5,924,985
Track	13,264,679	1,337,554	10%	13,290,357
Third Rail	1,944,087	914,411	100%	914,411
Communication	510,111	0	0%	510,111
<b>Totals</b>	<b>26,163,400</b>	<b>7,742,812</b>	<b>38%</b>	<b>20,639,864</b>

<b>Motor Generators</b>	<b>5,750,000</b>	<b>0</b>	<b>0%</b>	<b>5,750,000</b>
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**Harold and Point CILs – (VH051 Part 1)**

**Contractor:** Ansaldo STS USA, Inc. (ASTS)

**Construction Manager:** Chuck Miller

**FTA Grant:** NY-03-0344

**Description:** This includes the procurement of seven Harold Interlocking Central Instrument Locations (CILs) and one Point Interlocking CIL and the purchase of a fully operational Vital Microprocessor-Based Interlocking Control System for the referenced interlockings. This system will operate the new Harold Interlocking configuration and eventually connect to the new GCT tunnels.

Construction



POINT CIL 06.



POINT CIL Unloaded at ASTS Facility in Batesburg, SC.

**Schedule and Cost**

**Progress:**

- POINT Interlocking CIL wiring is complete. ARINC is on-site preparing the local control system for Factory Testing.
- ASTS has fabricated a test simulator, freeing up for delivery the H4 cases to support the POINT factory testing. The cases are now being readied for delivery to LIRR and will be shipped the latter part of July.
- H4 CIL has been inspected at the manufacturers plant and delivered to ASTS' Batesburg facility for wiring
- Submittals for CIL locations H3, H4, H5 and H6 are in various stages of design and are in-house for review and approval
- LIRR continued testing of the communication and synch boards and TRU III track circuit.
- Negotiations for the Milestone Update proposal continue

**Schedule:** POINT CIL delivery is anticipated for August 18<sup>th</sup>. Upon completion of the above noted Milestone Update, the delivery dates will formally incorporate all CIL delivery dates.

**Cost:** The project is currently within budget. As of 06/30/11, two contract modifications have been executed for \$186,514. One pending modification for milestone updates and engineering changes is currently in-house for \$1,528,638.

**Critical Issues:**

- Timely submittal of ASTS information regarding the subjects noted and in-house review and product approvals. Progress of the design is dependent on the incorporation of these elements to meet the current schedules
- LIRR approval of the communication design and approval of the new track circuit is critical to the design. LIRR is currently testing the communication equipment and new track circuit.
- ARINC's work on the FHACS and expedited delivery of the equipment are necessary to mitigate any delays to the CIL cut-over dates

**Milestones VH051 (Part 1)**

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	NTP	05/11/09	05/11/09	05/11/09 (A)
1	Compl. POINT CIL, huts and cases	06/30/10	06/30/10	08/18/11
4	Compl. H4 CIL	04/26/11	04/26/11	12/07/11
5	Compl. H5 CIL	05/26/11	05/26/11	04/15/12
6	Compl. H6 CIL	07/26/11	07/26/11	07/14/12
7	Compl. 30 Loc Hut	07/26/11	07/26/11	08/14/12
8	Compl. H1 CIL	10/26/11	10/26/11	10/21/12
8	Compl. H2 CIL	10/26/11	10/26/11	12/07/12
8	Compl. H3 CIL	10/26/11	10/26/11	02/01/12
9	Substantial Completion	06/25/12	06/25/12	08/31/13
10	Final Completion	07/25/12	07/25/12	09/30/13

Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	9.0	4.0	21.3	21.0

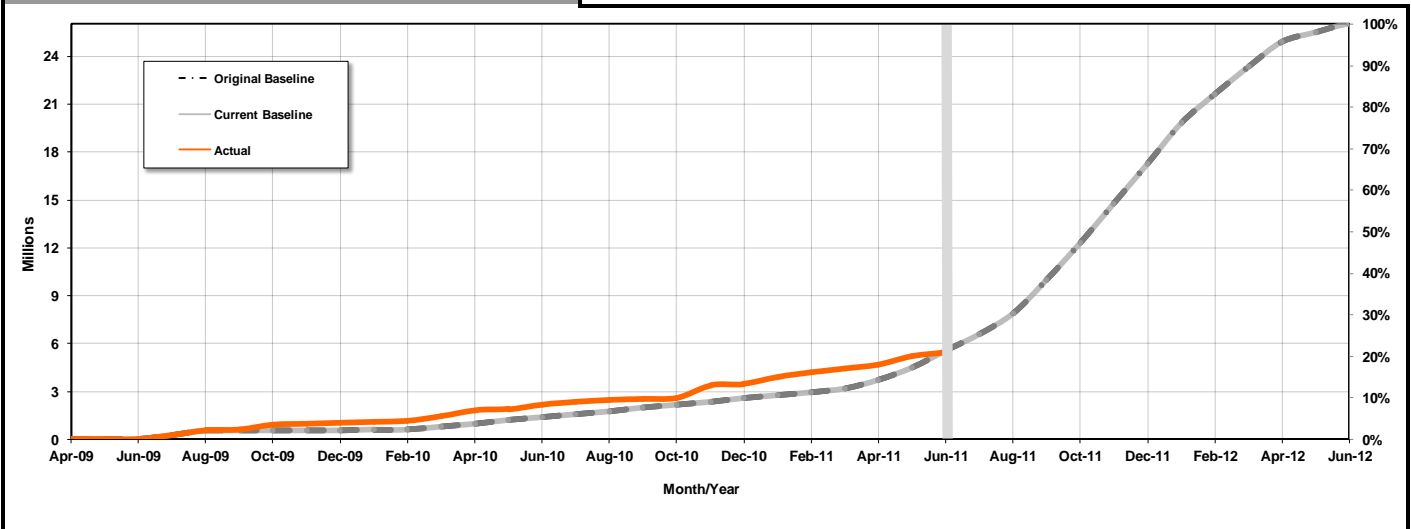
\*\*Curve redesigned based on Original Baseline, Current Baseline and Actual

**Contract Costs (\$000) as of 06/30/11**

	VH051-1	F/A Support	Total
Budget at Award	30,891	-	30,891
Current Budget	30,753	-	30,753
Original Award	25,840	-	25,840
Approved Changes	186	-	186
Current Contract Value	26,026	-	26,026
Invoiced Amount	4,477	-	4,477
Estimate at Completion	30,753	-	30,753

Quarterly Review Report – 2<sup>nd</sup> Quarter '11

Progress Curve (VH051 Part 1)



Coordination Issues

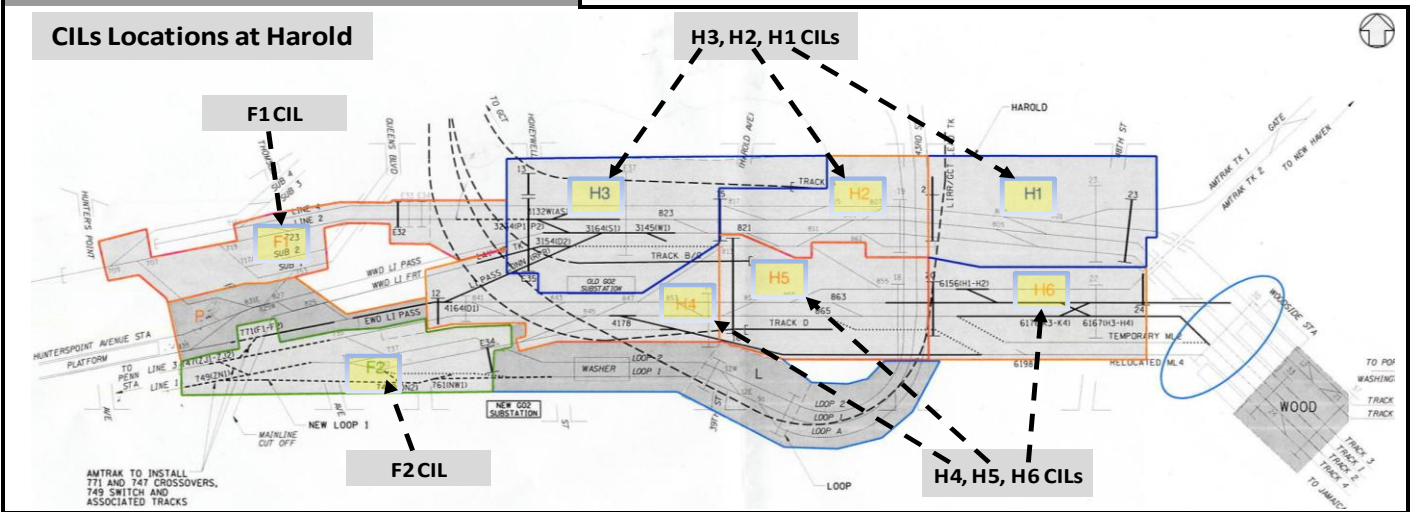
Real Estate: N/A

Permits: N/A

Railroad Agencies: LIRR/ Amtrak

MOU: LIRR Force Account MOU signed.

Site Map



**Harold Tower Supervisory Control System (VH051 Part 2)**

**Apr, May, Jun '11**

**Contractor:** ARINC, Inc.

**Construction Manager:** Chuck Miller

**FTA Grant:** NY-03-0344

Construction

**Description:** This procurement contract requires purchase of a fully operational Harold Tower Supervisory Control System (HTSCS) for control of signals at Harold and Point Interlocking.



HTSCS Temporary Trailer at 39th St.

**Schedule and Cost**

**Progress:**

1. The MTA Board approved the F / Harold Alternate Control System (FHACS) change order in April. Final contract modification paperwork is being prepared by the LIRR's P&L department for ARINC's review and signature
2. ARINC is proceeding with the FHACS design. Initial submittals have been received and approved
3. ARINC continues to support ASTS' design effort, integration and testing. ARINC will be on-site in July to support Factory Testing and the integration of their HLCS (Harold Local Control System) with the POINT CIL at ASTS' Batesburg facility

**Schedule:** Due to the delay in processing the FHACS change order, completion and delivery of the control system is currently scheduled for February 2012. The Schedule Progress table at right will be updated in July to reflect revised percent completion dates.

**Cost:** As of 06/30/11, four contract modifications have been executed for \$1,776,701. The Current Budget was increased to purchase two additional servers for the Harold Tower Supervisory Control System.

**Critical Issues:**

1. FHACS delivery and cut-over: required to support all CIL and CIH cut-overs. Mitigation plans are currently being explored to provide alternatives for the F2 CIH, and possibly F1 CIH cut-over, if required, to support the project schedule
2. Availability of Amtrak management resources: must be available and involved at PSCC as they are a critical element to the successful completion of the temporary work, as well as to the final implementation of the FHACS

**Milestones VH051 (Part 2)**

#	Milestones Description	Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
N/A	Advertise	03/27/08	03/27/08	03/27/08 (A)
N/A	NTP	02/03/09	02/03/09	02/03/09 (A)
1	Delivery of HTSCS Control System	03/16/10	03/16/10	10/08/10 (A)
2	Delivery of FHACS	-	-	02/03/12
4	Substantial Completion	08/24/10	08/24/10	12/31/12
5	Final Completion	05/03/12	05/03/12	11/23/13

Schedule Progress	2 <sup>nd</sup> Qtr		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete**	0.0	0.0	90.0	75.3

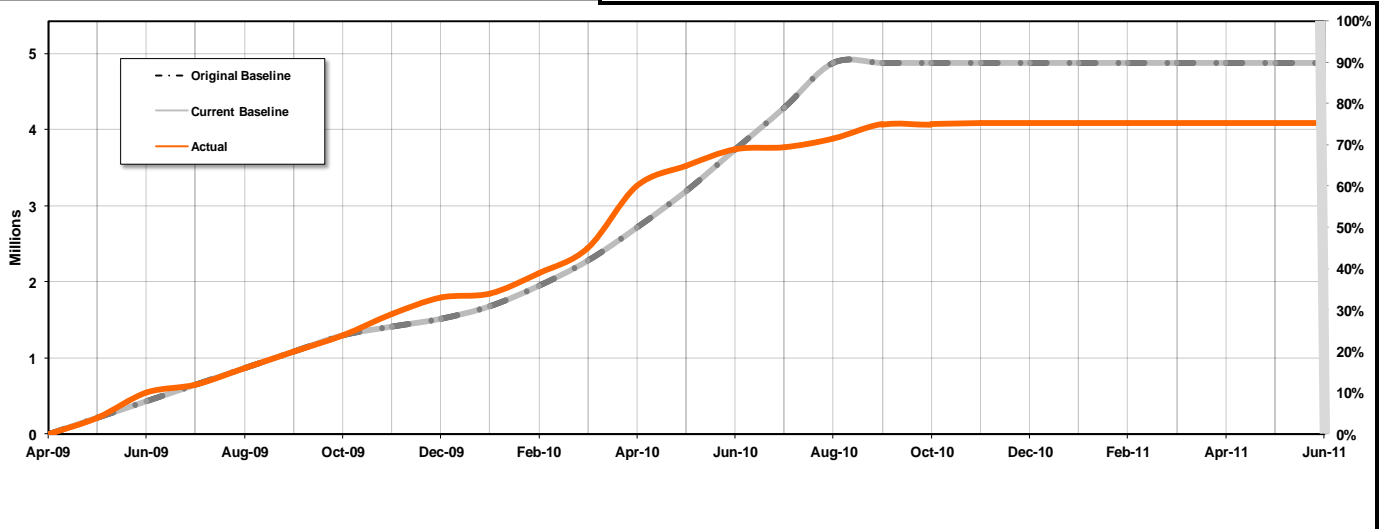
\*\*Curve redesigned based on Original Baseline, Current Baseline and Actual

**Contract Costs (\$000) as of 06/30/11**

	VH051-2	F/A Support	Total
Budget at Award	7,061	-	7,061
Current Budget	8,091	-	8,091
Original Award	5,354	-	5,354
Approved Changes	1,777	-	1,777
Current Contract Value	7,131	-	7,131
Invoiced Amount	3,669	-	3,669
Estimate at Completion	8,091	-	8,091

Quarterly Review Report – 2<sup>nd</sup> Quarter '11

Progress Curve (VH051 Part 2)



Coordination Issues

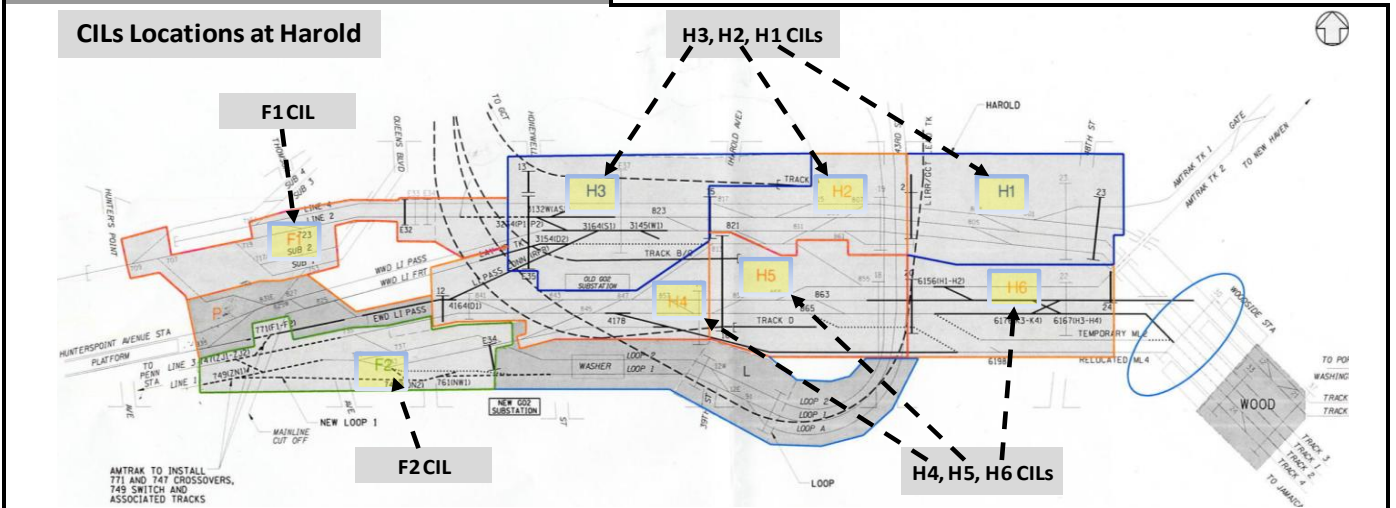
Real Estate: N/A

Railroad Agencies: LIRR.

Permits: N/A

MOU: LIRR Force Account MOU signed.

Site Map



## Regional Infrastructure Investment – Planned Construction

### Harold Structures Part 3 – Westbound Bypass Structures (CH057)

The Westbound Bypass tunnel enables Amtrak trains entering Harold Interlocking from the Hell Gate Line to be routed into Penn Station East River Tunnel (ERT) Line 2 conflict free, thereby decreasing the number of potential service delays which will be caused by current service levels. Construction of the grade separated Westbound Bypass will reduce travel times through Harold Interlocking and allow Amtrak to increase service.

### Harold Structures Part 3 – Eastbound Bypass, D Approach (CH058)

Eastbound Bypass tunnel enables Amtrak trains entering Harold Interlocking from Penn Station to be routed into the Hell Gate Line Track 2 decreasing the number of conflicts and thereby reducing the number of service delays which will be caused by current service levels. Construction of the Eastbound Reroute will reduce travel times through Harold Interlocking and allow Amtrak to increase service.

### Harold Structures Part 4 – Harold Loop Civil Structures (CH059)

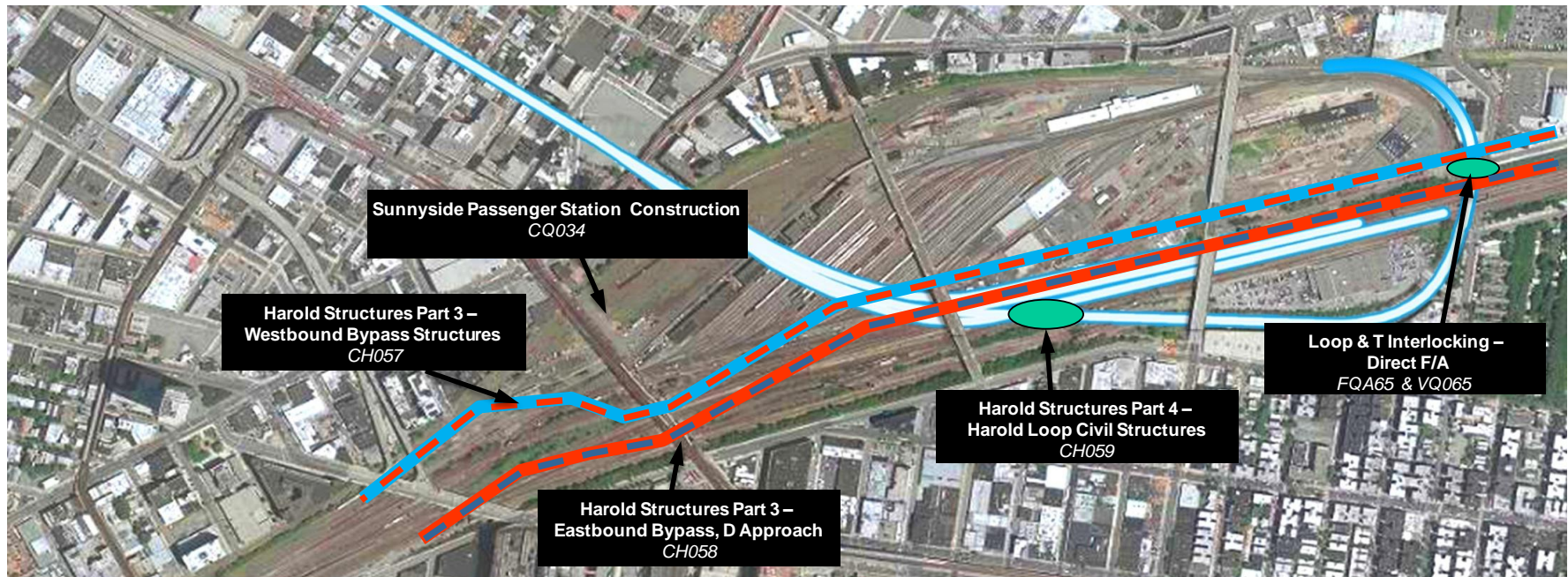
In order to accommodate the new track alignment for the loop track, Amtrak's current car washer must be demolished. A new one will be built to meet Amtrak's operational needs.

### Sunnyside Passenger Station Construction (CQ034)

The work involves construction of a new station complex at Sunnyside in Queens. The new station will be located under the existing double deck Queens Boulevard Bridge / Flushing Line structure. The station includes three 12-car platforms, canopies, connector bridges, station entrance, waiting area, ticketing, electronic train information / signage, escalators, stairs, vendor space, fencing and site improvements.

### Loop & T Interlocking - Direct F/A (FQA65) & Procurement (VQ065)

Modification of the existing Loop Track interlocking (installation of Central Instrument Locations (CILs) and crossovers) provides additional routing east of the Amtrak car washer. This routing permits efficient access by Amtrak from the Amtrak Bypass track to the southern existing Sunnyside Yard storage tracks.



## Projects – To Be Awarded

### **Plaza Substation & Queens Structures (CQ032)**

**Description:** This contract will construct the permanent structures that will house the systems providing traction power to the Queens tunnels and the Mid-Day Storage Yard as well as facility power for Plaza Interlocking and ventilation facilities. The Plaza Substation, Plaza Ventilation facility, B10 Power Substation, and Yard Services Building will be constructed and located above and adjacent to the Queens Bored tunnels access chamber. The scope also includes the rehabilitation or modifications to existing ventilation facilities along the 63rd Street tunnel route.

Advertised Date: 11/2010

Anticipated Award Date: 07/2011

### **Manhattan Structures 2 & Facilities Fit-Out (CM012)**

**Description:** This contract will complete the construction of and provide the final finishes for the Manhattan tunnels and tail tracks excavated under prior contracts. The contract will include architectural, structural, geotechnical and mechanical and electrical work. The scope includes providing the concrete lining and interior concrete structures for GCT 1 and 2, East and West caverns and the concrete slab for the tail track cross passages 2 and 3, architectural finishes, it will provide plumbing, smoke and ventilation systems, and substations to operate the caverns. The contract will also manage the installation of escalators and elevators within the caverns.

Advertised Date: 02/2011

Anticipated Award Date: 08/2011

### **GCT Concourse and Facilities Fit-Out Early Work (CM014A)**

**Description:** This contract installs the permanent power at South Substation, unit substations 3 and 4 in the Concourse and unit substation 2 in the south end of the caverns. The other major scope item is to ready the Terminal Management Center and provide communications conduits from here to the caverns. The other work included in the scope of the contract is fit-out work to complete the two items which includes under slab utilities, construction of the rooms and purchase of the electrical equipment specified.

Advertised Date: 05/2011

Anticipated Award Date: 08/2011

### **Facilities Systems Package 1 (CS179)**

**Description:** This is the first of three systems packages necessary for the ESA Project. This contract will procure, fabricate, install, test and commission Communication, Controls, Security, Fire Detection, Tunnel Ventilation and Facility Power Systems. The contract will be procured using the Request for Proposal process.

Advertised Date: 05/2011

Anticipated Award Date: 03/2012

Quarterly Review Report – 2<sup>nd</sup> Quarter '11

### Summary of Completed Contracts

Project Description/ Contractor	NTP	Substantial Completion			Original Budget at Award (\$M)	Final Budget
		Plan		Actual		
		Orig	Revised			
<b>Manhattan / Bronx</b>						
<b>CM001 – Highbridge Yard</b> Highbridge Yard Contractors	09/05/01	04/15/03	04/15/03	12/04/03	80.1	75.6
<b>CM008 - Madison Yard Site Clearance</b> Gramercy Group, Inc.	03/09/09	06/02/10	04/10/11	04/10/11	40.9	42.7
<b>CM016 – Manhattan Approach Tunnels Excavation</b> Kiewit Constructors, Inc.	02/23/04	08/20/04	08/20/04	08/18/04	11.8	11.1
<b>CM017 – GCT East Yard Remediation</b> Tully Environmental Inc.	01/06/03	10/3/03	10/3/03	09/26/03	2.2	1.8
<b>FMM02 – GCT East Yard Track &amp; Signal Modifications</b> MNR F/A	12/01/02	12/09	12/09	12/08	58.7	26.8
<b>FM216 – MNR Traction Power MODs &amp; 13.2 kV Loop</b> TC Electric	09/25/08	06/30/10	06/30/10	06/30/10	14.5	17.0
<b>CS770 – GCT Flat Cars Procurement</b> J-Track, LLC	11/17/08	02/09	03/09	03/09	2.4	2.3
<b>CS780 – Madison Yard Preparation</b> T. Moriarty and Sons, Inc.	05/14/08	12/08	04/09	09/09	4.4	4.9
<b>CS790 – GCT Protection Works</b> Ad-Tech Enterprises	10/23/08	10/09	09/10	10/08/10	12.8	13.0
<b>CS800 – GCT Instrumentation</b> Wang Technology, LLC.	06/28/08	06/09	09/09	09/09	7.1	7.5
<b>VM022 – MNR Locomotives</b> Brookville Equipment Corp.	12/01/02	01/09	01/09	05/11/09	5.8	5.5
<b>QUEENS</b>						
<b>CQ025 – Demolition of Superior Reed Bldg and Preparation of Yard A</b> Tully Environmental, Inc.	11/05/02	07/02/03	09/15/03	09/15/03	5.3	5.6
<b>CQ026 – Open Cut Excavation at Bellmouth</b> Kiewit Construction, Inc.	10/07/02	09/07/03	11/25/03	11/25/03	16.8	18.7
<b>CQ027 – Arch St Yard and Shop Facility</b> Slattery Skanska/Edwards & Kelcey	07/09/02	06/28/04	11/30/04	12/31/04	77.1	77.1
<b>CQ028 – Queens Open-Cut Excavation*</b> Pile Foundation Construction Co., Inc.	04/27/06	04/15/08	10/22/08	06/08	121.5	62.8
<b>CQE28-01 – Emergency Work Civil/Structural</b> Railroad Construction Co., Inc.	06/08	10/09	10/09	12/09	6.5	8.0
<b>CQE28-02 – Queens Emergency Work – Environmental</b> Impact Environmental Consulting, Inc.	07/14/08	08/09	01/10	02/10	8.8	2.9
<b>FQA36 – Arch Street Yard Access – Amtrak</b> Amtrak F/A	11/14/04	09/01/05	06/23/06	06/23/06	3.8	3.4
<b>FQL36 – Arch Street Yard Access – LIRR</b> LIRR F/A	11/14/04	09/01/05	06/23/06	06/23/06	8.3	4.9
<b>FQL35 – Wood Interlocking – LIRR</b> LIRR F/A	07/05	10/08	10/08	11/08	26.9	27.2
<b>VH055 – Switch Exchange System (Procurement)</b> Plasser American Corp.	12/20/02	06/27/04	05/29/05	09/30/05	17.7	17.2
<b>VHA01 – Procure Harold Materials – Stage 1 Amtrak</b> Various	06/06/06	07/08	09/29/10	09/09	5.1	5.2



Quarterly Review Report – 2<sup>nd</sup> Quarter '11

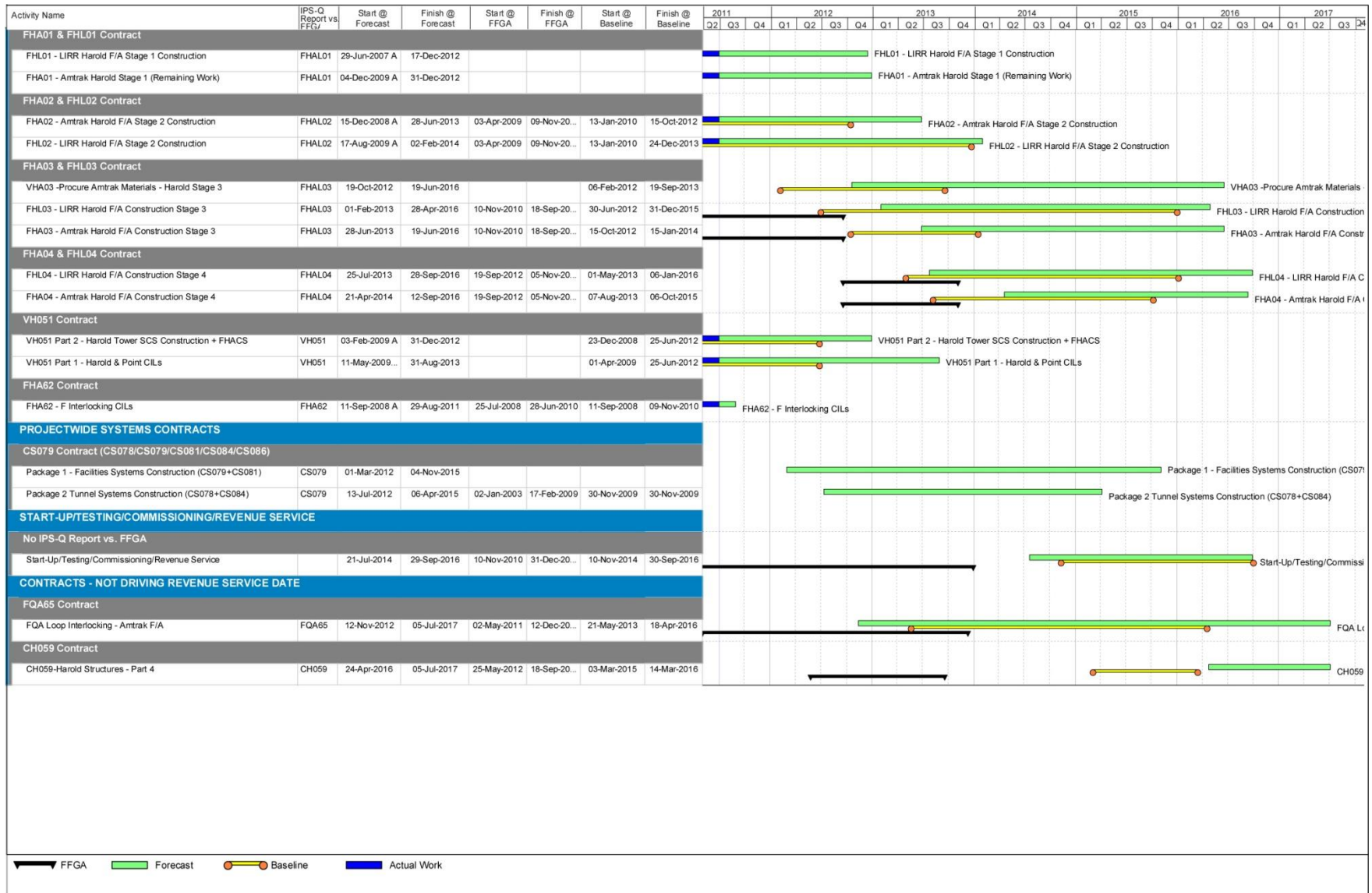
Project Description/ Contractor	NTP	Substantial Completion			Original Budget at Award (\$M)	Final Budget
		Plan		Actual		
		Orig	Revised			
VHL01 – Procure Harold Materials – Stage 1 LIRR	06/26/07	01/09	03/10	09/09	8.3	8.3
CS099 – Advanced Procurement of 3rd Party Materials Various	03/10	03/11	03/11	03/11	37.9	17.2
<i>Total</i>					<b>543.8</b>	<b>424.0</b>

## Quarterly Review Report – 2<sup>nd</sup> Quarter '11



















### Summary Program Schedule



## Quarterly Review Report – 2<sup>nd</sup> Quarter '11



Contract Packaging Plan – Rev. 9.0

 <span style="float: right;">CPP 9.0</span>									
Active Pre-2008	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>CM009</b>  <b>DJ</b> Manhattan Tunnels Excavation	<b>CM019</b>  <b>DJ</b> Manhattan Structures 1	<b>VM014</b>  <b>Schindler</b> Vertical Circulation Elements	<b>CM014A</b> <b>IFB</b> GCT Concourse and Facilities Fit-Out	<b>CM014B</b> <b>IFB</b> GCT Concourse and Facilities Fit-Out					
		<b>CM004</b>  <b>Yankers</b> 44 <sup>th</sup> St. Demolition, Construct Fan Plant Structure and 245 Park Avenue Entrance		<b>CM012</b> <b>IFB</b> Manhattan Structures 2 and Facilities Fit-Out	<b>CM015</b> <b>IFB</b> 48th Street Entrance				
		<b>CM013</b>  <b>Halmar</b> 50 <sup>th</sup> Street Vent Plant Facility		<b>CM002</b>  <b>J-Track</b> GCT Expansion Joint Repairs & Structural Closures	<b>CQ033</b> <b>IFB</b> Mid-Day Storage Yard Facility				
		<b>General Conditions</b>  CS810 – Instrumentation - Queens		<b>CM013A</b> <b>IFB</b> 55 <sup>th</sup> Street Vent Plant Facility	<b>FHL03 / FHA03</b> Harold F/A Stage 3				
		<b>CQ031</b>  <b>STP</b> Queens Bored Tunnels and Structures	<b>CQ039</b>  <b>SK</b> Northern Boulevard Crossing Construction	<b>CQ032</b> <b>IFB</b> Plaza Substation & Queens Structures	<b>CH058</b> <b>IFB</b> Harold Structures - Part 3 – E/B Bypass, D Approach	<b>FHL04 / FHA04</b> Harold F/A Stage 4			
<b>FHL01 / FHA01</b>  Harold F/A Stage 1	<b>FHA62</b>  F Interlocking CILs	<b>CH054A</b>  <b>Perini</b> Harold Structures – Part 2A	<b>FHL02 / FHA02</b>  Harold F/A Stage 2	<b>VQ065</b> <b>IFB</b> Loop Interlocking CIL	<b>CS079</b> <b>RFP</b> Package 1 Facilities Systems, Communications, Controls, Security, Fire Detection, Tunnel Ventilation and Facility Power				
	<b>CH053</b>  <b>Perini</b> Harold Structures - Part 1 & G02 Substation	<b>VH051 (Part 1)</b>  <b>ASTS</b> Harold & Point CILs		<b>CH057</b> <b>IFB</b> Harold Structures – Part 3 EBR-WBBP	<b>CS084</b> <b>IFB</b> Package 2 Tunnel Systems, Track, 3 <sup>rd</sup> Rail, Traction Power Procurement and Installation				
	<b>VH051 (Part 2)</b>  <b>ARINC</b> Harold Tower Supervisory Control System				<b>VS086</b> <b>RFP</b> Package 3 Signal Equipment Procurement				
								<b>CH059</b> <b>IFB</b> Harold Structures - Part 4	
								<b>Legend</b> Contract No. Description Color Code MANHATTAN QUEENS HAROLD PROJECTWIDE  Awarded	
								ESA Projectwide Start-up, Testing & Commissioning	
<b>VHA01/VHL01 - VHA02/VHL02 - VHA03/VHL03 - VHA04/VHL04</b> Procure Harold Material Stages 1 through 4									

## Funding and Budget

### Project Budget Summary (As of Jun 30, 2011) (\$ in thousands)

Component	FFGA Budget	Current Budget	Awarded Value	Paid To Date	EAC
<b>EIS &amp; Engineering</b>	\$486,270	\$577,310	\$565,244	\$539,457	\$577,310
<b>Construction</b>	4,441,776	5,582,895	3,167,167	2,002,557	5,582,895
Contracts Awarded	1,838,859	3,465,986	N/A	N/A	
Contracts To Be Awarded	2,602,917	2,116,909	N/A	N/A	
<b>OCIP*</b>	250,000	190,853	112,942	97,391	190,853
<b>Management**</b>	475,652	608,623	384,687	353,986	608,623
<b>Real Estate</b>	165,000	166,318	98,609	98,186	166,318
<b>Rolling Stock***</b>	531,202	202,000	0	0	202,000
<b>Total</b>	<b>\$6,349,900</b>	<b>\$7,328,000</b>	<b>\$4,328,649</b>	<b>\$3,091,579</b>	<b>\$7,328,000</b>
<b>Rolling Stock Reserve</b>		<b>463,000</b>			
<b>Total with Rolling Stock Reserve</b>		<b>7,791,000</b>			
<b>Funded thru 2011</b>		<b>\$5,555,571</b>			
<b>Balance of Funds</b>		<b>\$2,235,429</b>			

\* OCIP budget does not include \$84 million paid with surety funds that are not included in the project budget.

\*\*FFGA budget includes General Conditions (GC). GC Costs were subsequently moved to construction.

## Regional Investments Budget and Funding

Contract	Budget (thousands)	Awarded	Invoiced
<b>WBBP &amp; EBRR FA Connections (FHL03/FHA04/VHA03/VHA04)</b>	\$55,533		
<b>Sunnyside Station (CQ034/FQA34/FQL34/FHA03/FHL03)</b>	52,505		
<b>Amtrak Washer (CH059)</b>	17,760		
<b>East-Bound Re-Route (CH058/FHA58/FHL58)</b>	83,718		
<b>West-Bound By-Pass (CH057)</b>	163,625		
<b>Loop Interlocking (FQA/VQ065)</b>	31,790		
<b>Amtrak Buildings (CQ033/FQA33/CQ031/CQE28)</b>	16,051	12,142	12,142
<b>Rolling Stock (T0900)</b>	50,000		
<b>45th St. Concourse Connection (VM014/D0600)</b>	2,800	246	
<b>Contingency</b>	10,907		
<b>Total</b>	<b>\$484,689</b>	<b>\$12,388</b>	<b>\$12,142</b>

See page 47 for Regional Infrastructure Investment – Planned Construction Map

**Funding**

	<b>Total Budget (thousands)</b>	<b>Local Funds</b>	<b>Federal Funds</b>
<b>2010-2014 Capital Program</b>	\$403,244	\$401,004	\$2,240
<b>2015-2019 Capital Program</b>	81,444	81,444	-
<b>Total</b>	\$484,688	\$482,448	\$2,240

- Funding authorized through 2011 totals \$112.8 million. Commitments to date total \$12.5 million, 11.0% of available funding.
- A Freedom Grant for \$2.2 million was received for the construction of an elevator at the 45th St. Concourse in GCT.
- In May the U.S. DOT announced the allocation of \$294.8 million in Federal High Speed Rail funds for improvements to the Harold Interlocking – Northeast Corridor. These infrastructure improvements will provide Amtrak with a number of benefits, including a conflict-free, grade-separated route through Harold Interlocking for Amtrak’s north-south bound service and increased train speeds between Penn Station and the New Haven Line. These funds will be allocated to a number of the Regional Investment projects noted above. Improvements will be progressed concurrently with the East Side Access construction, but are outside of the scope of the East Side Access FFGA. Currently, ESA is working with the FRA and NYS DOT to coordinate funds distribution and reporting.

**Project Funding Status (As of Jun 30, 2011)**
*(\$ in Millions)*

<b>Total Budget (exclusive of financing costs) \$7,328.0</b>					
	MTA Capital Programs	Budget	Funding		
			Federal		Local
			New Starts		Other
			New Starts	ARRA	
1995-1999	\$ 157.7	\$ 45.7	0	0	\$ 112.0
2000-2004	1,560.5	591.1	0	28.8	940.6
2005-2009	2,655.8	1799.9	195.4	37.9	622.6
2010-2014	2,954.0	0	0	0	2,954.0
<b>Total</b>	<b>\$7,328.0</b>	<b>\$2,436.7</b>	<b>195.4</b>	<b>66.7</b>	<b>\$4,629.2</b>

*\*Totals may not add due to rounding.*

<b>Value of Contract Awards</b>	<b>\$4,321.6</b>	
– Federal Share of Contract Awards	1,563.4	36.2%
– Local Share of Contract Awards	2,758.2	63.8%
<b>Value of Finance Charges Incurred (based on prorated share)</b>	<b>\$230.9 million</b>	

**Summary of Federal Grants Received (FFGA)**

Grant No.	FTA Award Date	FFY	Obligation Amount	Disbursement
NY-03-0344	22-Jun-99	1998	\$19.9	\$19.9
		1999	23.8	23.8
NY-03-0344-01	25-Apr-00	2000	2.0	2.0
NY-03-0344-02	14-May-01	2001	7.9	7.9
NY-03-0344-03	13-Jun-02	2002	14.6	14.6
NY-03-0344-04	05-Aug-03	2003	13.3	13.3
NY-03-0344-05	21-Sep-04	2004	73.8	73.8
NY-03-0344-06	10-May-05	2005	65.2	65.2
NY-03-0344-07	27-Jan-06	2005	34.0	34.0
NY-03-0344-08	21-Dec-06	2006	333.2	333.2
NY-03-0344-09	01 Aug 07	2007	300.0	300.0
NY-03-0344-10	11 Aug 08	2008	210.7	210.7
NY-36-0002 (ARRA)	01-Mar-10	2009	195.4	195.4
NY-03-0344-11	23-Sep-10	2009	207.5	156.2
<b>Subtotal ESA New Starts Grants</b>			<b>\$1,501.3</b>	<b>\$1,450.1</b>
NY-90-X467 (MNR&LIRR)	29-Mar-02	2002	15.2	15.2
NY-03-0395 (LIRR)	20-Feb-02	2002	7.5	7.5
NY-03-0406 (MNR)	12-May-03	2003	5.0	5.0
NY-90-X489 (MNR)	08-Aug-03	2003	1.1	1.1
NY-03-0427 (LIRR)	01-Mar-05	2005	2.0	2.0
NY-05-0108 (LIRR)	27-Jun-06	2006	2.7	2.7
NY-05-0109 (LIRR)	24 Jul -07	2007	5.8	5.8
NY-95-X002 ESA (CMAQ)	14-Sep-07	2007	6.6	6.6
NY-95-X009 ESA (CMAQ)	13-Jan-09	2008	2.3	2.3
NY-95-X015 ESA (CMAQ)	22-Sep-09	2009	2.3	2.3
NY-95-X025 ESA (CMAQ)	23-Sep-10	2010	11.6	0
<b>Subtotal Non-New Starts Grants</b>			<b>\$62.0</b>	<b>\$50.4</b>
<b>Total All Grants</b>			<b>\$1,563.3</b>	<b>\$1,500.5</b>

## Status of Project Contingency

Status of Project Contingency (\$M)					
	Sept. '09 Baseline	1 <sup>st</sup> Qtr '11 Balance	2 <sup>nd</sup> Qtr '11 Drawdown	Current Contingency	%*
<b>AFI</b>					
Harold	\$11.5	11.0	0	11.0	
Manhattan	43.8	53.8	(0.3)	53.5	
Queens	22.5	14.9	(7.7)	7.2	
Systems	31.1	54.8	0	54.8	
<b>Total AFI</b>	<b>\$108.9</b>	<b>134.5</b>	<b>(8.0)</b>	<b>126.5</b>	<b>6.7%</b>
<b>AWO (MODS)</b>					
Harold	\$61.1	48.0	20.2	68.2	
Manhattan	86.3	76.0	(1.5)	74.5	
Queens	61.4	56.3	4.0	60.3	
Systems	32.6	33.2	0	33.2	
Construction Contingency	0.0	31.4	1.1	32.5	
<b>Total AWO (MODS)</b>	<b>\$241.40</b>	<b>244.9</b>	<b>23.8</b>	<b>268.7</b>	<b>8.3%</b>
Engineering	6.7	5.7	0.7	6.4	
OCIP	18.3	18.3	0	18.3	
Real Estate	33.8	33.8	0	33.8	
Rolling Stock	15.3	15.3	0	15.3	
<b>Soft Cost</b>	<b>74.1</b>	<b>73.1</b>	<b>0.7</b>	<b>73.8</b>	
<b>Total</b>	<b>\$424.4</b>	<b>452.4</b>	<b>16.5</b>	<b>469.0</b>	

\* AFI % calculation represents the current value of AFI contingency as a percent of total unawarded construction. AWO (MODS) % calculation is the current value of contingency as a percent of total active/unawarded work to go for that category

Notes: Value include both third party and force account (direct + indirect) contingency

Contingency Drawdown		(\$ in Millions)
<b>September 2009 Baseline</b>		<b>424.4</b>
<b>First Quarter '11 Balance:</b>		<b>452.5</b>
<b>Second Quarter '11 Adjustments:</b>		
<b>Executed Modifications</b>		
CS810 - Queens Instrumentation		(0.1)
CH054A - Harold Structures Part 2A		(1.3)
CM004 - 44 <sup>th</sup> St and 245 Park Ave Entrances		(0.4)
CH053 - Harold Structures Part I		(5.0)
CM008A - Madison Yard Demo		(0.1)
FM216 - Traction Power MODS		(0.2)
CM019 - Manhattan Structures Part I (correction)		(1.0)
CQ031 - Queens Bored Tunnels and Structures		(6.1)
CQ039 - Northern Blvd Crossing		(0.6)
CQE28-2 - Impact Emergency		(0.2)
CS790 - GCT Protective Works		0.4
VH051B - Harold Tower Supervisory Control System		(0.7)
GEC Contract Modifications		(0.2)
<b>Revised Estimate to Complete</b>		
CM002 - GCT Expansion Joints Awarded Over Budget		(3.4)
CQ032 - Bid Plaza Substation & Queens Structures Low Bid		45.1
CM013A - 55th Street Ventilation Facility Revised for 100% Design Estimate		3.0



**Quarterly Review Report – 2<sup>nd</sup> Quarter '11**

CSU99 - Systemwide Utilities Relocations Additional Funding Required	(3.5)
VH051B - HTSCS, Communication, HLCS Exceeds Budget	(1.0)
FHA53 - Harold Structures - Part 1 (Amtrak) Estimate Exceeds Budget	(7.5)
VM014 - Elevators & Escalators Portion of VE Savings Transferred to GEC	(0.1)
CQ033 - Mid-Day Storage Yard Facility Design Portion of Design/Build Contract Transferred to GEC	(0.5)
Construction Contingency Correction	(0.1)
<b>Total Second Quarter '11 Adjustments:</b>	<b>16.5</b>
<b>Total</b>	<b>469.0</b>

**Construction Contingency Change from Last Quarter (\$ in Millions)**

<b>First Quarter '11 Balance:</b>		<b>31.4</b>
<b>April '11</b>		
CM002 - GCT Expansion Joints Awarded Over Budget	High Bid	(3.5)
CQ032 - Bid Plaza Substation & Queens Structures	Low Bid	48.0
CM013A - 55th Street Ventilation Facility Adjustment for 100% Design Estimate	Revised EAC	3.3
<b>April '11 Total</b>		<b>79.2</b>
<b>May '11</b>		
CM013 – 50 <sup>th</sup> Street Ventilation Facility	Revised EAC	(0.1)
CSU99 – Systemwide Utilities Relocations Additional Funding Required	Revised EAC	(3.5)
VH051B - Harold Tower Supervisory Control System	Revised EAC	(1.0)
<b>May '11 Total</b>		<b>74.6</b>
<b>June '11</b>		
FHA53 – Harold Structures Part 1 – Amtrak F/A	Revised EAC	(7.0)
CH053 - Harold Structures Part I	Revised EAC	(12.0)
CH054A - Harold Structures Part 2A	Revised EAC	(9.0)
VHL02 – Procure Materials for Harold Stage 2 – LIRR Purchase Motor Generators	Revised EAC	(5.8)
CQ039 - Northern Blvd Crossing	Revised EAC	(6.5)
FHA54A – Harold Structures Part 2A – Amtrak F/A	Revised EAC	(0.8)
FOA00 - Amtrak Force Account Design Support	Revised EAC	(1.0)
<b>June '11 Total</b>		<b>32.5</b>

## Third Quarter ‘11 – Look Ahead

### Design

**Active Design Packages Table**

Contract	Description	Design Start	Next Milestone & Date	Comments
<b>Manhattan</b>				
CM013A	55th St Ventilation Facility	N/A	100% 04/11	100% submittal received 04/11.
CM014B	GCT Concourse & Facilities Fit-Out		100% 07/11	
CM015	48th Street Entrance	N/A	60% 08/11	
<b>Queens</b>				
CQ033	Mid-Day Storage Yard	N/A	60% 08/11	
VQ065A	Loop Interlocking CIL	N/A	100% 05/11	100% submittal received 05/11.
VQ065B	T Interlocking CIL	N/A	100% 07/11	100% submittal received 04/11.
FQA65	Loop Interlocking CIL – Amtrak F/A	N/A	100% 09/11	90% submittal received 06/11.
<b>Harold</b>				
CH057	Harold Structures Part 3A	N/A	100% 07/11	90% submittal received 02/11.
CH058	Harold Structures Part 3B	N/A	90% 09/11	
FHA03	Harold Stage 3 Amtrak F/A	N/A	100% 07/11	90% submittal received 05/11.
FHL03	Harold Stage 3 LIRR F/A	N/A	100% 07/11	90% submittal received 05/11.
<b>Systems</b>				
Package II	CS078 / CS084 / CS086 Installation	N/A	100% 05/11	100% submittal received 05/11.
Package III	CS086 Fabrication	N/A	100% 08/11	90% submittal received 05/11.

## Grand Central Terminal

- Continue working on the *48<sup>th</sup> St. Entrance (CM015)* including on-going meetings with the affected building owners
- Continue working with the GEC to resolve the various *Vertical Circulation – Escalators & Elevators (VM014)* technical and interface issues in the *Manhattan Structures 2 & Facilities Fit Out (CM012)* and *GCT Concourse & Facilities Fit Out (CM014B)* contract documents
- Continue working with the GEC as the Biltmore Room Connection design work progresses including the June submission of the 60% design completion drawing and specification package to MNR for their review and comment
- Continue working on the resolution of numerous items including the administration / maintenance RFP for the 50<sup>th</sup> St. pocket park

## Railroad Systems

- Finalize the incorporation of the revised 250Hz approach into the final tunnel signal design
- Update Tunnel Simulation to incorporate refinement of Tunnel Signal Design
- Develop mitigations for System Schedule Risks
- Provide support for the *Systems Package 1 Facilities Systems - Communications, Controls, Security, Fire Detection, Tunnel Ventilation and Facility Power (CS179)* procurement
- Initiate the Development of the *Systems Package 2 Tunnel Systems - Track, 3rd Rail, Traction Power and Signals Installation (CS284)* procurement documents

## Operational Readiness/LIRR Start Up

- Reviewing sequencing and durations for tasks and responsibilities identified as part of the Rail Activation Plan – Volume 2 & 3 for MTACC – ESA, LIRR and MNR
- Continue revising Operations and Maintenance Plan into two volumes reflecting railroad operations (Volume 1) and maintenance of facilities & infrastructure (Volume 2) for Revision 6
- Developing Room Data materials for supporting locations required as part of the Asset Inventory process
- Working with LIRR Information Technology on the strategy for implementation of Asset Inventory data templates and management process for Asset Inventory
- Continue to identify training requirements for Master Training Plan – Volume 2 as related to the Asset Inventory and Maintenance Plans
- Supporting the LIRR Training Department on development of curriculum and training period requirements for project systems and facilities for both maintenance and operating personnel

## Construction

- *Manhattan Tunnels Excavation (CM009)* – Complete Disassembly and removal of Robbins TBM in West Bound Tunnel. Complete Excavation in GCT 5 East Bound top heading, Continue invert concreting from GCT 3 to GCT 5 (East Bound).
- *Manhattan Structures 1 (CM019)* – Continue excavation at Wellways 2 and 1, continue excavation in GCT 1 and 2 East Cavern. Complete SELI TBM mining and excavation in 50th St. tunnel and continue access tunnel waterproofing and concreting. Continue Arch concreting in Westbound and Eastbound Caverns.
- *Madison Yard Site Clearance (CM008A)* – Contract has achieved substantial completion.
- *44th St. Demolition & Construct Fan Plant Structure & 245 Park Ave. Entrance (CM004)*
  - *4th St. Vent Plant:* Continue construction of the shaft. Commence foundation concrete and structural steel work for Vent Plant Building
  - *245 Park Ave. Entrance:* Continue fit out work and commence installation of stair and escalator at north end platform E and 245 Park Ave. entrance. Complete track work at south end of platform E
- *50th St. Vent Facility (CM013)* – Continue excavation of the vent plant and service tunnel, rock support installation and shotcreting. Construction of 300 Park Ave. new independent wall will be complete in May ‘11 and construction of 437 Madison Ave. new wing wall will continue
- *Queens Instrumentation (CS810)* – Complete instrumentation installation and baseline reading necessary for launching Yard Lead TBM
- *Queens Bored Tunnels and Structures (CQ031)* – Commence TBM mining Yard Lead and Tunnel A
- *Northern Boulevard Crossing (CQ039)* – Continue construction of Early Access Chamber and drill horizontal freeze pipes. Installation of ground freeze plant
- *Harold Structures Part 1 and G02 Substation (CH053)* – Install prefabricated G02 substation and complete Harold Access Bridge. Commence erection of Amtrak’s signal towers. Continue catenary structure foundations, and construction of Westbound Bypass Bridge
- *Harold Structures Part 2A (CH054A)* – Continue construction of storm sewer line and signal bridge retaining walls
- *Harold Stage 1 (FHA/L01)* – Begin relocating signal power cable (Subset A&C) and relocating Catenary wire to new structures (MP#5)
- *Harold Early Stage 2 (FHA/L02)* – Continue installing troughs, conduits and pull boxes for the stage 2 work and complete track reprofiling for Line 1 and Line 3 and F2 CIH installation
- *F Interlocking CIHs (FHA62)* – Factory test of the F Local Control System (FLCS) will be completed by July 15<sup>th</sup>, supporting the July 27<sup>th</sup> delivery

- *Harold and Point CILs (VH051 Part 1)* – ASTS will prepare for the LIRR to witness the POINT CIL factory test. Design submittals from ASTS are being received and reviewed for the H3, H4, H5 and H6 locations. Work will continue on the staging and sequencing of all CIL locations and the interface with the control system contractor. H4 cases will be shipped by late July
- *Harold Tower Supervisory Control System (VH051 Part 2)* – Design to continue on the FHACS. Support ASTS POINT CIL factory testing in July

### **Budget and Finance**

- Prepare budget and finance documents required to update the Full Funding Grant Agreement with the Federal Transit Administration
- Update the ESA staffing projections to incorporate systems testing and commissioning requirements
- Implement budget modifications to fund design changes resulting from construction value engineering savings

### **Executive Level Project Execution Plan**

- Complete review and revision of Risk Management Plan
- Review and respond to comments on the Project Management Plan (Rev 8)
- Continue to review MTACC procedures for consistency with ESA processes

### **Quality**

- Schedule audit of the GEC Quality Assurance and Quality Control process
- Continue the review of all programmatic documents that incorporate new processes or enhance existing processes
- Refine as-built information process and implement tracking of information and revised design drawings

### **Methods and Procedures**

- Continue to facilitate the review of critical procedures

### **Safety**

- Continue performing oversight of contractor's safety and security activities
- Implement the ESA Project's upgraded safety specifications and continuously adjust to shifting and expanding field conditions
- Additional training for Dragados-Judlau JV Management, Supervision, and Safety covering hazard recognition and accident investigation (root cause analysis)
- Continue to evaluate hazard analyses and safe work plans

- Project safety staff will continue joint inspections with the FDNY to minimize potential fire hazards under Grand Central Terminal

### Site and Systems Security

- Implement findings from the MTA construction site security assessment to ESA
- Finalize disclosure language with LIRR legal representative regarding system safety certification process
- Continue site hazard assessments with FDNY command staff
- Obtain MTAPD command staff signatures on the radio communication interface agreement

### Real Estate

- Continue to progress acquisition of property interests *55th St. Ventilation Facility (CM013A)*
- Prepare and file application package for merger of Queens 43rd St. tax lots *Harold Structure Part 1 and GO2 Substation (CH053)* and *Queens Bored Tunnels and Structures (CQ031)*
- Continue discussion with 280 Park Avenue (aka 33 East 48th St.) regarding easements for ADA elevator that will be a part of the 48<sup>th</sup> St. Entrance

### Public Outreach

- Continue outreach to relevant property representatives regarding *Plaza Substation & Queens Structures (CQ032)* award and details about facilities
- Conduct outreach to property representatives, local community board and relevant interested parties regarding upcoming construction award of *55<sup>th</sup> St. Ventilation Facility (CM013C)*
- Draft new Complaints Process Project Instructions, complete transition and begin using the new Complaints Database