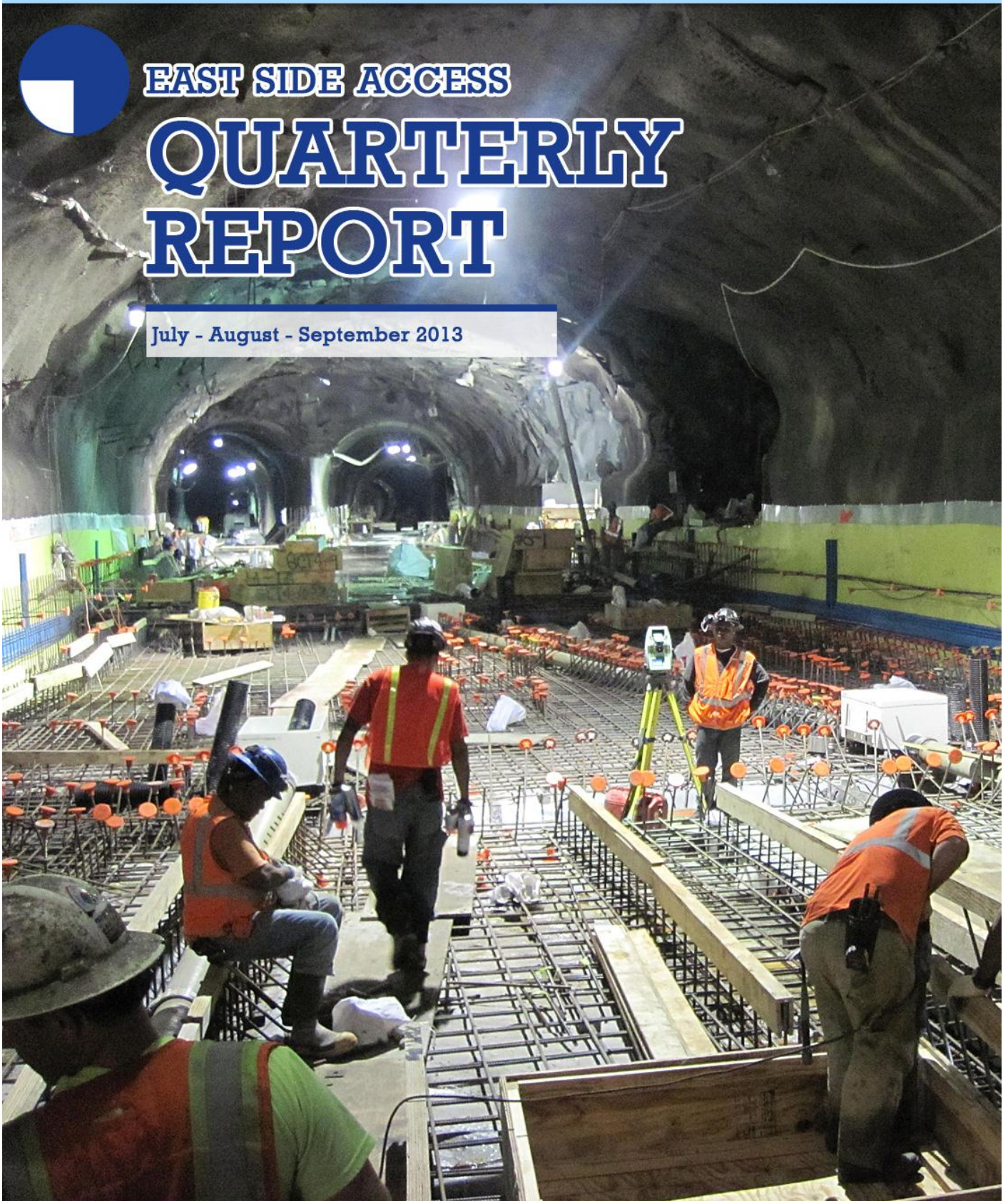




# EAST SIDE ACCESS QUARTERLY REPORT

July - August - September 2013



CM009 - Preparation for Concrete Pour in GCT4 Crossover (09-03-2013)

Photo: CM009 Field Engineers

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## Executive Summary

<b>Budget Summary (millions)</b>						
	<b>Total</b>	<b>Value of Contract Awards</b>	<b>% of Budget Awarded</b>	<b>Invoiced</b>	<b>% of Budget Invoiced</b>	<b>Paid</b>
Total	\$ 8,245.0	\$ 5,403.3	66 %	\$ 4,785.9	58 %	\$ 4,638.5
Construction Only	\$ 6,268.9	\$ 3,950.6	63 %	\$ 3,384.2	54 %	\$ 3,276.1

Note: 1) the budget and schedule reflect the June 2012. The budget excludes Rolling Stock reserve of \$463M.

<b>Contingency Summary (millions)</b>					
	<b>FFGA Baseline</b>	<b>2012 Baseline</b>	<b>2<sup>nd</sup> QTR Balance</b>	<b>3<sup>rd</sup> QTR Drawdown</b>	<b>Current Balance</b>
Total	\$ 855	\$ 550	\$ 497	(\$ 10)	\$ 507

<b>Contract Status</b>		<b>Award Value (millions)</b>
No. of Active	23	\$ 2,429.9
No. of Completed	28	\$ 1,259.2

Note: Excludes Access and Protection contracts

<b>2013 Pending Awards</b>	<b>Budget Value (millions)</b>
Westbound Bypass (CH057A) (RI)	\$132.1
Systems Package 1 (CS179)	\$554.2
Systems Package 3 (VS086)	\$22.1

### 3<sup>rd</sup> Quarter Highlights with a Look Ahead to Next Quarters:

#### Construction Safety:

- Safety statistics reported for the ESA Project decreased slightly from 2.23 to 2.22 incidents per 200,000 work-hours in the 3<sup>rd</sup> Quarter (July to September). The overall project rate still remains slightly above the national industry rate of 2.00.

#### Manhattan Construction:

- *Manhattan South Structures (CM005)* contract was awarded to Michels Corporation on July 29, 2013 for the amount of \$200,602,743. The contractor was given Notice-to-Proceed (NTP) on September 9<sup>th</sup>. Kick-off and community outreach meetings have already taken place. Permit applications are being processed and construction activity is expected to start in the next quarter.
- The *Manhattan Tunnels Excavation (CM009)* contract reached its substantial completion milestone on September 30, 2013. With no remaining work to complete on this contract, the contractor has demobilized from the caverns and adjacent staging areas and proceeded with administrative closeout. This contract remains on target to meet final completion by the end of the year.
- At the *55<sup>th</sup> Street Ventilation Facility (CM013A)*, abatement and demolition of the existing Con Edison steam main was completed in this quarter. Preparation work and coordination meetings have already begun, ahead of schedule, for drilling and blasting the cut-and-cover plenum and the 40-foot shaft to the caverns below, as part of the contract's next key milestone.
- Work continues at the *44<sup>th</sup> Street (44<sup>th</sup> St. Demolition & Construct Fan Plant Structure & 245 Park Ave. Entrance (CM004))* ventilation facility. The contractor is currently installing protective fireproofing on the structural steel and building the CMU walls. The contract is on plan to meet its substantial completion milestone by early 2014.
- Work is progressing at the *50th Street (50th Street Ventilation Facility (CM013))* ventilation facility. The contractor is currently installing the building cladding and preparing the public open space. The contract is on plan to meet its substantial completion milestone by late 2013.

#### Queens Construction:

- Installation of the secant piles for the Tunnel 'A' Approach Structure is over 90% complete on the *Queens Bored Tunnels and Structures (CQ031)* contract. The last remaining work is on plan to be completed in the next quarter. At that point, the contract will reach its substantial completion milestone and proceed with administrative closeout.
- As part of the *Plaza Substation & Queens Structures (CQ032)* contract, construction on the new B10 substation will be completed by the end of the year and the facility will be ready to be turned over to the follow-on Systems contract. Retrofitting of the existing substations is nearing completion, with the exception of the 23<sup>rd</sup> Street facility, which will not be completed for one more year. In addition, the CQ032 contractor has started the rehabilitation work in the existing 63<sup>rd</sup> Street Eastbound Tunnel. This effort is

expected to be completed in spring 2014. Concrete placement and steel erection for the open cut facility is progressing on plan.

- The *Northern Boulevard Crossing (CQ039)* contractor is completing some final closeout work before turning over the area fully to the next follow-on contracts

#### **Harold Construction and Amtrak/LIRR Coordination:**

- The month-long construction initiative to support the under-track structural slab for the Westbound Bypass was completed on schedule in August. This critical work involved extensive coordination efforts with LIRR and Amtrak, as both these agencies took advantage of the outage to perform a switch and track installation.
- Work on the first portion of the new 12KV ductbank remains on target to be completed and energized by the end of the year. In addition, work on the remaining signal bridge installations and the support of excavation for the Tunnel 'A' Approach Reception Pit is progressing.
- The F1 cutover and Point Interlocking work will be completed by Amtrak and LIRR, respectively, in the next quarter

#### **Procurement:**

- Both Award and Notice-to-Proceed (NTP) of the *Harold Structures - Part 3 WBBP (CH057A)* contract is expected in the 4<sup>th</sup> Quarter
- Award of the *Systems Package 1 – Facilities Systems (CS179)* and *Signal Equipment Procurement (VS086)* contracts are anticipated by the end of the year, pending a final risk assessment for CS179, contract negotiations and MTA Board approval
- Initial proposals for the *Manhattan North Structures (CM006)* contract will be received and evaluated in the 4<sup>th</sup> Quarter. This contract is expected to be awarded in March 2014.
- A Request for Expression of Interest (RFEI) for the work in the *GCT Caverns (CM007)* is anticipated to be released in November
- An industry outreach is currently scheduled for November 1<sup>st</sup> for the *GCT Concourse and Facilities Fit-Out (CM014B)* contract. Advertisement of this contract is anticipated by the end of the year, pending the completion of the bid documents and final risk assessment.

#### **Organization:**

- In the 3<sup>rd</sup> Quarter, a new senior position Harold Program Manager, was added to the overall management structure. This position, which was filled in August, has the primary responsibility of third party and force accounts construction in the Harold Interlocking in Queens. In addition, the Project Controls Manager post was filled and the new manager started in September.

Quarterly Review Report – 3<sup>rd</sup> Quarter '13

**Active Construction Contracts Summary**  
**(ESA Program only. For the Regional Investment section, please see page 96)**

Project Description/ Contractor	Status	Budget at Award (\$M)	Original Contract Award (\$M)	CURRENT VALUE			Estimate at Completion (\$M)	Cost Expenditure % Complete		Invoiced	NTP	Substantial Completion			Remarks
				Current Approved Contract (\$M)	Remaining Budget (\$M)	Total Budget (\$M)		Plan	Actual			Plan		Forecast	
												Orig	Revised		
<b>MANHATTAN / BRONX</b>															
CM004 - 44th St. Demolition & Construct Fan Plan Structure & 245 Park Ave. Entrance Yonkers Contracting Company, Inc. (YCC)	NO	42.8	40.8	55.7	11.1	66.8	55.3	96.6%	86.8%	47.8	09/16/09	09/11	07/13	01/14	Critical Path is being driven by the gantry crane change order work.
CM005 - Manhattan South Structures Michels Corporation	NO	220.7	200.6	200.6	20.1	220.7	225.8	0.0%	0.0%	0.0	09/09/13	02/16	02/16	02/16	Notice to Proceed on 9/9/13.
CM009 - Manhattan Tunnels Excavations Dragados-Judlau (DJ)	NO	449.4	428.0	430.9	1.0	431.9	430.6	99.4%	99.4%	428.4	07/10/06	N/A	09/13	09/13	There is no remaining work on CM009.
CM013 - 50th St. Vent Facility CCA Civil-Halmar International (CCA)	NO	99.1	94.4	95.3	5.2	100.5	97.0	100.0%	88.2%	84.8	01/04/10	06/12	12/13	12/13	Completed majority of CMU walls installation at various levels of the vent building.
CM013A - 55th Street Vent Facility SCC-JPP, JV (Schivone and Picone, JV)	NO	58.8	56.0	56.4	2.4	58.8	60.2	19.6%	20.4%	11.5	09/04/12	04/15	04/15	03/15	During this quarter, SP continued hoe ramming below the decking system along the North and South side of the facility.
CM014A - GCT Concourse & Facilities Fit-Out Early Work Yonkers Contracting Company, Inc.	NO	46.5	43.5	44.0	7.8	51.8	56.3	97.4%	49.8%	21.7	11/07/11	04/13	07/13	04/14	Critical Path is being driven by the SCADA change order issue.
CM014MP - Early Work for GCT and Facilities Fit-Out The Urban Group, Ltd.	NO	2.0	1.9	1.9	0.1	2.0	2.4	62.0	49.7	0.9	03/27/13	10/13	10/13	10/13	Contractor has completed the duct bank installation and the excavation for the air plenum.
VM014 - Vertical Circulation (Escalators & Elevators)* Schindler Elevator Corp.	NO	51.4	24.2	24.4	25.9	50.3	53.1	2.0%	2.0%	4.0	09/27/10	09/18	09/18	09/18	Continue the Phase II Fabrication activities.
FMM19 - Manhattan Force Account Support MNR	NO	33.1	31.8	31.3	1.9	33.2	34.2	N/A	84.1%	28.0	04/01/08	03/12	08/13	02/14	Force Account support for Manhattan construction. Schedule tracks with third party construction.
<b>QUEENS</b>															
CQ031 - Queens Bored Tunnels and Structures Granite-Traylor-Frontier Joint Venture (GTF)	NO	756.8	648.9	760.2	26.4	786.6	769.4	100.0%	98.1%	745.6	09/28/09	09/12	09/12	05/14	Secant pile installation for Tunnel A Approach is nearing completion. Excavation of Tunnel A Approach is pending 12KV relocation by CH053.
CQ032 - Plaza Substation and Queens Structures Tutor Perini	NO	162.1	147.4	178.1	33.8	211.9	231.4	70.4%	39.2%	70.0	08/10/11	08/14	08/14	08/15	Construction of Plaza Substation continued at Revenue Track Level.
CQ039 - Northern Boulevard Crossing Schivone/ Kiewit, a Joint Venture (SK)	NO	89.2	85.0	99.2	2.9	102.1	103.7	100.0%	96.8%	96.1	02/03/10	10/11	08/12	09/13	Substantial Completion is pending resolution of code compliance violation notice on PAC.

\*Current Approved Contract does not include full budget

Status	Red – Critical Path (CP)	Blue – Near Critical (NC)	Black – Not Critical (NO)
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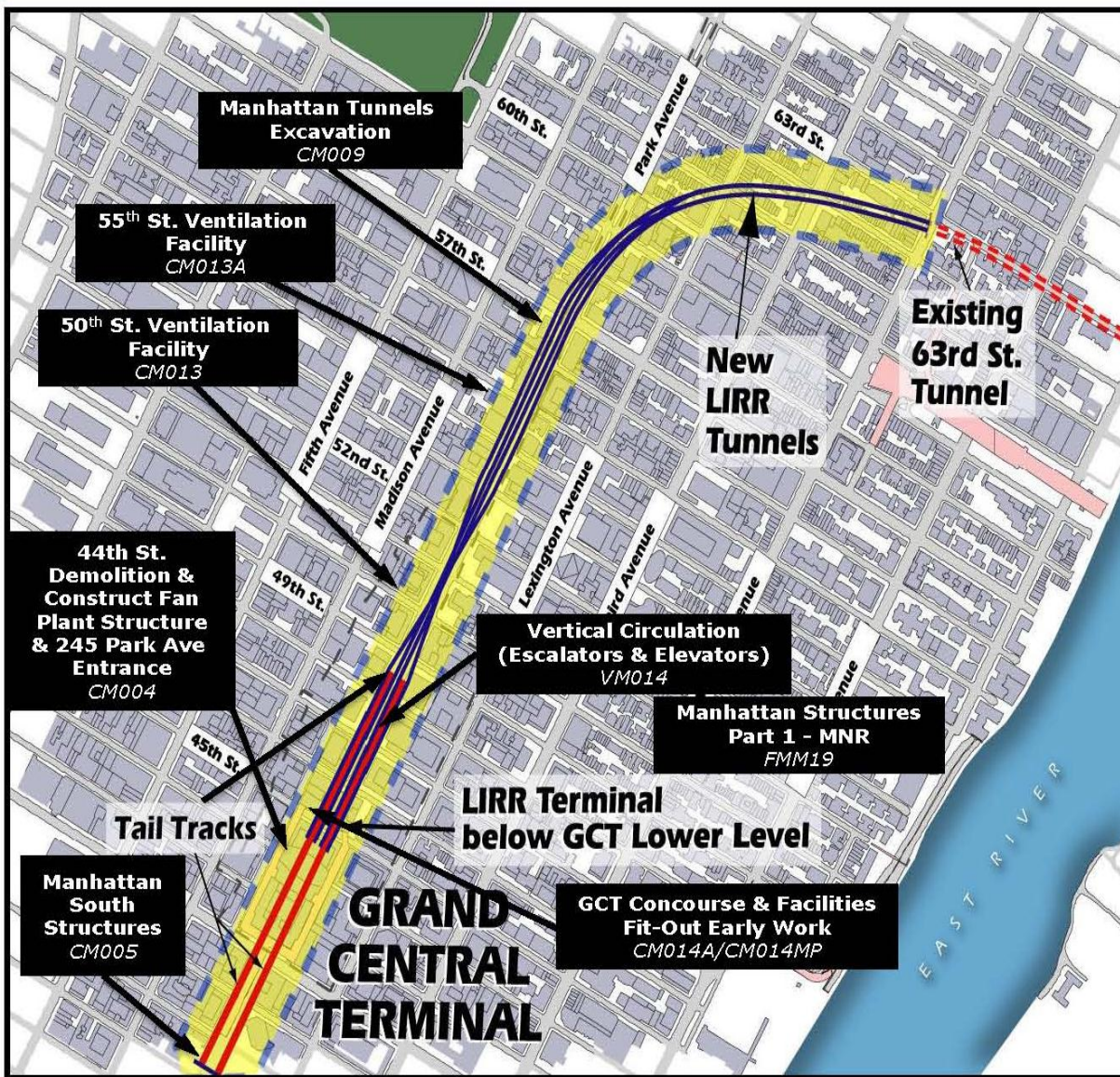
Quarterly Review Report – 3<sup>rd</sup> Quarter '13

Project Description/ Contractor	Status	Budget at Award (\$M)	Original Contract Award (\$M)	CURRENT VALUE			Estimate at Completion (\$M)	Cost Expenditure % Complete		Invoiced	NTP	Substantial Completion			Remarks
				Current Approved Contract (\$M)	Remaining Budget (\$M)	Total Budget (\$M)		Plan	Actual			Plan		Forecast	
												Orig	Revised		
<b>HAROLD INTERLOCKING</b>															
CH053 - Harold Structures Part 1 and GO2 Substation Perini Corp.	CP	144.1	137.3	227.7	48.2	275.9	300.7	100.0%	82.4%	189.0	01/01/08	05/10	01/12	07/14	Commenced remainder of 12KV ductbank civil work. Continued installation of soldier piles at Tunnel A Reception Pit & Approach. Continued construction of 43 <sup>rd</sup> ML4 and 48 <sup>th</sup> St. ML2&4 Bridges.
CH054A - Harold Structures Part 2A Perini Corp.	NO	27.1	21.8	44.3	15.5	59.8	73.3	100.0%	55.4%	24.5	08/24/09	12/10	12/10	06/14	Commenced construction of jacked shield microtunnel for 12KV. Continued construction of open cut 12KV ductbank.
FHA01 - Harold Stage 1 – Amtrak Amtrak Force Account	CP	9.5	9.5	16.8	0.0	16.8	16.8	94.4%	92.7%	16.7	06/30/07	09/10	01/12	07/14	B-926W removal has been completed. Continued working on signal and catenary wire relocations between Thomson Avenue and Substation 44.
FHA02 - Harold Early Stage 2 – Amtrak Amtrak Force Account	CP	27.3	9.7	38.6*	1.4	40.0	41.7	69.3%	69.5%	31.9	12/15/08	09/13	08/14	01/15	E32 Signal Bridge had been installed. Completed cable pulling for F1-CIH. Continued new color light signal installation and cable termination for F1-CIH Cutover.
FHL01 - Harold Stage 1 – LIRR LIRR Force Account	NO	28.8	28.8	20.8	1.2	22.0	22.0	78.8%	75.2%	17.7	06/29/07	09/10	10/11	11/14	Commenced communication cables to new G02 Substation. Continued signal power relocation between Towers 32 to 49.
FHL02 - Harold Early Stage 2 – LIRR LIRR Force Account	NO	54.1	7.4	22.0*	40.7	62.7	69.3	31.4%	29.4%	26.7	08/17/09	11/15	11/15	09/16	Three switches (AS1, H1, and H2) have been installed. Continued cable and revision for new Point and H4-CIL cutovers.
FHL03 - Harold Early Stage 3 – LIRR Force Account Amtrak	NO	-	-	-	49.4	49.4	49.4	60.0%	60.0%	-	07/19/13	N/A	09/13	09/13	Line 2 & Line 4 works during long term summer outage have been completed. Also two switches (Z11 and AG1) have been installed.
VHA02 - Procure Harold Material Stage 2 – Amtrak Amtrak Force Account	NO	12.7	6.0	11.2*	1.5	12.7	11.2	N/A	79.2%	5.5	01/09	01/12	05/12	08/14	Procurement of LIRR and Amtrak Force Account material in support of Stage 2 construction.
VHL02 - Procure Harold Material Stage 2 – LIRR LIRR Procurement	NO	25.0	6.0	24.8	0.2	25.0	23.9	N/A	87.5%	15.9	01/09	08/13	08/13	11/15	Procurement of LIRR and Amtrak Force Account material in support of Stage 2 construction.
VH051 (Part 1) - Harold and Point CILs Ansaldo STS USA, Inc. (ASTS)	NO	30.9	25.8	26.8	4.0	30.8	30.4	63.0%	62.0%	13.8	05/11/09	06/12	06/12	07/15	POINT, H4, H3 and H5 CILs have been delivered. H6 and Location 30 are being prepped for factory testing in September. H2 and H1 are scheduled for completion by 1 <sup>st</sup> quarter 2014.
VH051 (Part 2) - Harold Tower Supervisory Control System ARINC, Inc.	NO	7.1	5.4	7.2	0.9	8.1	8.4	99.0%	88.0%	6.7	02/03/09	08/10	08/10	12/13	GATE, F2 and existing F north are currently operating on the FHACS. Existing POINT and existing Harold are being tested prior to an in-service currently targeted by the end of September.

\*Current Approved Contract does not include full budget

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



**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.

**Manhattan South Structures (CM005) –** The Manhattan South Structures work provides the fabrication and construction of permanent structural concrete lining, interior structures, and fit-out for caverns and tunnels previously excavated by others beneath the existing Grand Central Terminal located in Manhattan.

**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.

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

**55<sup>th</sup> St. Ventilation Facility (CM013A) –** Work includes excavation from the street level to an existing cavern below. Upon completion of excavation, a subsurface concrete vent building is erected from the cavern invert to the sidewalk elevation.

**GCT Concourse & Facilities Fit-Out Early Work (CM014A) –** Fit-out of lower portion of new LIRR concourse located in the lower level of GCT, Construction of south sub-station facility, fit-out of shaft 2, procurement of electrical equipment for north substation & unit substations, Construction & fit-out of terminal management system & Construction of certain rooms adjacent to south substation & TMC.

**Early Work for GCT and Facilities Fit-Out (CM014MP) –** The scope of work includes installation of duct bank and conduit between the wellways located in Madison Yard. Also included is the installation of 2 Con-Ed manholes and the excavation and installation of concrete air plenum along “Ladder U”.

**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.

**Manhattan Structures Part 1 – MNR (FMM19) –** MNR Railroad resources in support of the contracts CM019, CM004, CM013, CM014A and General Conditions contracts in the vicinity of GCT. These resources include both direct and indirect labor, worktrain support, and rack outages.



**44<sup>th</sup> St. Vent Plant & 245 Park Ave. Entrance (CM004)**

**Jul, Aug, Sep '13**

**Contractor:** Yonkers Contracting Company, Inc. (YCC)  
**Construction Manager:** Bill Madden

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

**Description:** 47 E. 44th 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.



*New Handrail at 245 Park Avenue.*

Construction

**CM004 Contract Status**

**Schedule:**

**1. Progress:**

**44<sup>th</sup> Street Vent Plant**

- Continued utility work at 44th Street; it will finish by January 31st, after the building is complete
- Shaft 1 and AT-1 punch-list work on hold, pending gantry crane completion, forecast for October 31, a loss of 1 week this month
- Intumescent painting commenced; it is expected to finish October 15, a loss of 2 weeks this month
- Above ground CMU installation is ongoing. It is 75% complete and expected to finish October 25, a monthly loss of 2 weeks
- Commenced gantry crane runway steel. Crane to be installed by October 31.

**245 Park Avenue Entrance**

- Base contract work at 245 Park Avenue is complete
- Change Order work is ongoing
- Punch list is ongoing and is expected to finish October 31

**2. Critical Issues:**

- Structural Steel – below grade steel installation is required to construct the vent building floor. Fabrication is complete. Installation is pending the gantry crane completion.
- Slower than expected intumescent paint could impact Substantial Completion
- Shaft 1 and AT-1 punch-list work on hold, pending gantry crane completion by October 31

**3. Mitigation:**

- Contractor has updated his schedule to completion, including major added and changed work. The CM is reviewing it. Weekly meetings to monitor progress, and mitigate any slippage against the replan.
- Contractor working multiple shifts and weekends on paint & CMY

**4. 4<sup>th</sup> Quarter Look Ahead:**

**44<sup>th</sup> Street Vent Plant**

- Below grade structural steel erection to begin in early November
- Complete above ground CMU installation

**245 Park Avenue Entrance**

- Complete change order and punch list work (some change orders are still pending)
- Entrance expected to open in October

**Milestones CM004**

Milestone		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
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	10/05/11 (A)
N/A	Complete Rock Excavation & Shaft Construction at 44 <sup>th</sup> St.	06/01/11	01/28/13	06/28/13 (A)
1A	Beneficial Use of 245 Park Ave.	09/16/11	08/03/12 <sup>†</sup>	01/31/14
1	Substantial Completion of 44 <sup>th</sup> St. Vent Plant	09/16/11	07/15/13 <sup>†</sup>	01/31/14
2	Final Completion-44 <sup>th</sup> St.	12/16/11	10/15/13 <sup>†</sup>	04/31/14

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete*	3.8	3.8	96.6	86.8

\*Curve redesigned again based on Original Baseline, Current Baseline and Actuals  
<sup>†</sup>MODS pending to be issued will extend the SC to July 15, 2013.

**Contract Costs (\$000) as of 09/30/13**

	CM004	FA Support*	Total
Budget at Award	42,803	-	42,803
Current Budget**	66,766	-	66,766
Original Award	40,765	-	40,765
Approved Changes	14,905	-	14,905
Current Contract Value	55,670	-	55,670
Invoiced Amount	47,791	-	47,791
Estimate at Completion***	55,347	-	55,347

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

\*\*The current budget includes \$8.2MM for scope moves that have not been executed as Mods.

\*\*\*The EAC includes \$8.1MM of future scope transfers from CM004 to other contracts. These include the Access Tunnel 1 and 2 final lining and arch along with architectural, mechanical and electrical changes at 44<sup>th</sup> Street.

**Cost:** As of 09/30/13, 70 modifications were executed for a total of \$14,905,038.

Quarterly Review Report – 3<sup>rd</sup> Quarter '13

**Coordination Required**

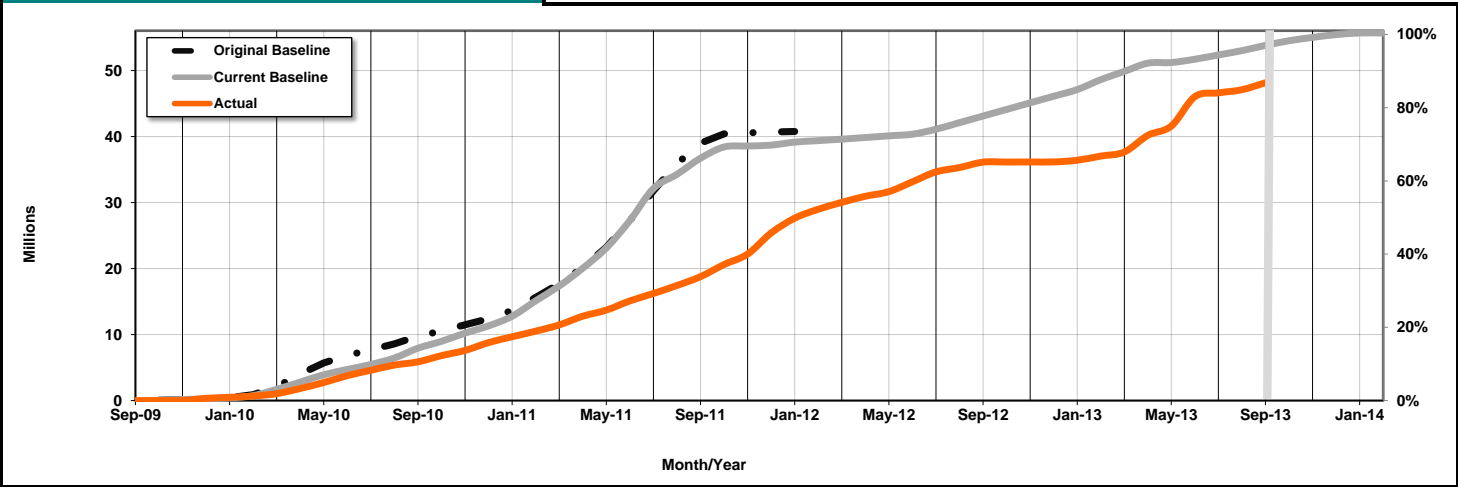
**Real Estate:** 47 E. 44<sup>th</sup> St. acquired and vacated. NYC Planning Commission approved 245 Park Ave. change of use in Plaza area.

**Permits:** Contractor acquired all demolition, construction, sidewalk and MPT (lane closing-DOT) permits.

**Railroad Agencies:** MNR and LIRR.

**MOU:** MOU with MNR executed.

**Progress (CM004)**



**Safety**

- Continued emphasizing importance of safety with the contractor to minimize safety issues and correct any issues immediately
- Management walkthrough's conducted on weekly basis, to assure that CM's office and Contractor's management get together and address any and all concerns with the project
- Continue to have safety talks with the CM construction team on a weekly basis
- Performed Quarterly safety assessments
- Continue to provide safety oversight of contract

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS** ('13)
Lost Time Accidents	2.22	2.90	2.00

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

**Site Map**



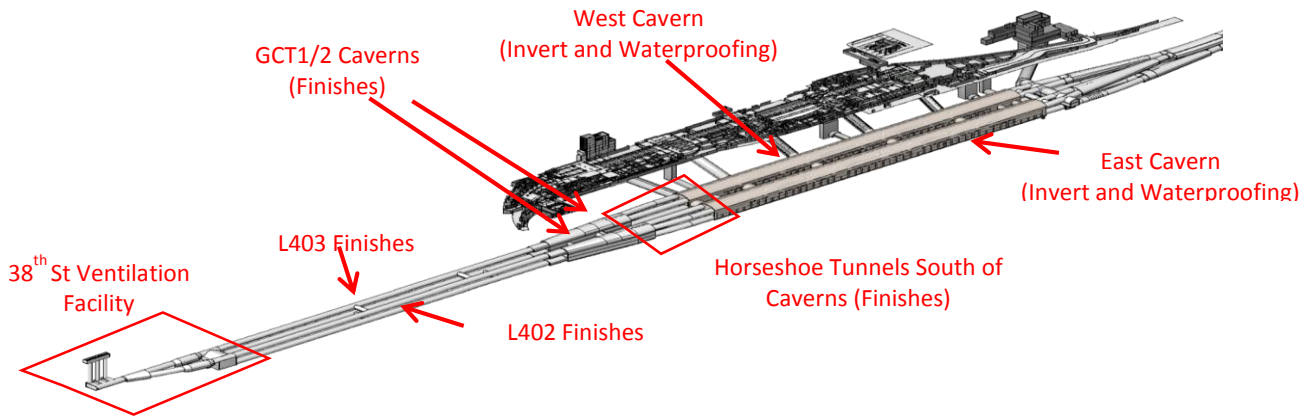
**Manhattan South Structures (CM005)**

**Jul, Aug, Sep '13**

**Contractor:** Michels Corporation  
**Construction Manager:** Troy Calkins

Construction

**Description:** The Manhattan South Structures work provides the fabrication and construction of permanent structural concrete lining, interior structures, and fit-out for caverns and tunnels previously excavated by others beneath the existing Grand Central Terminal located in Manhattan.



**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- Notice to Proceed on 9/9/13
- Mobilization and early technical submittals in progress
  - Safety Plan approved
  - QA/QC Plan under review
  - Baseline Schedule under review
- Survey and inspection of underground areas and Kinney lot underway
- Began initial shotcrete smoothness criteria inspection in the main caverns

**2. Critical Issues:** None

**3. Mitigation:** N/A

**4. Planned Work:**

- Continue site handover and takeover inspections for accessible areas
- Setup staging area and crane at Kinney lot
- Complete installation of temporary utilities underground
- Begin main cavern shotcrete repairs and weep hole drillings
- Begin cleaning and mobilizing in south tunnels

**Cost:** No invoices have been received.

Milestones CM005				
Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)*	Actual /Forecast
#	Description			
N/A	NTP	09/09/13	09/09/13	09/09/13 (A)
1	Escalator / Cavern Connections	09/09/14	09/09/14	09/09/14
2	North End of East Cavern	07/06/14	07/06/14	07/06/14
3	North End of West Cavern	01/12/15	01/12/15	01/12/15
4	Substantial Completion	02/06/16	02/06/16	02/06/16
5	Final Completion	05/06/16	05/06/16	05/06/16
Schedule Progress		3 <sup>rd</sup> Quarter*		Cumulative*
Cost Expenditure		Plan	Actual	Plan
Percent Complete		0.0	0.0	0.0
Contract Costs (\$000) as of 09/30/13				
		CM005	F/A Support	Total
Budget at Award		220,663	-	220,663
Current Budget		220,663	-	220,663
Original Award		200,602	-	200,602
Approved Changes		-	-	-
Current Contract Value		200,602	-	200,602
Invoiced Amount		-	-	-
Estimate at Completion**		225,753	-	225,753

\*The DCB and Baseline Schedule are under review. Progress will be updated after approval.

\*\*The EAC includes \$4.9MM in future scope transfers not yet included in the budget. This includes Access Tunnel 1 and 2 lining transferred into CM005 and a raised bore lining transferred to another contract. The PMT is actively monitoring the budget drawdown and will determine when/if additional budget is required.

**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 will be being provided by MNR.

**MOU:** N/A

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

- Construction Permit: Permit Rev1 received (Under Review)
- Water Discharge Permit – NYCDEP: Permit to be received
- DOT Lane Closure Permits – NYCDOT: Permits to be received
- Tunnel Permits – NYCDEP: Permit received

**Progress (CM005)**

Curve will be generated after approval of cost-loaded baseline schedule

**Safety**

- The CM will conduct weekly safety walks which Michels will attend to address all on-site safety related issues
- The FDNY will conduct bi-weekly tours
- Safety audits will be conducted on a quarterly basis
- New hire drug and alcohol testing will be administered by Medcor
- RWP training will be required when working near Metro North property
- CH&SP submitted last week
- Resumes of safety manger and safety representatives submitted

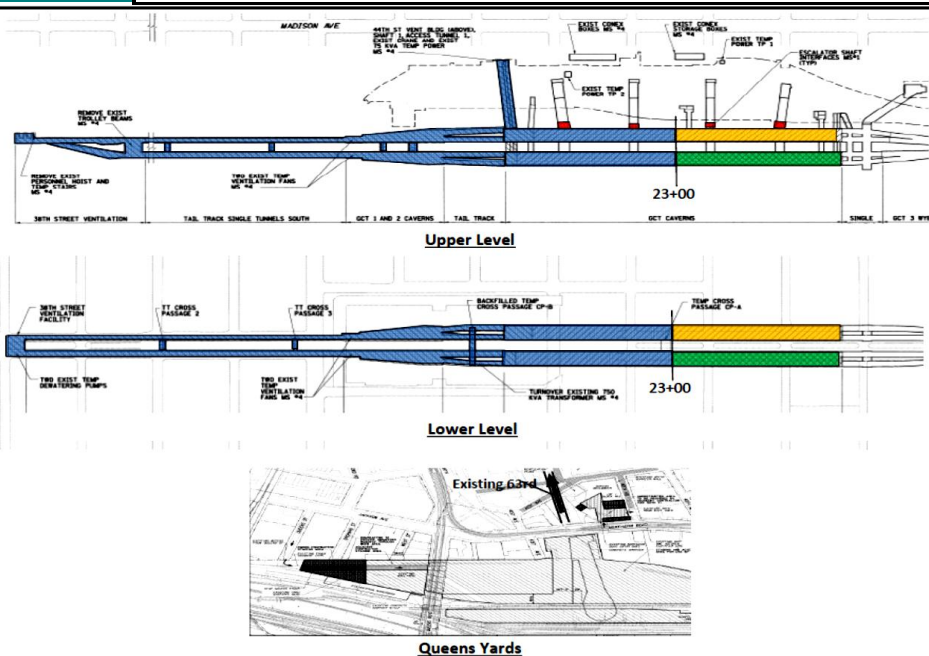
Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS** ('13)
Lost Time Accidents	2.22	0.0	2.00

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

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

**Site Map**

<b>NOTICE TO PROCEED</b> CM005 - 9/9/13
<b>MS #1</b> Escalator-Cavern Connections Date: 9/9/14 TO: CM014B/VM014
<b>MS #2</b> North End of East Cavern Date: 7/6/14 To: CM006
<b>MS #3</b> North End of West Cavern Date: 1/12/15 To: CM007
<b>MS #4</b> Substantial Completion Date: 2/6/16 To: CM007, CS179 & CS284
<b>MS #5</b> Final Completion Date: 5/6/16



**Manhattan Tunnels Excavation (CM009)**

**Jul, Aug, Sep '13**

**Contractor:** Dragados/Judlau (DJ)  
**Construction Manager:** Troy Calkins

**LONP#:** 8  
**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.



Loading Out Equipment Off Site in Kinney.



Demobilization in GCT4 Cross Over.

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- Completed installation of conduits and rebar at GCT3 crossover. Completed pouring invert in GCT3 crossover (3 of 3 completed).
- Completed GCT5 West Wye invert pours (3 of 3 completed)
- Completed pouring invert in GCT4 crossover (3 of 3 completed)
- Completed all of the punchlist work on 09/30/13. All work completed but pending administrative closeout to allow issuance of Substantial Completion certificate.

**2. Critical Issues:** No major issues

**3. Mitigation:** N/A

**4. Planned Work:** There is no remaining work on CM009. Final completion and administrative closeout is forecast for 12/31/13.

**Cost:** As of 09/30/13, 45 modifications for a total of \$2,931,542 have been executed including the scope transfers.

Milestones CM009*				
Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual /Forecast
#	Description			
1A	Shaft 2, T/O Portions Mad Yard	N/A	07/01/12	06/29/12 (A)
1B	Esc 2,3,4, Shaft 3, & AT2	N/A	09/27/12	09/27/12 (A)
1C	Balance of Escalator 1	N/A	12/14/12	12/14/12 (A)
2	Tail Tunnels, S. End W. Cavern	N/A	06/01/13	05/31/13 (A)
3	W. Cavern, XPs 1-6, GCT3 WB	N/A	06/01/13	05/31/13 (A)
4	E. Cavern, XP 7&8, UL&LL NEHS	N/A	06/01/13	05/31/13 (A)
5	T/O EB Tunnel from Queens	N/A	06/01/13	05/31/13 (A)
6	55 <sup>th</sup> St. Excavation Phases 1&2	N/A	09/30/12	09/28/12 (A)
7	55 <sup>th</sup> St. Excavation Phases 3,4,5	N/A	01/10/13	01/08/13 (A)
8	55 <sup>th</sup> St. Excavation Phases 6,7,8	N/A	06/01/13	05/31/13 (A)
9	All Work Except Mod 46	03/31/12	06/01/13	05/31/13 (A)
9A	Substantial Completion – CM009	N/A	09/30/13	09/30/13 (A)
10	Final Completion – CM009	08/26/12	12/31/13	12/31/13
Schedule Progress		3 <sup>rd</sup> Quarter		Cumulative*
Cost Expenditure		Plan	Actual	Plan Actual
Percent Complete		1.9	4.6	99.4 99.4
*Note: Plan/actual cumulative % is revised by adding Mod 46				
Contract Costs (\$000) as of 09/30/13				
	CM009	F/A Support	Total	
Budget at Award	449,351	4,041	453,392	
Current Budget	431,897	2,437	434,334	
Original Award	427,954	2,597	430,551	
Approved Changes	2,931	0	2,931	
Current Contract Value	430,885	2,437	433,322	
Invoiced Amount	428,415	1,938	430,353	
Estimate at Completion*	430,550	2,437	432,988	

\*EAC includes \$1.0MM in future scope transfers to other contracts. This includes blast support for Con Edison and other miscellaneous close-out items.

### 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.

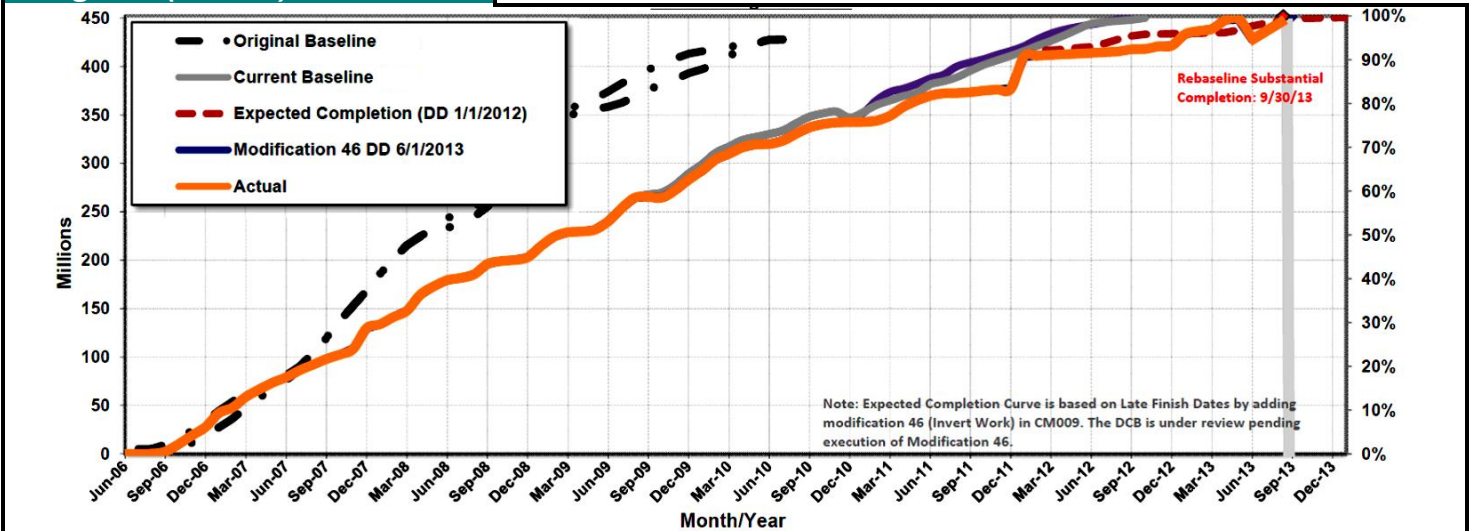
**Railroad Agencies:** Flagging and access protection are being provided by MNR and NYCT.

**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

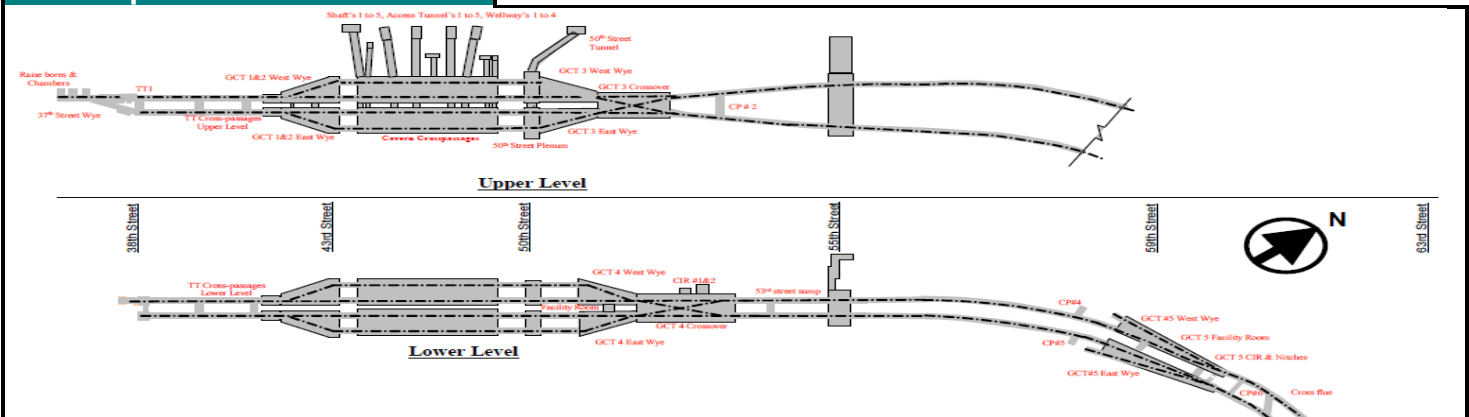
- Continued ongoing safety walkthrough's of the sites to reinforce the best practices with management/supervision documented through daily hazard logs
- Senior management's involvement and increased training activities are producing a decrease in the accident rate, which is reflected in the annual and year to date rates
- Continue increased number of OCIP walkthrough's of the site
- Continue safety tool box talks for CM staff

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS** ('13)
Lost Time Accidents	2.22	2.48	2.00

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

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

### Site Map



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

**Jul, Aug, Sep '13**

**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.



Hoist Beams Installation, Vent Shaft Floors.



Metal Cladding Frame Install, Rear Face of Vent Building.

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- Completed majority of CMU walls installation at various levels of the vent building. Concourse level (99%), 2nd basement (99%), 1st basement (99%), ground level (98%). The remaining CMU walls installation will be done after remaining roof slab installation and is not critical to project completion.
- No change in beam column encasement from last month. Concourse level (100%), 2nd basement (97%), 1st basement (100%), ground level (100%). The remaining column encasement will be done after installation of header beam on 2nd floor and is not critical to project completion.
- Completed pour/form/rebar Stair #1 at vent shaft
- Continue metal panel shop drawings review for utility chase, and installation of framing is expected to begin in mid-October 2013

**2. Critical Issues:**

- The Disputes Resolution Board (DRB) disputes negotiations are completed pending final signature which will resolve all of the outstanding issues and other change orders related to DRB
- CPR 38 300 Park utility chase work shows impact on substantial completion

**3. Mitigation:** Negotiation was held to discuss added work associated with CPR 38 and completion of the contract. The result of the meeting is as follows: the completion of the utility chase roofing, 2nd floor roof, loading dock roof, and utility chase cladding will be deferred to Milestone 7 – final completion, March 1, 2014 which was to be completed by substantial completion. At Milestone 3 - substantial competition, three times the value of the outstanding work of the above listed items will be withheld from the retainage. The value of the retainage that will be released each monthly pay period will be equal to the value of work performed within that pay period.

**4. 4<sup>th</sup> Quarter Look Ahead:**

- Walk crane to the street deck
- Demolish concrete and steel beam at 280 Park area
- Continue installing corrugated panels at loading dock

**Cost:** As of 09/30/13, 26 modifications for a total of \$992,338 have been executed.

**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)
5	New Milestone for Shaft Access	08/27/12	08/27/12	08/01/13 (A)
New	Complete 280 Park Ave	N/A	N/A	11/30/13
3	Substantial Completion	06/01/12	12/31/13	12/31/13
4	Final Completion	09/04/12	03/01/14	03/01/14

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan*	Actual	Plan*	Actual
Percent Complete**	0.1	4.3	100.0	88.2

\*The Plan % is based on Original Baseline. The % complete will be revised after Mod Execution.

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

**Contract Costs (\$000) as of 09/30/13**

	CM013	CMR13	F/A Support **	Total
Budget at Award	99,073	24,000	-	123,073
Current Budget*	100,472	28,000	-	128,472
Original Award	94,355	24,000	-	118,355
Approved Changes	992	0	-	992
Current Contract Value	95,327	28,000	-	123,327
Invoiced Amount	84,797	26,077	-	110,874
Estimate at Completion***	96,974	28,000	-	124,974

\*The current budget includes \$0.7MM for scope moves that have not been executed as Mods. These Mods will eventually be processed and added to the contract. They are included in the EAC.

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

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

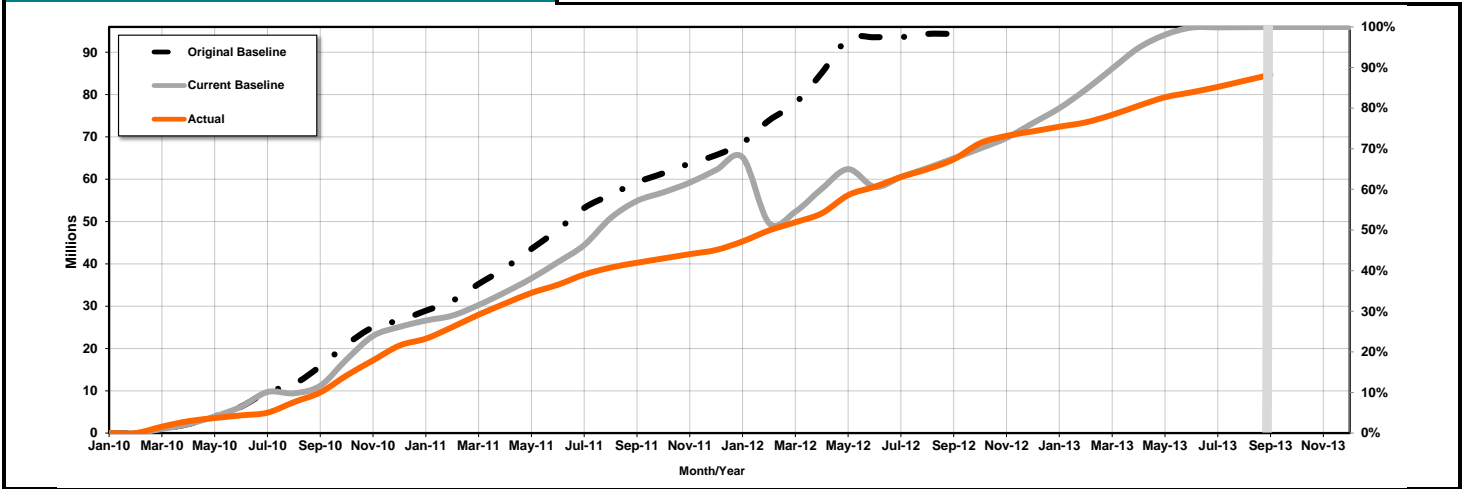
### Coordination Required

**Real Estate:** All properties and easements are secured/evacuated; **Permits:** The contractor has secured all of the required permits for the project currently awaiting a tax lot merger

**Railroad Agencies:** MNR

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

### Progress (CM013)



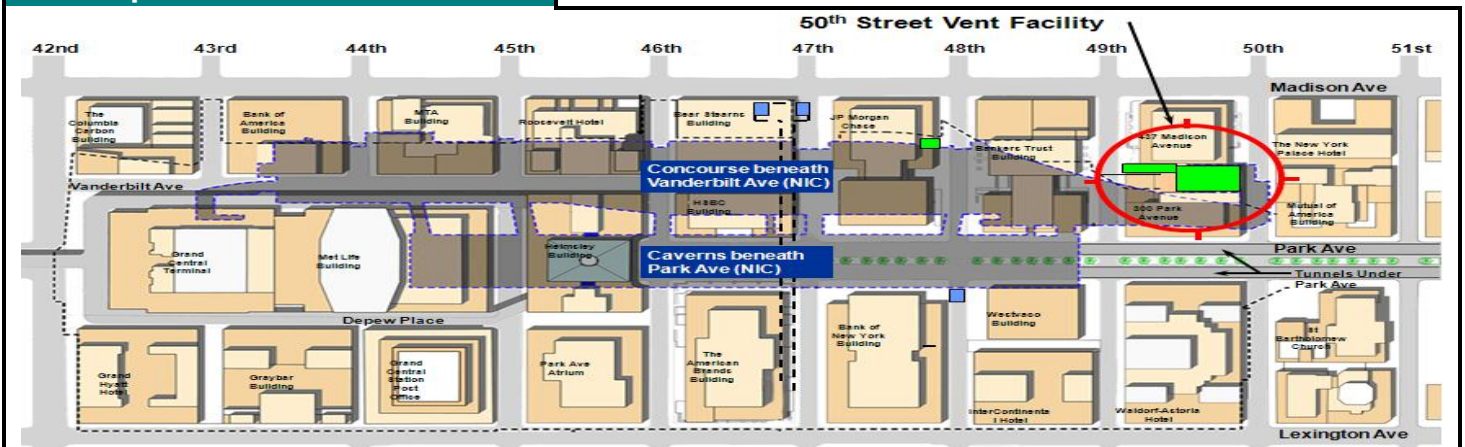
### Safety

- Continued to maintain emphasis on safety with contractor and their trades through daily walkthrough's and developing daily hazard logs
- Continued to hold contractor management responsible for safety as well as the workers
- Continue with CM Management/OCIP walks on a weekly basis
- Review SWPs and conduct SWP audits

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS** ('13)
Lost Time Accidents	2.22	2.35	2.00

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

### Site Map





**55th St. Ventilation Facility (CM013A)**

**Jul, Aug, Sep '13**

**Contractor:** SCC-JPP, JV (Schiavone and Picone, JV)  
**Construction Manager:** Troy Calkins

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

Construction

**Description:** Work includes excavation from the street level to an existing cavern below. Upon completion of excavation, a subsurface concrete vent building is erected from the cavern invert to the sidewalk elevation.



Hoe Ramming Below Decking – North.



Drilling Relief Holes.

**Progress, Schedule and Cost**

**Schedule:**

1. **Progress:** During this quarter, SP continued hoe ramming below the decking system along the north and south side of the facility. Installed temporary sewer bypass and tied to the existing sewer line. Exposed and removed concrete encasement for existing 8” steam main along the center line of the roadway. Abatement work for existing steam main commenced and progressed during this quarter and completed by early September. Installed welded wire fabric and applied initial shotcrete lining on north wall of the plenum at elevation 329’ to 347’. Continued line drilling to El. 319 along the north and south east of the facility. Drilled and installed 19 #9 rock bolts on south plenum wall. Continued drilling relief holes. Installed temporary lighting in cavern. Started drilling blast holes for test blasts near the shaft area.
2. **Critical Issues:** SP needs to submit the hole through plan and get it approved before commencing the shaft excavation work. The shaft excavation work is critical and any delay in getting an approval and commencing the work may impact the contract completion date.
3. **Mitigation:** SP is progressing the excavation in other areas. The current draft September schedule update shows the shaft excavation work is expected to start by early December (Total Float =18). SP has indicated that the final hole through plan will be submitted by the second week of October.
4. **Planned Work:**
  - Continue rock excavation by blasting and hoe ram
  - Line drilling to El. 319 (west side)
  - Rock bolt installation
  - Shotcrete in cavern

**Milestones CM013A**

Milestone		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	Advertise (IFB)	08/29/12	08/29/12	08/29/12 (A)
N/A	NTP	09/04/12	09/04/12	09/04/12 (A)
N/A	Access Restraint #1	02/21/14	02/21/14	01/25/14
1	Milestone #1	10/01/14	10/01/14	09/03/14
2	Substantial Completion	04/05/15	04/05/15	03/11/15
3	Final Completion	07/04/15	07/04/15	06/09/15

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan*	Actual	Plan*	Actual
Percent Complete	7.7	7.1	19.6	20.4

\*Plan based on late curve

**Contract Costs (\$000) as of 09/30/13**

	CM013A	F/A Support	Total
Budget at Award	58,846	-	58,846
Current Budget	58,846	-	58,846
Original Award	56,044	-	56,044
Approved Changes	340	-	340
Current Contract Value	56,384	-	56,384
Invoiced Amount	11,469	-	11,469
Estimate at Completion*	60,235	-	60,235

\*The PMT is actively monitoring the budget drawdown and will determine when/if additional budget is required.

**Cost:** As of 09/30/13, one modification for \$340,000 has been executed.

Quarterly Review Report – 3<sup>rd</sup> Quarter '13

**Coordination Required**

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

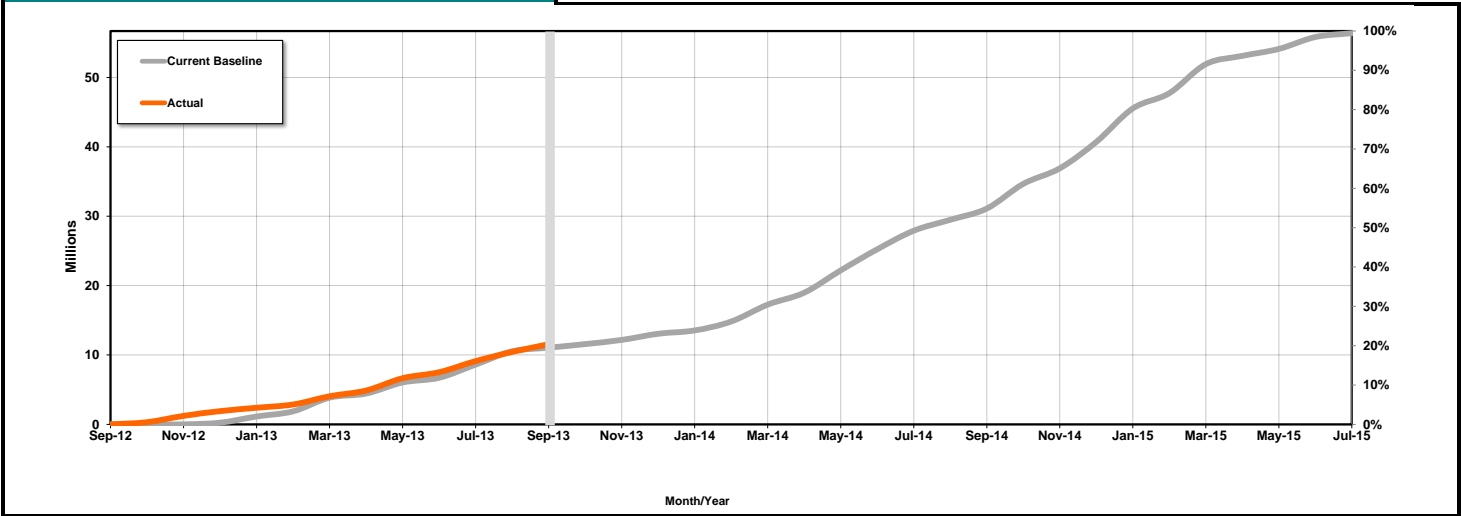
**Railroad Agencies:** Flagging and access and protection are being provided by MNR as needed

**MOU:** N/A

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

- Blasting Permit – FDNY: Permit Obtained
- Lane Closure Permits – NYCDOT: Permits Obtained
- Storm Water Discharge Permit –Permit Obtained
- DEP Tunneling Permit – Permit Obtained

**Progress (CM013A)**



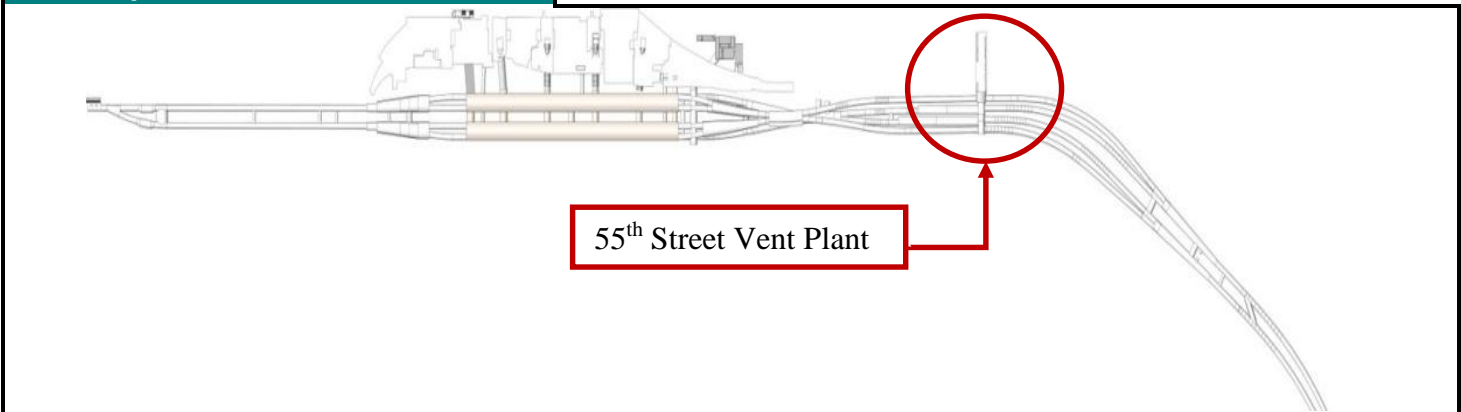
**Safety**

- Continued to maintain emphasis on safety and public protection around the site with contractor and their workers
- Conducted daily safety walks and documented each in daily hazard logs
- Prepping for construction of shaft work
- Four incidents occurred during this quarter. A worker was shocked while removing electric panel and another pulled his muscle while working. Other two incidents include damage to wood planks covering a hole when driven over by a truck and an altercation between a taxi driver and a laborer.

Safety Statistics*			
(Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS**('13)
Lost Time Accidents	2.22	0.00	2.00

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

**Site Map**



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

**Jul, Aug, Sep '13**

**Contractor:** Yonkers Contracting Company, Inc. (YCC)  
**Construction Manager:** Bill Madden

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

Construction

**Description:** Fit-out of lower portion of new LIRR concourse located in the lower level of GCT, construction of south sub-station facility, fit-out of shaft #2, procurement of electrical equipment for north substation and US-3/US-4 unit substations, construction and fit-out of Terminal Management Center (TMC), and construction of certain rooms adjacent to south substation and TMC.



Constructing CMU Walls for Transformer Room.

**CM014A Contract Status**

**Schedule:**

**1. Progress:**

- Continued subway roof closure work, currently over 75% complete
- Continued modifications to the existing air tunnel, currently over 75% complete
- With the exception of change order work, the following is complete: sub-grade utility structures, waterproofing, formwork, rebar installation and concrete placement for column footings, ductbanks and structures
- Slab on grade concrete placement is over 95% complete, with only change order work to go
- Continued CMU wall, door frame and concrete header construction. It is approximately 25% complete and is two months behind the latest submitted schedule.

**2. Critical Issues:**

- SCADA delay costs are expected to be negotiated in October
- Switchgear equipment delivery up to 25 weeks from shop drawing approval. This is driving the critical path to Substantial Completion.

**3. Mitigation:**

- SCADA unilateral modification to capture time related portion of SCADA delay has been issued to the Contractor, and caps the impact due to SCADA at 308 calendar days
- The CM is meeting weekly with the Contractor to address critical issues
- The Contractor has committed to issuing a CPM with a Substantial Completion date of March 1, 2014. The CM feels that date will be difficult to achieve.

**4. 4<sup>th</sup> Quarter Look Ahead:**

- Complete subway roof closure by December 20
- Complete modifications to the air tunnel by December 20
- Complete all remaining slab work by December 20
- Continue CMU work
- Perform HVAC and plumbing installation; this has again been delayed by YCC until October
- Continue SCADA equipment fabrication
- Initiate work in Shaft 2 by December 15

**Milestones CM014A**

Milestone		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/Forecast
#	Description			
N/A	Advertise (IFB)	03/15/11	03/15/11	04/01/11 (A)
N/A	NTP	11/07/11	11/07/11	11/07/11(A)
1	Substantial Completion	04/24/13	07/08/13	04/01/14
2	Final Completion	07/23/13	10/08/13	07/01/14

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete*	18.3	5.6	97.4	49.8

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

**Contract Costs (\$000) as of 09/30/13**

	CM014A	Force Account*	Total
Budget at Award	46,547	-	46,547
Current Budget**	51,836	-	51,836
Original Award	43,502	-	43,502
Approved Changes	518	-	518
Current Contract Value	44,020	-	44,020
Invoiced Amount	21,724	-	21,724
Estimate at Completion***	53,319	-	53,319

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

\*\*The current budget includes \$4.7MM for scope moves that have not been executed as Mods. This Mod will eventually be processed and added to the contract. It is included in the EAC.

\*\*\*EAC does not include \$3.0MM in possible MNR costs. These are mainly column repairs within the CM014A/B area. The PMT is actively monitoring the budget drawdown and will determine when/if additional budget is required.

**Cost:** As of 09/30/13, 10 modifications have been executed; three with no dollar value and one with a value of \$518,272.

Quarterly Review Report – 3<sup>rd</sup> Quarter '13

Coordination Required

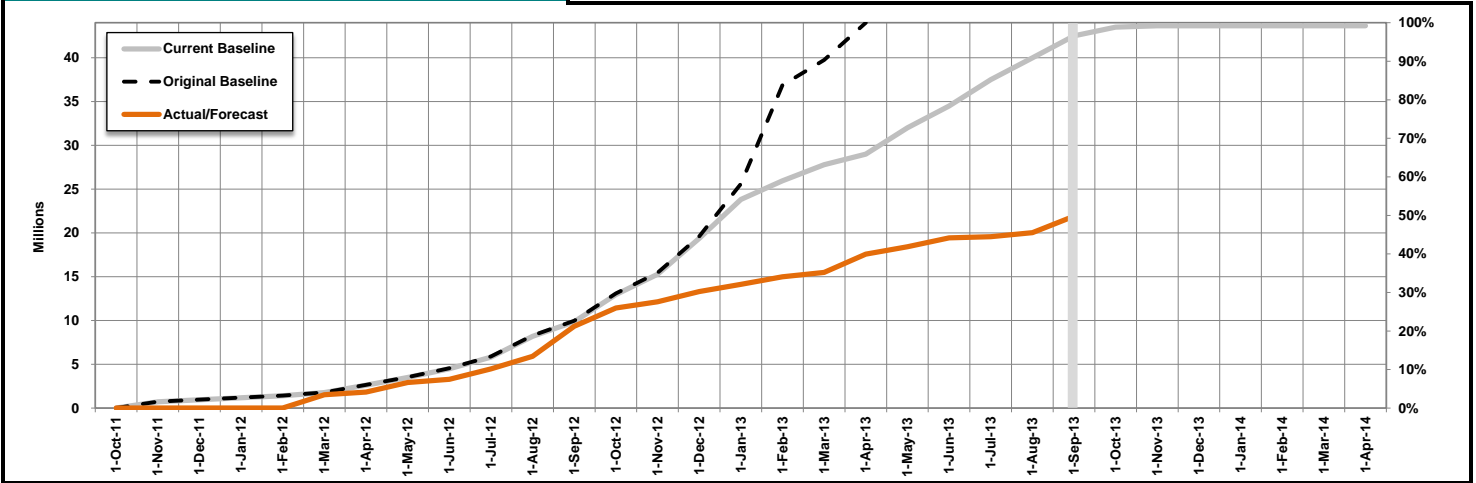
Real Estate: None

Railroad Agencies: LIRR (MNR for work within 43<sup>rd</sup>St. parking garage)

Permits: Construction, NYCDOT

MOU: Required between MNR/DEP

Progress (CM014A)



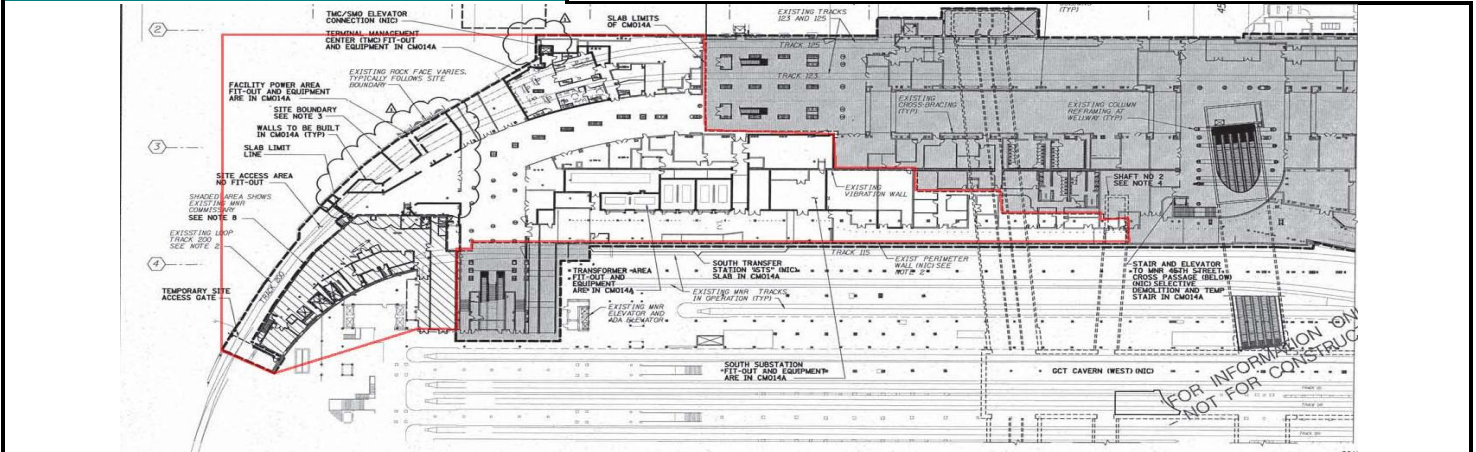
Safety

- Continued weekly safety walkthrough's and increased number of OCIP walkthrough's of the site
- Continued to stress the importance of safety with field management, foreman and superintendent. Addressed safety issues and documented what was corrected through hazard logs.
- Continued to have safety talks with the CM construction team on a weekly basis
- Conducting workshops for contractor when reviewing plans for upcoming work

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS**('13)
Lost Time Accidents	2.22	1.77	2.00

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

Site Map



**Early Work for GCT and Facilities Fit Out (CM014MP)**

**Jul, Aug, Sep '13**

**Contractor:** The Urban Group, Ltd.

**Construction Manager:** Nick Schiavone

**FTA Grant:** N/A

Construction

**Description:** CM014MP is part of the federal mentor program that allows small businesses an opportunity to bid on large federal/public projects. The scope of work includes installation of duct bank and conduit between the wellways located in Madison Yard. Also included is the installation of 2 Con-Ed manholes and the excavation and installation of concrete air plenum along "Ladder U". Ladder U is located at the entrance to Madison Yard at tracks 123 and 125, also alongside active MNR track 115. This work will require close work with MNR flagging.



Concrete Pour North Side of Electric Box 78.

**CM014MP Contract Status**

**Schedule:**

1. **Progress:** Contractor has completed the duct bank installation and has completed the excavation for the air plenum. Contractor has begun the installation of the mud mat and waterproofing and has commenced the installation of base slab reinforcement for pending concrete pours.
2. **Critical Issues:** Contractor has begun the air plenum work requires a 60 day outage of which the Contractor has 45 days to perform work. ESA is working with the Contractor to develop a schedule recovery plan to ensure that all work including the manhole installation and air plenum installation are completed within the allotted time of the outage.
3. **Mitigation:** Contractor and ESA continue to work with MNR to coordinate work that will be done during the outage to ensure on-time completion.
4. **4<sup>th</sup> Quarter Look Ahead:** Contractor will complete the air plenum work and manhole installation as well as the removal and reinstallation of removed track.

**Cost:** As of 09/30/13, zero modifications have been executed.

**Milestones CM014MP\***

#	Milestone Description	Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
N/A	NTP	N/A	N/A	03/27/13 (A)
1	Substantial Completion	10/27/13	10/27/13	10/27/13
2	Final Completion	01/25/14	01/25/14	01/25/14

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
	Plan	Actual	Plan	Actual
Cost Expenditure				
Percent Complete	24.8	8.9	62.0	49.7

\*To be updated once the schedule is revised

**Contract Costs (\$000) as of 09/30/13**

	CM014MP	Force Account*	Total
Budget at Award	1,983	-	1,983
Current Budget	1,983	-	1,983
Original Award	1,889	-	1,889
Approved Changes	-	-	-
Current Contract Value	1,889	-	1,889
Invoiced Amount	939	-	939
Estimate at Completion**	2,421	-	2,421

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

\*\*The PMT is actively monitoring the budget drawdown and will determine when/if additional budget is required.

Quarterly Review Report – 3<sup>rd</sup> Quarter '13

Coordination Required

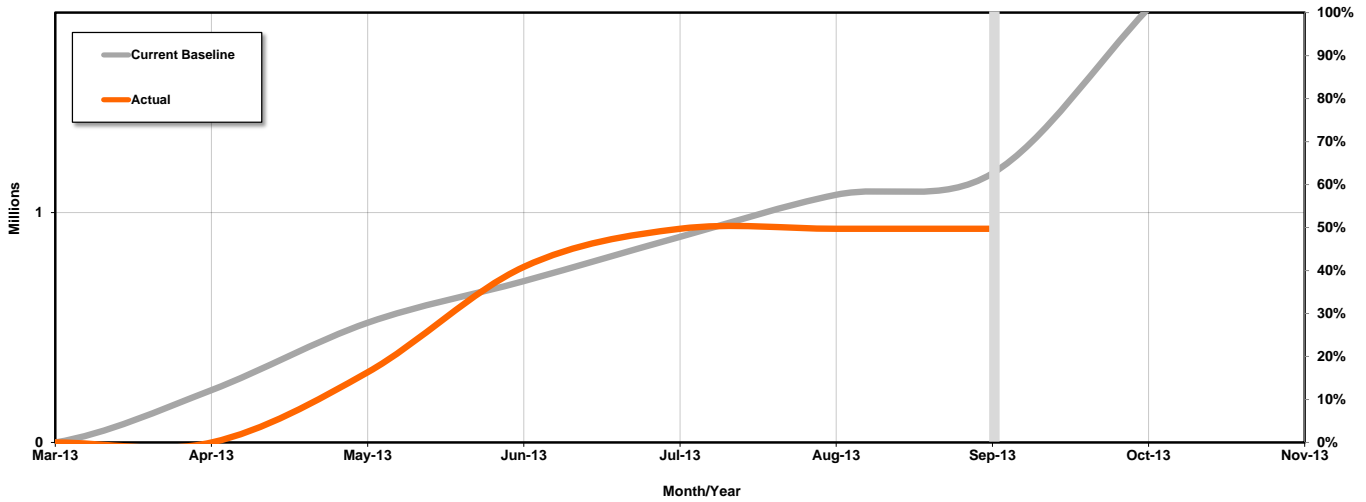
Real Estate: N/A

Permits: None at this time

Railroad Agencies: MNR

MOU: N/A

Progress (CM014MP)



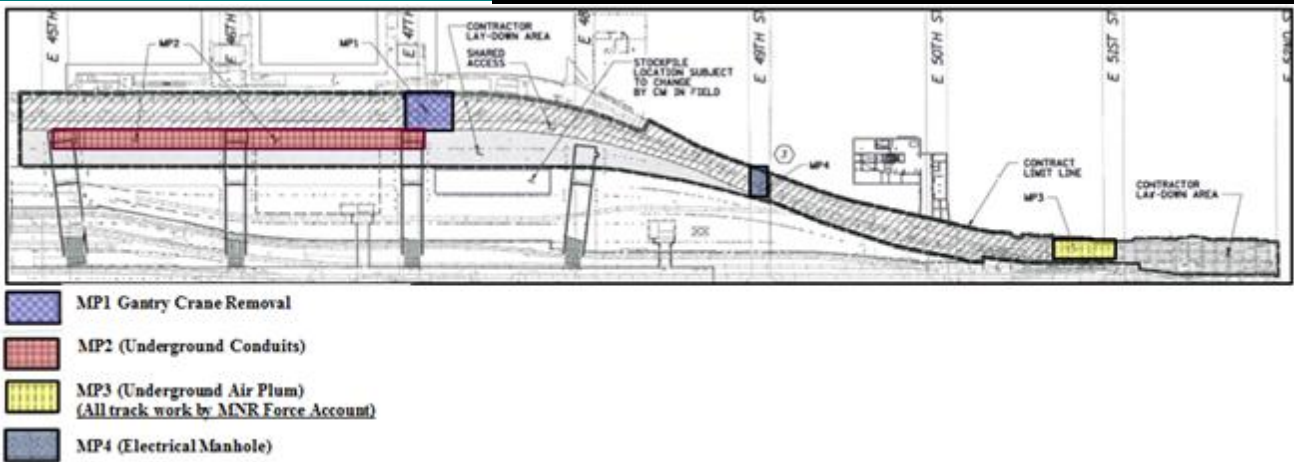
Safety

- Continue maintaining a safety culture with the contracts
- Prep teams for 3rd quarter safety assessments
- Revisit and update contractor's Emergency Action Plan
- Plan stages for an emergency drill to occur this coming fall with the FDNY and MTAPD

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS**('13)
Lost Time Accidents	2.22	32.21	2.00

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

Site Map



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

**Jul, Aug, Sep '13**

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

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

**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.

Construction

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- The contractor is engaged in the Phase II – Fabrication work which includes the submittal of shop drawings
- The PMT continued to work with the contractor and the GEC to resolve interfaces in the *GCT Concourse and Facilities Fit-Out (CM014B)* and the *48<sup>th</sup> Street Entrance (CM015)* contract documents

**2. Critical Issues:** Need to align the Vertical Circulation Elements (VM014) contract Access Restraints (AR's) and Milestones (MS's) with the projected construction schedule for the *GCT Concourse and Facilities Fit-Out (CM014B)* schedule.

**3. Mitigation:** N/A

**4. 4<sup>th</sup> Quarter Look Ahead:** Continue the review process of escalator and elevator shop drawings.

**Cost:** As of 09/30/13, four modifications have been executed; three with no dollar value and one with a value of \$205,000.

**Milestones VM014**

#	Milestones Description	Original Baseline	Current Baseline	Actual/Forecast
		(Approved Plan)	(Approved Plan)	
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	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
<b>Percent Complete</b>				
Phase I - Engineering	100%	100%	1%	1%
Phase II - Fabrication	10%	10%	2%	2%
Phase III - Installation	0%	0%	N/A	N/A
Phase IV – Interim Maint.	0%	0%	N/A	N/A

**Contract Costs (\$000) as of 09/30/13**

	VM014	Regional Investment**	F/A Support	Total
Budget at Award	51,406	2,724	-	54,130
Current Budget	50,292	2,589	-	52,881
Original Award*	24,170	246	-	24,416
Approved Changes	205	-	-	205
Current Contract Value	24,375	246	-	24,621
Invoiced Amount	4,000	-	-	4,000
Estimate at Completion***	53,108	2,589	-	55,697

\*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. The 45th St. CPW elevator is funded by Freedom Grant. Work must be progressed concurrently with ESA construction.

\*\*\*The PMT is actively monitoring the budget drawdown and will determine when/if additional budget is required.

**Coordination Required**

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

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

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

**Jul, Aug, Sep '13**

Construction

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

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

**Description:** MNR Railroad resources in support of the Manhattan contracts CM019, CM004, FM216, CM013, CM014A, CM014MP, 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.



New Track Drain at Track #37 Completed by CM002.



New Track Joint 2 (D & E) at Track #37 G.L 18+00.

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- MNR continued to provide support to *Manhattan Structures Part 1 (CM019)* and *44<sup>th</sup> Street Demolition & Construct Fan Plant Structure & 245 Park Ave. Entrance (CM004)* for blasting operations
- MNR is providing track outages and flagging protection to support *GCT Concourse & Facilities Fit-Out Early Work (CM014A)*

**2. Critical Issues:** None

**3. Mitigation:** N/A

**4. 4<sup>th</sup> Quarter Look Ahead:**

- Continue to provide flagman support and track outages to *Yonkers Contracting* on Tracks #11 and #13 during the daytime and occasionally during the night time shifts
- Continue to provide flagman protection outside of Madison Yard envelope during the day and night shifts

**Cost:** As of 09/30/13, zero modifications have been executed.

**Contract Costs (\$000) as of 09/30/13**

	FMM19	F/A Support	Total
Budget at Award	33,124	-	33,124
Current Budget*	33,214	-	33,214
Original Award	31,819	-	31,819
Approved Changes	-	-	-
Current Contract Value	31,314	-	31,314
Invoiced Amount	27,992	-	27,992
Estimate at Completion**	34,224	-	34,224

\*The current budget will be adjusted to incorporate all of the remaining Manhattan Access and Protection.

\*\*The overrun is due to the addition of contracts CM014A and CM014MP and the continued costs accrued by CM004. The PMT is actively monitoring the budget drawdown and will determine when/if additional budget is required.



## Queens/Harold Active Contracts

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

**Plaza Substation and Queens Structures (CQ032)** - Structural and architectural rehabilitation to existing facilities along existing 63rd St. Tunnel. Construction of Plaza Interlocking below grade facilities for Mainline Traction Power Substation C06, Facility Power Substation B11, ventilation, signal, emergency power, mechanical and communication rooms.

**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.

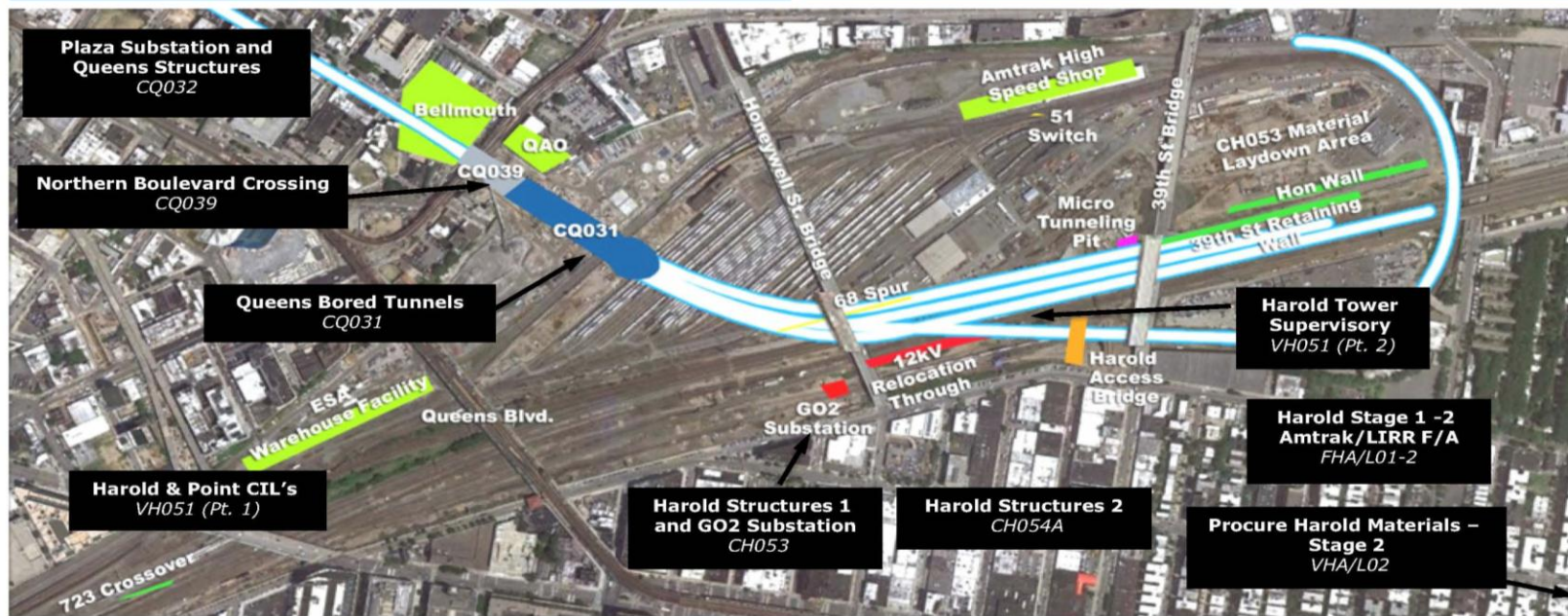
**Harold Structures 2 (CH054A)** – Construct various civil infrastructure elements at Harold Interlocking and expand the existing LIRR and Amtrak Right of Way for the future TBM tunnels and Main-line track diversions.

**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.

**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.



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

**Jul, Aug, Sep ‘13**

**Contractor:** Granite-Traylor-Frontier Joint Venture  
**Construction Manager:** Frank Perrone

**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: complete main open-cut excavation (from CQ028), procure and assemble two pressurized face tunnel-boring machines and ancillary equipment, excavate tunnels, install a one-pass pre-cast concrete tunnel liner, install ground treatment along the alignment to support tunnel construction, underpin bridge piers and LIRR mainline structures, construct an Amtrak access road, and construct exit/ventilation structures (below-ground) and TBM reception pit, environmental monitoring, water quality sampling and elevation.



Drilling Secant Pile for Tunnel A Approach.



Pouring Concrete for Tunnel A Approach Secant Piles.

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- The construction at Yard Lead Emergency Exit Superstructure and B13 Substation was completed in September and the facility is ready for turn over to the next contract
- The secant pile installation continued for Tunnel A Approach Structure cut and cover and is near complete. To date, the contractor installed 234 of 246 secant piles (96% complete) and 30 of 30 soldier piles (100% complete). The remaining secant piles are located near overhead wires. They will be constructed under the weekend power outages.
- Procured materials for construction of Signal Tower Pole 29D and 29E (scope transfer for MG Power Separation)

**2. Critical Issues:** The excavation for Tunnel A Approach Structure cannot commence until the 12KV ductbank relocation is completed by the CH053 contractor. The cost-benefit analysis suggested the excavation work may be transferred out to avoid potential delay impacts to the CQ031 contract.

**3. Mitigation:** It is expected that the scope impacted by 12KV will be transferred out of CQ031 during October, such that the only remaining work will be fabrication and delivery of the excavation support steel.

**4. 4<sup>th</sup> Quarter Look Ahead:**

- Complete installation of secant piles for Tunnel A Approach Structure
- Achieve Substantial Completion and close out the contract

**Cost:** As of 09/30/13, 91 modifications for a total of \$113,244,586 including \$324,392 in Regional Investment have been executed.

**Milestones CQ031**

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/Forecast
#	Description			
N/A	NTP	09/28/09	09/28/09	09/28/09 (A)
1	Temporary TBM Substation	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	07/28/12 (A)
N/A	YL Tunnel Cross-Passage	02/15/12	02/15/12	01/18/13 (A)
7	Substantial Completion	09/26/12	09/26/12	11/10/13
8	Final Completion	01/24/13	01/24/13	12/10/13

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete*	0.0	2.5	100.0	98.7

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

**Contract Costs (\$000) as of 09/30/13**

	CQ031 ESA Only	Regional Investment*	F/A Support	Total
Budget at Award	756,763	-	22,677	779,440
Current Budget**	786,590	15,034	30,974	832,598
Original Award	648,884	10,317	22,677	681,878
Approved Changes***	112,920	324	-	113,244
Current Contract Value	760,178	14,666	30,666	805,510
Invoiced Amount	745,640	14,666	30,613	790,919
Estimate at Completion****	769,361	15,034	32,800	817,195

\*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 \$4.5MM for scope moves that have not been executed as Mods. This Mod will eventually be processed and added to the contract. It is included in the EAC.

\*\*\*ESA Approved Changes include a \$2,400,000 settlement. The Regional Investment contract value increased \$4.025 million due to the award of the WBBP track slab which was transferred from CH057A.

\*\*\*\*EAC includes a \$13.2MM scope transfer to other contracts. These are for Tunnel A concrete structure/construction, excavation and bracing.

Quarterly Review Report – 3<sup>rd</sup> Quarter '13

**Coordination Required**

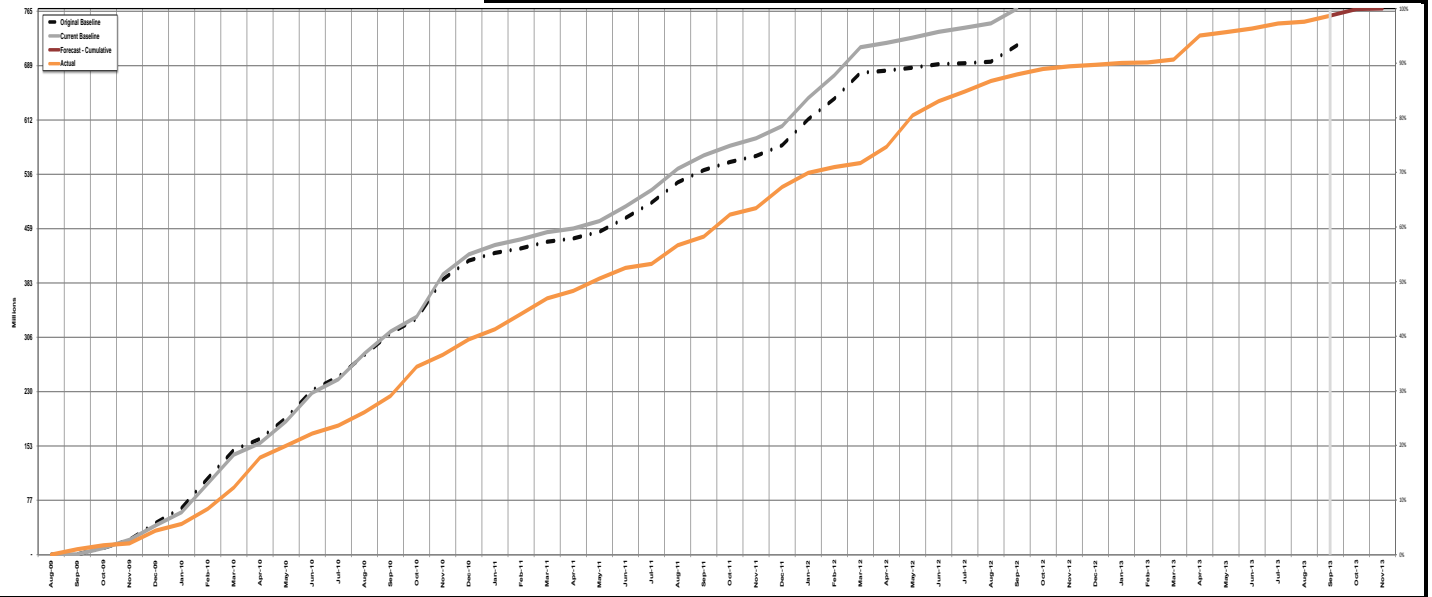
**Real Estate:** All Real Estate has been acquired and tenants are being relocated.

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

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

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

**Progress Curve (CQ031)**



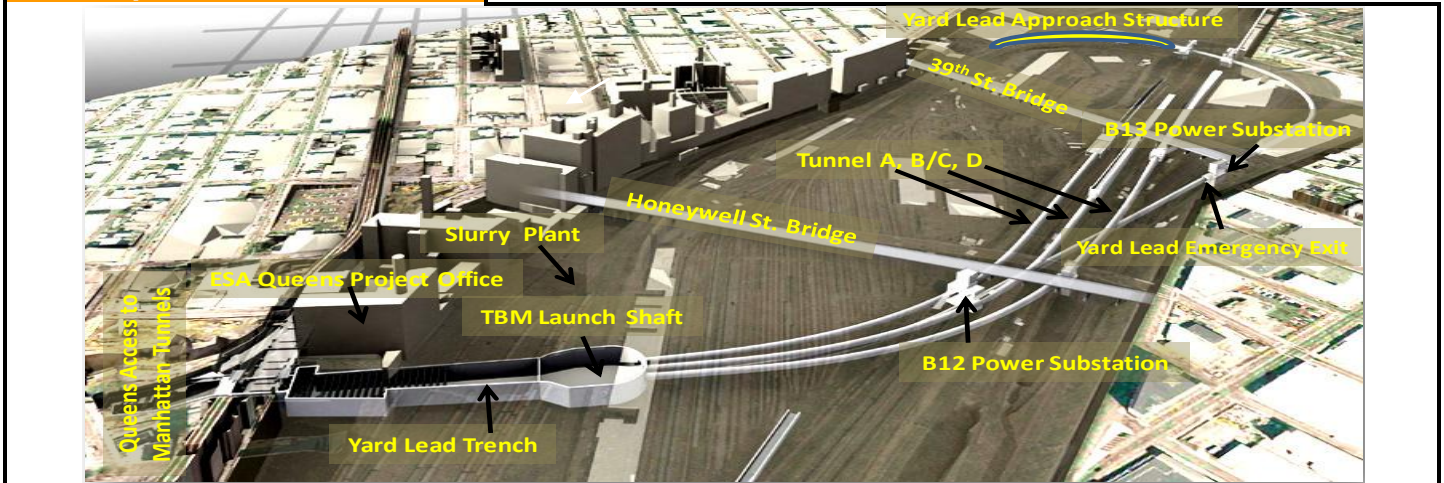
**Safety**

- Continued ongoing safety walkthrough of sites and documentation in daily hazard logs
- Enforcing safety culture as contract is winding down
- Weekly OCIP walks continue

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS**('13)
Lost Time Accidents	2.22	2.61	2.00

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

**Site Map**



**Plaza Substation and Queens Structures (CQ032)**

**Jul, Aug, Sep ‘13**

**Contractor:** Tutor Perini

**Construction Manager:** Alvaro Buendia

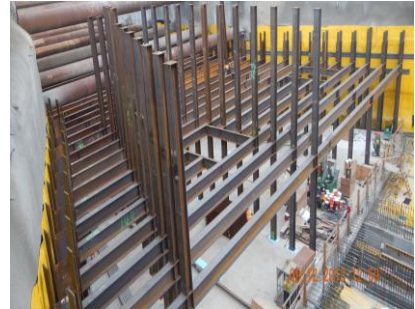
**FTA Grant:** NY-03-0344

**Construction**

**Description:** Structural and architectural rehabilitation to existing facilities along existing 63<sup>rd</sup> St. Tunnel. Construction of Plaza Interlocking below grade facilities for Mainline Traction Power Substation C06, Facility Power Substation B11, ventilation, signal, emergency power, mechanical and communication rooms. Construction of Mid-Day Storage Yard Traction Power Substation. Construction of above grade Plaza Bulk Facility Power Substation (B10) and Yard Lead Service Building. Installation of ConEd Manholes and conduits for permanence power services. Construction of miscellaneous site work in preparation for Mid-Day Storage Yard.



*Installing Waterproofing for Track A Slab.*



*Steel Erection for Plaza Substation C06 Level.*

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- Roosevelt Facility – All of the work was complete except Level P6 that was on hold for the revision to the mechanical room
- Vernon Facility and 12th St. Facility - All of the work was completed except for interior signage and key re-design
- 23rd St. Facility – The work was on hold pending the Mega Building issue. As of September, the contractor completed the test pit for street excavation. It is anticipated the work in this facility will commence on 10/7/13.
- 29th St. Facility – Majority of the work was complete except for painting ventilation shaft. The completion of the facility is also pending a revision to interior signage and key re-design.
- B10 Substation – The CMU walls for interior and exterior are near complete. The metal roof was installed.
- Plaza Substation - Completed the rock excavation at Milestone 1A area (MOD23) and at sump pit (MOD19) under the scope transfer modifications
- Existing 63rd St. Tunnel Rehabilitation - The notice to proceed was issued for the work in August 2013. The contractor began site walkthrough/investigation.

**2. Critical Issues:**

- The schedule conflict with other construction work at the existing 23rd Street facility potentially delayed the completion of the facility retrofit for the system contractors
- The sequence of turnover of the areas will be changed according to the coordination with the adjacent contractors for Plaza Substation. The change order request was issued to the contractor for the revised access restraints and new milestone requirements. The turnover schedules control the critical path of the project.
- The scope transfer for the rehabilitation of the existing 63rd St. tunnel will facilitate the overall ESA schedule. The modification is issued to the contractor.

Milestones CQ032				
Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/Forecast
#	Description			
N/A	NTP	08/10/11	08/10/11	08/10/11 (A)
1	Complete B10 Substation	06/20/13	06/20/13	01/23/14
2	Turnover YL Track	06/10/13	06/10/13	07/17/14
3	Complete C06 Substation area	09/08/13	09/08/13	01/13/15
5	Complete C07 Substation	06/05/14	06/05/14	02/26/15
6	Substantial Completion	08/14/14	08/14/14	08/11/15
7	Final Completion	11/12/14	11/12/14	11/09/15
<b>Schedule Progress</b>		<b>3<sup>rd</sup> Quarter</b>		<b>Cumulative</b>
<b>Cost Expenditure</b>		<i>Plan</i>	<i>Actual</i>	<i>Plan</i> <i>Actual</i>
Percent Complete		<b>13.0</b>	<b>9.6</b>	<b>70.4</b> <b>39.2</b>
Contract Costs (\$000) as of 09/30/13				
	CQ032	F/A Support	Total	
Budget at Award	<b>162,114</b>	<b>174</b>	<b>162,288</b>	
Current Budget*	<b>211,924</b>	<b>461</b>	<b>212,385</b>	
Original Award	<b>147,377</b>	-	<b>147,377</b>	
Approved Changes	<b>32,035</b>	-	<b>32,035</b>	
Current Contract Value	<b>178,138</b>	<b>75</b>	<b>178,213</b>	
Invoiced Amount	<b>70,001</b>	<b>33</b>	<b>70,034</b>	
Estimate at Completion**	<b>231,423</b>	<b>571</b>	<b>231,994</b>	

\*The current budget includes \$22.9MM for scope moves that have not been executed as Mods. These Mods will eventually be processed and added to the contract. They are included in the EAC.

\*\*The EAC includes a \$5.9MM future scope transfer. This includes the extension of the 63<sup>rd</sup> Street tunnel structure transferred into CQ032 and fire standpipes transferred to another contract. The PMT is actively monitoring the budget drawdown and will determine when/if additional budget is required.

**3. Mitigation:** None

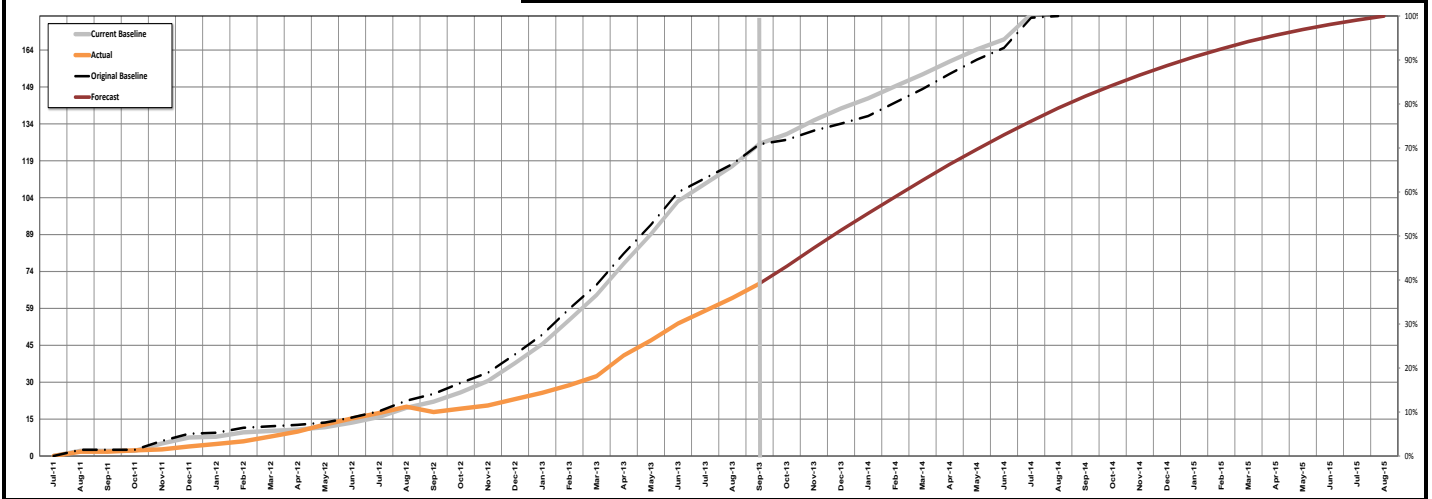
**4. 4<sup>th</sup> Quarter Look Ahead:**

- Complete Yard Lead Trench and Revenue Track Invert.
- Complete Sump Pit Concrete walls and roof.
- Continue steel erection at Revenue Track Level.
- Continue rehabilitation of Existing 63rd St Tunnel (Scope Transfer).

**Cost:** As of 09/30/13, 30 modifications for a total of \$32,035,444 have been executed.

Quarterly Review Report – 3<sup>rd</sup> Quarter '13

Progress Curve (CQ032)



Safety

- Continued daily safety walkthrough's of the site and weekly safety walks with the CM team and OCIP
- Continued to emphasize safety and that they are accountable for their actions as well as the actions of the workers, to the contractor's management

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

	Project	Contract	BLS**('13)
Lost Time Accidents	2.22	0.00	2.00

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

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

Site Map



**Northern Boulevard Crossing (CQ039)**

**Jul, Aug, Sep ‘13**

**Contractor:** Schiavone/Kiewit, a Joint Venture (SK)

**Construction Manager:** Frank Perrone

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

**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.

Construction



Load Transfer Complete and BMT Piles Removed.



Moving Grout Pump from EAC.

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- Completed the load transfer from temporary underpinning to NBX final lining. The underpinning system was partially removed.
- Ground freeze thaw and compensation grouting activities will continue toward Final Completion
- ESA took beneficial occupancy of Early Access Chamber for the next contractor
- Substantial Completion will be issued pending resolution of open notice of violation issued by CCU for pneumatically applied concrete. All physical work is complete.

**2. Critical Issues:** None

**3. Mitigation:** None

**4. 4<sup>th</sup> Quarter Look Ahead:** Contractor to complete compensation grouting.

**Cost:** As of 09/30/13, 20 modifications for a total of \$14,276,349 have been executed.

**Milestones CQ039**

#	Milestones Description	Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/Forecast
		N/A	NTP	02/03/10
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	10/14/10 (A)
N/A	Begin Ground Freezing	10/15/10	08/30/11	11/29/11 (A)
N/A	Crossing Excavation	04/22/11	02/16/12	11/16/12 (A)
1	Substantial Completion	10/05/11	08/01/12	09/30/13 (A)
2	Final Completion	02/04/12	11/30/12	01/30/14

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete*	0.0	1.0	100.0	96.8

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

**Contract Costs (\$000) as of 09/30/13**

	CQ039	F/A Support	Total
Budget at Award	89,245	1,245	90,490
Current Budget	102,097	1,188	103,285
Original Award	84,950	200	85,150
Approved Changes	14,276	-	14,276
Current Contract Value	99,226	200	99,426
Invoiced Amount	96,082	167	96,249
Estimate at Completion*	103,719	1,188	104,907

\*The PMT is actively monitoring the budget drawdown and will determine when/if additional budget is required.

**Coordination Required**

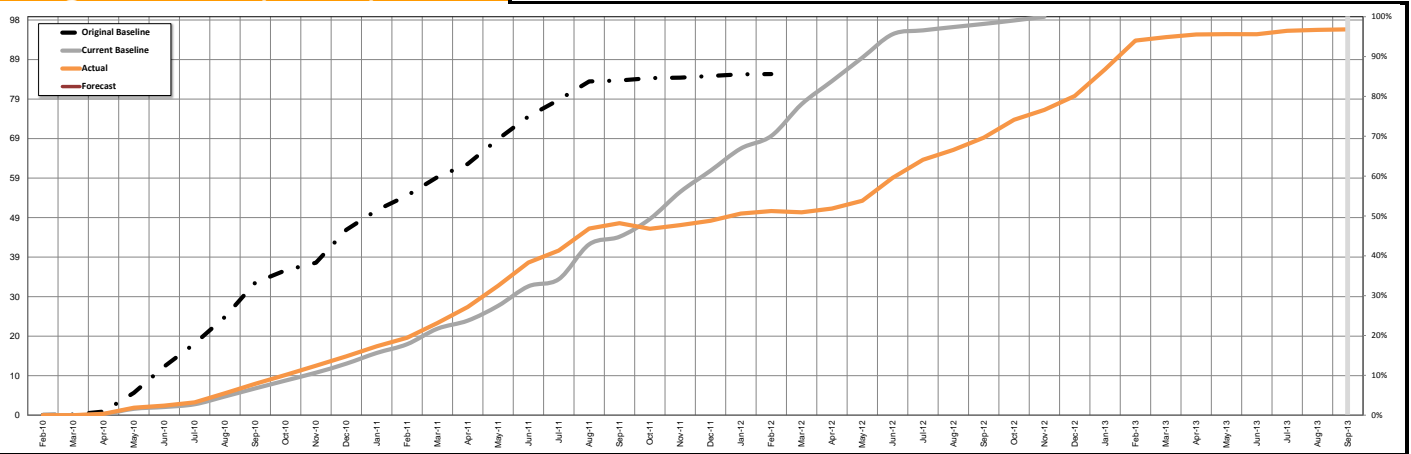
**Real Estate:** N/A

**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**

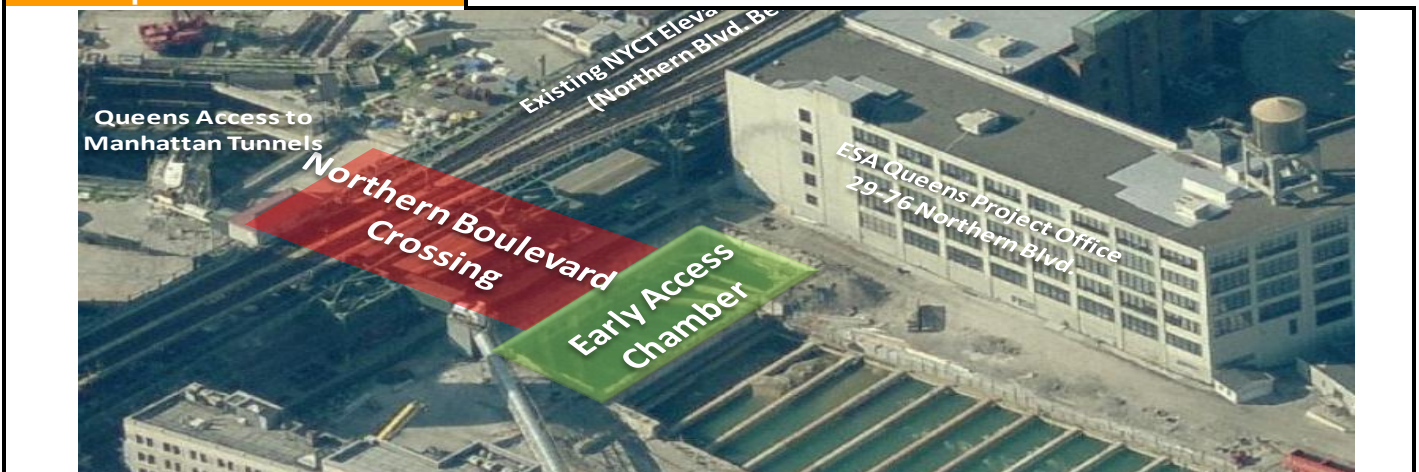
- Continued ongoing safety walkthrough of sites and weekly safety walks with the CM team

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS** ('13)
Lost Time Accidents	2.22	5.14	2.00

\*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)**

**Jul, Aug, Sep ‘13**

**Contractor:** Perini Corp.

**Construction Manager:** James Pagano

**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.



Installing Storm Sewer at 43-S2 Retaining Wall.



Pouring Pile Cap at 43<sup>rd</sup> St. MLA Bridge West Abutment.

Construction

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- Catenary Structures: Erected three catenary structures and two cross structures (one K-frame and one cross beam) in the 3<sup>rd</sup> quarter
- 12KV Ductbank: Commenced work at Substation 44 during the 3<sup>rd</sup> quarter to construct the control arm, knife switch and T2 ductbank for the C3 breaker
- AC Negative Return System: Pulled negative return cables between NRMH-1 and NRMH-5 and NRMH-5 and Substation 44
- G02 Substation: Completed painting of curb outside G02 Substation in August
- Harold Access Bridge: Installed RGS conduits on the east and west sides of Harold Access Bridge throughout the third quarter
- Carwash Feed at Skillman Avenue: Commenced construction of new carwash feed in August

**2. Critical Issues:**

- 12KV Ductbank: Construction of 12KV ductbank impacts various different activities in CH053 and adjacent contracts. 12KV ductbank drives the completion of Microtunnel Runs 1-4 and Tunnel A Approach Structure.
- MG Signal Power Separation: Civil work such as concrete pads, ductbanks and signal towers specified in CPR-109E drive the cutover of MG Signal Power Separation

**3. Mitigation:**

- Progress on the 12KV ductbank, which drives the critical path of CH053, has seen significant progress during the third quarter. The B-926W catenary structure which prevented construction of 25LF of ductbank DB507 was demolished in September following the completion of wire transfers by Amtrak. The contractor is scheduled to complete the building of the ductbank during the first two weeks of October followed by cable pulls.
- As design of civil work for MG Signal Power Separation continues to be revised, ESA has obtained special dispensation from the MTA to commence work of up to \$500,000 before negotiations with the contractor take place. Work on critical concrete pads and ductbanks is scheduled to begin during the first week of October.

**4. Planned Work:**

- 27KV Relocation: Install and cutover generator for 27KV Relocation

**Milestones CH053**

Milestones		Original Baseline (Approved Plan)	Current Baseline (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	11/07/14
3	New G02 Substation Complete	08/14/09	04/15/11	07/08/14
7	Substantial Completion	05/05/10	01/16/12	07/17/14
8	Final Completion	09/02/10	04/15/12	10/15/14

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete	0.0	5.2	100.0	82.4

**Contract Costs (\$000) as of 09/30/13**

	CH053	LIRR Costs	RI	F/A Support	Total
Budget at Award	144,144	2,000	-	18,212	164,356
Current Budget	275,918	5,300	576	40,385	322,179
Original Award	137,280	2,000	-	27,560	166,840
Approved Changes	90,423	-	336	-	90,759
Current Contract Value	227,703	2,000	336	40,200	270,239
Invoiced Amount	189,027	-	336	39,334	228,697
Estimate at Completion*	300,671	5,300	576	46,627	353,174

\*The EAC includes a future \$90K scope transfer to another contract for the removal of a catenary foundation. The PMT is actively monitoring the budget drawdown and will determine when/if additional budget is required.

- Retaining Walls: Continue construction of Retaining Wall 43-S2. Approximately 250 LF remain.
- CPR-122 A & B Microtunnel Run 12 North CPR-122B: Commence construction of Microtunnel Run 12 utility ductbanks and manholes following the completion of Tunnel A Reception Pit soldier piles

**Cost:** As of 09/30/13, 128 modifications for a total of \$90,759,045 including \$336,000 in Regional Investment have been executed.



### Coordination Required

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

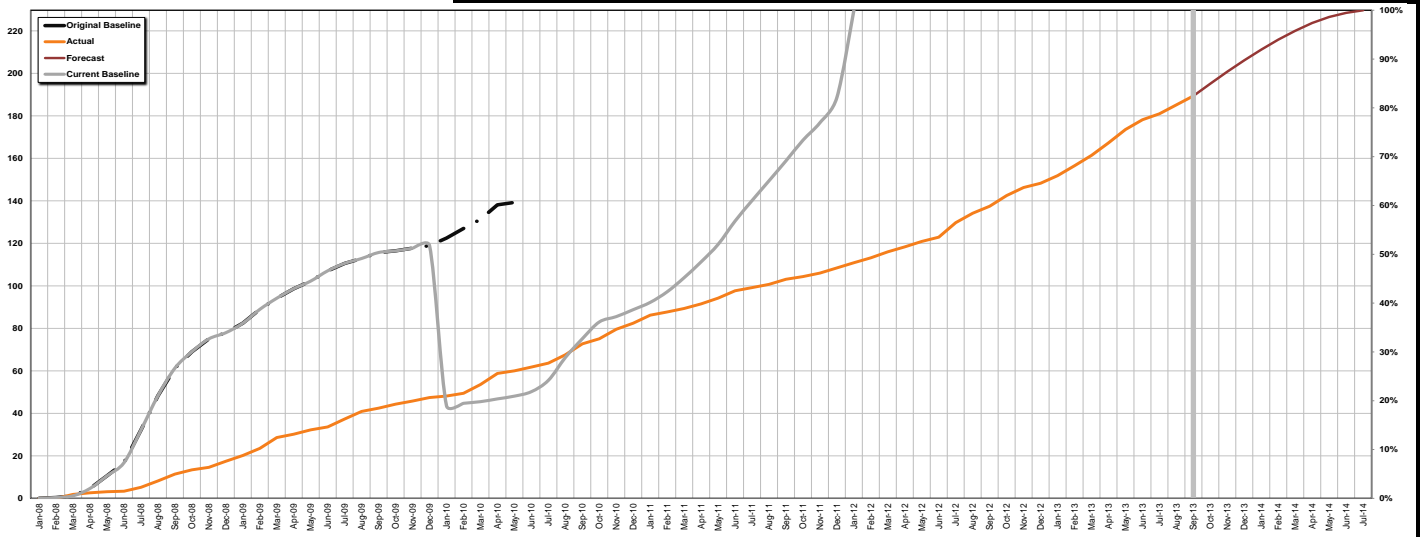
**Railroad Agencies:** LIRR and Amtrak will provide flagging protection and perform required support work.

**Con Ed:** Provide inspection services.

**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

- Continued ongoing weekly safety walkthrough's of the site with management and documentation in daily hazard logs
- Coordination with the railroads, "toning" of the ground, and hand digging procedures are still being followed to prevent buried utility "strikes" at excavation sites
- Continued RWP training for the railroads
- Continue with weekly OCIP walks
- Continue safety tool box talks for CM staff

Safety Statistics*			
(Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS**('13)
Lost Time Accidents	2.22	0.93	2.00

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

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

### Site Map



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

**Jul, Aug, Sep ‘13**

**Contractor:** Perini Corp.

**Construction Manager:** Garth Lawrence

**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



Pouring Concrete for Open Cut 12KV Ductbank.



Tunneling Subcontractor Setting Shield for 12KV.

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- 12KV Ductbank: Completed approximately 620 LF of open cut concrete ductbank
- Signal Bridges: Completed modifications to signal bridge E-32 signal cage and delivered to site
- A1 Service: Completed modifications to electrical equipment at Con Edison A1 Service
- 43-S1 Wall: Resumed installing posts for 43-S1 retaining wall
- Thomson-S2 Wall: Secured pile caps at THOM-S1 and THOM-S2 retaining walls

**2. Critical Issues:** 12KV ductbank work is critical to the overall schedule of CH054A. The contractor resumed work on the open cut sections of the 12KV ductbank, as well as commenced the jacked shield tunnel Run 16. The contractor is currently working to mitigate delays by increasing manpower and working at multiple locations simultaneously. Availability of railroad support resources, track and power outages continue to be a concern for the CH054A 12KV ductbank.

**3. Mitigation:** The contractor has resumed working at two locations following the slowdown during the summer outage. Work on the jacked pipe ductbank has commenced. The contractor has also resumed construction of the remaining sections of the open cut ductbank. A third location is scheduled to be added in mid-October when excavation for Microtunnel Run 13 jacking pit and receiving pit commence. The contractor also intends to advance cable pull activities to start in November.

**4. 4th Quarter Look Ahead:**

- 12KV Ductbank: Complete construction of open cut sections of 12KV ductbank. Approximately 800 LF of open cut ductbank remains.
- MG Signal Power Separation: Complete delivery of MG Signal Power Separation electrical equipment. Commence installation of electrical equipment.

**Milestones CH054A**

#	Milestones Description	Original Approved (Approved Plan)	Current Approved (Approved Plan)	Actual/ Forecast
		N/A	NTP	08/24/09
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	04/08/14
3	Substantial Completion	12/21/10	12/21/10	06/17/14
4	Final Completion	03/21/11	03/21/11	09/18/14

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual**
Percent Complete*	0.0	5.5	100.0	55.4

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

\*\*Cumulative Actual decreased this month as the contract value was increased by \$2.2 million.

**Contract Costs (\$000) as of 09/30/13**

	CH054A	F/A Support	Total
Budget at Award	27,067	3,199	30,266
Current Budget	59,754	5,327	65,081
Original Award	21,778	2,978	24,756
Approved Changes	22,482	-	22,482
Current Contract Value	44,259	5,160	49,419
Invoiced Amount	24,534	5,068	29,602
Estimate at Completion*	73,275	6,748	80,023

\*The EAC includes a \$2.0MM future scope transfer. These include the installation of an electrical panel, conduit and signal trough. The PMT is actively monitoring the budget drawdown and will determine when/if additional budget is required.

- A1 & L1 Service: Procure materials for modification of L1 power cases. Installation and termination of cases and equipment will be performed by LIRR.
- CPR-42 & 41- SMUs & RTU Hut: Finalize CPR and contract modification for Snow Melter Units (SMUs) and Relay Transmission Units (RTUs) and commence procurement

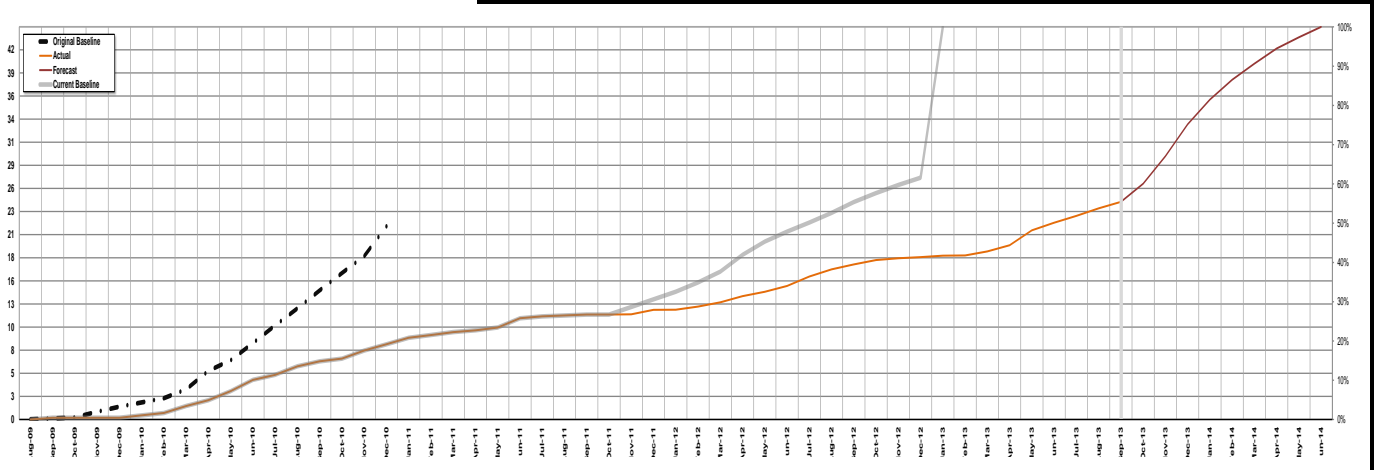
**Cost:** As of 09/30/13, 34 modifications for a total of \$22,482,155 have been executed.

### 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

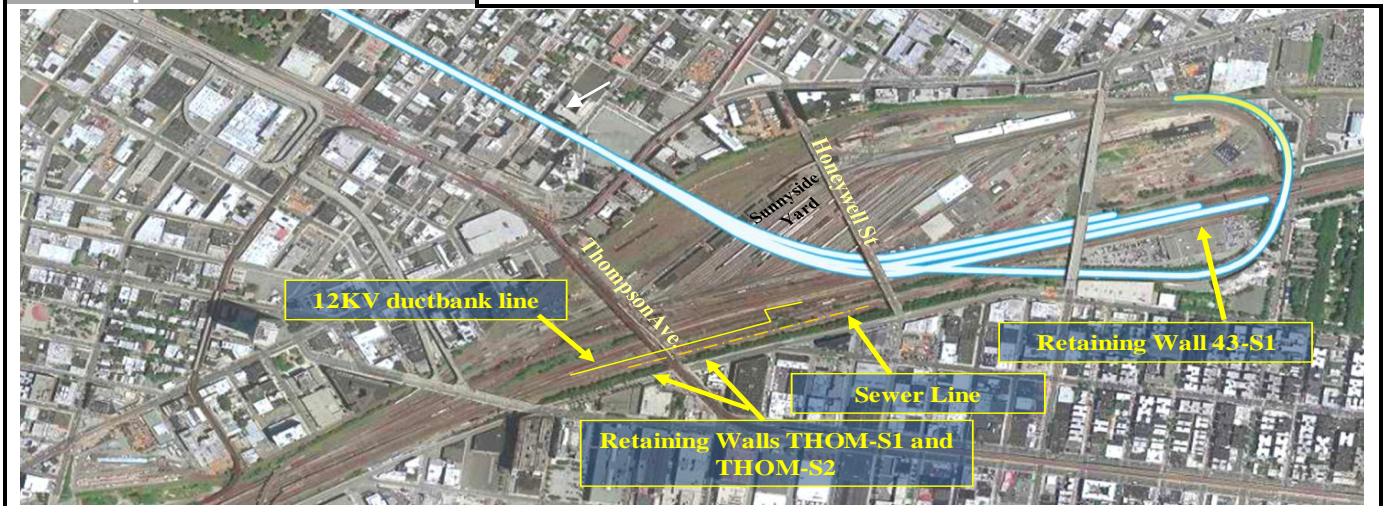
- Continued ongoing weekly walkthrough of site with management and daily safety site visits which are documented in the daily hazard logs
- Coordination with the railroads, “toning” of the ground, and hand digging procedures are still being followed to prevent buried utility “strikes” at excavation sites
- Continued to have safety talks with the CM construction team on a weekly basis
- Continued RWP training for the railroads
- Continue with OCIP walkthrough’s on a weekly basis

Safety Statistics* (Cumulative Incidents per 200,000 work-hours)			
	Project	Contract	BLS** ('13)
Lost Time Accidents	2.22	1.50	2.00

\*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)**

**Jul, Aug, Sep '13**

**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 and other incidentals from the Amtrak Maintenance-of-Way Yard, electrical traction relocations in support of the CH053, CH054A and CQ031 civil work.

Construction



Catenary Wire Transfers on Line 3 from B-906E to B-918E.



Remove Catenary Body Span Wires at B-926W.

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- Removed cross span wires and assemblies at existing B-926W structure for new 12KV ductbank
- Removed existing B-911E (North Pole) for 771 Switch Surfacing
- Installed ground wires from B-906 1/4E to B-909E along Line 1 track
- Continued prepping material for the new signal and feeder wires from Thomson Avenue to Substation 44
- The overall work of Catenary and Signal power relocation is 78% completed

**2. Critical Issues:** The track and signal power outages are required in order to complete signal power and feeder relocations on schedule.

**3. Mitigation:** ESA continued to work with Amtrak and LIRR to lock down track and power outages that are required for signal power relocation on the south and north sides.

**4. 4<sup>th</sup> Quarter Look Ahead:**

- Continue hardware installation, catenary wire transfer, signal power (#124 and #123), and feeder (#4301 and #4303) relocations between Thomson Avenue and Substation 44 (78% completed)
- Commence catenary wires for 821 and 823 switches cutover

**Cost:** As of 09/30/13, one modification has been executed for \$1,500,000.

**Milestones FHA01**

#	Milestones Description	Original Baseline	Current Baseline	Actual/ Forecast
		(Approved Plan)	(Approved Plan)	
N/A	100% Design	11/19/07	11/19/07	11/19/07 (A)
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	04/23/12 (A)
N/A	Substantial Completion	09/30/10	01/03/12	07/17/14

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete*	3.2	3.7	94.4	92.7

\*Curve redesigned based on Original Baseline, Current Re-plan Baseline and Actual.

**Contract Costs (\$000) as of 09/30/13**

	Stage 1	Total
Budget at Award	9,500	9,500
Current Budget*	16,824	16,824
Original Award	9,500	9,500
Approved Changes	1,500	1,500
Current Contract Value	16,824	16,824
Invoiced Amount	16,737	16,737
Estimate at Completion	16,824	16,824

\*Note: Budget has been adjusted based on estimate and P.I. value.

Quarterly Review Report – 3<sup>rd</sup> Quarter '13

Coordination Required

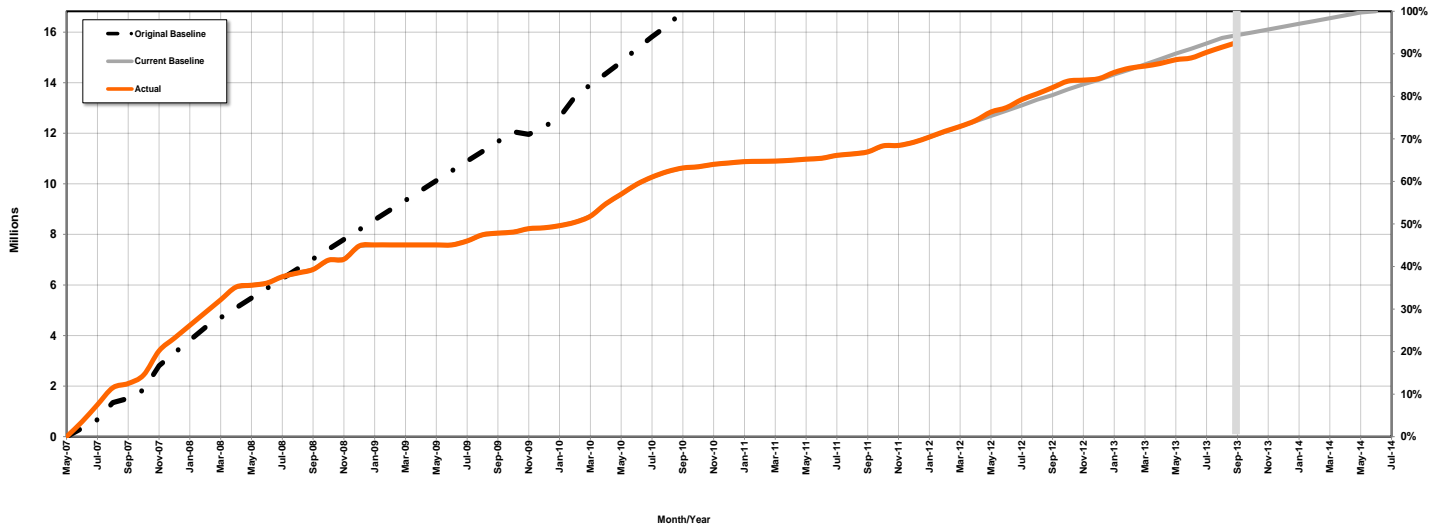
**Real Estate:** None required.

**Railroad Agencies:** LIRR and Amtrak.

**Permits:** None required.

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

Progress Curve (FHA01)



Site Map



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

**Jul, Aug, Sep ‘13**

**Contractor:** Amtrak

**Construction Manager:** Peter Malvese

**FTA Grant:** N/A

**Construction**

**Description:** Install seven switches and LP1A Track (app. 2,400lf). 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 F1 CIH, F2 CIH and FHACS (“F” Interlocking and Harold Interlocking Alternate Control System).



Install 708E Color Light Signal at West of F1A Signal Hut Location.



Splicing Cables for Signal Revision Near F1B Hut Location.

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- Completed pulling signal cables for F1-CIH cutover
- Cutover Con Edison A1 power supply (60Hz) to F1-CIH
- Installed new color light signals (712E, 708E, and 716E) and removed the existing position lights
- Pulled new switch cables to existing switches (707, 715, 719, 717, and 723) from the new F1-CIH
- Continued working on communication redundant route for F1-CIH (90% completed)
- Continued replacement of position lights to color light signals (last three signals - 704W, 716WA, and 708WA) in F1-CIH
- Commenced track circuit testing and continued cable terminations (90%) and circuit revision (85%) for F1-CIH cutover

**2. Critical Issues:** F1 cutover is scheduled for November 2, 2013. ESA and Amtrak C&S continue to work with Transportation to maintain the track outages schedule required for F1 cutover.

**3. Mitigation:** ESA and Amtrak continue to hold weekly meetings to lock down the cutover date and coordinate the track outages with Amtrak and LIRR.

**4. 4<sup>th</sup> Quarter Look Ahead:**

- Continue revision and testing for cutover of the new color light signals (704W, 716E, and 708E) and remove the old signals (position light)
- Complete communication cables on redundant route for F1-CIH cutover
- Complete cable terminations and testing for F1-CIH cutover and prepare for the cutover weekend

**Cost:** As of 09/30/13, zero modifications have been executed.

**Milestones FHA02**

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/Forecast
#	Description			
N/A	Commence Stage 2	12/15/08	12/15/08	12/15/08 (A)
N/A	Install F2 CIH	04/02/11	04/02/11	04/02/11 (A)
N/A	Install F1 CIH	08/01/11	08/01/11	08/01/11 (A)
N/A	Install 747A Switch	02/12/12	02/12/12	02/12/12 (A)
N/A	Install 771A Switch	04/21/12	04/21/12	04/28/12 (A)
N/A	Install 771B Switch	04/28/12	04/28/12	05/05/12 (A)
N/A	Install 747B Switch	05/05/12	05/05/12	06/16/12 (A)
N/A	FHACS Cutover	07/15/12	07/15/12	07/16/13 (A)
N/A	F2 – CIH Cutover	11/17/12	11/17/12	05/18/13 (A)
N/A	F1 – CIH Cutover	03/02/12	03/02/12	11/02/13
N/A	Complete Stage 2	09/30/13	08/30/14	01/21/15

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete*	8.1	8.3	69.3	69.5

\*Curve is revised based on the current plan

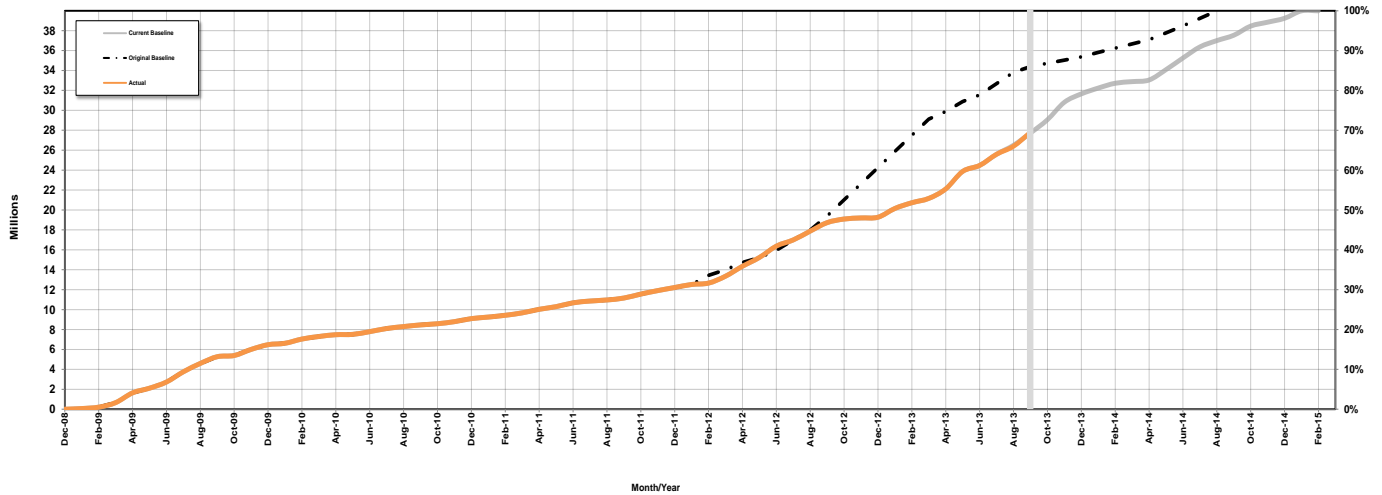
**Contract Costs (\$000) as of 09/30/13**

	Stage 2	Total
Budget at Award	27,340	27,340
Current Budget*	39,985	39,985
Original Award	9,706	9,706
Approved Changes	0	0
Current Contract Value	38,585	38,585
Invoiced Amount	31,906	31,906
Estimate at Completion**	41,684	41,684

\*Note: Budget has been adjusted based on current estimate.

\*\*The PMT is actively monitoring the budget drawdown and will determine when/if additional budget is required.

### Progress Curve (FHA02)



### Coordination Required

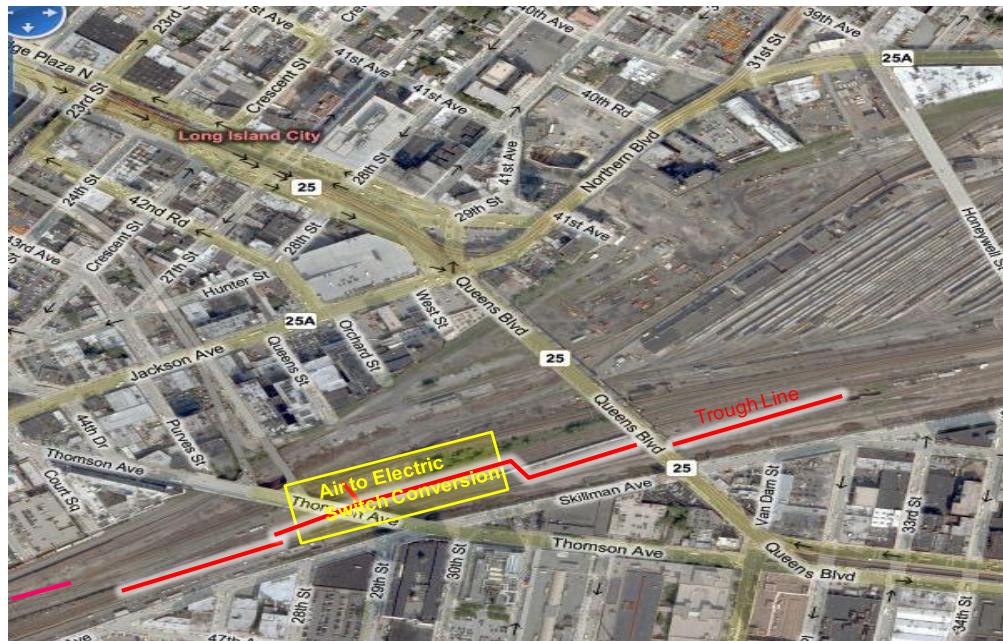
**Real Estate:** None required.

**Railroad Agencies:** LIRR and Amtrak.

**Permits:** None required.

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

### Site Map



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

**Jul, Aug, Sep ‘13**

**Contractor:** LIRR

**Construction Manager:** Peter Malvese

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

Construction

**Description:** Install eight track switches into the existing signal system and 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 and 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 Power Case at Signal Tower 34.



Unlashed Signal Wires at Tower 36.

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- Completed conduit installations in concrete pad at Tower 34 and Tower 40 for power cases
- Installed conduits on Tower 34 and snaked cables from arms down to the base of the tower and spliced cables
- Delivered and installed two cases on newly poured concrete pad at Tower 34

**2. Critical Issues:**

- The Substantial Completion date is driven by the new G02 Substation construction which is impacted by the delay of micro tunneling construction (CH053)
- The signal power relocation will impact 48th Street Bridge construction (CH053). The delay will affect Cut/Throw date of Main Line 4 & 2.

**3. Mitigation:**

- ESA, GEC, and LIRR continue to hold weekly meetings to lock down the schedule of the signal power relocation. The re-design and coordinating schedule have been in process in order to mitigate the schedule impact.
- Working with Perini and LIRR to re-schedule the construction plan of the new G02 Substation
- The scope of Main Line 4 and Main Line 2 work has been transferred to the CH057 contract. ESA locked down the track out of service with LIRR transportation, therefore there is no impact from the Winter Moratorium period.

**4. 4<sup>th</sup> Quarter Look Ahead:**

- Install power cases and transformer at the Tower 40 concrete pad
- Complete signal power relocation work and cutover power to new structures from Tower 32 to Tower 50
- Continue communication work at new G02 Substation

**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	10/30/13
N/A	Operate 821 & 823 Switches	02/15/10	03/05/11	03/15/14
N/A	Substantial Completion	09/30/10	10/10/11	11/21/14

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete*	0.7	0.2	78.8	75.2

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

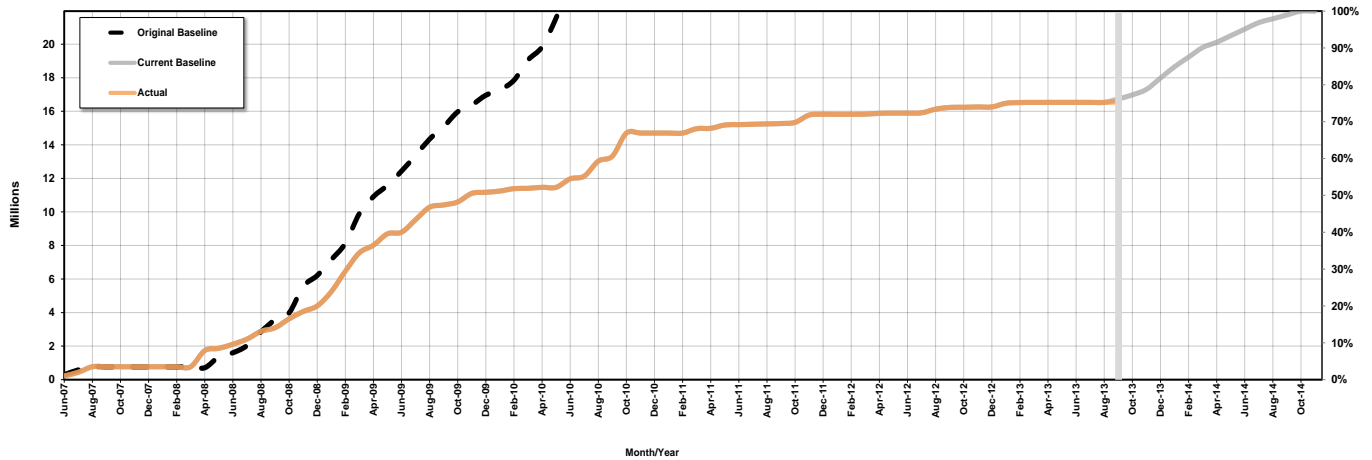
**Contract Costs (\$000) as of 09/30/13**

	Stage 1	Total
Budget at Award	28,781	28,781
Current Budget	21,972	21,972
Original Award	28,781	28,781
Approved Changes	0	0
Current Contract Value	20,782	20,782
Invoiced Amount	17,710	17,710
Estimate at Completion	21,972	21,972

**Cost:** As of 09/30/13, zero modifications have been executed.



### 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 Stage 2 – LIRR Force Account (FHL02)**

**Jul, Aug, Sep '13**

**Contractor:** LIRR

**Construction Manager:** Peter Malvese

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

**Construction**

**Description:** Install 15 track switches, new Mainline 4 tracks (app. 2,800lf) and remove two switches; Install signal infrastructure, cable, testing and circuit revision for Harold (6 CILs) Loc 30, Point CILs and HTSCS; Install third rail for new switches & track. Install new MG set for LIRR Signal Power Separation from Amtrak. Renovate Harold Tower. Install and remove signal bridges.



H2 (6156E) Switch Installation on Port Washington 2 Track.



H2 (6156E) Switch Panel Installation on Port Washington 2 Track.

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- Performed testing and circuit revisions ESA28 in Harold CIL (~40% Complete)
- Installed H5-CIL west of 43rd Street
- Pulled signal cables from H4-CIL to 4164 switch (~3,500LF), to 4164-MPF (~1,800LF) to 4B case (~2,000)
- Completed fabricating switch panels for H2 (6156E)
- Installed H2 (6156E) switch with temporary point protection and testing

**2. Critical Issues:**

- The Point CIL cutover date is currently scheduled for December 8, 2013. ESA, Amtrak, and LIRR are working on the required track outage.
- LIRR Signal Separation (MG set): The testing for H4 CIL does not start until Signal power is separated from Amtrak (LIRR Signal Power Separation / MG set). The ductbank work for this has not been started due to issues with the 27KVA relocation (CH053 CPR 122). The H4 cutover date is scheduled in March 1, 2014; LIRR needs at least two to three months for testing before the cutover. The MG set cutover needs to happen before January 2014 in order to eliminate a schedule impact on the H4-CIL cutover date.

- 3. Mitigation:** ESA and LIRR continue to hold weekly meetings to lock down the cutover date of the MG set. The re-design and coordinating schedule have been in process in order to mitigate the schedule impact.

**4. 4<sup>th</sup> Quarter Look Ahead:**

- Continue pulling/terminating cables from H4-CIL to various locations and perform testing at H4-CIL and new Point-CIL
- Continue installing conduit cross tracks for future signals and switches in Harold Interlocking
- Complete communication work for HTSCS, Point, H4, and H3 cutovers

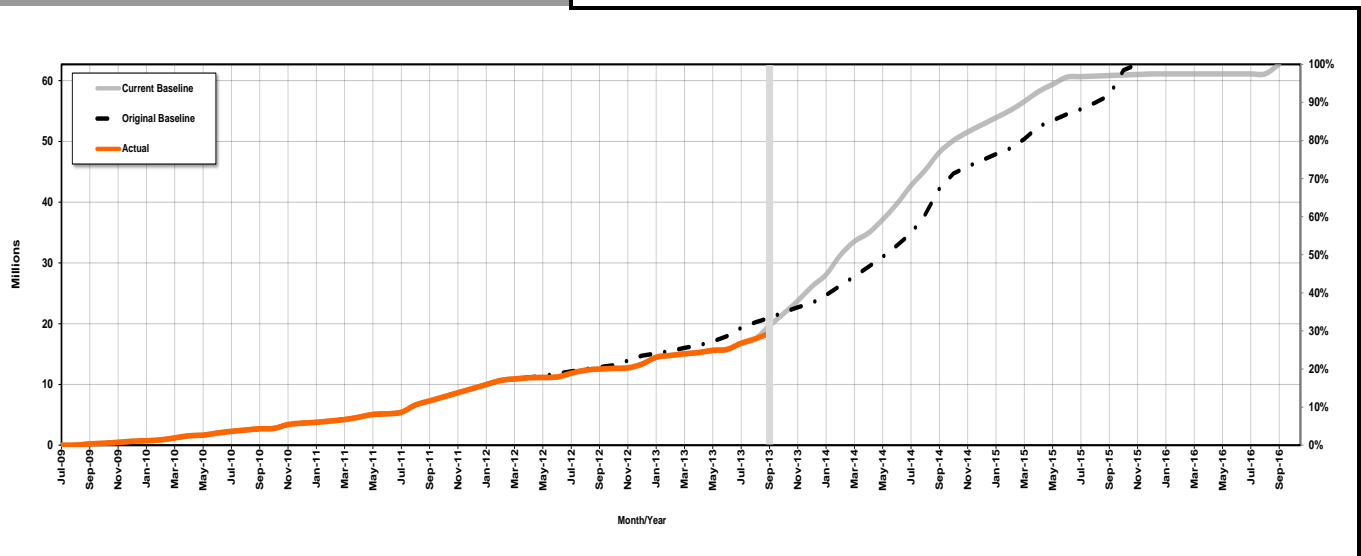
Milestones FHL02				
Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/ Forecast
#	Description			
N/A	EWD LI Passenger Track West	03/12/11	03/12/11	03/12/11 (A)
N/A	EWD LI Passenger Track East	09/24/11	09/24/11	09/24/11 (A)
N/A	PW2 Track Installation	12/03/11	12/03/11	12/03/11 (A)
N/A	Point CIL Installation	09/24/11	09/24/11	09/24/11 (A)
N/A	HTSCS Cutover	08/12/12	08/12/12	10/27/13
N/A	Point CIL Cutover	03/24/13	03/24/13	12/08/13
N/A	Complete Stage 2	11/30/15	11/30/15	09/11/16
<b>Schedule Progress*</b>		<b>3<sup>rd</sup> Quarter</b>		<b>Cumulative</b>
<b>Cost Expenditure</b>		<i>Plan</i>	<i>Actual</i>	<i>Plan</i>
<b>Percent Complete**</b>		<b>6.2</b>	<b>4.2</b>	<b>31.4</b>
*To be updated after MOU (part 3) is approved, scheduled for 3 <sup>rd</sup> quarter '14.				
**Curve redesigned based on Current Baseline and Actual				
Contract Costs (\$000) as of 09/30/13				
	Stage 2	Signal Training	Total	
Budget at Award	54,137	3,429	57,566	
Current Budget	62,690	3,429	66,119	
Original Award	7,351	3,429	10,780	
Approved Changes	-	-	-	
Current Contract Value	27,000	3,429	30,429	
Invoiced Amount*	26,667	2,730	29,397	
Estimate at Completion	69,296	3,429	72,725	

\*Note: MOU value under negotiation. Once MOU is signed off, the curve will be revised.

- Continue HTSCS testing and Point CIL pre-testing
- Continue work for permanent power supply (L1) to new Point CIL
- Deliver and install H3-CIL

**Cost:** As of 09/30/13, zero modifications have been executed.

### 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



**Harold Early Stage 3 – LIRR Force Account (FHL03)**

**Jul, Aug, Sep ‘13**

**Contractor:** Amtrak

**Construction Manager:** Peter Malvese

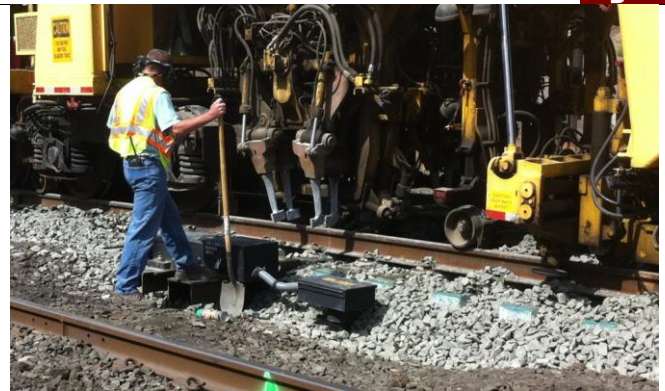
**FRA Grant:** FR-HSR-0065-11-01-00-NY

Construction

**Description:** Install two switches with point protected: 3121W aka ZI1 (Line 4 to Future Westbound Bypass) and 835 aka AG1 (WWD LI Passenger to WBY). Demolish and rebuild track and third rail on Line 4 (~600 LF) at east of Honeywell Street. Line 4 work will be performed during the summer long term Line 2 and Line 4 track out of service, July 19 to Aug 19, 2013. AG1 will be installed September 14, 2013.



AG1 (835) Switch Installation on WWD LI Passenger Track.



Surfacing AG1 (835) Switch Panel on WWD LI Passenger Track.

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- Completed fabricating AG1 (835) switch at Queens Freight Yard
- Installed AG1 (835) switch on WWD LI Passenger track

**2. Critical Issues:** No issues.

**3. Mitigation:** N/A.

**4. 4<sup>th</sup> Quarter Look Ahead:** Perform site clean-up and remove equipment.

**Cost:** As of 09/30/13, zero modifications have been executed.

**Milestones Early FHL03 – Summer Outage + AG1\***

#	Milestones Description	Original	Current	Actual/ Forecast
		Baseline (Approved Plan)	Baseline (Approved Plan)	
N/A	Commence Early Stage 3	N/A	07/19/13	07/19/13 (A)
N/A	Install 3132W (Z1) Switch	N/A	08/10/13	08/10/13 (A)
N/A	Remove & Install Track Line 4	N/A	08/03/13	08/03/13 (A)
N/A	Line 4 track back to service	N/A	08/19/13	08/19/13 (A)
N/A	Complete Summer Outage	N/A	08/20/13	08/20/13 (A)
N/A	Install 835 (AG1) Switch	N/A	09/14/13	09/14/13 (A)

\*Milestones are only based on summer outage work and AG1 installation

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete*	100.0	98.0	100.0	98.0

\*Percent complete is only based on the summer outage work and AG1 installation

**Contract Costs (\$000) as of 09/30/13**

	Stage 3	RI	Total
Budget at Award	-	1,751	1,751
Current Budget	49,394	10,301	59,696
Original Award	-	1,751	1,751
Approved Changes	-	-	-
Current Contract Value	-	2,547	2,547
Invoiced Amount	-	2,547	2,547
Estimate at Completion	49,394	10,301	59,696

### Coordination Required

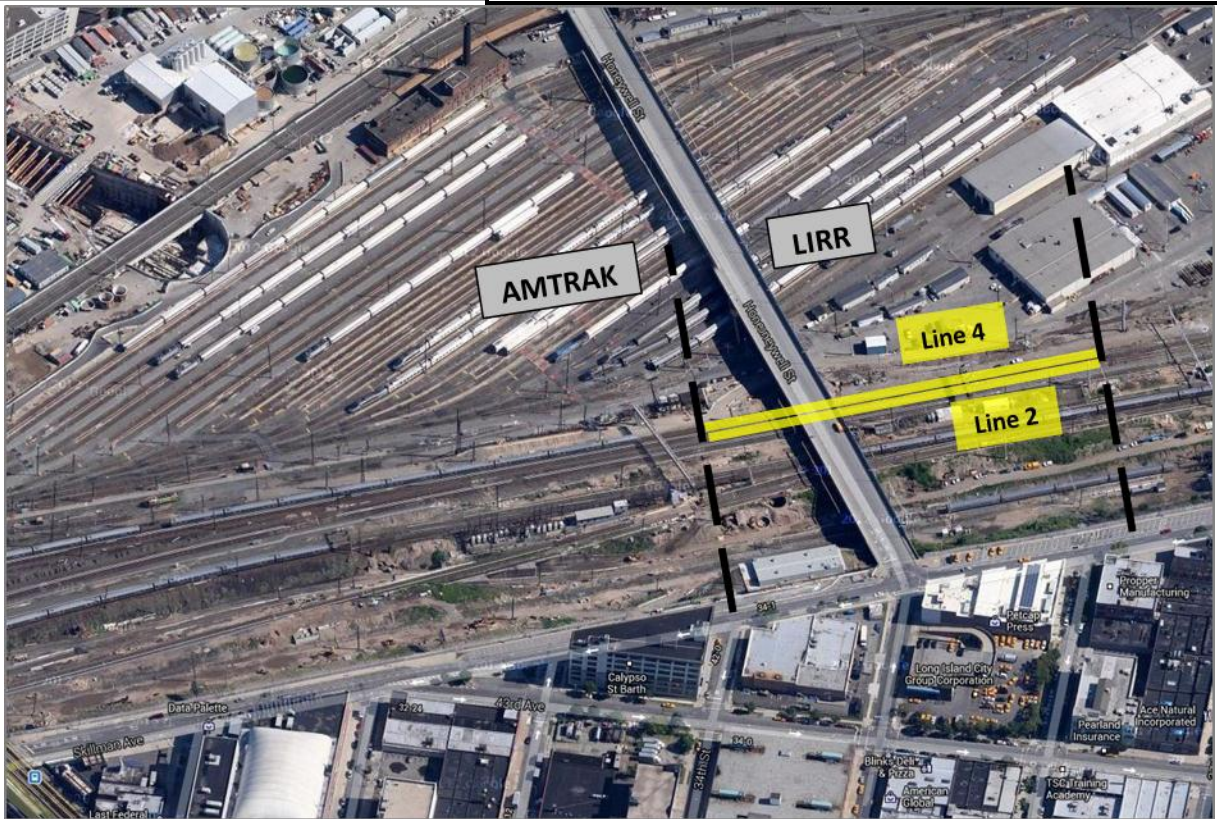
**Real Estate:** None required.

**Railroad Agencies:** LIRR and Amtrak.

**Permits:** None required.

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

### Site Map



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

**Jul, Aug, Sep ‘13**

**Contractor:** Various

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

**Construction Manager:** Peter Malvese

VHL02)

Procurement

**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.



Materials at Warehouse Storage Area.

**Progress, Schedule and Cost**

**Progress:**

- LIRR procured all 17 switches and they are to be delivered from May 2013 to the end of the year. Reviewing alternate locations with expanded facilities for delivery, building and storage.
- Bill of materials for VHA/L02 is an average of 83.35% procured. This percentage was recalculated based on the average of Amtrak and LIRR combined. Deliveries continue in coordination with the construction schedule.

**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. Meetings are being held regarding contract purchase and award of the motor generators.

**Material Status for VHA02**

- 95% of the remaining materials required on Bill of Materials (BOMs) have been sent to Procurement for requisition processing
- Procured third rail has been delivered
- 95% of procured DC traction miscellaneous material has been delivered
- Communication material inner duct and cable have been delivered

**Material Status for VHL02:** The majority of procured materials have been delivered including long lead items

**Critical Issues:** None

**Amtrak – VHA02 – Budget Summary (09/30/13)**

Material	Budget	Harold Stage 2 Awarded PO Value to Date	Percent Procurement Completed	Estimate at Completion
Signals	6,074,955	4,039,815	74.3%	5,629,442
Track	2,934,215	2,358,805	94.8%	2,516,634
Third Rail/DCTrac.	923,247	777,277	92.0%	864,329
Communication	126,716	570,021	43.3%	1,159,168
Catenary	553,007	265,369	49.9%	583,535
Elec. Traction	2,106,948	416,126	89.1%	468,583
<b>Total</b>	<b>12,719,087</b>	<b>8,427,414</b>	<b>79.2%</b>	<b>11,221,692</b>

**LIRR – VHL02 – Budget Summary (09/30/13)**

Material	Budget	Harold Stage 2 Awarded PO Value to Date	Percent Procurement Completed	Estimate at Completion
Signals	7,744,076	5,226,811	95.2%	6,098,496
Track	8,300,639	8,163,957	100.0%	8,163,957
Third Rail/DCTrac.	1,965,065	2,103,982	94.0%	2,247,866
High Tension		635,648	16.4%	858,740
Communication	2,850,950	498,328	13.0%	2,399,903
<b>Subtotal</b>	<b>20,860,730</b>	<b>16,628,725</b>	<b>87.5%</b>	<b>19,768,962</b>
Motor Generators	4,176,157	4,176,517	-	4,176,517
<b>Total</b>	<b>25,036,887</b>	<b>20,805,242</b>	<b>87.5%</b>	<b>23,945,479</b>

**Harold and Point CILs – (VH051 Part 1)**

**Jul, Aug, Sep ‘13**

**Contractor:** Ansaldo STS USA, Inc. (ASTS)  
**Construction Manager:** Chuck Miller

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

Construction

**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.



POINT Battery Hut Exterior.



POINT CIL Interior.

**Progress, Schedule and Cost**

**Schedule:**

1. **Progress:** H5 CIL was set at its permanent site on 09/30/13. Submittals for H2 and H1 are in-house and being reviewed.
2. **Critical Issues:** N/A
3. **Mitigation:** N/A
4. **4th Quarter Look Ahead:** LIRR and ESA will be at Ansaldo’s manufacturing facility the week of October 28 for H6 and 30 location factory witness testing. Both CILs are expected to ship by October 31, 2013. Review will continue on the final H2 and H1 submittals. H3 CIL to be set in permanent location.

**Cost:** As of 09/30/13, three modifications for a total of \$999,995 have been executed.

**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 set	06/30/10	06/30/10	11/06/11 (A)
4	Compl. H4 CIL	04/26/11	04/26/11	07/27/12 (A)
5	Compl. H5 CIL	05/26/11	05/26/11	06/20/13 (A)
6	Compl. H6 CIL	07/26/11	07/26/11	10/31/13
7	Compl. 30 Loc Hut	07/26/11	07/26/11	10/31/13
8	Compl. H1 CIL	10/26/11	10/26/11	02/05/14
8	Compl. H2 CIL	10/26/11	10/26/11	03/31/14
8	Compl. H3 CIL	10/26/11	10/26/11	02/08/13 (A)
9	Substantial Completion	06/25/12	06/25/12	07/31/15
10	Final Completion	07/25/12	07/25/12	08/28/15

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete*	8.0	6.0	63.0	62.0

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

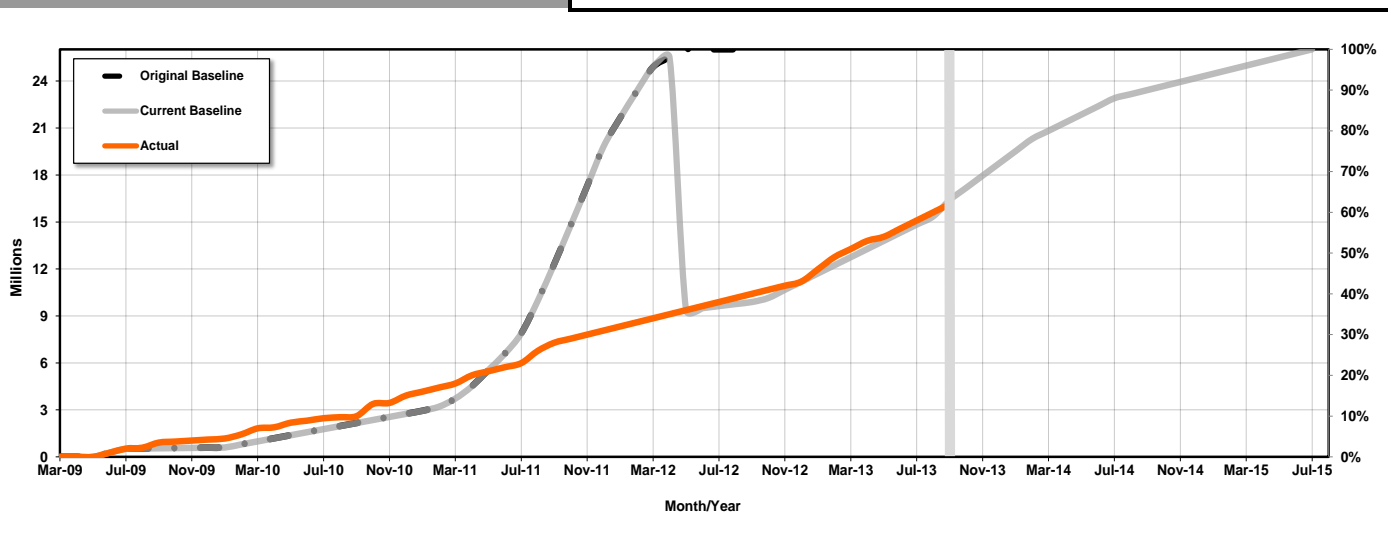
**Contract Costs (\$000) as of 09/30/13**

	VH051-1	F/A Support	Total
Budget at Award	30,891	-	30,891
Current Budget*	30,752	-	30,752
Original Award	25,840	-	25,840
Approved Changes	999	-	999
Current Contract Value	26,839	-	26,839
Invoiced Amount	13,799	-	13,799
Estimate at Completion**	30,398	-	30,398

\*The budget includes funds for options

\*\*The EAC does not include a \$364K possible LIRR scope transfer.

Progress Curve (VH051 Part 1)



Coordination Issues

Real Estate: N/A

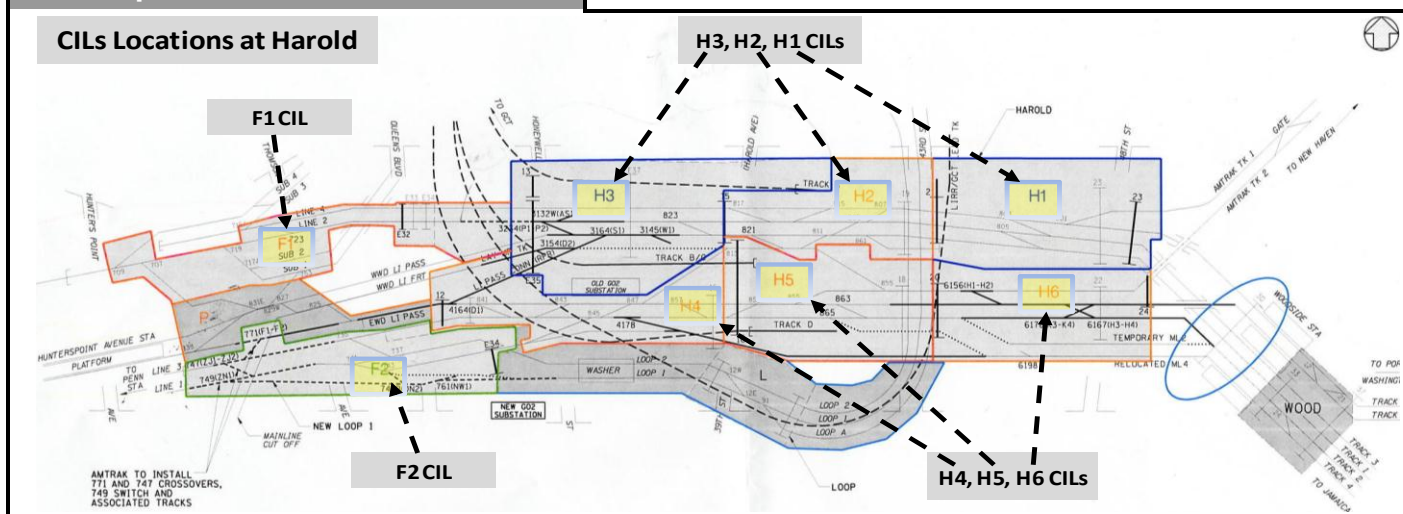
Permits: N/A

Railroad Agencies: LIRR/ Amtrak

MOU: LIRR Force Account MOU signed.

Site Map

CILs Locations at Harold





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

**Jul, Aug, Sep ‘13**

**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 39<sup>th</sup> St.

**Progress, Schedule and Cost**

**Schedule:**

1. **Progress:** Testing is continuing in anticipation of the in-service for existing Point and Harold Interlockings on the FHACS/HTSCS.
2. **Critical Issues:** Timely updates of the graphics continues on the Critical Issues list. Infrastructure must be in place, as well as Amtrak’s preparation of the updates for PSCC, in order to support the new Point cutover.
3. **Mitigation:** Constant micro-managing of the vendor’s efforts regarding the graphics will be required as well as Amtrak’s focus on the PSCC work.
4. **4th Quarter Look Ahead:** Testing will continue in anticipation of the F1 November and new Point December cutovers.

**Cost:** As of 09/30/13, six modifications for a total of \$1,867,402 have been executed.

**Milestones VH051 (Part 2)**

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/Forecast
#	Description			
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	-	-	05/09/12 (A)
4	Substantial Completion	08/24/10	08/24/10	12/31/13
5	Final Completion	05/03/12	05/03/12	04/30/14

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete*	3.0	0.0	99.0	88.0

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

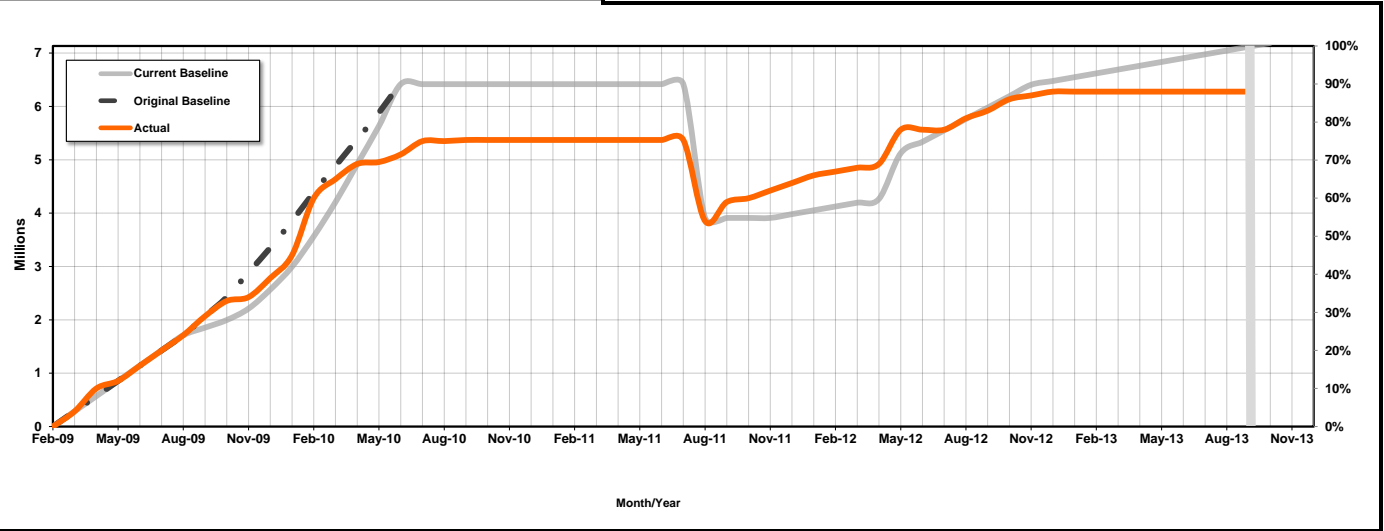
**Contract Costs (\$000) as of 09/30/13**

	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	1,867	-	1,867
Current Contract Value	7,221	-	7,221
Invoiced Amount	6,674	-	6,674
Estimate at Completion**	8,476	-	8,476

\*The budget includes funds for options

\*\*The EAC includes a \$25K future scope transfer to other contracts. The PMT is actively monitoring the budget drawdown and will determine when/if additional budget is required.

**Progress Curve (VH051 Part 2)**



**Coordination Issues**

*Real Estate:* N/A

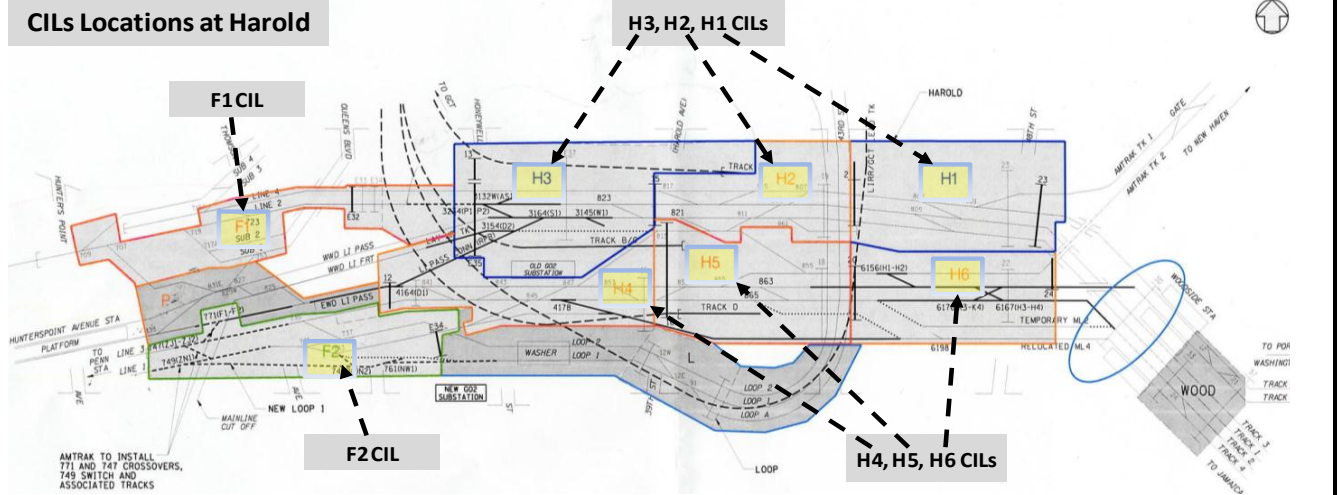
*Railroad Agencies:* LIRR.

*Permits:* N/A

*MOU:* LIRR Force Account MOU signed.

**Site Map**

**CILs Locations at Harold**



Quarterly Review Report – 3<sup>rd</sup> Quarter '13

Summary of Completed Contracts									
Project Description/ Contractor	NTP	Substantial Completion			Original Budget at Award (\$M)	Final Budget	Total Scope Completed (Y/N)	Scope Transferred	Comments
		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	Y		
<b>CM002 - GCT Expansion Joint Replacement and Structural Closures</b> J-Track LLC	05/09/11	07/02/12	07/02/12	07/02/12	4.8	4.8	Y		
<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	Y		
<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	Y		
<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	Y		
<b>CM019 - Manhattan Structures Part 1</b> Dragados-Judlau (DJ)	04/01/08	03/31/12	06/01/13	05/31/13	756.0	794.7	Y	\$34.4 million	In close out phase. Additional scope was completed and transferred from various contracts into CM019: CM012, CS078, CM004, CM013A, CM009, and CS179.
<b>FMM02 – GCT East Yard Track &amp; Signal Modifications</b> MNR F/A	12/01/02	12/09	12/09	12/08	58.7	24.6	Y		All scope completed, savings realized.
<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	Y		
<b>CS770 – GCT Flat Cars Procurement</b> J-Track, LLC	11/17/08	02/09	03/09	03/09	2.4	2.3	Y		
<b>CS780 – Madison Yard Preparation</b> T. Moriarty and Sons, Inc.	05/14/08	12/08	04/09	09/09	4.4	4.9	Y		
<b>CS790 – GCT Protection Works</b> Ad-Tech Enterprises	10/23/08	10/09	09/10	10/08/10	12.8	13.0	Y		
<b>CS800 – GCT Instrumentation</b> Wang Technology, LLC.	06/28/08	06/09	09/09	09/09	7.1	7.5	Y		
<b>VM022 – MNR Locomotives</b> Brookville Equipment Corp.	12/01/02	01/09	01/09	05/11/09	5.8	5.5	Y		
<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	Y		
<b>CQ026 – Open Cut Excavation at Bellmouth</b>	10/07/02	09/07/03	11/25/03	11/25/03	16.8	18.7	Y		


Quarterly Review Report – 3<sup>rd</sup> Quarter '13

Summary of Completed Contracts									
Project Description/ Contractor	NTP	Substantial Completion			Original Budget at Award (\$M)	Final Budget	Total Scope Completed (Y/N)	Scope Transferred	Comments
		Plan		Actual					
		Orig	Revised						
Kiewit Construction, Inc.									
<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	Y		
<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	N	(\$59.8) million	Scope was not completed and transferred to various contracts: CQ039, CQE28-01, CQE28-02, CQ031.
<b>CQE28-01 – Emergency Work Civil/Structural</b> Railroad Construction Co., Inc.	06/08	10/09	10/09	12/09	6.5	8.0	Y		
<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	N	(\$5.2) million	Scope was not completed and transferred to CQ031.
<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	Y		
<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	Y		
<b>FQL35 – Wood Interlocking – LIRR</b> LIRR F/A	07/05	10/08	10/08	11/08	26.9	27.1	Y		
<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	Y		
<b>VHA01 – Procure Harold Materials – Stage 1 Amtrak</b> Various	06/06/06	07/08	09/29/10	09/09	5.1	5.1	Y		
<b>VHL01 – Procure Harold Materials – Stage 1 LIRR</b> Various	06/26/07	01/09	03/10	09/09	8.3	8.3	Y		
<b>CS099 – Advanced Procurement of 3<sup>rd</sup> Party Materials**</b> Various	03/10	03/11	03/11	03/11	37.9	16.6	N	(\$20.7) million	Scope was not completed and was transferred to CS179, CS284, and VS086.
<b>CS810 – Queens Instrumentation</b> Wang Technology	05/06/09	05/10	05/11	09/11	3.0	3.1	Y		
<b>FHA62 – F Interlocking CIH</b> Amtrak Force Account	09/11/08	08/10	07/11	08/11	8.2	8.2	Y		
<b>Total</b>					<b>\$1,356.7</b>	<b>\$1,274.5</b>			
<b>Value of Scope Transferred</b>					<b>(\$51.3)</b>	<b>-</b>			
					<b>\$1,305.4</b>	<b>\$1,274.5</b>			

\*This contract was defaulted

\*\*Some scope was deleted from these contracts and transferred to future contracts

Contract Packaging Plan – Rev.9.5

 <b>Contract Packaging Plan Work Flow</b> <i>(3<sup>rd</sup>-Party and Direct Force Account)</i>										
Active Pre-2010	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>CM009</b> ▲ DJ Manhattan Tunnels Excavation  <b>CM019</b> ▲ DJ Manhattan Structures 1  <b>CM004</b> ▲ Yenkens 44 <sup>th</sup> St. Demolition, Construct Fan Plant Structure and 245 Park Avenue Entrance  <b>CM013</b> ▲ Halmar 50 <sup>th</sup> Street Vent Plant Facility  <b>General Conditions</b> ▲ CS810 - Instrumentation - Queens  <b>CQ031</b> ▲ OTF Queens Bored Tunnels and Structures  <b>FHL01 / FHA01</b> ▲ Harold F/A Stage 1  <b>FHA62</b> ▲ Amtrak F Interlocking CILs  <b>CH053</b> ▲ Perini Harold Structures - Part 1 & GO2 Substation  <b>VH051 (Part 2)</b> ▲ ARINC Harold Tower Supervisory Control System  <b>CH054A</b> ▲ Perini Harold Structures - Part 2A  <b>VH051 (Part 1)</b> ▲ ASTE Harold & Point CILs	<b>VM014</b> ▲ Schindler Vertical Circulation Elements          <b>CQ039</b> ▲ SK Northern Boulevard Crossing Construction       <b>FHL02 / FHA02</b> ▲ Harold F/A Stage 2	<b>CM014A</b> ▲ Yenkens GCT Concourse and Facilities Fit-Out   <b>CM002</b> ▲ J-Track GCT Expansion Joint Repairs & Structural Closures      <b>CQ032</b> ▲ Perini Plaza Substation & Queens Structures	<b>CM013A</b> ▲ SCC-JPP JV 55 <sup>th</sup> Street Vent Plant Facility       <b>VQA65</b> ▲ Amtrak Loop Interlocking CIL Fabrication	<b>CM005</b> ▲ Michels Manhattan Structures South       <b>CM014MP</b> ▲ Urban Group Early Work for GCT and Facilities Fit-Out      <b>CH057A</b> Harold Structures - Part 3 WBBP  <b>FQA65</b> Loop CIL Installation  <b>FHL03</b> ▲ Harold F/A Stage 3  <b>CS179 Package 1</b> Facilities Systems, Communications, Controls, Security, Fire Detection, Tunnel Ventilation and Facility Power  <b>VS086 RFP Package 3</b> Signal Equipment Procurement	<b>CM014B</b> IFB GCT Concourse and Facilities Fit-Out       <b>CM006</b> M-RFP Manhattan Structures North      <b>CH057B On-Call IFB</b> Harold Structures - Part 3 EBR-WBBP  <b>CH057</b> IFB Harold Structures - Part 3 EBR-WBBP  <b>FHA03</b> Harold F/A Stage 3  <b>VH051C</b> Mis-Route Protection  <b>CS084 Package 4</b> IFB Traction Power Systems, Traction Power Procurement and Installation	<b>CM015</b> IFB 48th Street Entrance   <b>CM012A</b> IFB Manhattan Structures Bellmouth Closure   <b>CM007</b> RFP GCT Caverns   <b>CQ033</b> IFB Mid-Day Storage Yard Facility   <b>CH058</b> IFB Harold Structures - Part 3 - E/B Bypass, D Approach  <b>FHL04</b> Harold F/A Stage 4  <b>FHA04</b> Harold F/A Stage 4  <b>CS284 Package 2</b> IFB Tunnel Systems, Track, 3 <sup>rd</sup> Rail, and Signal Installation		<b>CH059</b> IFB Harold Structures - Part 4 Amtrak Car Washer		
<b>VHA01/VHL01 - VHA02/VHL02 - VHA03/VHL03 - VHA04/VHL04</b> Procure Harold Material Stages 1 through 4										

**Legend**

Contract No. Description

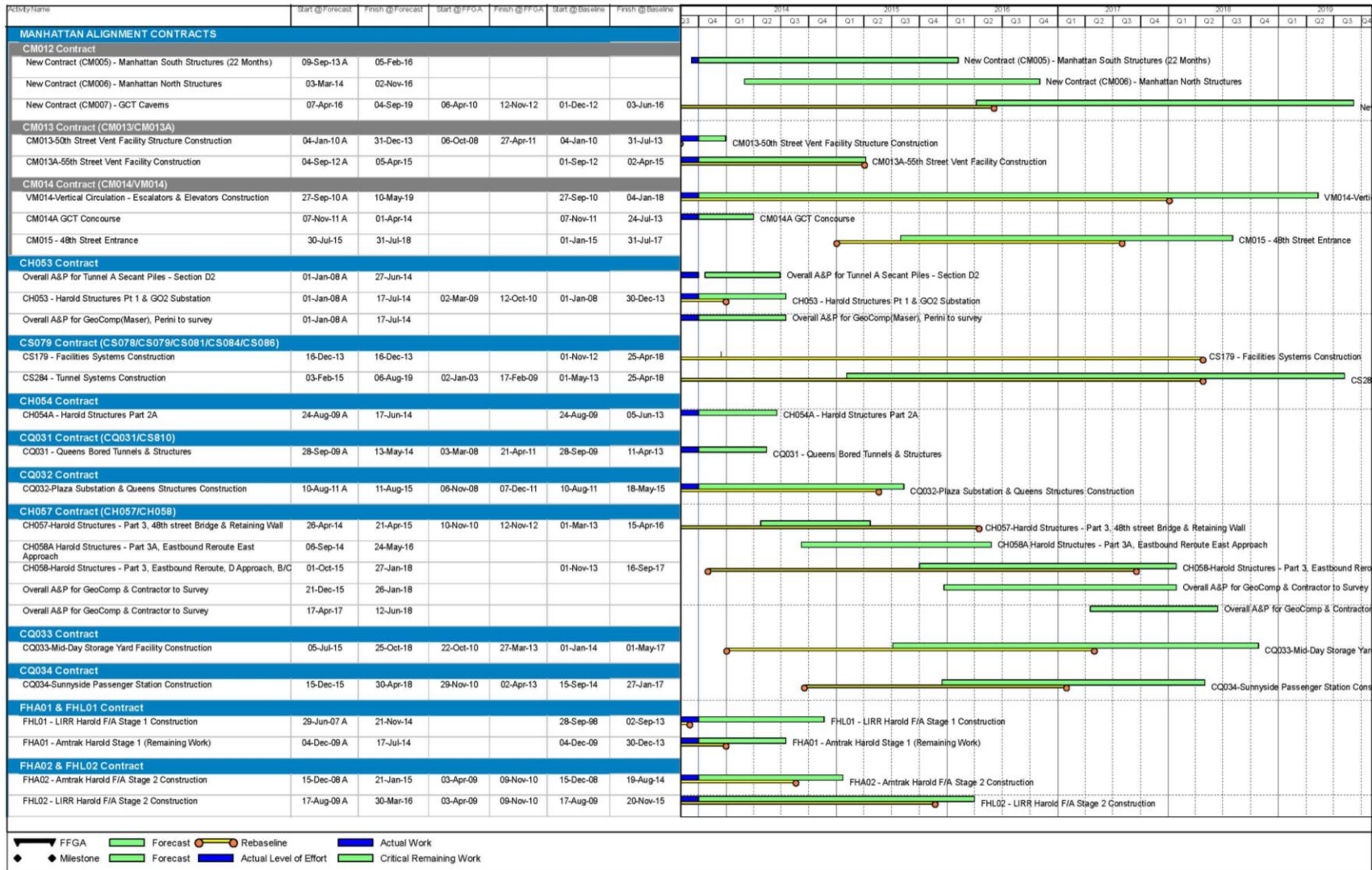
Color Code

- MANHATTAN
- QUEENS
- HAROLD
- PROJECTWIDE

▲ Awarded ▲ Completed

Quarterly Review Report – 3<sup>rd</sup> Quarter '13

Summary Program Schedule



Quarterly Review Report – 3<sup>rd</sup> Quarter '13

Activity Name	Start @ Forecast	Finish @ Forecast	Start @ FFGA	Finish @ FFGA	Start @ Baseline	Finish @ Baseline	2014		2015				2016				2017				2018				2019									
							Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4						
<b>FQA65 Contract</b>																																		
VQ065B - T Interlocking CILs (by Amtrak)	12-Sep-12 A	30-Dec-13			01-Sep-12	24-Nov-13	VQ065B - T Interlocking CILs (by Amtrak)																											
VQ065A - Loop Interlocking CILs (by Amtrak)	12-Sep-12 A	31-Dec-13			01-Sep-12	31-Aug-13	VQ065A - Loop Interlocking CILs (by Amtrak)																											
<b>FHA03 &amp; FHL03 Contract</b>																																		
FHL03 - LIRR Harold F/A Construction Stage 3	22-Jul-13 A	05-Jun-17	10-Nov-10	18-Sep-12	18-Apr-13	09-Jun-17	FHL03 - LIRR Harold F/A Construction Stage 3																											
VHA03 -Procure Amtrak Materials - Harold Stage 3	21-Feb-14	08-Sep-17			11-Nov-13	06-Mar-16	VHA03 -Procure Amtrak Materials - Harold Stage 3																											
FHA03 - Amtrak Harold F/A Construction Stage 3	31-Oct-14	08-Sep-17	10-Nov-10	18-Sep-12	21-Jul-14	02-Mar-16	FHA03 - Amtrak Harold F/A Construction Stage 3																											
<b>FHA04 &amp; FHL04 Contract</b>																																		
FHL04 - LIRR Harold F/A Construction Stage 4	21-Oct-14	07-Jan-18	19-Sep-12	05-Nov-13	07-Feb-14	17-Dec-17	FHL04 - LIRR Harold F/A Construction Stage 4																											
FHA04 - Amtrak Harold F/A Construction Stage 4	05-May-15	06-Aug-17	19-Sep-12	05-Nov-13	20-Nov-14	11-Aug-17	FHA04 - Amtrak Harold F/A Construction Stage 4																											

**Legend:**  
■ FFGA    ■ Forecast    ○ Rebaseline    ■ Actual Work  
◆ Milestone    ■ Forecast    ■ Actual Level of Effort    ■ Critical Remaining Work

## Budget

### September Budget Status

	FFGA Budget	May 2012 Revised Baseline	Current Budget	Commitments	Awarded Value	Paid to Date	EAC*
Engineering	\$ 486,270,000	\$ 671,029,379	\$ 671,220,474	\$ 633,787,189	\$ 633,062,625	\$ 599,091,715	TBD
Construction	4,441,776,000	6,268,922,157	6,268,731,062	4,180,761,846	3,950,558,083	3,276,083,011	TBD
OCIP	250,000,000	173,913,620	173,913,620	140,223,857	140,223,857	136,584,990	TBD
Management	475,652,000	762,816,530	762,816,530	572,502,417	571,281,041	522,889,430	TBD
Real Estate	165,000,000	166,318,314	166,318,314	110,072,753	108,201,679	103,882,016	TBD
Rolling Stock	531,202,000	202,000,000	202,000,000		0	0	TBD
<b>Total</b>	<b>\$6,349,900,000</b>	<b>\$8,245,000,000</b>	<b>\$8,245,000,000</b>	<b>\$5,637,348,062</b>	<b>\$5,403,327,284</b>	<b>\$4,638,531,162</b>	<b>TBD</b>
Rolling Stock Reserve		<b>\$463,000,000</b>	<b>\$463,000,000</b>				<b>TBD</b>
<b>Total with RS Reserve</b>	<b>\$6,349,900,000</b>	<b>\$8,708,000,000</b>	<b>\$8,708,000,000</b>	<b>\$5,637,348,062</b>	<b>\$5,403,327,284</b>	<b>\$4,638,531,162</b>	<b>TBD</b>
Change from Last Quarter				<b>\$277,080,878</b>	<b>\$271,957,771</b>	<b>\$124,838,976</b>	

Contract Awards in the third quarter consist of *Manhattan South Structures (CM005)* at \$200,602,743 and contract modifications.

*\*Estimate at Complete is under review as part of the replanning effort. The EAC and associated contingencies will be revised once this is completed.*



**Project Funding Status (As of September 30, 2013) (\$ in Millions)**

<b>Total Budget</b> (exclusive of financing costs) <b>\$8,245.0</b>					
<b>Total Commitments to date</b> <b>\$5,637.3</b>					
MTA Capital Programs	Budget	Fund Source			
		Federal			Local
		New Starts		Other	
		New Starts	ARRA		
1995-1999	\$ 157.7	\$ 64.0	0	0	\$ 93.7
2000-2004	1,560.5	754.0	0	31.0	775.5
2005-2009	2,655.8	1618.6	195.4	31.0	810.8
2010-2014	3,154.0	0	0	5.0	3,149.0
2015-2019	717.0	0	0	0	717.0
<b>Total</b>	<b>\$8,245.0</b>	<b>\$2,436.6</b>	<b>195.4</b>	<b>67.0</b>	<b>\$ 5,546.0</b>

\*Totals may not add due to rounding. Does not include Rolling Stock Reserve.

<b>Value of Contract Awards</b>	<b>\$5,403.3</b>	
▪ Federal Share of Contract Awards	2,030.0	37.6%
▪ Local Share of Contract Awards	3,373.3	62.4%
<b>Value of Finance Charges Incurred (based on prorated share from FFGA)</b>	<b>\$665.6 million</b>	

**Summary of Federal Grants Received (\$ in Millions)**

Grant No.	FTA Award Date	FFY	Obligation Amount	Disbursement
NY-03-0344-01-12 + ARRA	N/A	1998-2010	\$1,748.3	\$1,748.3
NY-03-0344-13	22-Jun-12	2011	215.0	95.9
<b>Subtotal ESA New Starts Grants</b>			<b>\$1,963.3</b>	<b>\$1,844.2</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	11.6
NY-95-X037 ESA (CMAQ)	01-Jan-13	2012	4.6	-
<b>Subtotal Non-New Starts Grants</b>			<b>\$66.7</b>	<b>\$62.1</b>
<b>Total All Grants</b>			<b>\$2,025.4</b>	<b>\$1,906.3</b>

**Status of Project Contingency**
**ESA Contingency Balance**

	May 2012 Revised Baseline	2nd Quarter Contingency	3rd Quarter Drawdown	Current Contingency
Pre Award Contingency (AFI)	\$184,299,808	\$156,501,601	355,137	\$156,146,464
Post Award Contingency (AWO)	215,576,541	190,372,203	(9,999,965)	200,372,168
<b>Sub-Total</b>	<b>399,876,349</b>	<b>346,873,804</b>	<b>(9,644,828)</b>	<b>356,518,632</b>
Management Reserve	150,000,000	150,000,000	-	150,000,000
<b>Total</b>	<b>\$549,876,349</b>	<b>\$496,873,804</b>	<b>(\$9,644,828)</b>	<b>\$506,518,632</b>

**Contingency Drawdown in 3rd Quarter**

<b>Executed Modifications</b>	<b>Total Contingency Drawdown</b>	<b>AFI</b>	<b>AWO</b>
Harold Structures Part I – CH053	\$230,515	\$0	\$230,515
Harold Structures Part 2A – CH054A	\$1,422,253	\$0	\$1,422,253
44th St Vent Plant/245 Park Ave – CM004	\$532,512	\$0	\$532,512
Manhattan Tunnels Excavation – CM009	\$600,000	\$0	\$600,000
GCT Concourse Facilities Ph I – CM014A	\$367,120	\$0	\$367,120
Manhattan Structures Part I – CM019	\$170,178	\$0	\$170,178
Queens Bored Tunnels/Structures – CQ031	\$5,822,767	\$0	\$5,822,767
Plaza Substation and Queens Structures – CQ032	\$237,972	\$0	\$237,972
Northern Boulevard Crossing – CQ039	\$235,120	\$0	\$235,120
<b>Total Executed Modifications</b>	<b>\$9,619,037</b>	<b>\$0</b>	<b>\$9,619,037</b>

<b>Scope Transfers</b>	<b>Budget Mod #</b>	<b>AFI</b>	<b>AWO</b>
280 Park Ave Elevator Reframing from CM014B to CM013	\$33,500 13-07-0074	\$15,766	\$17,734
Signal Bridge Transfer from CH053 to CH057/57A	(\$198,480) 13-08-0076	(\$128,052)	(\$70,428)
Transfer Access and Protection from FMM12 to FMM19	\$81,196 13-09-0078	\$81,196	\$0
<b>Total Scope Transfers</b>	<b>(\$83,784)</b>	<b>(\$31,090)</b>	<b>(\$52,694)</b>

**Other Adjustments**

Transfer Cancelled “Allocated for Mods” Issues to Contingency	(\$10,023,483)		(\$10,023,483)
Update the General Conditions Budget to be in line with the latest Forecast	\$9,687		\$9,687

**Quarterly Review Report – 3<sup>rd</sup> Quarter '13**

Increase the CM005 contingency from 5% to 10% plus Adjust Budget to on Low Bid Value	(\$9,166,286)	13-08-0075	\$386,226	(\$9,552,512)
<b>Total Other Adjustments</b>	<b>(\$19,180,082)</b>		<b>\$386,226</b>	<b>(\$19,566,308)</b>
<b>Total 3rd Quarter Drawdown</b>	<b>(\$9,644,828)</b>		<b>\$353,137</b>	<b>(\$9,999,965)</b>

## Construction Safety

### Current Work Effort:

- Continued to perform bi-weekly walkthrough's with the FDNY and MTACC Safety
- Increased safety and OCIP walks
- Started to provide safety oversight to new contract *Manhattan South Structures (CM005)*
- Conducted monthly SWP reviews

### 4<sup>th</sup> Quarter '13 Look Ahead:

- Continue maintaining a safety culture with the contracts
- Prep teams for 3<sup>rd</sup> quarter safety assessments
- Revisit and update contractor's Emergency Action Plan
- Plan stages for an emergency drill to occur this coming fall with the FDNY and MTAPD

## System Safety and Security

### Current Work Effort:

- LIRR System Safety Certification Committee reviewed and approved the following design certification: GCT Surface Entrances (*48<sup>th</sup> Street Entrance (CM015)*). The Certification Committee also reviewed and approved the following construction certifications: 245 Park Avenue Entrance (*44<sup>th</sup> St. Demolition & Construct Fan Plant Structure & 245 Park Ave. Entrance (CM004)*), and GCT Concourse Civil & Structural (*Madison Yard Site Clearance (CM008A)*).
- The Group 7 Emergency Action working group convened again to further develop models for the incident command structure and for fire and life safety response organization
- The System Safety Certification technical working group convened multiple times to further analyze and develop the business processes for certification of safety-certifiable elements during construction

### 4<sup>th</sup> Quarter '13 Look Ahead:

- Develop a white paper on incident command structure and fire life safety response organization for review and comment by the Group 7 Emergency Action working group
- Continue to convene the LIRR System Safety Certification Committee to review and approve design and construction certifications as packages become ready

- Continue development and implementation of the business processes for system safety certification transitioning requirements from design to construction

## Quality Assurance

### Current Work Effort:

- Continued oversight of the General Engineering Consultant (GEC) design efforts and management of the design quality assurance process
- Continued monitoring of all third party construction contractors' quality programs
- Completed 2013 Q2 quarterly quality audits for all active contracts
- Conducted audit of GEC quality program
- Conducted training workshops on close-out procedures and requirements for all active contracts
- Instituted weekly score cards to track quality items for each active contract
- Performed 3D laser scans to verify as-built conditions and provide quantities within caverns and tunnels
- Provided training on MTACC procedures to all active contracts
- Instituted monthly tracking of active contracts close-out binder and status
- Continued review and monitoring of the Subsurface Utility Engineering (SUE) services for location of buried utilities and structures

### 4<sup>th</sup> Quarter '13 Look Ahead:

- Perform process audits on selected work items and specification requirements for active contracts
- Perform 2013 Q3 quarterly quality audit on all active contracts
- Conduct training workshop on close-out procedures and requirements for remaining active contracts
- Perform SUE investigation for various new design packages and continue review and monitoring of the SUE services for location of buried utilities and structures
- Provide training and workshops on ESA quality program to active contracts

## Grand Central Terminal

### Current Work Effort:

- *GCT Concourse & Facilities Fit-Out (CM014B)* – Continued finalizing and preparing the contract for bid
- *Vertical Circulation – Escalators & Elevators (VM014)* – Aligning the contract Access Restraints and Milestones with the projected construction schedule for the *GCT Concourse and Facilities Fit-Out (CM014B)* contract

### 4<sup>th</sup> Quarter '13 Look Ahead:

- Conduct industry outreach on November 1, 2013
- Advertise the *GCT Concourse & Facilities Fit-Out (CM014B)* contract for bid

## Railroad Systems

### Current Work Effort:

- *Systems Package 1 – Facilities Systems (CS179)* - Updated price proposals were received in late July. The negotiations are progressing. ESA has updated the *CS179* access restraints based upon current access restraints for the adjacent contracts. These are being sent to the contract proposers.
- *Systems Package 2 – Tunnel Systems (CS284)* - The segregation of the trackwork, special trackwork, third rail track systems, and installation and testing of the ESA tunnel signal system from the traction power system to form *CS284* is progressing
- *Systems Package 3 – Signal Equipment Procurement (VS086)* - A revised cost proposal with technical alternatives was received in early August and proposed modifications to the Terms and Conditions have been addressed
- *Systems Package 4 – Traction Power Systems (CS084)* - The segregation of the *CS084* traction power technical documents from track and signal was completed

### 4<sup>th</sup> Quarter '13 Look Ahead:

- *Systems Package 1 – Facilities Systems (CS179)* and *Systems Package 3 – Signal Equipment Procurement (VS086)* - Finalize negotiations and award the contract
- *Systems Package 2 – Tunnel Systems (CS284)* and *Systems Package 4 – Traction Power Systems (CS084)* - Prepare and issue the procurement documents

## Operational Readiness/LIRR Start Up

### Current Work Effort:

- Continued review of the Rail Activation Plan, Volume 2 (Tasks and Responsibilities), Revision 0
- Established with LIRR engineering and customer service leadership the review framework for LIRR GCT Building Operations Maintenance Plan (Task Group 3), in preparation for review by LIRR disciplines
- Finalized interlocking and automatic signal head static tunnel signage to support concurrence by LIRR for Task Group #5 (Grand Central Terminal)
- Facilitated development of white paper on incident command structure and fire life safety response organization in support of technical working group and the Director of Safety and Security for the project (Task Group 7)
- Began development of standardized processes and procedures for safety certification of contract packages that are in or have completed construction, in collaboration with key personnel from the GEC, the construction management team, and the Director of Safety and Security

- Reviewed asset listings and supporting data to verify listings that will be used for populating the asset templates or ESA contract packages
- Prepared draft training materials for the orientation of construction management and contractors on the process and requirements for completion of the asset template with necessary asset inventory data
- Supported Maximo© implementation strategy, facilitated workshops and template process review with LIRR IT staff

**4<sup>th</sup> Quarter '13 Look Ahead:**

- Release the Rail Activation Plan Volume 2 (Tasks and Responsibilities), Revision 0, reflecting LIRR and MNR comments
- Conduct kickoff process to restart development of Volume 3 (Monitoring) of the Rail Activation Plan for joint development with LIRR and MNR in the first quarter of 2014
- Develop updated outline for the LIRR GCT Building Operations Maintenance Plan, reflecting review by LIRR disciplines
- Continue collaboration with the Director of Safety and Security and the technical working group to facilitate further development of the Emergency Action Plan
- Continue development of processes and procedures for safety certification of contract packages in construction and facilitation of technical working group activities in this area
- Continue collaboration with the Director of Safety and Security to facilitate ongoing certification of contract packages as they release 100% design and as construction is completed on certifiable elements
- Continue reviewing asset listings in contract packages in preparation for populating the asset templates prior to distributing to contractors
- Proceed towards implementation of strategy for training construction managers and contractors on the process and requirements for completion of the asset template
- Utilize data from contracts that have assets installed, to test initial application upload in Maximo© and testing
- Continue collaboration with LIRR ESA/SP on development of service codes that will be used during the interim maintenance process

**Environmental Mitigation**

- The quarterly environmental field audit was conducted over two days on October 25 and 26, 2013. The minor deficiencies identified were addressed by the project team.

**Public Outreach****Current Work Effort:**

- Performed multiple visits to sites in Queens and Manhattan to evaluate and identify any potential negative site conditions and recommend corrective action by the respective construction management teams

### Quarterly Review Report – 3<sup>rd</sup> Quarter '13

- Continued to facilitate communications and meetings with community members, project leadership and the construction management team to address issues resulting from the work on 55<sup>th</sup> Street. Meetings included one on one with individual property owners, onsite with project management, and community wide. Convened 3<sup>rd</sup> Quarter Construction Advisory Committee meeting.
- Assisted with outreach to elected officials and attended Arts for Transit's first round panel meeting for selection of artwork for the Roosevelt Island Vent Facility gates
- Notified property owners and businesses about mobilization of a personnel facility on 56<sup>th</sup> Street to support the construction activities of the *55<sup>th</sup> Street Ventilation Facility (CM013A)* contract
- Provided briefings to elected officials representing Sunnyside and Long Island City in Queens. Distributed notifications and updates door-to door, through the mail and email to residents regarding potential impacts from the summer outage and ongoing work in other areas of Queens in proximity to ESA work sites. Convened numerous strategy meetings with project management to address impacts on communities from work by the *Harold Structure Part 1 and GO2 Substation (CH053)* contract.
- Performed outreach, convened meetings with and provided notification to communities in proximity to *Manhattan South Structures (CM005)* work sites. Convened Community Outreach kick-off meeting with the construction management team and contractor for the *CM005* contract and continued to advise on community related issues as the contract got underway.
- Oversaw installation of information and wayfinding signage for businesses impacted by work on 55<sup>th</sup> Street by the *55<sup>th</sup> Street Ventilation Facility (CM013A)* contract and on *44<sup>th</sup> Street from the 44<sup>th</sup> St. Demolition & Construct Fan Plan Structure & 245 Park Ave. Entrance (CM004)* contract
- Convened monthly construction progress meetings with representatives of the Yale Club to discuss ongoing impacts from work at the *44<sup>th</sup> Street Demolition & Construct Fan Plant Structure & 245 Park Ave. Entrance (CM004)* contract site. Finalized agreement with the Yale Club for reimbursement of engineering expenses.

#### 4<sup>th</sup> Quarter '13 Look Ahead:

- Continue providing property owners and other area stakeholders' timely notifications regarding construction activities
- Send contract award notifications and begin outreach planning for future contracts
- Perform regular site visits to evaluate and address conditions and community impacts
- Launch redesigned and reorganized quarterly community newsletters or updates

#### Real Estate

##### Current Work Effort:

- Continued working with the MTA Real Estate Department on the temporary and permanent easements that will be required from the Gaseteria Service Station property in

order to construct a retaining wall on the adjacent railroad property under the *Mid-Day Storage Yard Facility (CQ033)*

- Continued working with the MTA Real Estate Department in preparing an entry permit that will allow Langan Engineering, a consultant for SL Green Realty, to enter upon the ESA controlled spaces within GCT to conduct an instrument survey to facilitate design for the renovation of 51 East 42<sup>nd</sup> Street that will incorporate a new entrance to GCT
- Continued meeting with the property owners to discuss the cost estimate for making repairs to their building's deteriorated structural members and the proposed schedule for making those repairs (*GCT Concourse and Facilities Fit-Out Early Work (CM014A)*)

#### 4<sup>th</sup> Quarter '13 Look Ahead:

- Work with MTACC Legal in preparing the agreements that would obligate private property owners to reimburse MTACC for the repairs ESA's contractor makes on the deteriorated structural members that support those buildings (*GCT Concourse and Facilities Fit-Out Early Work (CM014A)*)
- Continue working with the expeditor to assist the project in obtaining approval for the Lot Merger Application filed with NYC Department of Finance and NYC Department of Buildings for eight MTA-acquired properties on 43<sup>rd</sup> Street in the Borough of Queens

#### Historic and Preservation Issues

- MTACC submitted the findings of the January 2013 archaeology monitoring at ESA Queens sensitive areas #15 and #16 on August 29, 2013 to the New York State Historic Preservation Office (SHPO). No significant archaeology resources were discovered and no further monitoring of those areas is recommended. Future monitoring will be required at Queens sensitive areas 6B and 6C in late 2013/early 2014.
- The MTA submitted Technical Memorandum #7 to the FTA on September 25, 2013. Tech Memo 7 analyzes the impacts of continued use of the 37<sup>th</sup> Street shafts for construction access including personnel and materials, as well as the installation of a personnel facility (or "hog house") on 37<sup>th</sup> Street between Park and Madison Avenues.
- MTACC continues to consult with the New York State Historic Preservation Office (SHPO) and the FTA, when necessary, on issues related to the preservation and protection of cultural resources in the Area of Potential Effect, in accordance with the ESA Programmatic Agreement



## Federal Railroad Administration High Speed Rail and Harold Interlocking – NEC Congestion Relief Project

### Harold Structures Part 3 – Westbound Bypass Structures (CH057, CH057A, CH053, CQ031)

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 Reroute (CH058)

Eastbound Reroute 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.

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

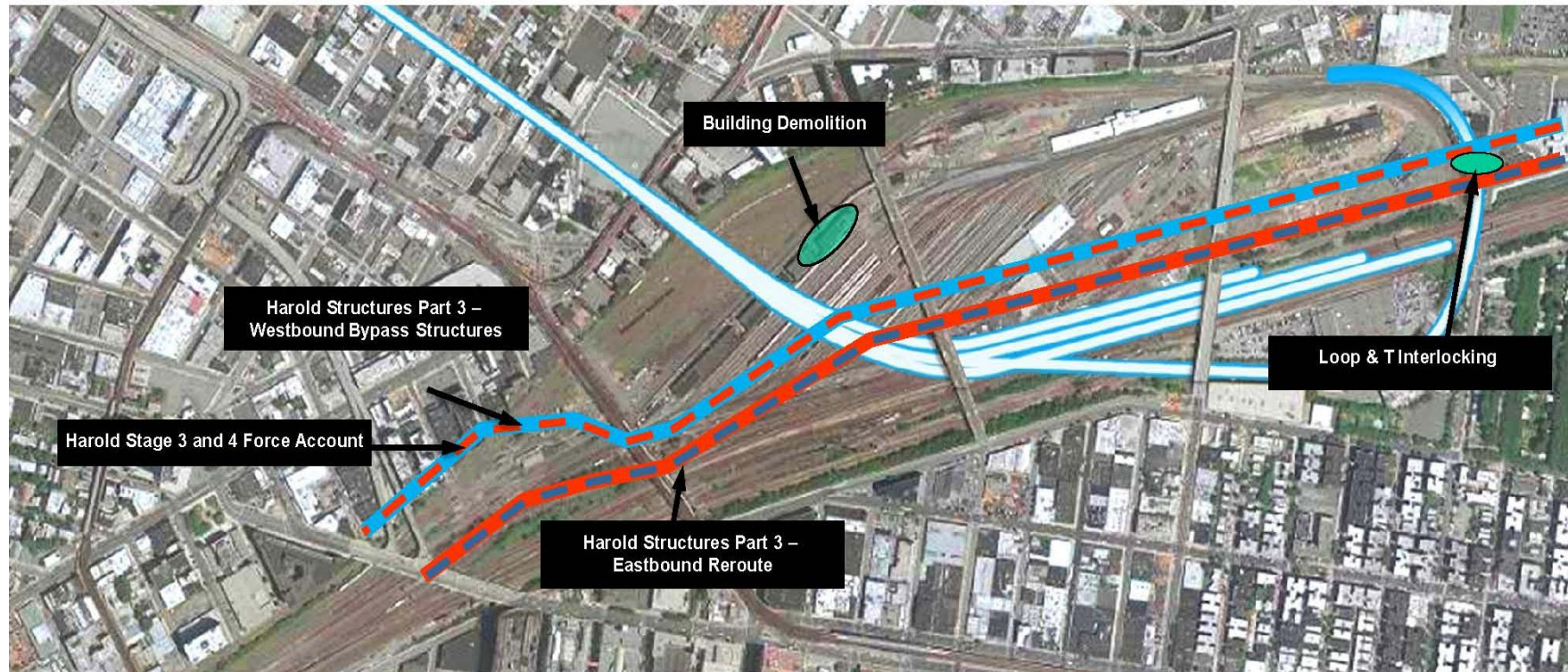
Modification of the existing Loop Track interlocking (installation of Central Instrument Locations (CILs) and crossovers) provides additional routing east of the Amtrak car washer. This routing permits efficient access by Amtrak from the Amtrak Bypass track to the southern existing Sunnyside Yard storage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

### Harold Stage 3 and 4 Force Account (FHA/L03, FHA/L04, VHA/L03, VHA/L04)

Includes railroad agency force account direct labor, equipment and procurement of materials for construction of the Westbound Bypass and Eastbound Reroute. Construction includes the modification/relocation of catenary and installation of new signals.

### Building Demolition (CQ033)

Demolition of Amtrak Buildings 7 & 8



## Federal Railroad Administration High Speed Rail and Harold Interlocking – NEC Congestion Relief Project

### Highlights

#### Current Work Effort:

- MTA submitted a revised request for the deferral of local match funds (tapered match) for the High-Speed Intercity Passenger Rail (HSIPR) Grant to the FRA on August 9, 2013. FRA is currently reviewing the submission.
- The Summer Outage construction and force account work in Task 2: Westbound Bypass and Task 4: Railroad Force Account was performed during a thirty day period from July 19 through August 19, 2013. This outage facilitated the construction of the Westbound Bypass Track Slab (CQ031) and Westbound Bypass Structure Removal (CH053) in order to prepare for the construction of the Westbound Bypass (CH057A).
- Bids for the Task 2 contract for the Westbound Bypass (CH057A) were received on August 8, 2013. MTA is performing reviews of the low bidder's technical capability, financial resources and Disadvantaged Business Enterprise Participation Plan. MTA submitted the award analysis to NYSDOT on September 11, 2013. NYSDOT sent approval of MTA's award of contract to the lowest bidder on September 26, 2013. MTA anticipates a contract award in October. FRA has approved a limited Notice to Proceed on this contract pending completion of the Service Outcome Agreement between Amtrak, MTA and FRA.
- MTA submitted a procurement package to NYSDOT for Task 4: Procure Harold Materials Stage 3 (VHA03 and VHL03) for contract document approval. The completed package included a sample advertisement and bidder list, bid documentation, legal provisions as well as the estimate, budget, schedule for these procurements. On September 26, 2013, NYSDOT issued approval to proceed with these contract packages with conditions stipulated.
- NYSDOT has approved MTA's three invoice submissions for payment for Task 5: Loop Interlocking (VQ065) in the amount of \$788,654. In September, FRA approved NYSDOT's first invoice submission for VQ065, which is submitted on a quarterly basis, in the amount of \$428,158.92.
- The 100% design package for Task 5: Loop Interlocking (FQA65) was approved on July 17, 2013. In the approval letter, FRA requested from NYSDOT additional information regarding the Amtrak Car Washer as well as a cost estimate and funding summary table, which was provided on August 5, 2013. MTA and NYSDOT are awaiting comments from the FRA.
- After submitting a response to FRA's comments on the Service Outcome Agreement approach on August 8, 2013, MTA was issued a limited Notice-to-Proceed on CH057A Harold Structures Part 3 until the Service Outcome Agreement is completed. A draft report of simulation assumptions is being reviewed. An initial set of baseline simulations are being compiled.
- MTA has submitted additional items requested by the FRA in order to complete the Site Monitoring Review report. FRA circulated a draft report for comment by MTA and NYSDOT on August 19, 2013. MTA and NYSDOT provided comments on August 23, 2013.
- There has been ongoing correspondence between the FRA, MTA and LIRR concerning the pending Buy America waiver request for the purchase of the roller plate assembly component that is to be

procured for three contracts within Harold Interlocking. MTA is working with LIRR Legal Counsel and Procurement departments to compile the necessary information in order to move forward with applying for the waiver request.

- Harold re-planning has advanced to workshops with the senior management of LIRR and Amtrak. Comprehensive discussions of the build-out strategy, the risks and opportunities associated with the construction, and a formulation of the base resource plan needed are under review. Considerations for competing outside projects are being integrated to reforecast a new resource usage plan. The Harold construction sequence has been revised to take advantage of future extended track outages similar to the successful 2013 summer outage. The third party construction packages CH057 and CH058 are being re-packaged to accommodate the priority of work elements to support both the 2014, 2015 and 2016 long term outage plans and the FRA commitments of 2017 for re-route structures.

#### **4<sup>th</sup> Quarter Look Ahead:**

- Award contract for Task 2: Westbound Bypass (CH057A)
- Submit to NYSDOT the Amtrak Project Initiative and LIRR Memorandum of Understanding for Task 4: Stage 3 Force Account Work (FHA03 and FHL03) and the Amtrak Project Initiatives for Task 5: Loop Interlocking (FQA65)
- Submit the 100% design for Task 4: Stage 4 of the Westbound Bypass/Eastbound Reroute Force Account work (FHA04 and FHL04)
- Submit the 100% package for Task 4: Procurement of Harold Materials Stage 4 – Amtrak and LIRR (VHA04 and VHL04)
- Submit the 100% design for Task 6: Amtrak Car Washer
- Submit the 100% design for Task 7: Demolition of Amtrak Buildings included in the Midday Storage Yard contract CQ033
- Submit an invoice package for OCIP to NYSDOT and FRA for their approval
- Finalize the Service Outcome Agreement
- Commit HSR funds to support management and engineering support for the Westbound Bypass (CH057A)

## Federal Railroad Administration High Speed Rail and Harold Interlocking – NEC Congestion Relief Project

### Design Status

Area	Contract Number	Contract Name	Forecasted Date			Comments
			Design Submittal	90%	100%	
Queens	CQ033	Mid-Day Storage Yard Facility	Current Month	10/13	11/13	Submission dates remain unchanged. GEC is progressing the design as directed.
			Previous Month	10/13	11/13	
	FQA65	Loop Interlocking CIL - Amtrak F/A	Current Month	Done	12/13	100% submission is complete and awaiting decision on incorporating Amtrak new standards to change wood ties to concrete ties. FRA approved 100% designs in July.
			Previous Month	Done	10/13	
Harold	CH058	Harold Structures - Part 3, Eastbound Bypass Structure, D & B/C Approach	Current Month	3/14	6/14	Tunnel to be redesigned for the top-down approach. PCO to be issued in Oct.
			Previous Month	TBD	TBD	
	CH058A	Harold Structures - Part 4A, D Approach, Loop Box & EBRR East Approach Structure	Current Month	1/14	2/14	Drawings to be revised to reflect repackaging. PCO to be issued in Oct.
			Previous Month	TBD	TBD	
	CH059	Harold Structures - Part 4, Car Washer	Current Month	Done	11/13	90% submission made and was distributed for comments.
			Previous Month	09/13	10/13	
	FHA/L04 VHA/L04	Harold Stage 4 - Force Account	Current Month	Done	10/13	Sign and Seal and issue for construction by Dec.
			Previous Month	09/13	10/13	

\*Data based on 10/1 IPS

## Federal Railroad Administration High Speed Rail and Harold Interlocking – NEC Congestion Relief Project

### Procurement Milestones

Contract Number	Contract Name	Procurement				Construction	
		Ready for Proc (S&S + Div 1)	Advertise	Advertised Bid Date	Expected Bid Date	Notice to Proceed	Substantial Completion
<b>CQ033</b>	<b>Mid-Day Storage Yard Facility</b>	11/30/2013	12/1/2014	3/9/2015	4/20/2015	7/5/2015	10/25/2018
<b>FQA65</b>	<b>Loop Interlocking CIL - Amtrak F/A</b>	1/15/2014	n/a	n/a	n/a	11/18/2013	3/19/2018
<b>CH057A</b>	<b>WBBY Construction</b>	2/28/2013 A	5/7/2013 A	7/18/2013 A	8/6/2013 A	12/16/2013	2/9/2016
<b>CH057B</b>	<b>D Pit, 48th St Bridge Construction</b>	12/1/2013	TBD	TBD	TBD	TBD	TBD
<b>CH057</b>	<b>On-Call Track Construction</b>	12/1/2013	1/15/2014	TBD	3/15/2014	5/1/2014	TBD
<b>CH058</b>	<b>Harold Structures - Part 3, EB Bypass Structure, D &amp; B/C Approach</b>	1/1/2015	3/1/2015	TBD	6/1/2015	8/1/2015	TBD
<b>CH058A</b>	<b>Loop Box and D Approach, EBRR West Approach &amp; Tunnel, and B &amp; C</b>	2/10/2014	4/1/2014	TBD	6/1/2014	8/1/2014	TBD
<b>CH059</b>	<b>Harold Structures - Part 4</b>	TBD	6/8/2015	8/31/2015	10/15/2015	12/16/2016	2/12/2018
<b>FHA03</b>	<b>Amtrak Harold Stage 3 - Force Account</b>	3/26/2013 A	n/a	n/a	n/a	9/29/2014	10/27/2015
	<b>Amtrak Harold Stage 3 - Catenary</b>	8/30/2013 A	n/a	n/a	n/a	9/29/2014	10/27/2015
<b>FHL03</b>	<b>LIRR Harold Stage 3 - Force Account</b>	3/26/2013 A	n/a	n/a	n/a	6/21/2013 A	11/18/2016
<b>FHA04</b>	<b>Amtrak Harold Stage 4 - Force Account</b>	10/20/2013	n/a	n/a	n/a	2/5/2015	1/18/2017
<b>FHL04</b>	<b>LIRR Harold Stage 4 - Force Account</b>	11/8/2013	n/a	n/a	n/a	7/24/2014	3/19/2017
<b>VHA03</b>	<b>Procure Materials for Harold Stage 3 - Amtrak F/A</b>	3/26/2013 A	n/a	n/a	n/a	1/20/2014	10/25/2015
<b>VHL03</b>	<b>Procure Materials for Harold Stage 3 - LIRR F/A</b>	3/26/2013 A	n/a	n/a	n/a	6/21/2013 A	11/18/2016
<b>VHA04</b>	<b>Procure Materials for Harold Stage 4 - Amtrak F/A</b>	11/8/2013	n/a	n/a	n/a	8/8/2014	1/18/2017
<b>VHL04</b>	<b>Procure Materials for Harold Stage 4 - LIRR F/A</b>	11/8/2013	n/a	n/a	n/a	2/7/2014	2/5/2017

Data based on the 10/1 IPS

## Federal Railroad Administration High Speed Rail and Harold Interlocking – NEC Congestion Relief Project

### Summary of Budget and Funding

Total Project Cost	FRA Grant	
	Federal	Local Match
368,476,974	294,781,579	73,695,395

Federal Disbursements					
Grant No.	Title	Award Date	Obligated Amount	Amount Disbursed*	Amount Remaining
FR-HSR-0065-11-01-00-NY	FRA-NYSDOT	Aug, 2011	294,781,579	428,159	294,353,420

\* This represents the first disbursement of funds from the HSR Grant.

## Federal Railroad Administration High Speed Rail and Harold Interlocking – NEC Congestion Relief Project

### Budget Comparison

Task	Description	Grant Approved Budget	Current Budget September 2013*	Proposed Grant Budget*
<b>1</b>	<b>Work Plan</b>			
<b>2</b>	<b>Westbound Bypass</b>	<b>\$ 171,657,634</b>	<b>\$ 132,065,259</b>	<b>\$ 149,375,988</b>
	<i>Harold Structures - Part 3 WBBY Slab</i>	\$ -	\$ 4,392,893	\$ 4,025,000
	<i>Harold Structures - Part 3 WBBY Structure Removal</i>	\$ -	\$ 576,246	\$ 336,000
	<i>Harold Structures - Part 3 WBBY</i>	\$ 171,657,634	\$ 113,630,000**	\$ 113,630,000
	<i>Harold Structures - Part 3</i>	\$ -	\$ -	\$ 11,918,323
	<i>Harold Structures Part 3 - Amtrak</i>	\$ -	\$ 8,118,639	\$ 12,756,568
	<i>Harold Structures Part 3 - LIRR</i>	\$ -	\$ 5,347,481	\$ 6,710,097
<b>3</b>	<b>Eastbound Reroute</b>	<b>\$ 87,827,530</b>	<b>\$ 115,941,858</b>	<b>\$ 115,941,858</b>
	<i>Harold Structures - Part 3</i>	\$ 83,676,159	\$ 100,291,407	\$ 100,291,407
	<i>Harold Structures Part 3- Amtrak</i>	\$ 2,011,101	\$ 8,981,159	\$ 8,981,159
	<i>Harold Structures Part 3 - LIRR</i>	\$ 2,140,270	\$ 6,669,292	\$ 6,669,292
<b>4</b>	<b>Westbound/Eastbound Force Account</b>	<b>\$ 55,533,194</b>	<b>\$ 73,617,196</b>	<b>\$ 37,803,212</b>
	<i>Harold Stage 3: Amtrak</i>	\$ -	\$ 9,633,092	\$ 5,268,947
	<i>Harold Stage 3: LIRR</i>	\$ 46,176,531	\$ 10,301,564	\$ 4,899,642
	<i>Harold Stage 4: Amtrak</i>	\$ 823,950	\$ 22,156,686	\$ 6,403,218
	<i>Harold Stage 4: LIRR</i>	\$ -	\$ 2,278,502	\$ 900,807
	<i>Procure Harold Materials Stage 3 - Amtrak</i>	\$ 7,551,185	\$ 19,800,655	\$ 14,850,491
	<i>Procure Harold Materials Stage 3 - LIRR</i>	\$ -	\$ 3,801,308	\$ 2,588,124
	<i>Procure Harold Materials Stage 4 - Amtrak</i>	\$ 981,528	\$ 4,819,872	\$ 2,437,948
	<i>Procure Harold Materials Stage 4 - LIRR</i>	\$ -	\$ 825,517	\$ 454,035

**Federal Railroad Administration High Speed Rail and Harold Interlocking – NEC Congestion Relief Project**
**Budget Comparison (continued)**

Task	Description	Grant Approved Budget	Current Budget September 2013*	Proposed Grant Budget*
<b>5</b>	<b>Loop Interlocking</b>	<b>\$ 31,790,018</b>	<b>\$ 36,511,889</b>	<b>\$ 16,991,128</b>
	<i>Loop Interlocking CIL: Amtrak</i>	\$ 27,184,234	\$ 33,763,652	\$ 14,242,891
	<i>Loop Interlocking CIL</i>	\$ 4,605,784	\$ 2,748,237	\$ 2,748,237
<b>6</b>	<b>Amtrak Washer</b>	<b>\$ 17,759,513</b>	<b>\$ 25,609,200</b>	<b>\$ -</b>
	<i>Harold Structures - Part 4</i>	\$ 17,759,513	\$ 18,412,950	\$ -
	<i>Harold Structures - Part 4: Amtrak</i>	\$ -	\$ 3,939,683	\$ -
	<i>Harold Structures - Part 4: LIRR</i>	\$ -	\$ 3,256,567	\$ -
<b>7</b>	<b>Demolition of Amtrak Buildings</b>	<b>\$ 3,909,085</b>	<b>\$ 3,913,696</b>	<b>\$ -</b>
	<i>Midday Storage Yard Facility- Bldgs # 7,8</i>	\$ 3,622,635	\$ 3,626,908	\$ -
	<i>Midday Storage Yard: Amtrak</i>	\$ 286,450	\$ 286,788	\$ -
<b>8</b>	<b>Administrative Costs</b>	<b>\$ -</b>	<b>\$ 54,665,607</b>	<b>\$ 48,364,787</b>
	<i>GEC CPS</i>	\$ -	\$ 8,618,546	\$ 8,618,546
	<i>Construction Management</i>	\$ -	\$ 24,181,291	\$ 17,880,471
	<i>Contingency</i>	\$ -	\$ 4,926,572	\$ 4,926,572
	<i>Owner Controlled Insurance</i>	\$ -	\$ 16,939,198	\$ 16,939,198
	<b>Total</b>	<b>\$ 368,476,974</b>	<b>\$ 442,324,705</b>	<b>\$ 368,476,974</b>

\* The Proposed Grant Budget has been updated to reflect the current schedule to progress the work.

A series of cost, schedule and risk reviews are underway which may impact the sequence of work and the estimate to complete.

\*\* The Current Budget reflects the value of the contract to be awarded.



## Federal Railroad Administration High Speed Rail and Harold Interlocking – NEC Congestion Relief Project

### Current Budget Status

Task	Description	Grant Approved Budget*	Proposed Grant Budget (9/2013)			Contract Award	Invoiced		
			Total	Federal	Local		Total	Federal	Local
1	Work Plan					\$ -	\$ -	\$ -	\$ -
2	Westbound Bypass	\$ 171,657,634	\$ 149,375,988	\$ 119,500,790	\$ 29,875,198	\$ 4,361,000	\$ 4,361,000	\$ 3,488,800	\$ 872,200
	Harold Structures - Part 3 WBBY Slab	\$ -	\$ 4,025,000	\$ 3,220,000	\$ 805,000	\$ 4,025,000	\$ 4,025,000	\$ 3,220,000	\$ 805,000
	Harold Structures - Part 3 WBBY Structure Removal	\$ -	\$ 336,000	\$ 268,800	\$ 67,200	\$ 336,000	\$ 336,000	\$ 268,800	\$ 67,200
	Harold Structures - Part 3 WBBY	\$ 171,657,634	\$ 113,630,000	\$ 90,904,000	\$ 22,726,000	\$ -	\$ -	\$ -	\$ -
	Harold Structures - Part 3		\$ 11,918,323	\$ 9,534,658	\$ 2,383,665	\$ -	\$ -	\$ -	\$ -
	Harold Structures Part 3 - Amtrak	\$ -	\$ 12,756,568	\$ 10,205,254	\$ 2,551,314	\$ -	\$ -	\$ -	\$ -
	Harold Structures Part 3 - LIRR	\$ -	\$ 6,710,097	\$ 5,368,078	\$ 1,342,019	\$ -	\$ -	\$ -	\$ -
3	Eastbound Reroute	\$ 87,827,530	\$ 115,941,858	\$ 92,753,486	\$ 23,188,372	\$ -	\$ -	\$ -	\$ -
	Harold Structures - Part 3	\$ 83,676,159	\$ 100,291,407	\$ 80,233,126	\$ 20,058,281	\$ -	\$ -	\$ -	\$ -
	Harold Structures Part 3 - Amtrak	\$ 2,011,101	\$ 8,981,159	\$ 7,184,927	\$ 1,796,232	\$ -	\$ -	\$ -	\$ -
	Harold Structures Part 3 - LIRR	\$ 2,140,270	\$ 6,669,292	\$ 5,335,434	\$ 1,333,858	\$ -	\$ -	\$ -	\$ -
4	Westbound/Eastbound Force Account	\$ 55,533,194	\$ 37,803,212	\$ 30,242,570	\$ 7,560,642	\$ 4,641,714	\$ 4,641,714	\$ 3,713,371	\$ 928,343
	Harold Stage 3: Amtrak	\$ -	\$ 5,268,947	\$ 4,215,158	\$ 1,053,789	\$ 2,093,905	\$ 2,093,905	\$ 1,675,124	\$ 418,781
	Harold Stage 3: LIRR	\$ 46,176,531	\$ 4,899,642	\$ 3,919,714	\$ 979,928	\$ 2,547,809	\$ 2,547,809	\$ 2,038,247	\$ 509,562
	Harold Stage 4: Amtrak	\$ 823,950	\$ 6,403,218	\$ 5,122,574	\$ 1,280,644	\$ -	\$ -	\$ -	\$ -
	Harold Stage 4: LIRR	\$ -	\$ 900,807	\$ 720,646	\$ 180,161	\$ -	\$ -	\$ -	\$ -
	Procure Harold Materials Stage 3 - Amtrak	\$ 7,551,185	\$ 14,850,491	\$ 11,880,393	\$ 2,970,098	\$ -	\$ -	\$ -	\$ -
	Procure Harold Materials Stage 3 - LIRR	\$ -	\$ 2,588,124	\$ 2,070,499	\$ 517,625	\$ -	\$ -	\$ -	\$ -
	Procure Harold Materials Stage 4 - Amtrak	\$ 981,528	\$ 2,437,948	\$ 1,950,358	\$ 487,590	\$ -	\$ -	\$ -	\$ -
	Procure Harold Materials Stage 4 - LIRR	\$ -	\$ 454,035	\$ 363,228	\$ 90,807	\$ -	\$ -	\$ -	\$ -

## Federal Railroad Administration High Speed Rail and Harold Interlocking – NEC Congestion Relief Project

### Current Budget Status (continued)

Task	Description	Grant Approved Budget*	Proposed Grant Budget (9/2013)			Contract Award	Invoiced		
			Total	Federal	Local		Total	Federal	Local
<b>5</b>	<b>Loop Interlocking</b>	<b>\$ 31,790,018</b>	<b>\$ 16,991,128</b>	<b>\$ 13,592,902</b>	<b>\$ 3,398,226</b>	<b>\$ 2,748,237</b>	<b>\$ 788,654</b>	<b>\$ 630,923</b>	<b>\$ 157,731</b>
	<i>Loop Interlocking CIL: Amtrak</i>	\$ 27,184,234	\$ 14,242,891	\$ 11,394,313	\$ 2,848,578	\$ -	\$ -	\$ -	\$ -
	<i>Loop Interlocking CIL</i>	\$ 4,605,784	\$ 2,748,237	\$ 2,198,590	\$ 549,647	\$ 2,748,237	\$ 788,654	\$ 630,923	\$ 157,731
<b>6</b>	<b>Replacement of Amtrak Car Washer</b>	<b>\$ 17,759,513</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
	<i>Harold Structures - Part 4</i>	\$ 17,759,513	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<i>Harold Structures - Part 4: Amtrak</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<i>Harold Structures - Part 4: LIRR</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>7</b>	<b>Demolition of Amtrak Buildings</b>	<b>\$ 3,909,085</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
	<i>Midday Storage Yard Facility- Bldgs # 7,8</i>	\$ 3,622,635	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<i>Midday Storage Yard: Amtrak</i>	\$ 286,450	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>8</b>	<b>Administrative Costs</b>	<b>\$ -</b>	<b>\$ 48,364,787</b>	<b>\$ 38,691,830</b>	<b>\$ 9,672,957</b>	<b>\$ 16,939,198</b>	<b>\$16,939,198</b>	<b>\$13,551,358</b>	<b>\$3,387,840</b>
	<i>GEC CPS</i>	\$ -	\$ 8,618,546	\$ 6,894,837	\$ 1,723,709	\$ -	\$ -	\$ -	\$ -
	<i>Construction Management</i>	\$ -	\$ 17,880,471	\$ 14,304,377	\$ 3,576,094	\$ -	\$ -	\$ -	\$ -
	<i>Contingency</i>	\$ -	\$ 4,926,572	\$ 3,941,258	\$ 985,314	\$ -	\$ -	\$ -	\$ -
	<i>Owner Controlled Insurance</i>	\$ -	\$ 16,939,198	\$ 13,551,358	\$ 3,387,840	\$ 16,939,198	\$16,939,198	\$13,551,358	\$3,387,840
	<b>Total</b>	<b>\$ 368,476,974</b>	<b>\$ 368,476,974</b>	<b>\$ 294,781,579</b>	<b>\$73,695,395</b>	<b>\$ 28,690,149</b>	<b>\$26,730,566</b>	<b>\$21,384,453</b>	<b>\$5,346,113</b>

\*Grant Approved Budget will be revised upon receipt of concurrence from FRA and NYSDOT.

## Federal Railroad Administration High Speed Rail and Harold Interlocking – NEC Congestion Relief Project

### Status of Submissions and Approvals

TASK	CONTRACT	DESCRIPTION	DESIGN		CONTRACT DOCUMENTS		AGENCY AGREEMENTS			
			SUBMITTED TO FRA	APPROVED BY FRA	SENT TO NYSDOT	APPROVED BY NYSDOT	PI APPROVED (Amtrak)	MOU APPROVED (LIRR)	PI/MOU APPROVED BY NYSDOT	NOTICE TO PROCEED ISSUED
<b>Westbound Bypass</b>										
2	CQ031	WBBY Track Slab	4/17/2012	5/4/2012	5/1/2013	5/2/2013	8/9/2013	8/29/2013		
2	CH053	WBBY Structure Removal	4/17/2012	5/4/2012	6/13/2013	6/18/2013	8/9/2013	8/29/2013		
2	CH057A	WBBY Construction	4/17/2012	5/4/2012	5/16/2013	6/20/2013	N/A	N/A	N/A	
<b>Westbound/Eastbound Force Account</b>										
4	FHA03	Harold Stage 3: Amtrak (Force Account)	10/4/2012	10/15/2012						
4		Harold Stage 3: Amtrak (Catenary)	5/8/2013	6/14/2013						
4	FHL03	Harold Stage 3: LIRR	10/4/2012	10/15/2012						
4	VHA03	Procure Harold Materials Stage 3 - Amtrak	5/8/2013	6/14/2013	7/26/2013	9/26/2013	N/A	N/A	N/A	N/A
4	VHL03	Procure Harold Materials Stage 3 - LIRR	5/8/2013	6/14/2013	7/26/2013	9/26/2013	N/A	N/A	N/A	N/A
<b>Loop Interlocking</b>										
5	FQA65	Loop Interlocking & Catenary : Amtrak	90% Design 3/15/2013 100% Design 5/2/2013	7/13/2013						
5	VQ065	Loop Interlocking CIH	1/11/2012	5/17/2012	5/17/2012	5/18/2012	5/10/2012		5/18/2012	9/12/2012

	Indicates Active Construction
	Indicates Completed Construction

## Federal Railroad Administration High Speed Rail and Harold Interlocking – NEC Congestion Relief Project

### Active Construction Contracts Summary

Project Description/ Contractor	Status	Budget at Award (\$M)	Original Contract Award (\$M)	CURRENT VALUE			Estimate at Completion (\$M)	Cost Expenditure % Complete		Invoiced	NTP	Substantial Completion			Remarks
				Current Approved Contract (\$M)	Remaining Budget (\$M)	Total Budget (\$M)		Plan	Actual			Plan		Forecast	
												Orig	Revised		
<b>HAROLD INTERLOCKING</b>															
VQ065 - Loop Interlocking CILs Amtrak	NO	2.7	2.7	2.7	0.0	2.7	2.7	47.0	93.0	0.8	09/12/12	03/14	03/14	10/13	Manufacturing of LOOP CIH has been completed.
FHA03 – Early Work Harold Stage 3 Amtrak Force Account Line 2 and 4 Tracks Amtrak	NO	9.6	1.9	2.1	7.5	9.6	1.9	100.0	99.0	2.1	07/19/13	N/A	08/13	08/13	Line 2 & Line 4 track work during Long Term Outage have been successfully completed.

Status	Red – Critical Path (CP)	Blue – Near Critical (NC)	Black – Not Critical (NO)
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Note: For information regarding the Regional Investment portion of the Queens Bored Tunnels and Structures (CQ031) and Harold Structures Part 1 and GO2 Substation (CH053) contracts, please see pages 31 and 37.

**Loop Interlocking CILs (VQ065)**

**Jul, Aug, Sep '13**

**Contractor:** Amtrak

**Construction Manager:** Chuck Miller

**FTA Grant:**FR-HSR-0065-11-01-00-NY

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

Construction



Delivery of LOOP CIH at Lancaster, PA.



Delivery of LOOP CIH at Lancaster, PA.

**Progress, Schedule and Cost**

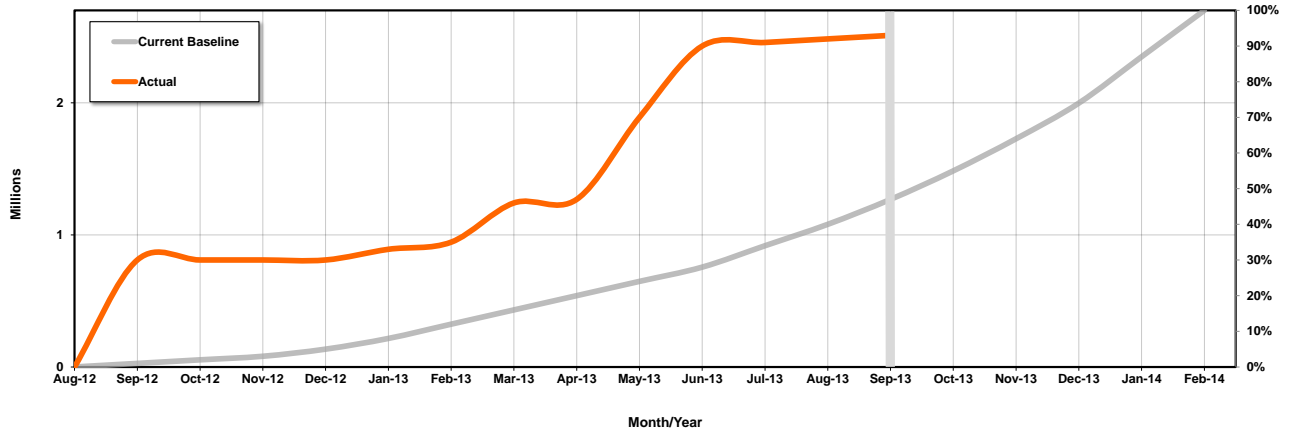
**Schedule:**

1. **Progress:** Manufacturing of LOOP CIH has been completed ahead of schedule.
2. **Critical Issues:** None
3. **Mitigation:** N/A
4. **4<sup>th</sup> Quarter '13 Look Ahead:** Ship LOOP CIH on October 9, 2013. With early completion, Amtrak resources are being identified to begin installation before the end of the year.

**Cost:** As of 09/30/13, zero modifications have been executed. This contract is 100% Regional Investment.

Milestones VQ065				
Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/Forecast
#	Description			
N/A	NTP	09/12/12	09/12/12	09/12/12 (A)
N/A	Delivery of LOOP CIH	03/31/14	03/31/14	10/09/13
N/A	Delivery of T CIH	01/31/14	01/31/14	07/19/13 (A)
N/A	Substantial Completion	03/31/14	03/31/14	10/31/13
N/A	Final Completion	04/30/14	04/30/14	10/31/13
<b>Schedule Progress</b>		<b>3<sup>rd</sup> Quarter</b>		<b>Cumulative</b>
<b>Cost Expenditure</b>		<i>Plan</i>	<i>Actual</i>	<i>Plan</i> <i>Actual</i>
Percent Complete		<b>19.0</b>	<b>3.0</b>	<b>47.0</b> <b>93.0</b>
Contract Costs (\$000) as of 09/30/13				
		VQ065	Total	
Budget at Award		2,748	2,748	
Current Budget		2,748	2,748	
Original Award		2,748	2,748	
Approved Changes		0	0	
Current Contract Value		2,748	2,748	
Invoiced Amount		788	788	
Estimate at Completion		2,748	2,748	

Progress Curve (VQ065)



Coordination Issues

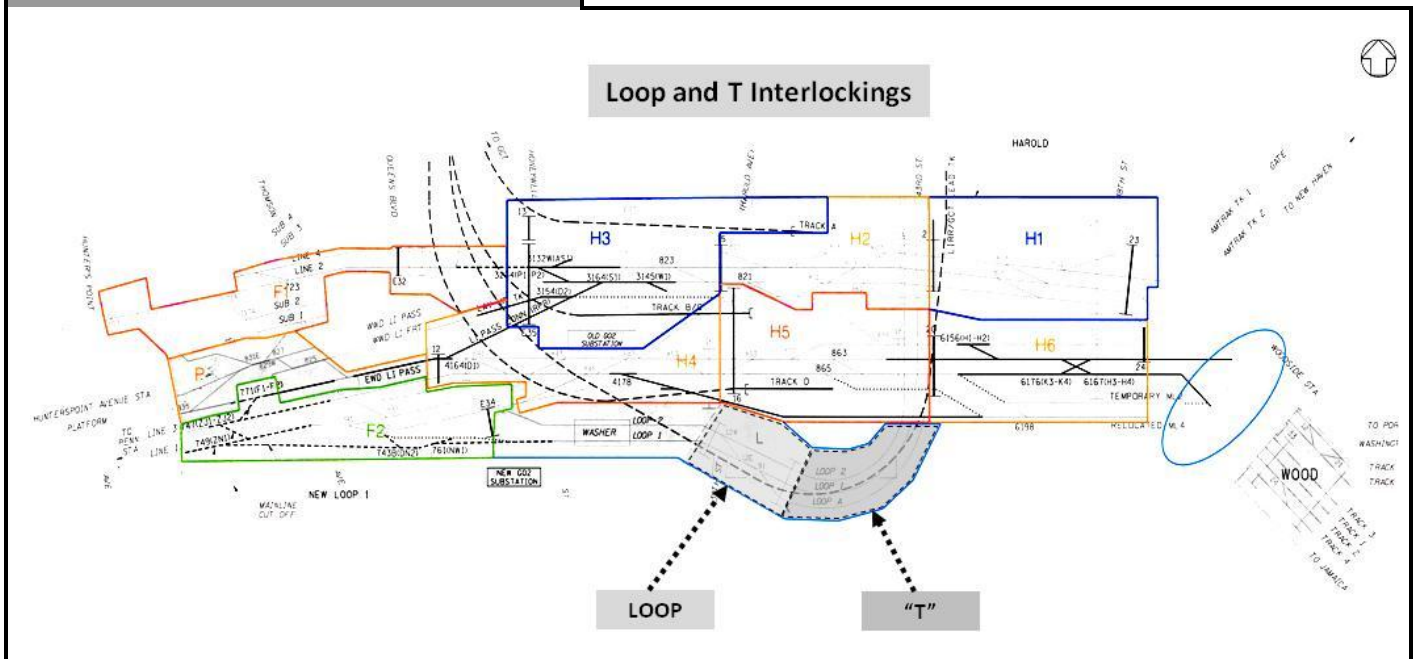
Real Estate: N/A

Permits: N/A

Railroad Agencies: Amtrak

MOU: PI #12 signed

Site Map



**Harold Early Stage 3 – Amtrak Force Account (FHA03)**

**Jul, Aug, Sep '13**

**Contractor:** Amtrak

**Construction Manager:** Peter Malvese

**FRA Grant:** FR-HSR-0065-11-01-00-NY

Construction

**Description:** Demolish and rebuild tracks on Line 2 and 4 for Westbound Bypass Under Track Slab Construction; Reinstall tracks and 3<sup>rd</sup> rails on Line 2 and 4; Install new 2,911 feet track panels on Line 2 and Line 4 tracks including 580 feet over the track slab; All of the work will be performed during the summer long term Line 2 and Line 4 track out of service, July 19 to Aug 19, 2013.



*Cutting Old Rails and Cleaning Up the Work Area.*



*Cutting Scrap Rails from Line 2 and Line 4 (Summer Outage).*

**Progress, Schedule and Cost**

**Schedule:**

**1. Progress:**

- Clean-up area and move all equipment back to division
- Cut and remove old rails out from job site (80% complete)

**2. Critical Issues:** No issues.

**3. Mitigation:** N/A.

**4. 4<sup>th</sup> Quarter Look Ahead:** Complete removing all of the old rails out of the job site.

**Cost:** As of 09/30/13, zero modifications have been executed. This contract is 100% Regional Investment. Award amount is for summary outage work only.

**Milestones Early FHA03 – Line 2 and 4 Summer Outage\***

Milestones		Original Baseline (Approved Plan)	Current Baseline (Approved Plan)	Actual/Forecast
#	Description			
N/A	Commence Early Stage 3	N/A	07/19/13	07/19/13 (A)
N/A	Remove & Install Track Line 2	N/A	07/19/13	07/19/13 (A)
N/A	Line 2 Track Back to Service	N/A	08/05/13	08/05/13 (A)
N/A	Remove & Install Track Line 4	N/A	08/03/13	08/03/13 (A)
N/A	Line 4 Track Back to Service	N/A	08/19/13	08/19/13 (A)
N/A	Complete Summer Outage	N/A	08/20/13	08/20/13 (A)

\*Milestones are only based on summer outage work.

Schedule Progress	3 <sup>rd</sup> Quarter		Cumulative	
Cost Expenditure	Plan	Actual	Plan	Actual
Percent Complete*	100.0	99.0	100.0	99.0

\*Percent complete is only based on the summer outage work.

**Contract Costs (\$000) as of 09/30/13**

	FHA03	Total
Budget at Award	9,633	9,633
Current Budget	9,633	9,633
Original Award	1,947	1,947
Approved Changes	-	-
Current Contract Value	2,093	2,093
Invoiced Amount	2,093	2,093
Estimate at Completion*	1,947	1,947

\*The EAC represents the summer outage only.

### Coordination Required

**Real Estate:** None required

**Permits:** None required

**Railroad Agencies:** LIRR and Amtrak

**MOU:** Amtrak Force Account Agreement has been in process of sign

### Site Map

