

*Project Update
August 2019*



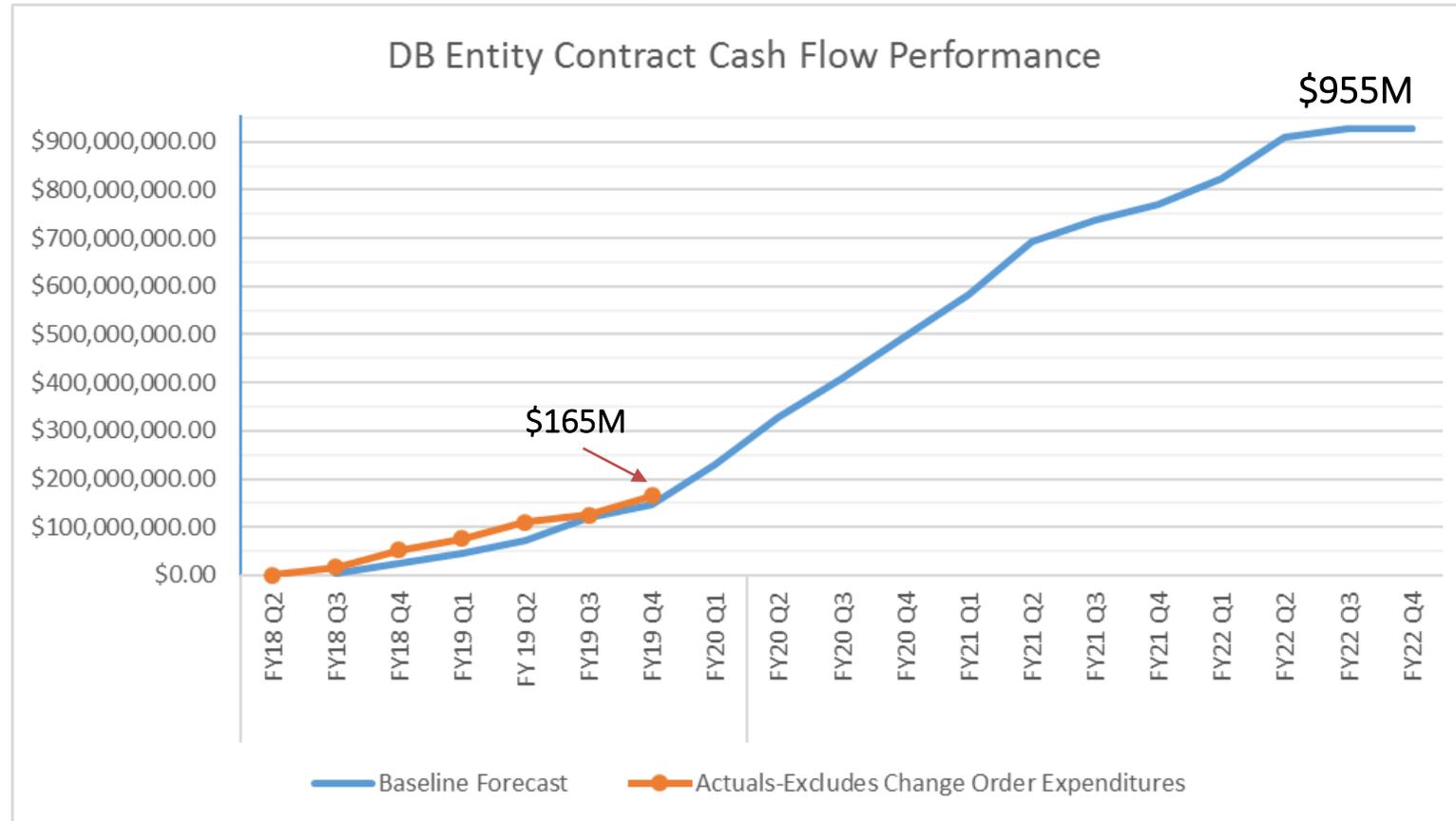
Agenda

- Program Control Metrics
- Significant Active Work Areas/Site Conditions
- Job Progress/Photos
- Schedule Pressures/Risks



Initial Performance Indicator – Dashboard Graphics

DB Entity Contract Cash Flow Performance

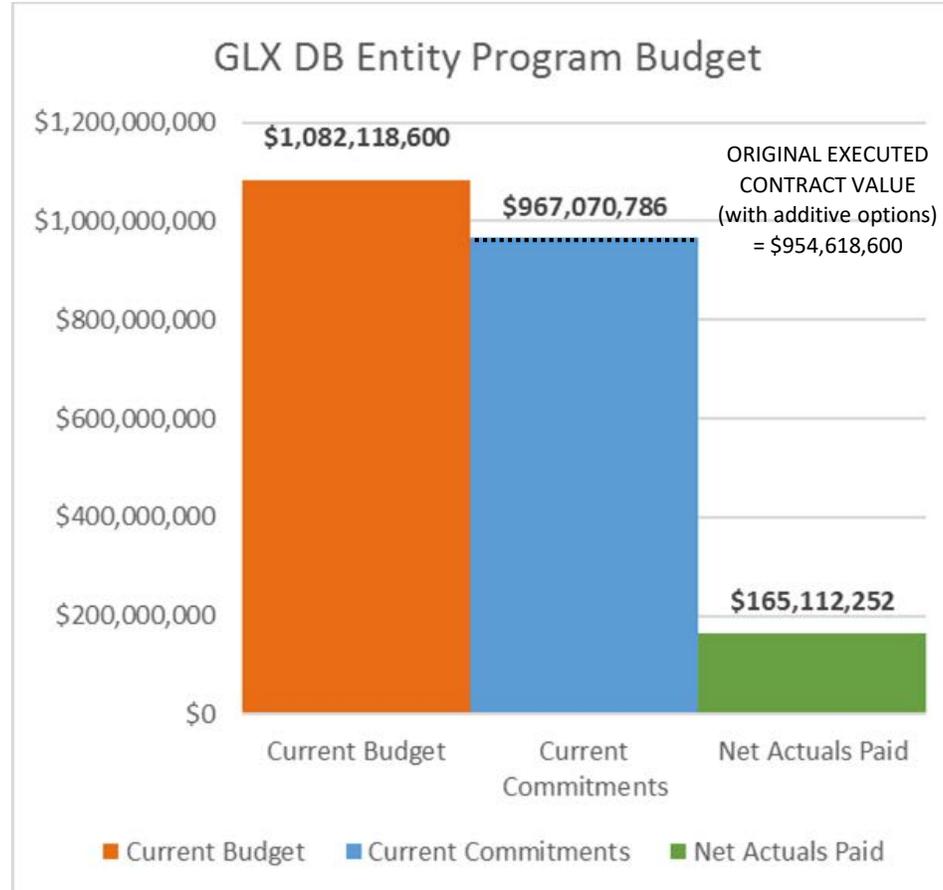


* Updated Quarterly. Data as of 6/26/19.



Initial Performance Indicator – Dashboard Graphics

DB Entity Contract Budget vs. Commitments vs. Actuals



* The graph above shows the status of the largest GLX Cost Center = the DB Entity Base Contract Value (\$967M in blue), in addition to the MBTA Owner Contingency Value (for the DB Contract in orange). The \$165.1M of Paid (green) includes DB Entity Invoices 14 and 15 for \$14.5M and \$18.2M respectively, paid by the MBTA in June 2019.

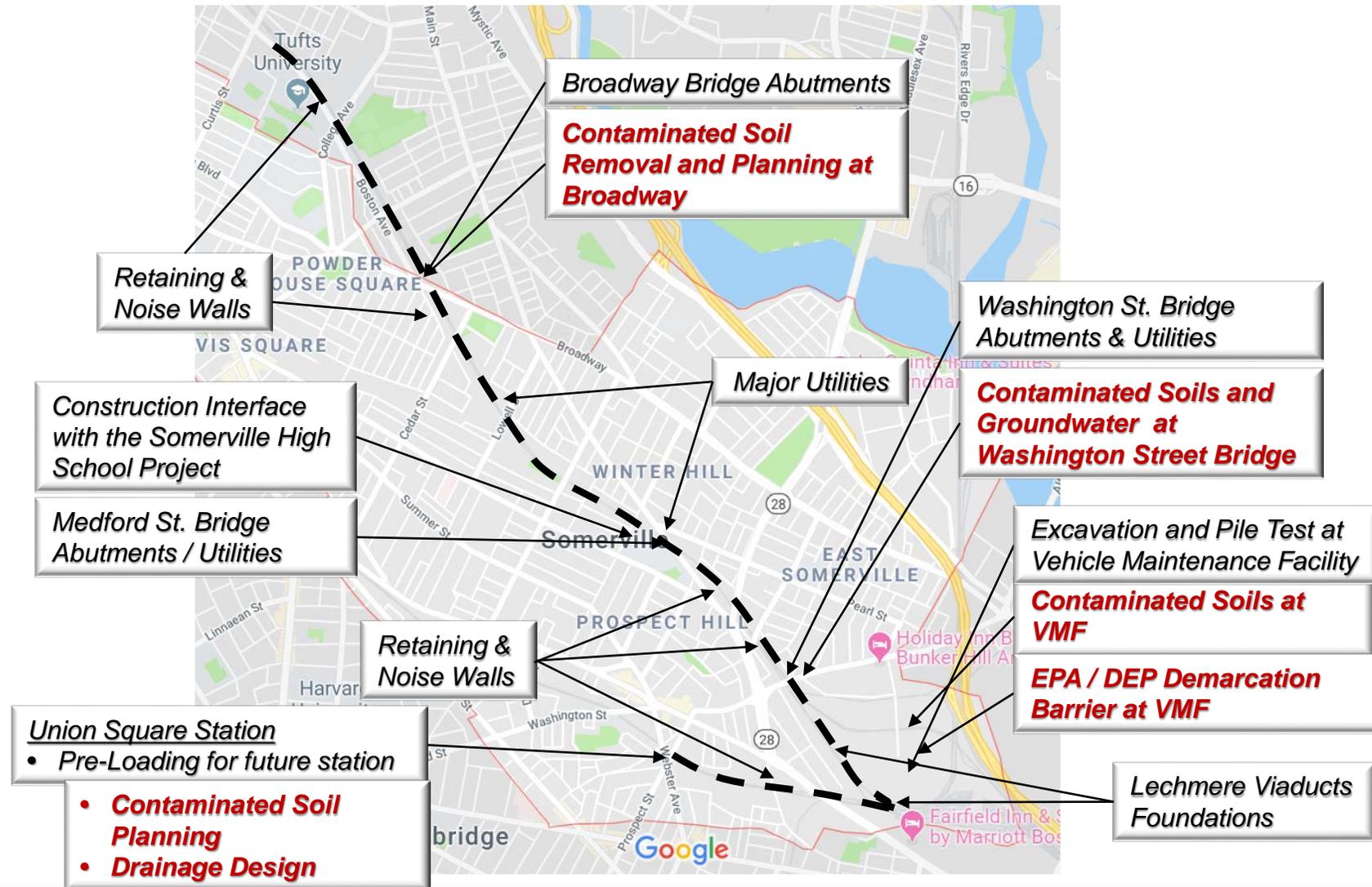




Work Fronts/Site Conditions



Significant Active Work Areas



Progress Photos



Progress Photos



Broadway Bridge

- *Permanent foundation work commences this month*
- *New bridge deck steel fabrication underway*

Progress Photos



Washington St. Bridge

- *New north and south abutments have been poured*
- *Drainage work continues; structural steel delivery next month*

Progress Photos



Sub surface drainage work continues
(existing and new)

Progress Photos



Vehicle Maintenance Facility

- *270 foundation piles being driven*
- *Site grading to continue; drainage work underway*

Progress Photos



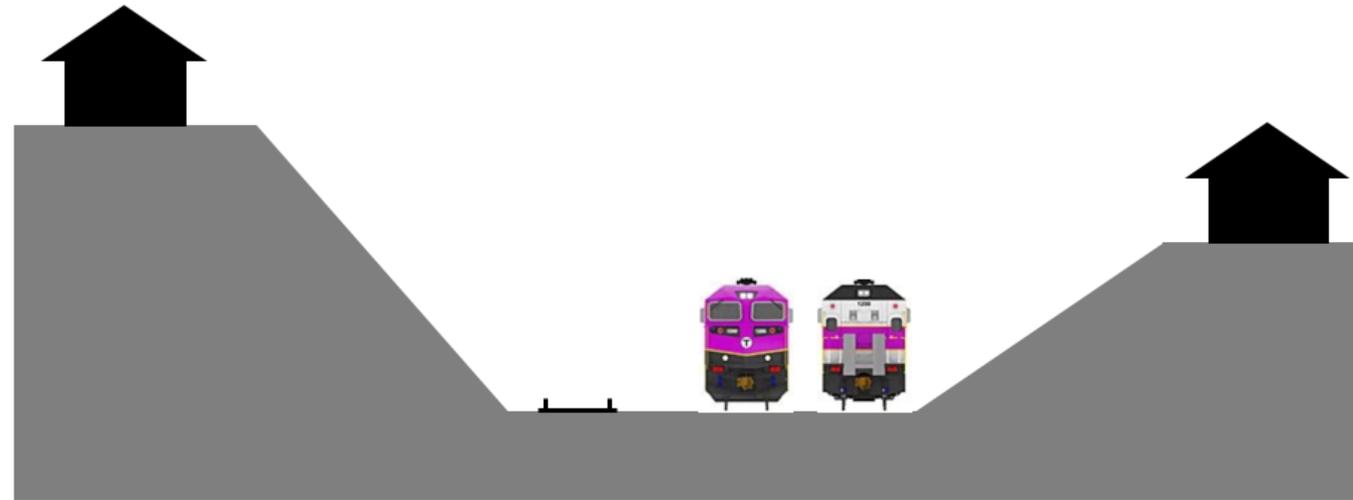
Retaining & Noise Walls

Noise & Retaining Walls between McGrath Hwy – Walnut St.

– Awaiting panel installation

Construction Sequencing

Original Configuration



Fall 2018



Construction Sequencing

Current Configuration



2019 Performance Goal: November 2019

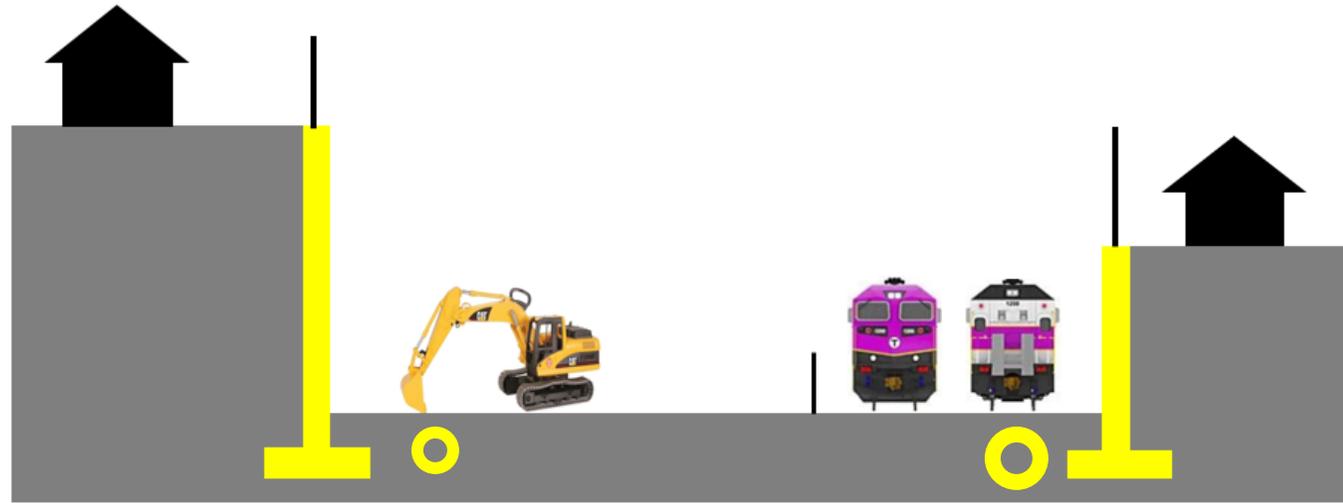


Remaining 2019 Goal =
Lowell Commuter Rail Line
NH1 and NH2 Shift to the East Side
Before the Winter



Construction Sequencing

2020 / 2021



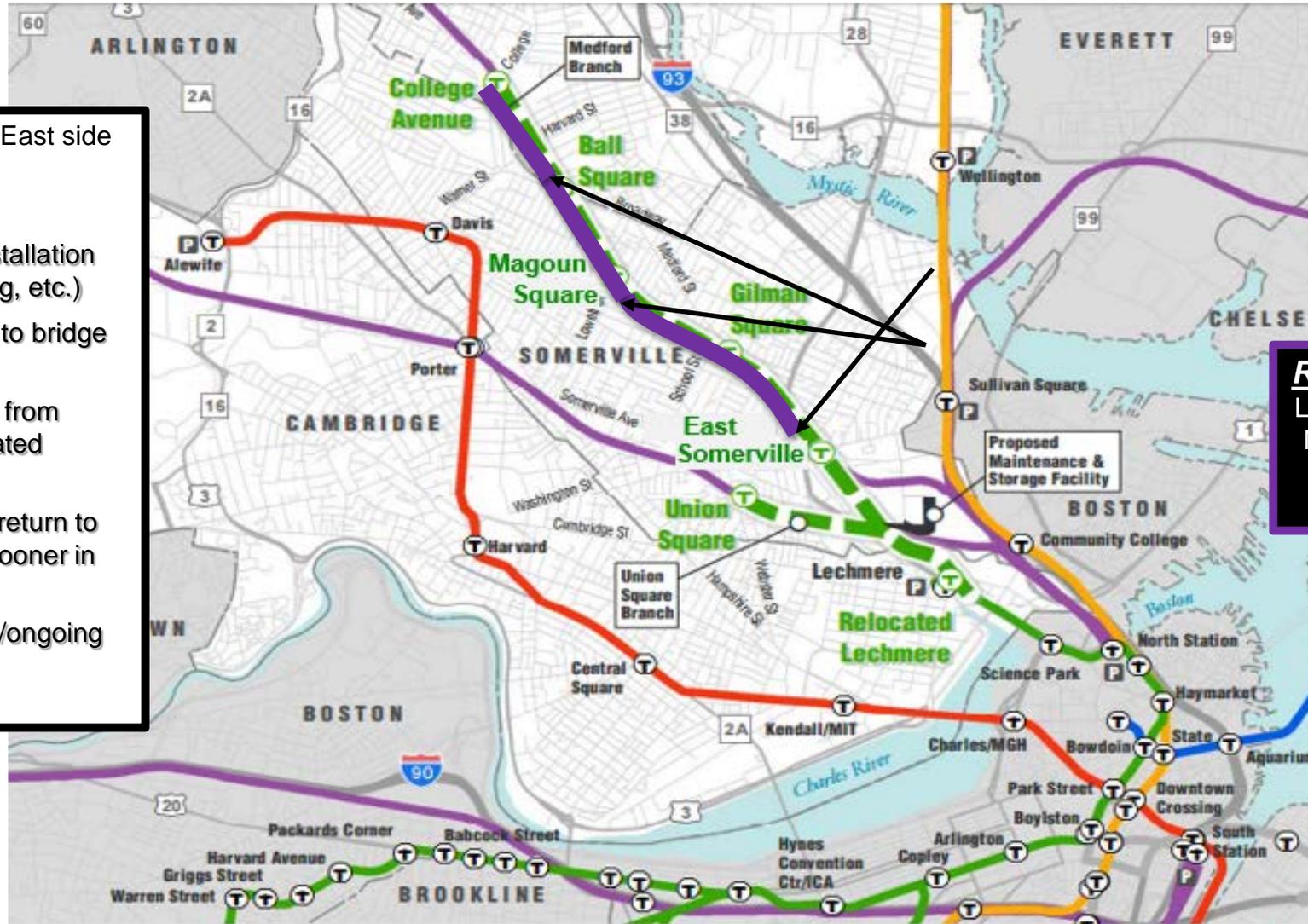
New
Green Line
In Service



Remaining 2019 Performance Goal

Shift NH-1 and NH-2 to the East side
BENEFITS

1. Minimizes winter track installation constraints (rail distressing, etc.)
2. Minimizes winter impacts to bridge and station construction
3. Mitigates against impacts from potential future contaminated excavations
4. Allows Commuter Rail to return to normal operating speed sooner in GLX Corridor
5. Resolves some of the top/ongoing disputes



Remaining 2019 Goal:
Lowell Commuter Rail Line
NH1 and NH2 Shift to the
East Side
Before the Winter





Schedule Pressures



Project Schedule Highlights

	From Board Presentation March 2017	<i>Stated</i>
1. Federal Transit Administration (FTA) Risk Refresh	1/25/17 - 1/26/17	1/25/17 – 1/26/17 (Actual)
2. Issue Request for Proposals for DB Shortlist	3/14/17	3/14/17 (Actual)
3. Hold One-on-Ones	3/28/17 – 4/20/17	3/28/17 – 4/20/17 (Actual)
4. Alternative Technical Concept (ATC) Process	6/8/17 – 8/9/17	6/8/17 – 8/9/17 (Actual)
5. Design Build Proposals Due	9/28/17	9/28/17 (Actual)
6. Bid Opening/Select Design Build Entity	11/28/17	11/28/17 (Actual)
7. Notice to Proceed to Design Build Entity	2/9/18	*12/20/17 (Actual)

* 7 weeks earlier than the original schedule to create schedule benefit from 2018 construction season



Current Schedule Pressures

	From Board Presentation March 2017	<i>Stated</i>
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Interim Milestones

- Lowell Line Commuter Rail Track Shift 11/15/19 ** Goal

**** Schedule recovery initiatives are in progress --- to avoid winter risks and to achieve contractual milestones dates**



Schedule Pressures: Contributing Factors

- Design progression
- DB Entity organization capacity (planning and resources)
- Slow critical path progression on primary drainage installation
- Differing Site Conditions (contaminated soils/groundwater)
- Utilities and subsurface obstructions (disputed)
- Upcoming winter impacts on track work and bridge work
- Potential for additional Differing Site Conditions/utility issues



Project Schedule Recovery Initiatives

- Enforcement of contractual deliverables/milestones
- Accelerated design reviews/design package breakout
- Additional resources (staffing and equipment)
- Longer work hours (additional shifts, weekends, night work)
- DB Entity working “at-risk”
- Supportive engagement with Railroad Operations/Keolis
- Railroad Operations considerations (improved/larger work zones and improved safety)



Other Commuter Rail Road Operations Objectives

- Common goal of getting Lowell Line tracks over to permanent alignment before the winter, allowing for:
 - A sooner-than-planned return to Maximum Allowable Speed in the GLX corridor (trains are currently operating at a reduced speed through the work zone)
 - Minimized disruption to Commuter Rail/Amtrak passengers
 - A wider work zone and greater/safer separation between work activities and commuter operations



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