Project Update
August 2019
Agenda

- Program Control Metrics
- Significant Active Work Areas / Site Conditions
- Job Progress / Photos
- Schedule Pressures / Risks
DB Entity Contract Cash Flow Performance

* Updated Quarterly. Data as of 6/26/19.
* 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
Fiscal Management & Control Board Meeting
August 12, 2019

Significant Active Work Areas

- Broadway Bridge Abutments
  - Contaminated Soil Removal and Planning at Broadway
- Retaining & Noise Walls
- Construction Interface with the Somerville High School Project
- Washington St. Bridge Abutments & Utilities
  - Contaminated Soils and Groundwater at Washington Street Bridge
- Major Utilities
- Lechmere Viaducts Foundations
- Medford St. Bridge Abutments / Utilities
- Union Square Station
  - Pre-Loading for future station
  - Contaminated Soil Planning
  - Drainage Design
- Excavation and Pile Test at Vehicle Maintenance Facility
  - Contaminated Soils at VMF
- EPA / DEP Demarcation Barrier at VMF
Progress Photos

Viaduct Foundation Work
Progress Photos

Broadway Bridge

- Permanent foundation work commences this month
- New bridge deck steel fabrication underway
Washington St. Bridge

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

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
Track 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. Minimize Winter Impacts to Bridge and Station Construction
3. Mitigate against impacts from potential future contaminated excavations
4. Will allow 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 Track Shift to the East Side Before the Winter
Schedule Pressures
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* 7-weeks earlier than the original schedule to create schedule benefit from 2018 construction season
## Current Schedule Pressures

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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 Pressure – 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 RR Operations / Keolis
- Rail Road Operations Considerations (Improved/Larger Work Zones and improved safety)
Other Commuter Rail Road Operations Objectives

- Common Goal for getting Lowell Line tracks over to permanent alignment before the Winter.

- Will allow for
  - a sooner-than-planned return to Maximum Allowable Speed in the GLX corridor (trains currently operating at a reduced speed through the work zone)
  - minimized disruption Commuter Rail passengers / Amtrak
  - a wider work zone and greater/safer separation between work activities and commuter operations
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