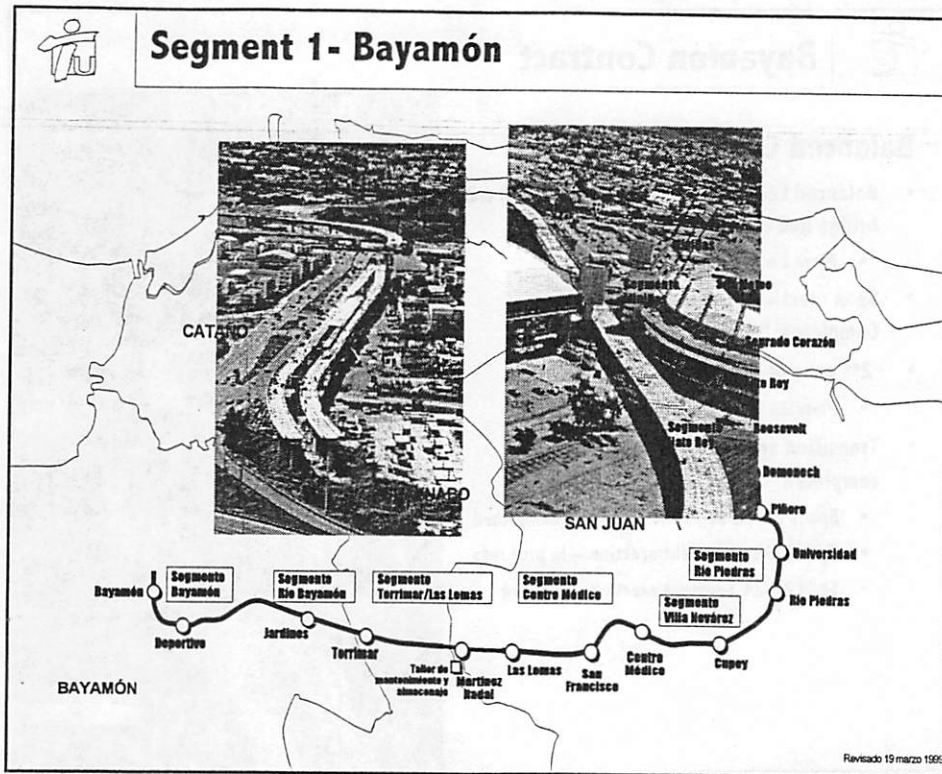


No. 15 - Minillas Extension Report

Status

- Final ROD signed by FTA Washington
- Request to proceed to final design submitted:
 - Financial Plan
 - VE Report
 - PMP Rev. 7 (Due February 2001)
- Section 106 Programmatic Agreement Executed
 - Implementation Steps Commenced
- FFGA – new status update submitted
- CO # 24 – Sagrado Corazon Tail Track



Bayamón Contract

Construction Progress

	Project Fabricated to Date		
	Total	No.	%
Bayamón Station			
Diaphragms	10	10	100
Platform Beams	18	18	100
Deportivo Station			
Diaphragms*	10	10	100
Platform Beams	24	24	100
Guideway			
Piles driven	1118	1118	100
Segments fabrication	970	970	100
Pile caps	62	61	98
Spread footing	40	40	100
Foundation (Total)	102	101	99
Piers	102	101	99
Pier Caps	102	100	98
Spans	100	95	95

* Integral part of the pier cap



Bayamón Contract

Balanced Cantilever

- **Balanced Cantilever construction over PR #2 bridge and PR #5 intersection**
 - Piers 24-30 - Completed
- **Span erection on temporary pier area – Completed (temporary pier is free)**
- **2nd pour of Piers Caps**
 - Piers 28 & 30 – In Progress
- **Transition spans 20-24 design change completed**
 - Spans 20-22 Segment erection- Completed
 - Span 22-23 Segment erection – In progress
 - Span 23-24 Segment erection - Pending



Bayamón Contract

Guideway

- **Acoustical barrier/walkway fabrication in progress**
- **Acoustical barrier erection is in progress**
- **Pier 82- Abutment foundation is completed and abutment is in progress**
- **Restoration of Santa Rosa Development marginal road in progress**

Bayamón Station Construction Status

- **Pre-cast Platform Beams - Completed**
- **Phase III remediation**
- **Underground oil storage tank area – Completed**
- **Removal of Hazardous Material- In Progress**
- **Station Columns - 80% Complete**
- **Steel Structure Assembly for Canopy – In Progress**
- **Floor Slab North & South Entrances – In Progress**

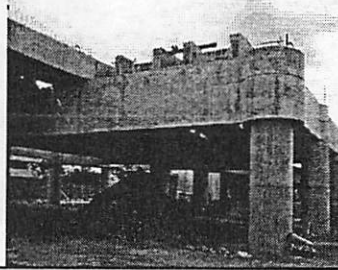




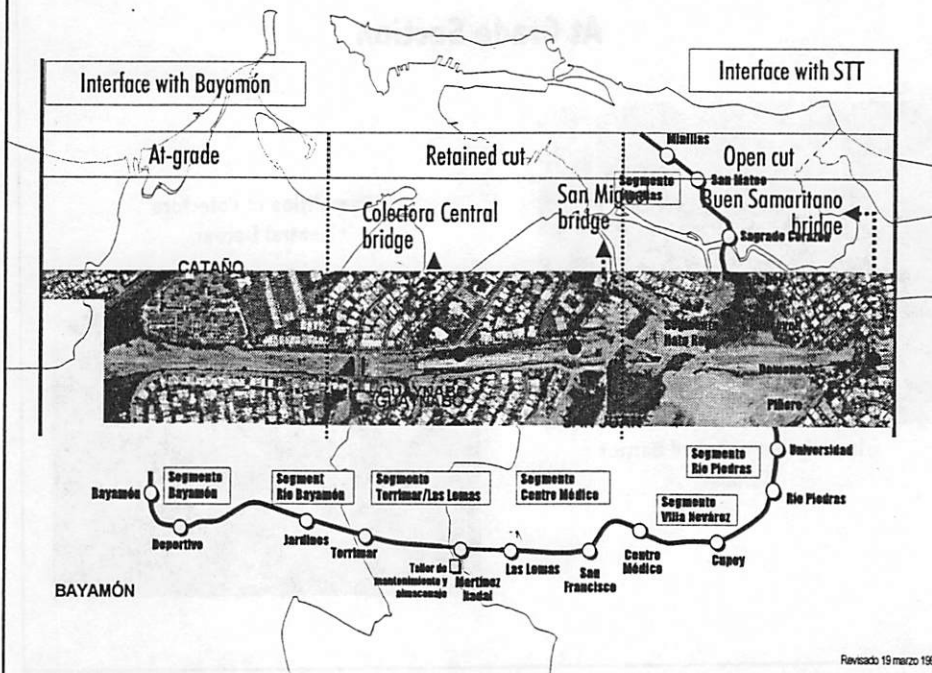
Bayamón Contract

Deportivo Station Construction

- Span erection in station area - 100% Completed
- Headhouse Columns - 100% Completed
- Headhouse Beams - In Progress
- Erection of Pre-cast platform beams - In Progress
- Station Walls - In Progress



Segment 2- Río Bayamón





Río Bayamón Contract

At Grade Section

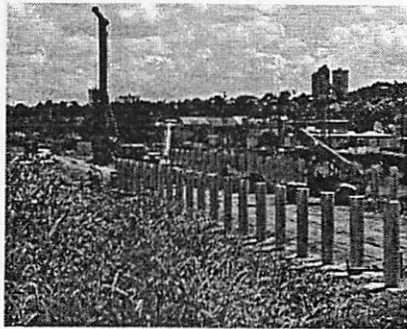
- **Work Status**
 - ▶ Sound Barrier Columns – 45%
 - ▶ Storm Sewer Systems – 92%
 - ▶ Demolition of Colectora Central Detour – 30%
 - ▶ Utilities Relocation – 89%
 - ▶ Final Grading for Sub Ballast – 40%

- **Work Remaining**
 - ▶ Sub Ballast Installation
 - ▶ Security Walls and Fences
 - ▶ Landscaping
 - ▶ BPSS #1 (By Others)



Río Bayamón Contract

At Grade Section



Installation of Sound Barrier Columns

Demolition of Colectora Central Detour

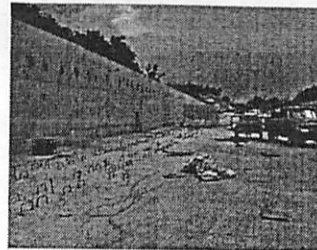




Río Bayamón Contract

Retained Cut Section

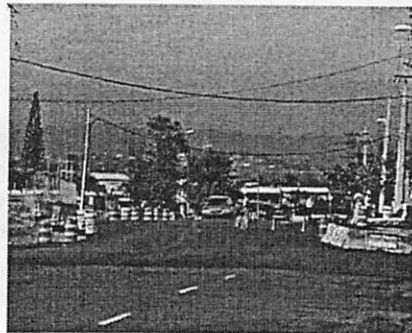
- **Work Status**
 - ▶ Structure – 100%
 - ▶ Storm Sewer Systems – 68%
 - ▶ Pump Station Structure – 100%
 - ▶ Backfill Behind Retained Cut Walls
 - North Side – 50%
 - South Side – 44%
 - ▶ Track Plinth Stirrups
 - Drilled – 83%
 - Installed – 5%



Río Bayamón Contract

Colectora Central Bridge

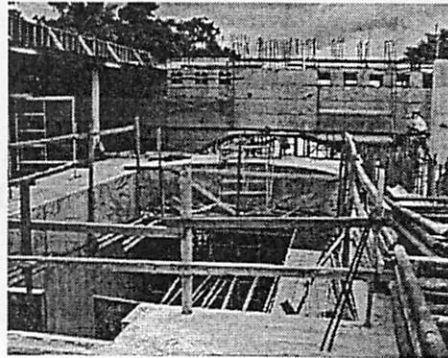
- **Work Status**
 - ▶ Open to traffic since September 16, 2000
 - ▶ Parapets – 65%
 - ▶ Sidewalks – 9%
 - ▶ Utilities Relocation – 9%





Río Bayamón Contract

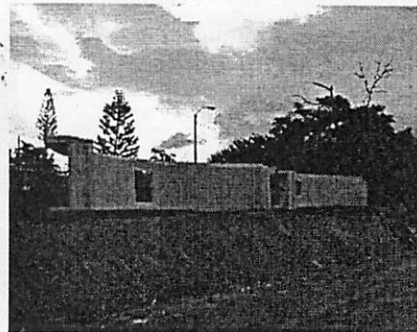
Jardines Station



Río Bayamón Contract

Jardines Station

- **Work Status**
 - ▶ **Roof Canopy – 10%**
 - ▶ **Vaults “Bóveda” Fabrication – 10%**

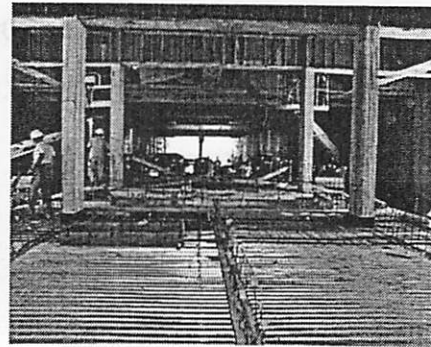
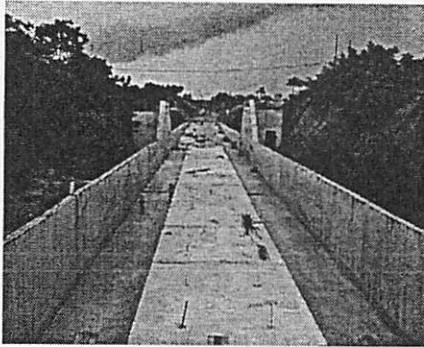




Río Bayamón Contract

Jardines Station

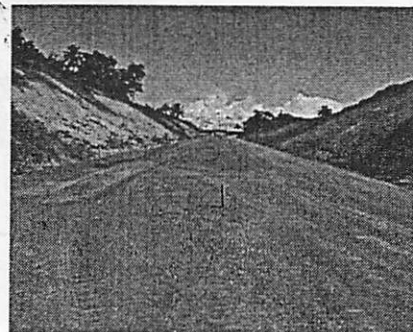
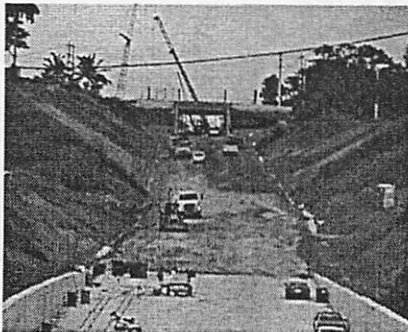
- **Work Status**
 - ▶ Platform Walls – 100%
 - ▶ Platform Slabs – 85%



Río Bayamón Contract

Open Cut Section

- **Work Status**
 - ▶ Sub Ballast Installation – 100%
 - ▶ Storm Sewer Systems – 96%
 - ▶ Utilities Relocation – 100%

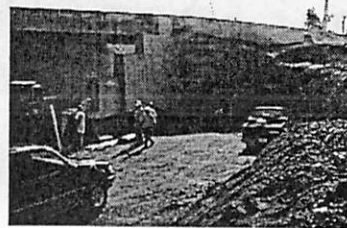
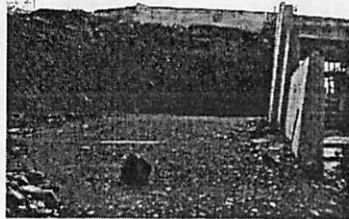




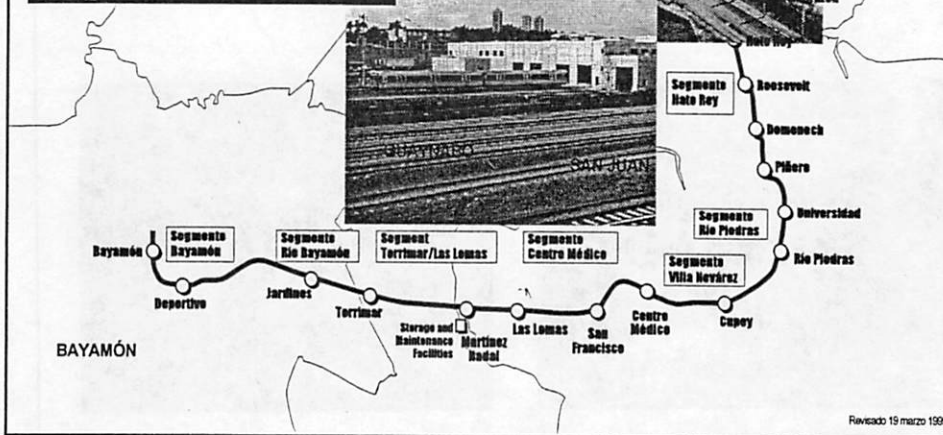
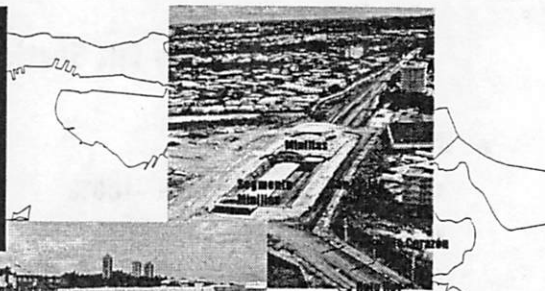
Río Bayamón Contract

Buen Samaritano Bridge

- **Work Status**
 - ▶ Open to traffic since July 13, 2000
 - ▶ Parapets – 100%
 - ▶ Sidewalks – 60%
 - ▶ Retaining Walls Structure - 100%
 - Backfill – 40%



Segment 3- Torrimar/ Las Lomas

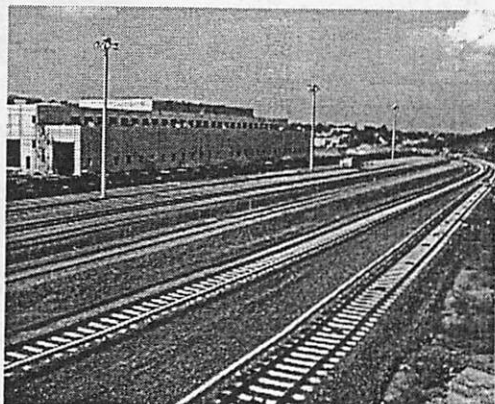




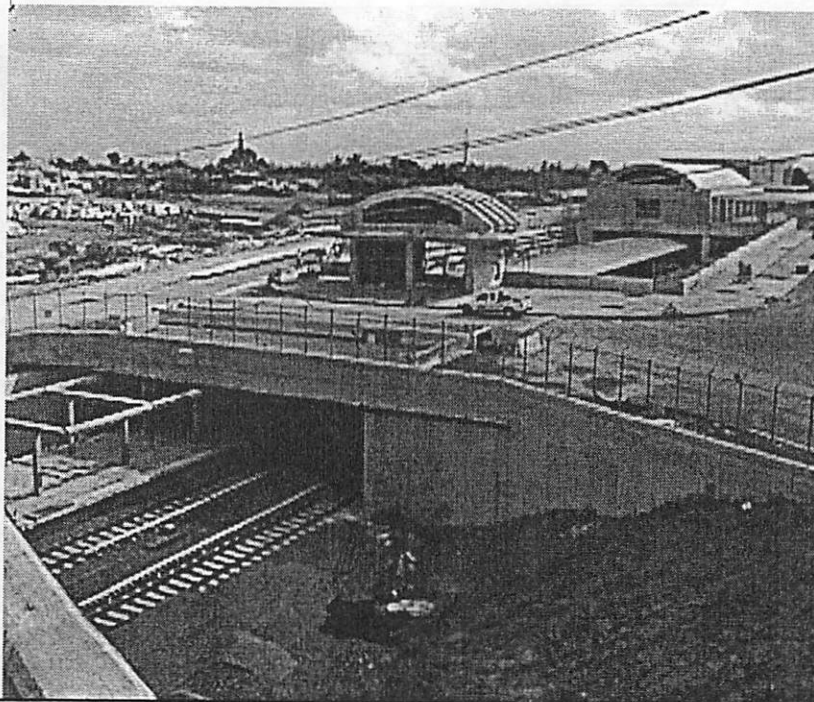
STTT Contract

Fixed Facilities - Construction Progress

- Progress Guideway Overall - 92%
- Yards and Shops Overall 78%



STTT Contract

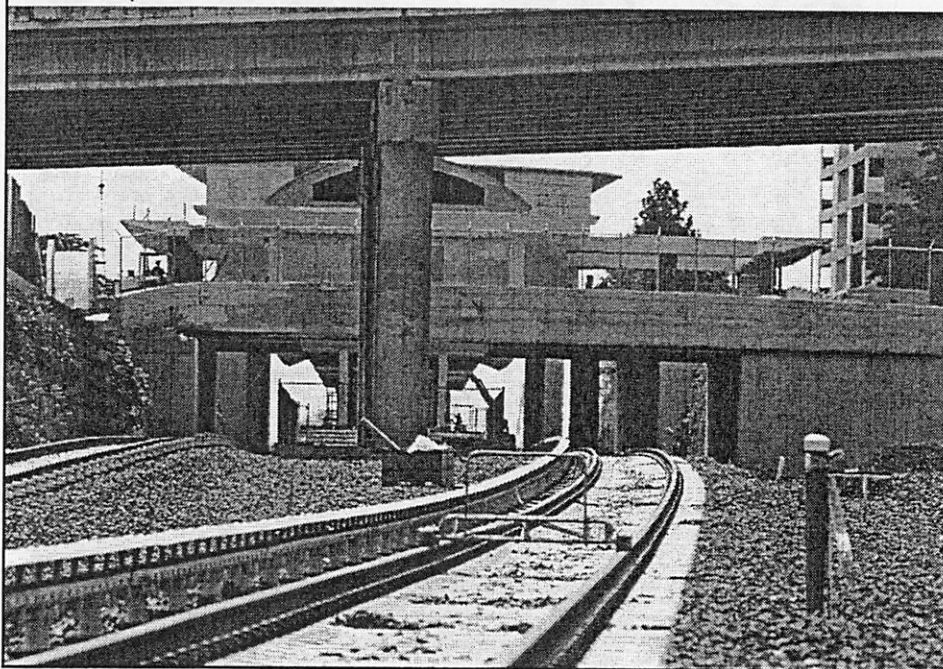


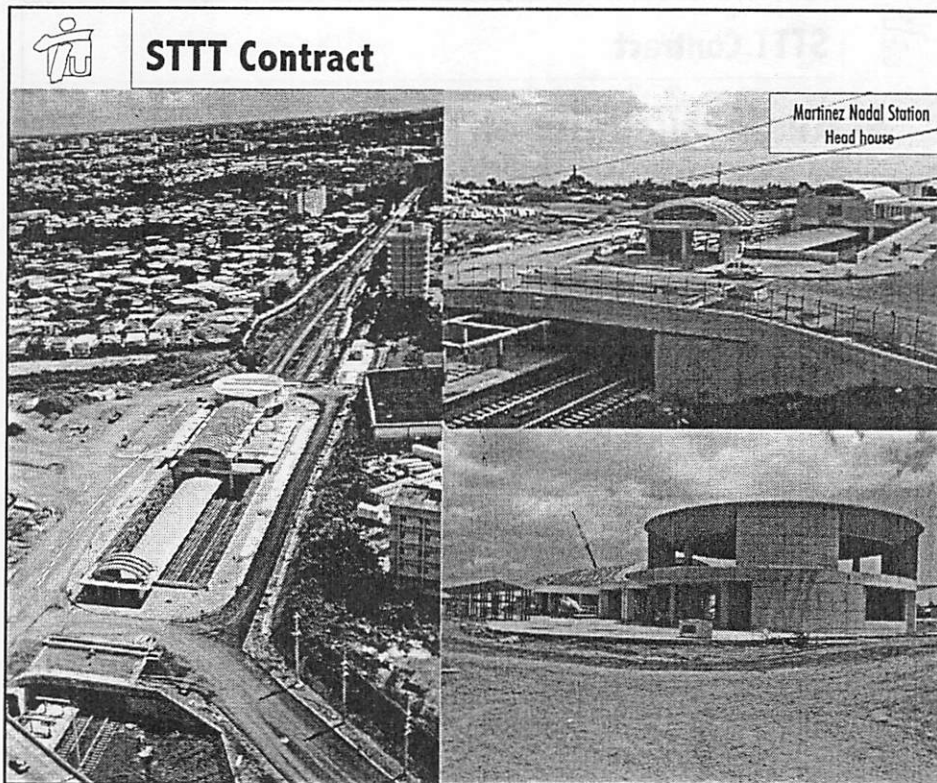


Maintenance



STTT Contract







STTT Contract

Martinez Nadal Station
Platform Level Yard Access Track



STTT Contract

Status/Availability of Test Track

Ballast Removal

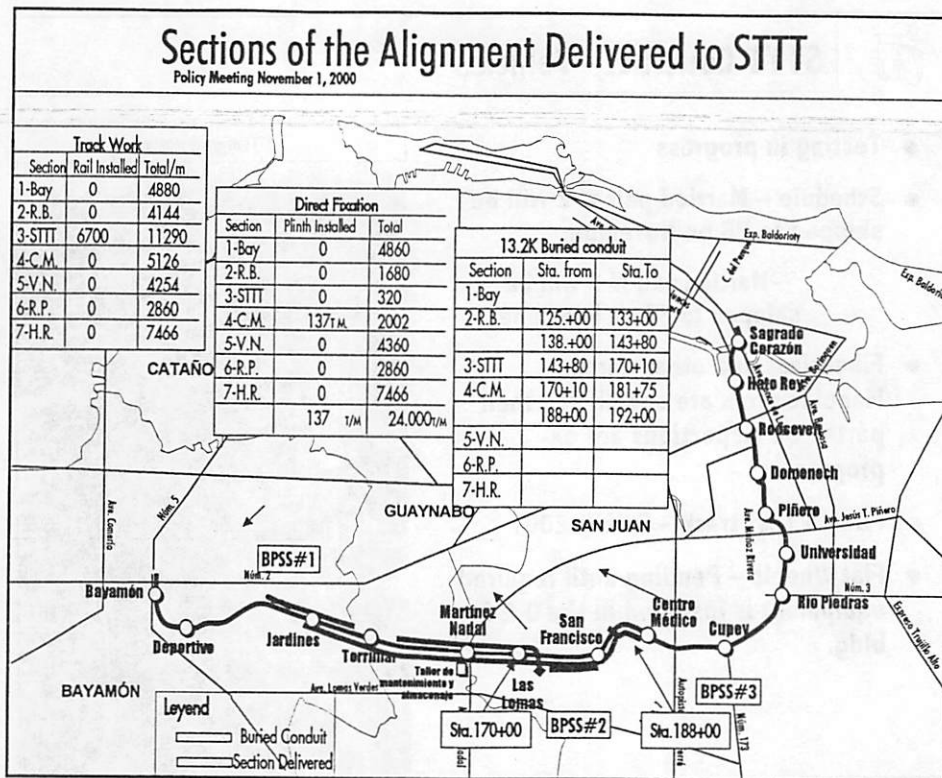
- Fouled ballast issue – resolved
 - NCR dispositioned
 - Washing program in quarry-On going
 - Washing program at site-complete
 - Final inspection and signoff pending

Test Track

- Track work – 3rd Rail Installation
- Bulk power sub station #2
 - Energized
- Traction Power sub station #4
 - Energized
- Traction power sub station yard
 - Epoxy floor and re installation- Pending
 - Will not affect testing



Las Lomas Bridge looking towards STTT



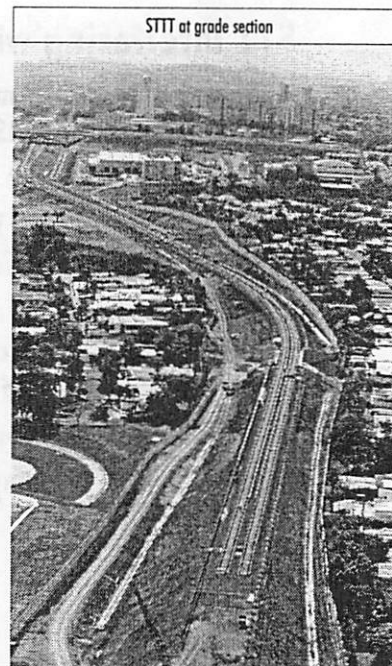
STTT Contract

● Signals

- ▶ ASC – 1 wayside signal mounting design complete.
- ▶ Design will be used system wide when approved by TU

● Communications

- ▶ COM bungalows- installed at the Martínez Nadal Station
- ▶ Installation of the COM bungalow for the Torrimar Station is scheduled for October, 2000
- ▶ Received IFC drawings from Siemens
- ▶ Concrete pads excavation for communications duct bank and conduits on the west side of Torrimar station (east head house) on- going

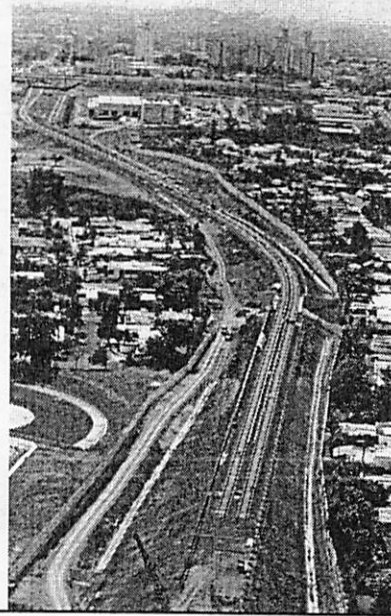




STTT Contract - Vehicles

- Testing in progress
- Schedule – Married pair # 2 will be shipped to PR on November
 - Married pair # 3 will be shipped to PR on November
- Fiberglass and other parts - Manufacturers are submitting their parts. QC inspections are on-progress.
- Pueblo Test track – Spring 2001
- Flat Wheels – Pending until required equipment is installed in the O & A bldg.

STTT at grade section



STTT Contract

STT interfacing with other ASC's

- SCADA points information outstanding from Villa Nevárez ASC and Hato Rey ASC
- Signage ICM update
- Río Bayamón ASC - Third rail installed against platform. Egress area is not defined. Final disposition in progress
- Centro Médico ASC installed against the retained cut wall. Safety walkway space not defined. STT/ASC-3 interface workshop for final design.
- ASC's discussion regarding water storage tank location
- ASC's and ATTT comparing the actual alignment



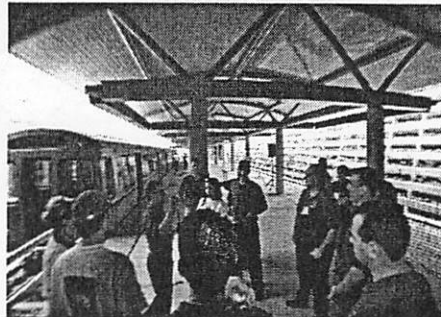
STTT Contract - Action Item No. 16

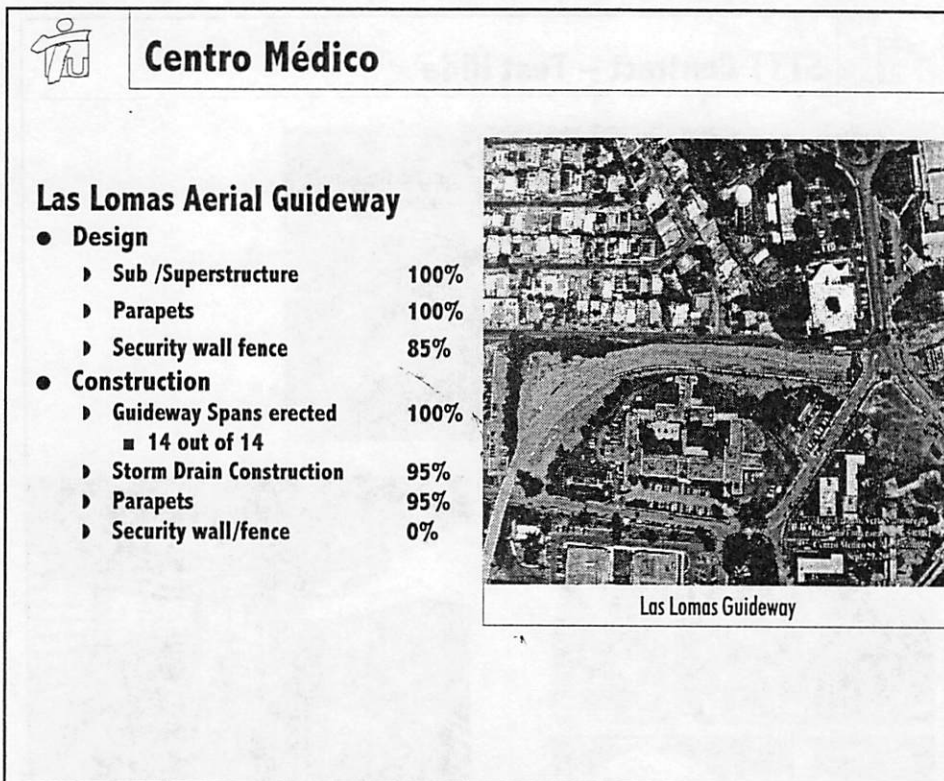
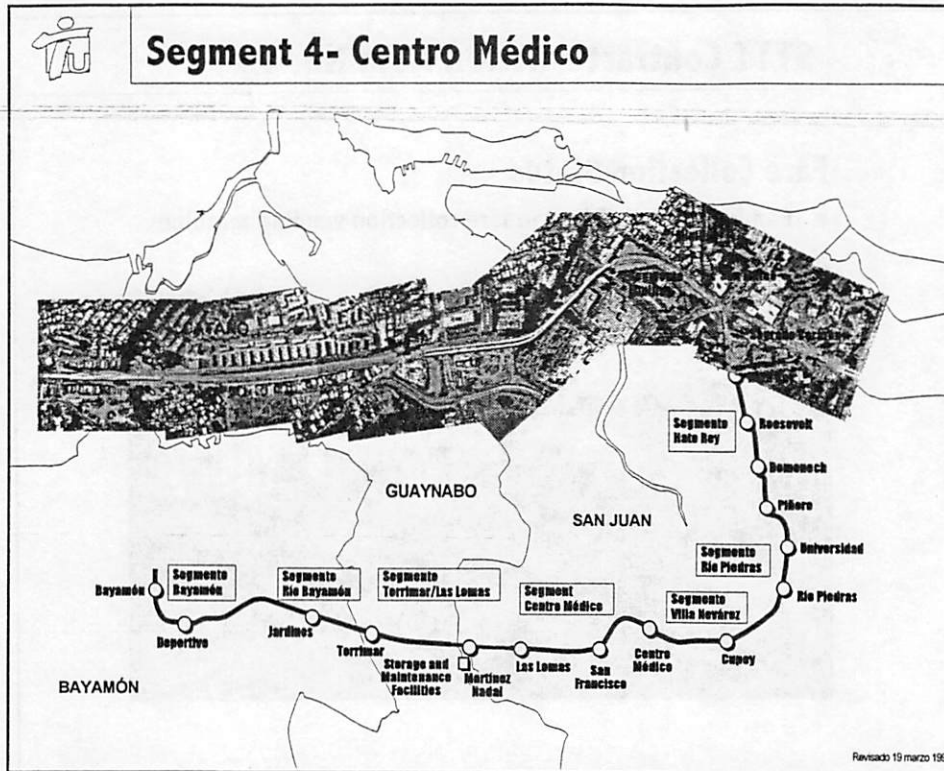
Fare Collection Status

- Pending Approval for the fare collection vending machine



STTT Contract – Test Ride



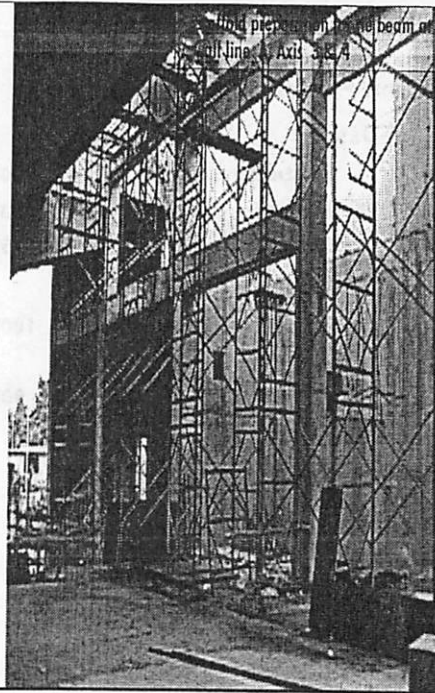




Centro Médico

Las Lomas Station

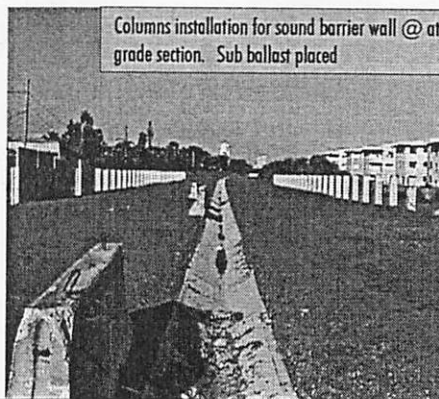
- Design
 - ▶ Structural 95%
 - ▶ Architectural 90%
 - ▶ Mechanical/Electrical 90%
- Construction
 - ▶ Structural (Building) 60%
 - ▶ Platform and beams 95%
 - ▶ Architectural 5%
 - ▶ Mechanical/Electrical 20%



Centro Médico

Las Lomas/San Francisco- At grade

- Design
 - ▶ Earthworks 100%
 - ▶ Drainage 95%
- Construction
 - ▶ Earthworks 98%
 - ▶ Drainage 95%
 - ▶ Sub Ballast 100%
 - ▶ Security wall/fence 10%
 - ▶ Sound Barrier Wall 15%

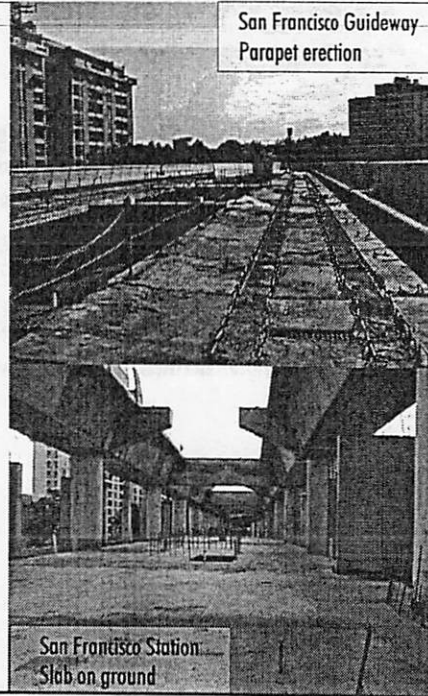




Centro Médico

San Francisco Aerial Guideway

- **Design**
 - ▶ Substructure/Superstructure 100%
 - ▶ Parapets 100%
 - ▶ Security /fence 75%
- **Construction**
 - ▶ Guideway Spans erected 100%
 - 38 out of 38
 - ▶ Parapets 90%



San Francisco Guideway
Parapet erection

San Francisco Station
Slab on ground



Centro Médico

San Francisco Station

- **Design**
 - ▶ Structural 95%
 - ▶ Architectural 95%
 - ▶ Mechanical/Electrical 95%
- **Construction**
 - ▶ Structural 32%
 - ▶ Platforms Beams 75%
 - ▶ Architectural 2%
 - ▶ Mechanical/Electrical 25%



San Francisco Station and VA Hospital Area

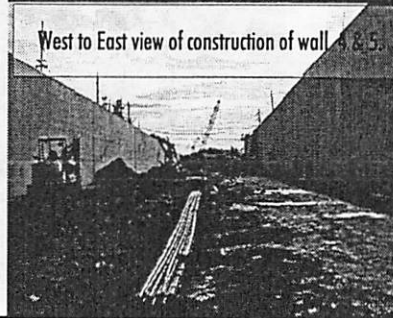
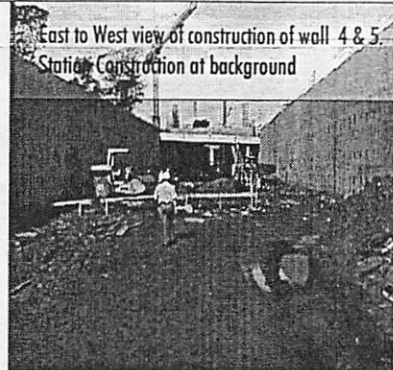


Centro Médico

Centro Médico Area

- **Guideway - Design**
 - ▶ Earthworks 100%
 - ▶ Rigid Frame 100%
 - ▶ Retaining Walls 100%
 - ▶ Access Bridge #1 100%
 - ▶ Road works 90%
- **Guideway - Construction**
 - ▶ **Excavation Cut area** 90%

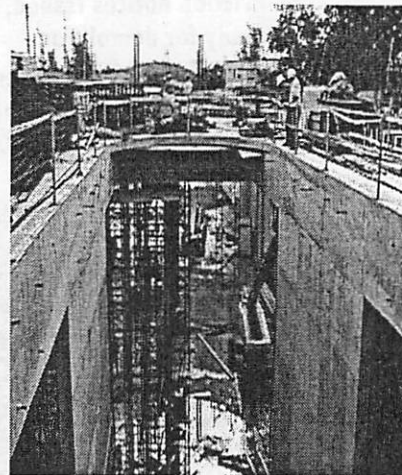
 - (Walls 4 & 5) (194+20 to 195+60)
 - ▶ **Road works** 35%
 - ▶ **Structural**
 - Retaining Wall
 - Wall #4 - 95%
 - Wall #5 - 65%
 - ▶ Sub Ballast 30%
 - ▶ Access Bridge #1 65%



Centro Médico

Centro Médico Area Station

- **Design**
 - ▶ Structural 95%
 - ▶ Architectural 95%
 - ▶ Mechanical/Electrical 95%
- **Construction**
 - ▶ Structural 55%
 - ▶ Platforms 5%
 - ▶ Architectural 5%
 - ▶ Mechanical/Electrical 10%



Plaza Level slab forming of Centro Medico Station



Centro Médico



"Five Legs" intersection

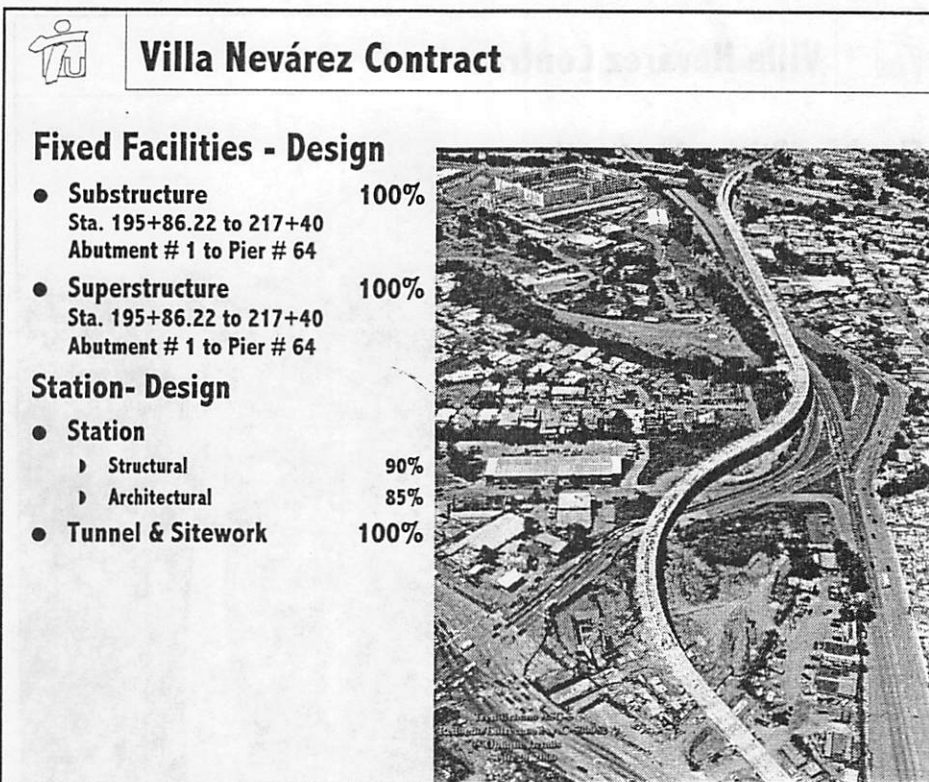
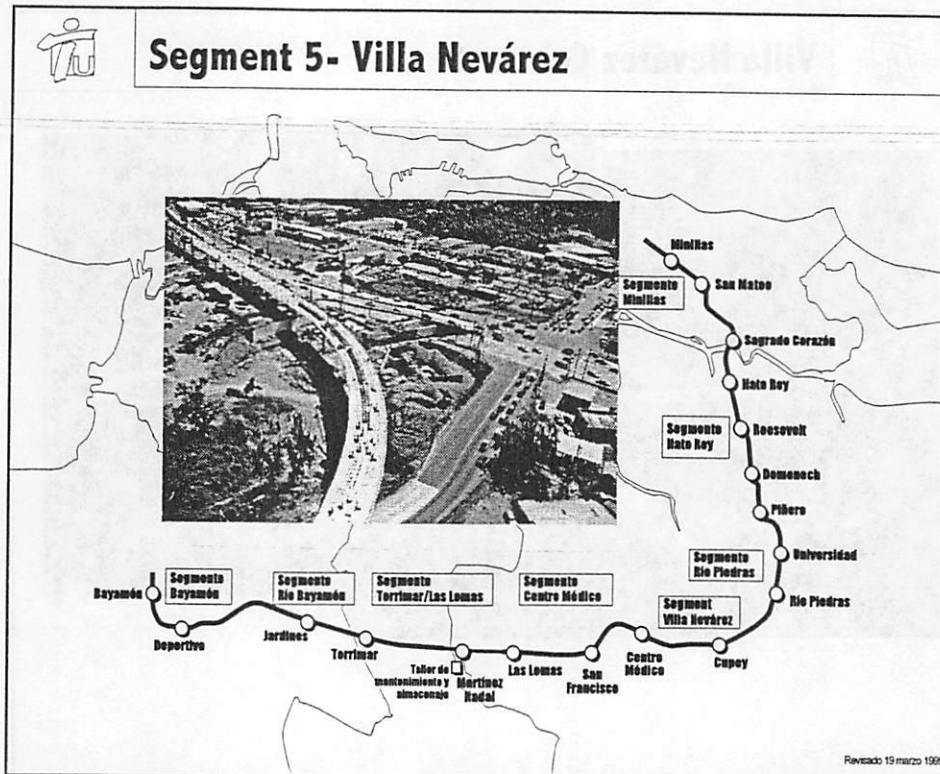


Centro Médico – Property Acquisition

Corea Street – Resident Relocation

- Eviction notices issued, residents were relocated and area is ready for demolition.
- Arrangements are currently in progress for the demolition of the houses prior to closing the perimeter with security walls before December 1, 2000.







Villa Nevárez Contract



Villa Nevárez Contract

Fixed Facilities - Construction

- 195+86.22 to 197+35
(Abutment #1 to Pier #6)
 - ▶ Excavation for structure 100%
 - ▶ Pile driving 100%
 - ▶ Pile caps 100%
 - ▶ Columns 100%
 - ▶ Pier Caps 100%

- 197+35 to 204+00
(Pier #7 to Pier #25A)
 - ▶ Excavation for Structure 100%
 - ▶ Pile Driving 100%
 - ▶ Pile Caps 100%
 - ▶ Columns 100%
 - ▶ Pier Caps 100%

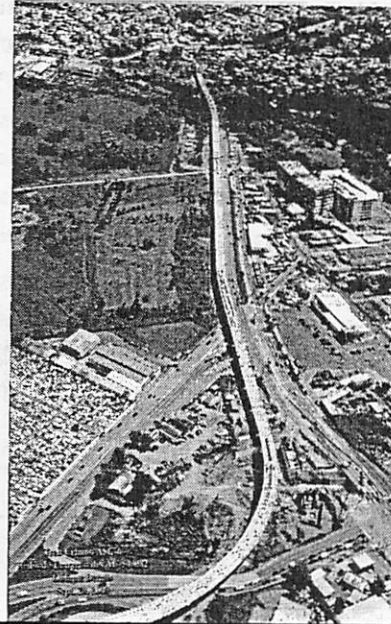




Villa Nevárez Contract

Fixed Facilities - Construction

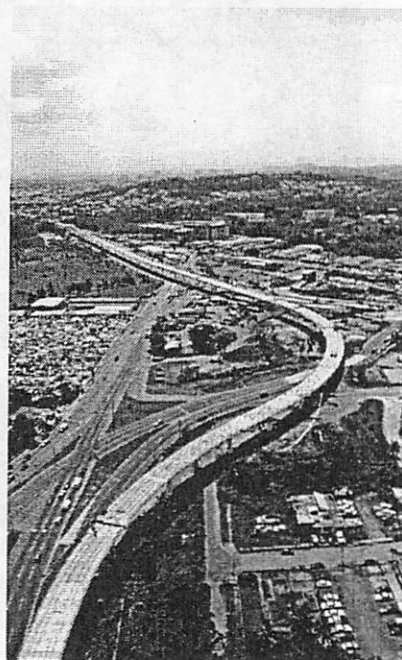
- 204+00 to 207+75 Station Area
 - ▶ Excavation for structure 100% (10/10)
 - ▶ Pile driving 100% (6/6)
 - ▶ Pile Caps 100% (6/6)
 - ▶ Spread footings 100% (4/4)
 - ▶ Drill Shaft 100% (3/3)
 - ▶ Columns 100% (13/13)
 - ▶ Pier Caps 100% (13/13)
- 207+75 to 217+40
 - ▶ Excavation for Structure 100% (23/23)
 - ▶ Pile Driving 100% (23/23)
 - ▶ Pile Caps 100% (23/23)
 - ▶ Drill Shaft 100% (4/4)
 - ▶ Columns 100% (26/26)
 - ▶ Pier Caps 100% (26/26)



Villa Nevárez Contract

Fixed Facilities - Construction

- Electrical relocation for PR-1 100%
- Electrical relocation for PR-21 100%
- PRASA relocation for PR-1 90%
- PRASA relocation for PR-21 100%
- Retaining Wall - Station Area
 - ▶ Footings 98%
 - ▶ Walls 98%
- Precast Segments (fabricated)
 - ▶ Single Track (121/121) 100%
 - ▶ Dual Track (629/629) 100%
- Erection of Segments
 - ▶ Single Track 100%
 - ▶ Dual Track 100%

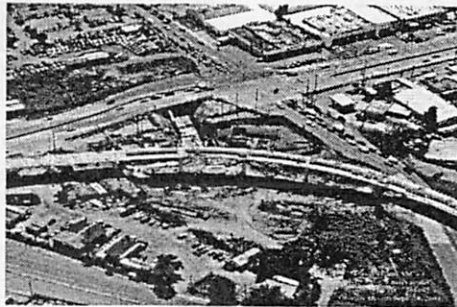




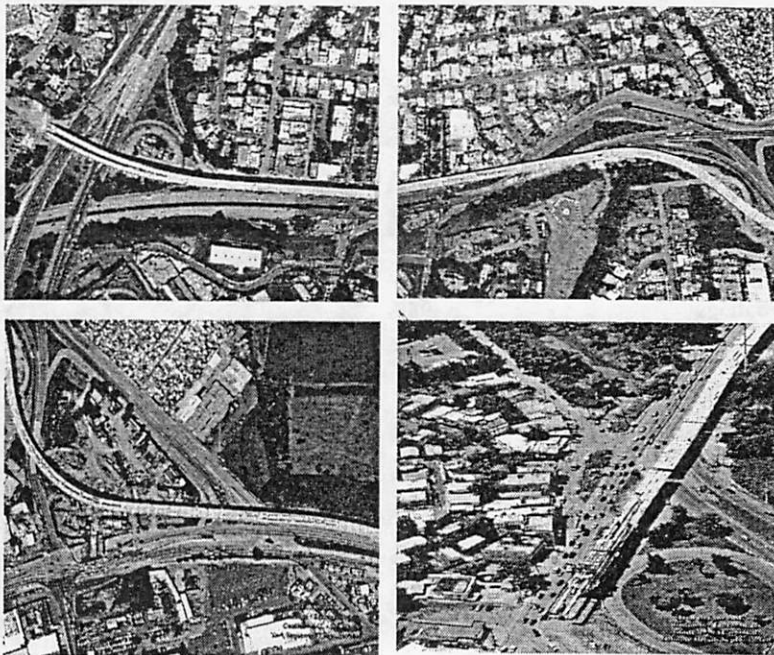
Villa Nevárez Contract

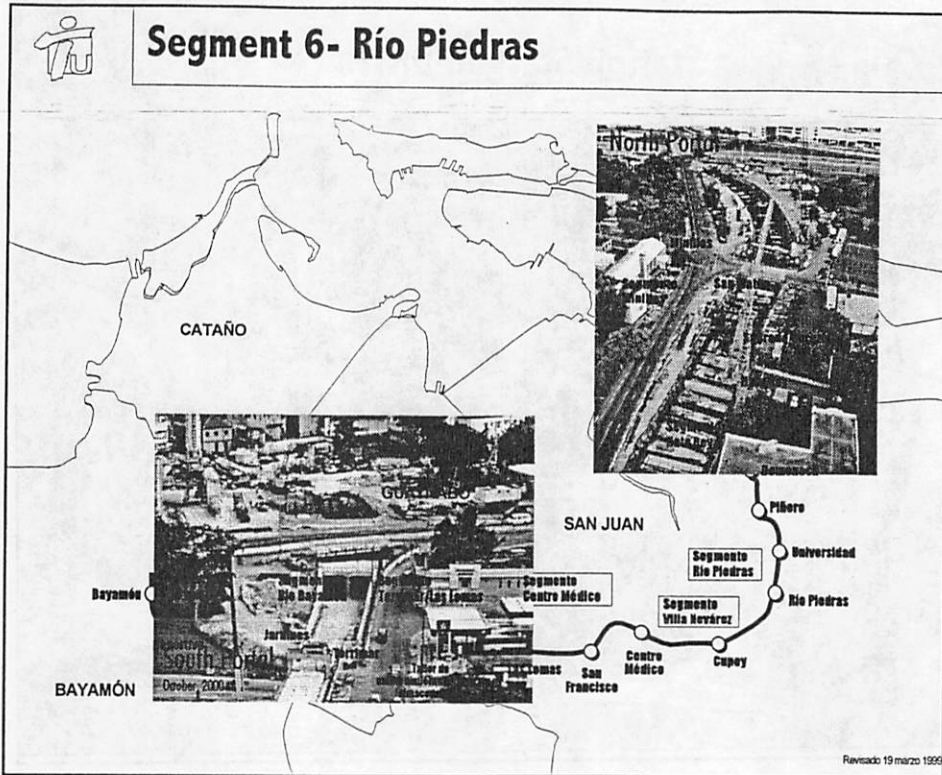
Construction Status

- Precast Parapet Installation
 - ▶ Single Track 100%
 - ▶ Dual Track 45%
- Station design and construction
 - ▶ 100% Design submitted
- Pedestrian tunnel redesign
 - ▶ All design issues addressed by the Contractor



Villa Nevárez Contract





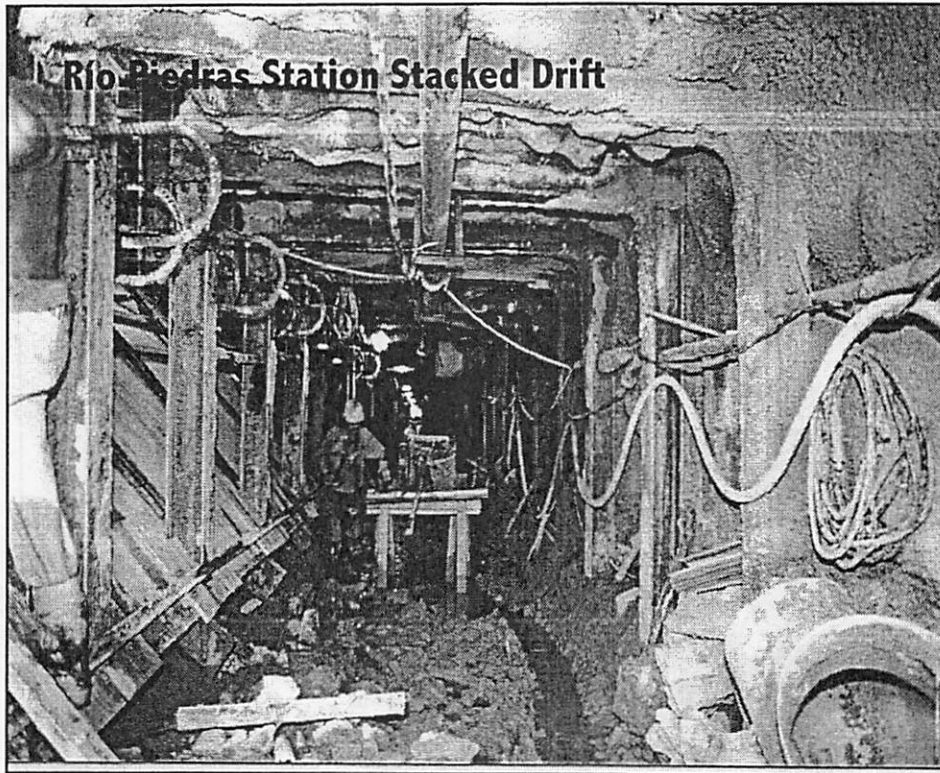
Río Piedras Contract

Río Piedras Station

- Shaft excavation 100%
- Structural Concrete
 - ▶ South Shaft turn out & entrance 76 - 78 %
 - ▶ North Shaft and Entrance 65%

Shaft excavation grouting	100%
Excavation control	100%
Stacked drift fracture grouting	100%

NATM
October 2000

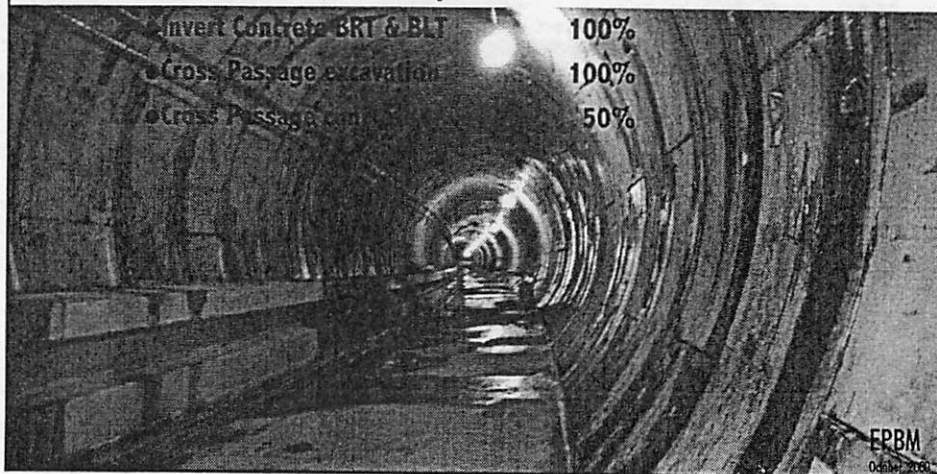


Río Piedras Contract

Circular Earth Tunnel (EPB)

- Excavation and support 100%
- Settlement control 100%
- Pre-cast concrete invert repairs 100%
- Pre-cast concrete arch repairs 90%

- Invert Concrete BRT & BLT 100%
- Cross Passage excavation 100%
- Cross Passage completion 50%

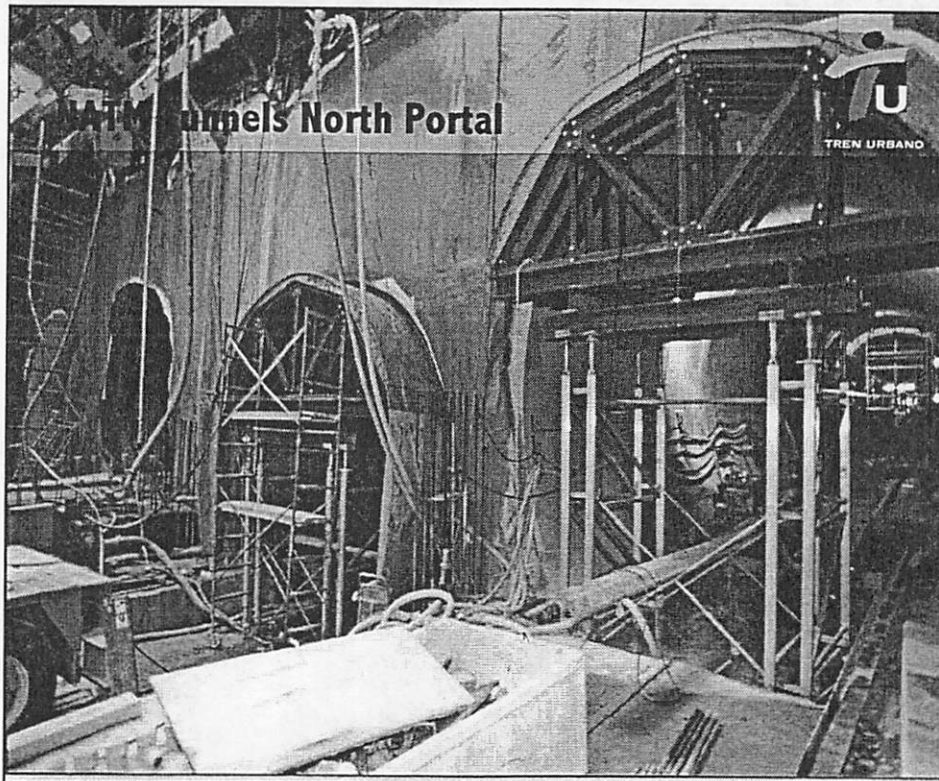
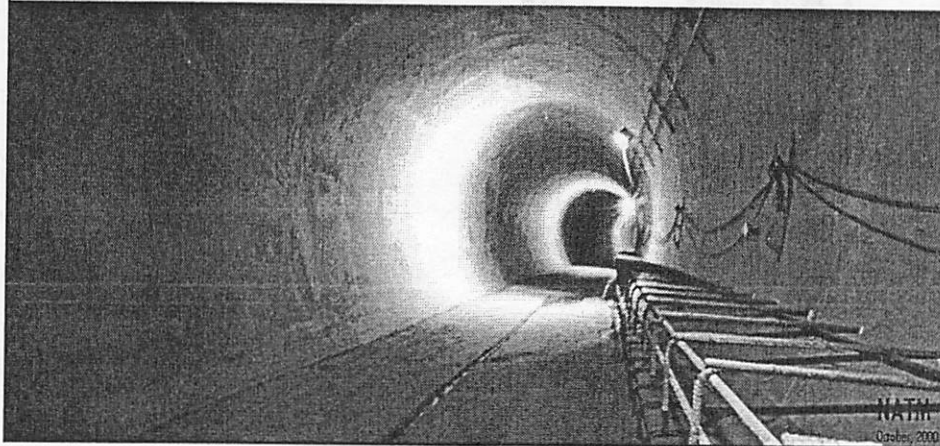




Río Piedras Contract

NATM Tunnels

- Excavation 100%
- Concrete lining 100% (need repair work)

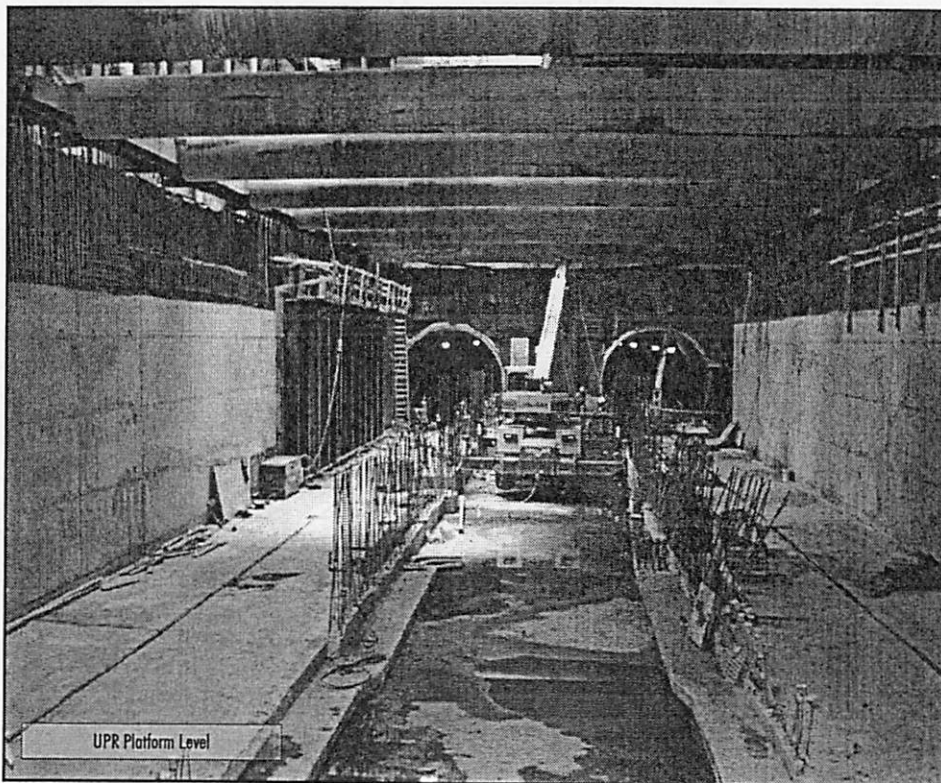




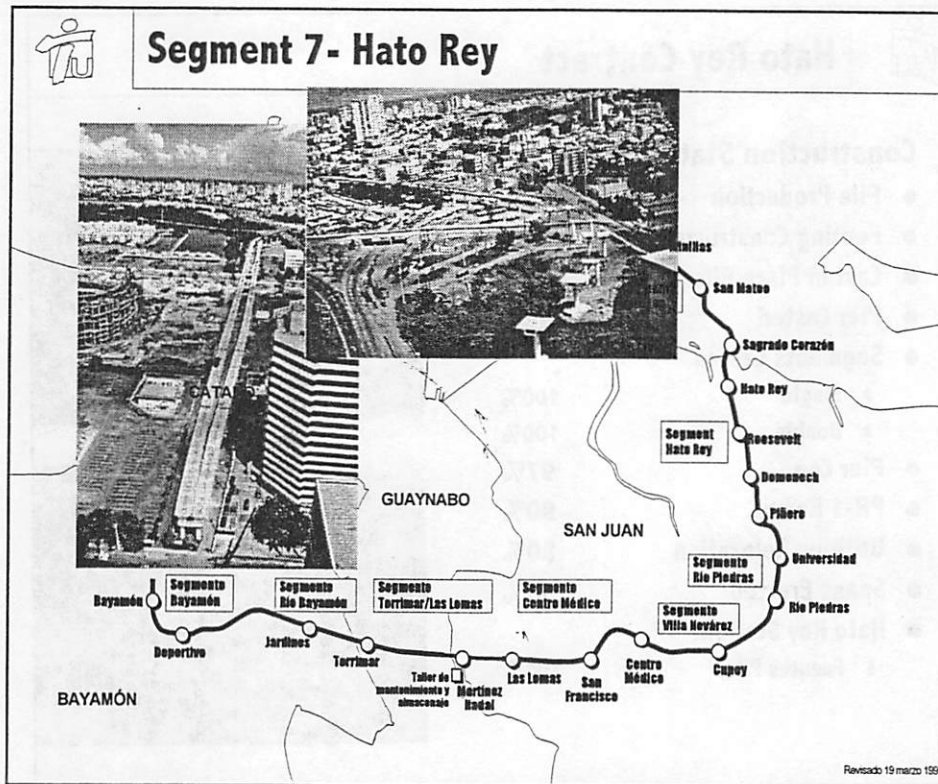
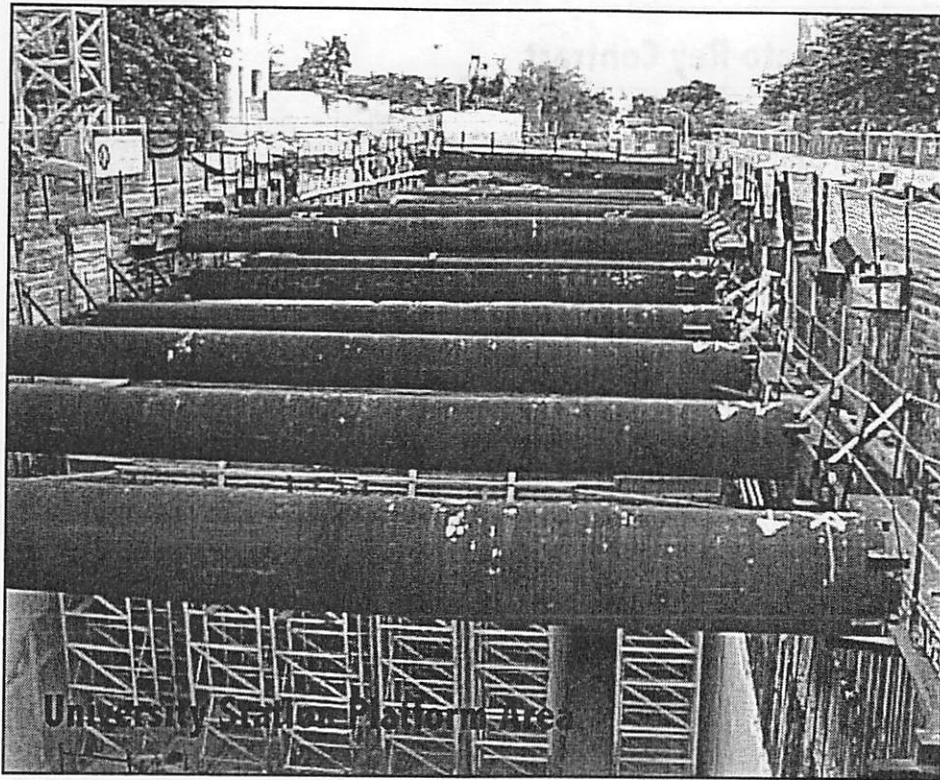
Río Piedras Contract

UPR Station

- Excavation 100%
- Structural Concrete
 - South entrance 50%
 - Platform trackways 95%
 - North Entrance 65%
- North cut and cover
 - Excavation 100%
 - Structural Concrete 90%
- PR 17 off Ramp
 - Phase I 100%
 - Demolition 5%
 - Phase II 0%



UPR Platform Level

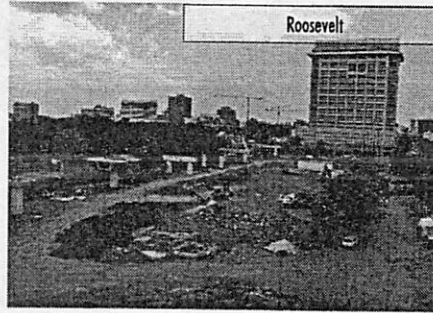




Hato Rey Contract

Design Status

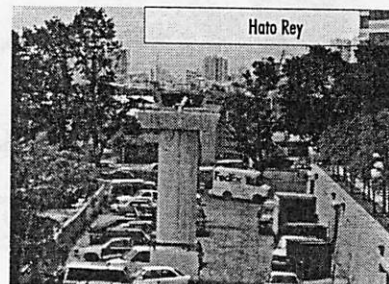
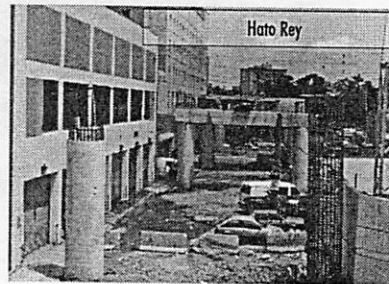
- Architectural (Stations)
 - ▶ Piñero Station 100%
 - ▶ Domenech Station 100%
 - ▶ Roosevelt Station 100%
 - ▶ Hato Rey Station 100%
 - ▶ Sagrado Corazón 100%
- Footings and Column CA-100%
- Pier Cap CA-100%



Hato Rey Contract

Construction Status

- Pile Production 100%
- Footing Constructed 99%
- Cast in Place Piles 100%
- Pier Casted 99%
- Segments Casted
 - ▶ Single 100%
 - ▶ Double 100%
- Pier Cap 97%
- PR-1 Ramp 90%
- Utilities Relocation 80%
- Spans Erected 50%
- Hato Rey Station
 - ▶ Fuentes Piles 100%

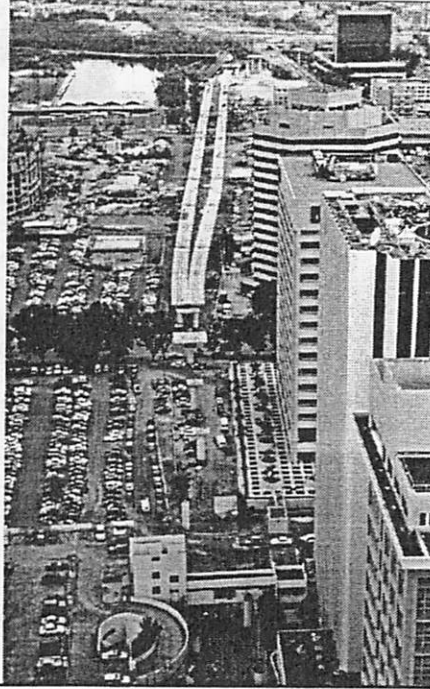




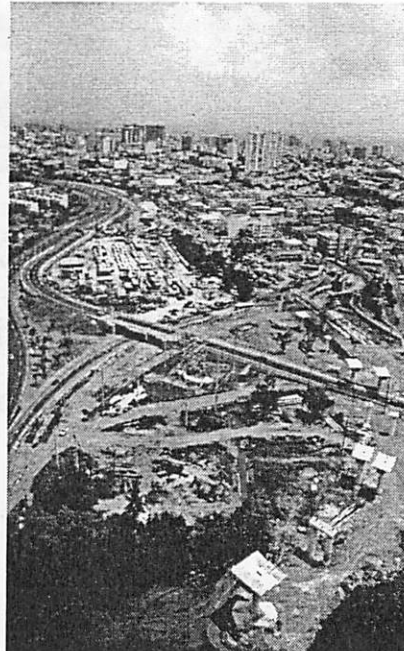
Hato Rey Contract

Design, Construction and Change Order Status

- Station design –
 - ▶ Delayed drawings reviewed
 - ▶ Sagrado Corazón Sta. Mechanical drawings on review process
- Change Order –
 - ▶ Rev. to guideway design to accommodate Minillas Extension – Executed
- Guideway progress
 - ▶ The contractor will continue launching segments with two launching trusses. Abutment # 1 is under construction.

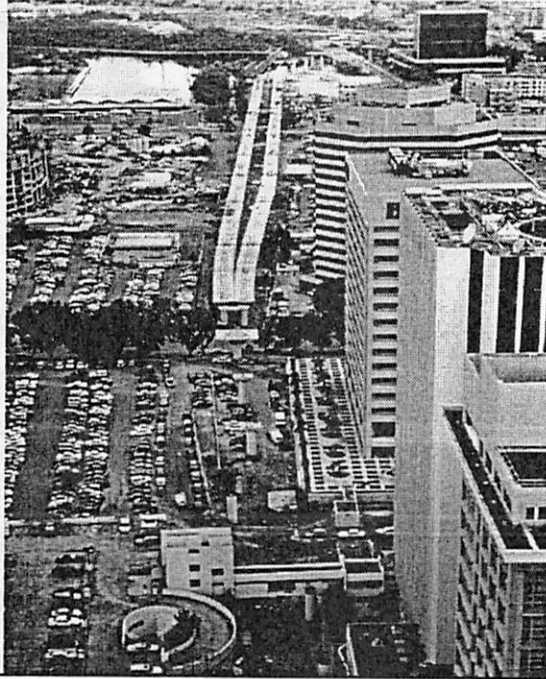


Hato Rey Contract





Hato Rey Contract



TREN URBANO Miscellaneous Items



Real Estate

Acquisition Summary by ASC Segment

Contract	Total of Properties	Properties Acquired	Properties To be Acquired	Negotiation Value
Bayamón	27	27	0	3,490,658
Río Bayamón	21	21	0	10,089,968
STTT	7	7	0	2,617,993
Centro Médico	15	15	0	9,599,313
Villa Nevárez	2	2	0	6,108,651
Río Piedras	24	24	0	21,816,613
Hato Rey	49	49	0	30,543,258
Total	145	145	0	87,266,454



Arts in Transit Program Status

Conoce el



Programa de
ARTE
para las estaciones



TREN URBANO



Arts-in-Transit Program Status

Station's Evaluation

- Cultivate contacts with community of station's neighborhoods for aesthetically inspiring art themes, and possible private donors
- Preparation of policy, procurement guidelines and donation agreements
- Establish contact with the station's architects to discuss the station's design and location of artwork
- Evaluation of participants for the Arts Selection Panel comprised of arts professionals and community representatives
- Visited art programs of Boston, New York, St. Louis and Atlanta and met with directors and managers



Arts-in-Transit Program Status

Art in Station's Guide

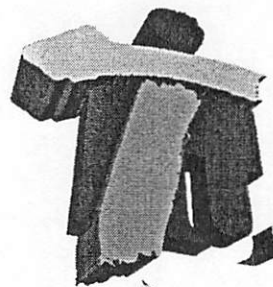
Preparation of data and design overall format of the Arts in Station's Guide

- ▶ Include information about Public Spaces, Public Art, Art in Stations and TREN URBANO project
- ▶ Prepare data of art location and materials under safety parameters
- ▶ Prepare data of the area, community and design of each one of the stations
- ▶ Include architectural renderings and model photographs of each station and its surroundings
- ▶ Include suggested themes for each station based on the fieldwork in the communities and neighborhoods
- ▶ Specific measurements of the locations in each station will be provided separately



Preliminary Number of Art Elements Per Station

Station	Exterior Sculpture	Interior Sculpture	Interior Mural	Interior Hanging Sculpture	Glass Work	No. of Elements Per Station
Bayamón	2			1		3
Deportivo	1				1	2
Jardines	1		1 (pair)			2
Torrimar				1 (pair)		1
Martínez Nadal			1		1	2
Las Lomas	1			1 (pair)		2
San Francisco					2	2
Centro Médico	1	1		1		3
Cupey	1		2			3
Río Piedras		1		1		2
Universidad			1 (pair)	1		2
Piñero			1			1
Domenech		1				1
Roosevelt	1 (pair)				1	2
Hato Rey	1		2			3
Sagrado Corazón	2					2
TOTAL	11	3	8	6	5	33



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