HIGHLIGHTS

PN-B3
POWELL CREEK BRIDGE AND HOG ISLAND CHANNEL BRIDGE REPLACEMENTS

Milestone: Beneficial Use
Two 80-year old multiple span timber/steel bridges on the Long Beach Branch were replaced this month. The replacement of Powell Creek Bridge in Oceanside and Hog Island Bridge in Island Park included new concrete reinforced steel pipe piles, pre-stressed concrete bridge decks and abutments, new safety walkways, track resurfacing, and channel bed improvements. Additionally, Powell Creek Bridge was constructed approximately one foot higher than the previous structure elevation to minimize flooding.

PN-8R
DIESEL FLEET SIMULATOR

Milestone: Beneficial Use
A new Computer Generated Imagery Simulator for training Locomotive Engineers on all modes of operation of the E1500 Diesel Work Trains is now housed in the Technology-Based Training Facility located in Upper Holban Yard. The Simulator will utilize realistic LIRR physical characteristics for train configurations of up to 3 locomotives and up to 30 cars.
PROJECT UPDATES

MTA POLICE FACILITY - CENTRAL ISLIP
- 1st floor and 2nd floor electrical / plumbing / sprinkler rough-in, window installation, duct and hydronic piping, and drywall in progress.
- Front portico roof installation in progress.
- HVAC units installed.

ATLANTIC AVENUE VIADUCT – PHASE 2A
- Column repair ongoing with 35 of 48 complete.
- 90% design complete.
- To date, 44 of 84 full spans replaced with new structural steel and catwalk.

EAST SIDE ACCESS - LIRR ACTIVITIES
- The Vendors for the Harold Interlocking Central Instrument Locations (CIL) and Supervisory Control Systems Contracts continued to prepare submittals, develop staging plans and interface approach documentation for LIRR review. In May, Factory Acceptance Testing for Supervisory Controls was successfully conducted as planned. Modifications will be made to the software as required based upon test results.
- At Harold, LIRR Signal continued Stage 1 preparations at Harold Central Instrument Location (CIL) and LIRR Track continued planning for 823 crossover work. Early Stage 2 work continued with conduit, trough, and cable installations.
- LIRR supported the Contractor work in Harold Interlocking by providing Force Account support and Roadway Worker Protection.
- LIRR continued to provide support for the development of contract documents for the tunnel systems and the GCT Concourse and Facilities.
- On March 26, MTACC received four proposals for the vertical transportation elements associated with ESA (elevators and escalators). In May, LIRR representatives supported the negotiations.

BABYLON TRAIN WASH
- Precast track slab, footings, and grade beam installations for the train wash enclosure structure commenced.
- Procurement of Construction Management Contract in process.
- Groundbreaking ceremony for the new “green” train wash facility held on May 21.

MAIN LINE CORRIDOR IMPROVEMENTS
- Work progresses on internal review.
2010 LIRR Capital Program Goals

- $178M Total 102% of Plan
- 24 Total 96% of Plan
- 34 Total 100% of Plan
- $286M Total 95% of Plan

- $175M of Plan
- $106M of Plan
- $72M of Plan
- $134M of Plan
- $152M of Plan
- $134M of Plan

- 2010 PLAN
- ACTUAL as of May 2010
- FORECAST through December 2010