



The Track Guy

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NEWSLETTER

Howland Hook Marine Terminal

Port Ivory Intermodal

- 1. Railroad Construction 25,950,000
- 2. Intercounty Paving 26,900,000
- 3. Carp Construction Corp. 27,030,000

Phoenix, Arizona

Line Section 3

- 1. Archer Western 94,800,000

Light Rail Extension

Seattle, WA

- 1. PCL Construction 231,700,000
- 2. Flatiron/Koch/Skanska 237,800,000
- 3. Traylor/Granite 271,800,000

Trackwork 101

Don't forget Chicago on June 17, 2005 and Charlotte on July 11, Boston and Philadelphia to follow in August. Please register early, we have a lot of hotel commitments out there. Thank You.

Track Guy Consultants

The Track Guy is off to Siberia for an initial visit to inspect 150 miles of privately owned track. We will perform an inspection of 4 rail yards and develop a maintenance plan for the owner. Russia is slowly deregulating their rail system, which of course is the reason we have such a successful rail system in the US today since the Staggers Act of 1980 that deregulated our Railroad System. The Russians are using our model as a reference but want the government to maintain control of the Trans-Siberian Railroad., allowing free access for individual owners. The Trans-Siberian Railway is a 6,000 mile run across Russia with a history similar to our Trans-Continental Railroad. Actually the first Trans-Continental Railroad was across Panama, but let's keep that a secret. In 1917, 200 American Railroaders from St. Paul went to Russia to help build the Trans-Siberian Railway. Russian transport accounts for 80% of the total freight and 43% of the passenger travel. Unlike the US at 18% freight and 0.1% passenger. Independent owners control 200,000 cars (1/3 of the Russian fleet) and move 21% of the freight with 49,600# axle loading. There are 17 Regional railways in Russia. We are looking forward to this adventure. The challenge is to stay away from the Vodka.



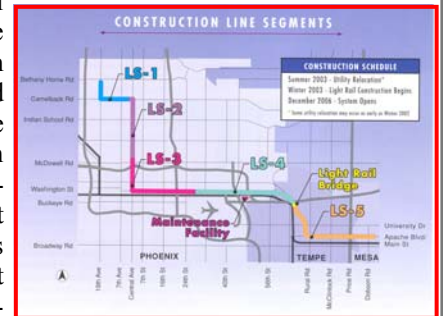
Brief Note

On April 15, 2005 the Tren Urbano System started service 7-days a week. Congratulations to all involved, especially Onix.

Spotlight

Phoenix, Arizona

The future Phoenix Light Rail System is going to be a reality before we know it. I had the honor of serving on the Value Engineering Committee for this system and was absolutely amazed at the process and the professional manner that Valley Metro made this happen. Putting a couple dozen Transit professionals in one room to brainstorm one project was an outstanding way to produce many ideas with a goal of saving money. We were locked up for 1-week with long days. Food was stuffed under the door and we were only aloud to go to the bathroom if we had a note from the team leader. We did not have to worry about the politics. Our primary objective was to offer money saving ideas, no matter how off the wall they were. After we were done, it was then up to the Engineers and Politicians to evaluate the offerings. They both did their jobs and produced one of the best written specifications and set of drawings that I have ever seen. Everything was covered and



left nothing to the imagination. The Track specifications are impeccable and if the Contractor builds it properly, Phoenix will have one of the best systems in the country. A true show piece that will last for generations. Great detail and attention was given to quality control. Some systems have fallen prey to poor QA and QC. In my opinion, good Quality Control with the proper checks and balances can make the difference between success and failure. The owner even came out with an addendum that simply stated said, *we mean what we say*. We have reported bid results in our Newsletter. To Summarize: Line Section 1, not out yet; Line Section 2, bids June 9; Line Section 3, Archer Western low bidder; Line Section 4; Sundt/Stacy Witbeck low bidder; Line Section 5, Sundt/Stacy Witbeck low bidder; Maintenance Facility, Sundt/Stacy Witbeck low bidder; LRT Bridge, no info; Signal and Communication, Mass Electric low bidder. All total there will be about 44 miles of track with a significant number of miles as embedded track with girder rail and boot. Keep up the good work out there in Phoenix. I feel as though you could be a great model for conventional design, bid, build projects. We look forward to observing the construction and hope that we may be a small part of this significant and ambitious project.





Ask The Track Guy



This is where you, the reader get to ask questions about Railroad Track engineering, design, construction, maintenance or anything to do with Trackwork. Simply write or e-mail a question and we will answer in a timely manner. Some questions will be published here.

We did not receive any questions this last quarter so we will take this opportunity to discuss what is happening in Transit these days. We will call this segment:

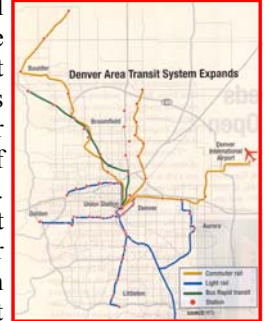
HOT Cities for Transit

A lot is happening in the Rail Transportation Industry and the renaissance is upon us. I wrote an article for Destination Freedom several years ago after attending a People Mover Conference and came away very inspired and grateful that I chose such a wonderful industry for my career path. The article was published and it was titled "Showdown at the OK Corridor". The congestion in every city was and still is overwhelming. Road rage was a new buzz phrase and people were getting into fights and getting shot on the highways. What a world we live in. Local governments have since taken the bull by the horns and have come up with some creative financing to fund these absolutely necessary projects. It looks like we may be on the verge of a Transportation Bill after 6 extensions covering a 19-month delay. The latest extension runs out May 31, 2005. Will it be law before this Newsletter gets mailed? The dollars between the House and Senate were as much as \$100 billion apart at one time. We are down to \$284b to \$318b and the President says he will veto anything over \$284b. No matter what number they settle for, confidence is high that Transit will receive much more (\$51b?) than they did in the last Transportation Bill (\$42b). The number better be high or we better start putting picnic tables in the median of all highways for tailgating parties during rush hour or should I say hours? So what are the **HOTTEST** cities?

Phoenix, Arizona: We spotlighted Phoenix on the other side and will not mention details again, however this wonderful city has such great foresight to see the future needs before the congestion gets out of hand. Phoenix is a terrific town, it is just way to hot in August.

Charlotte, North Carolina: Charlotte has a nice bus system and it will be complimented by their new Light Rail System. Bids have been received and contracts are being awarded. Construction should begin soon. Archer Western is low bidder on the construction of the LRT system as well as the Raleigh Maintenance Facility just a couple hours to the northeast. North Carolina has some very ambitious plans for Rail Transportation. The Piedmont Triad Intercity Study highlights the plans for Rail Transportation in North Carolina. It focuses on the corridor from Raleigh, Durham, Greensboro, Winston-Salem, Salisbury to Asheville. They have some major plans on the books for Interstate, Intercity and Commuter Rail. The Raleigh/Durham Commuter Line should be on the street soon. The Triangle Transit Commission (TTC) and the Charlotte Area Transit System (CATS) are on the right track for pre-congestion mitigation. North Carolina is a growing state with a great climate and nice people. We will be following this one to.

Denver, Colorado: A Construction Manager (CM) has been chosen to monitor the \$4.7-billion program to expand light rail, commuter and bus rapid transit. Denver has a top notch light rail system now and they are expanding all the time. The plans are big and the price is high but with the proper management all will be fine. Two major companies will oversee the expansions; Carter Burgess and Parsons Brinckerhoff Quade & Douglas make up the team. The current extension project is about 85% complete. The \$4.7b, 12-year extensions include 6 new corridors with 119 miles of track. It is expected that new lines will begin opening in 2013 with the full package complete by 2016. The first to appear will be the West Corridor with 12 miles of LRT. The others are: East Corridor (24 miles commuter), Gold Line (11 miles LRT), I-225 Corridor (11 miles LRT), North Metro Corridor (18 miles commuter) and US-36 Corridor (38 miles commuter). Another 6 miles of LRT will be added the FasTracks. These plans have been on the books for a long time and it is refreshing to see it beginning. Good Luck to RTD.



Seattle, Washington: Work has begun on a major tunneling project and a 5 mile segmental guideway project has been bid and the results are on the other side. In 1996 voters approved a 10-year, \$3.9b Sound Move regional transit plan consisting of a 2 mile LRT, an 82 mile commuter and numerous highway and bus plans. Seattle has been plagued with extremely high bids but projects seem to be moving now.



Miami, Florida: Major extensions to the Miami-Dade Transit System are in the very near future. Designs are in progress and contracts should be forthcoming. Extensions are going in all directions and to the airport. A total of 8 extensions are planned with about 193 miles of track. I have been following these projects since 1998 and I see some light appearing and some progress being made. I think we may see a project or two hit the streets this year. The Transportation Bill may be a hold back on these projects or it could be somebody's brother, who knows?



Footnote: I have been following Rail Projects for a very long time and in 1993 began doing this in great detail. I have seen some go very quickly and some very slowly. What is the secret to success? **Good Management and Money.** Building it is easy.