

Peer Review Observations

Renovate DSTT Earlier in Schedule (Contract 500)
(Currently planned 7/07 – 1/09)

Risks:

- Currently on critical path; slippage would delay overall project
- No time to recover if issues arise because at end of project
- Higher cost to perform by deferring renovation to the end
- Deferral eliminates early open option and further “stacks” work at end of project

Recommendations:

- Advance work in overall schedule.
 - Earlier completion allows bus use sooner and removes this work from critical path.
 - Reduces cost of construction because escalation of costs to 2007 eliminated.
 - Creates opportunity for early opening of overall system.
 - Helps present a positive, proactive, “can-do” project image.
- Consider shorter duration (now 2 years → 1 year appears feasible) to restore bus service.
 - Consider multiple shift work, work around the clock, incentive for early completion.
 - Reduced closure duration would be favorably received by City and community.
 - Detail sequencing of work within tunnel, perhaps with construction contractor input, to ensure that promised completion date will be met.
- Do surface treatments now (ie, those required to remove buses from DSTT).
 - Puts project in position for early start of DSTT renovations.
 - Provides opportunity for positive community relations early in project, such as in the planting of trees and in making the tunnel usable earlier.
- Use DSTT to Royal Brougham as test track (during off hours, say 8pm – 5am & Sundays).
 - Currently planned test track appears inadequate to allow for high speed LRV testing.
- Formulate plan for system installation consistent with use as test track and for early bus occupancy.
 - Also provides opportunity to level scheduling of systems work load and crews.