



GREATER TRIANGLE COMMUTER RAIL | Research Triangle Park, NC

- ✓ Cost Estimating
- ✓ CPM Scheduling
- ✓ Document Controls

Transit plans in Wake and Durham counties include a commuter rail project that would run 37 miles along the North Carolina Railroad Corridor between Garner and West Durham, stopping at downtown Raleigh, North Carolina State University, Cary, Morrisville, and Research Triangle Park along the way. An exploratory study of the 37-mile corridor was completed in May 2019. A second study, called the Greater Triangle Commuter Rail Study, was initiated in 2019 to analyze the need for infrastructure, such as additional train tracks, to support the potential commuter rail service in the corridor and to develop ridership projections and cost estimates, which are key criteria in assessing the project’s potential eligibility for federal funding. The study determined that at least 34 miles of new tracks would need to be built and the project would cost \$1.4-\$1.8 billion and carry 7,500-10,000 passengers per day. The prime firm was contracted as part of the second study to provide strategic direction, technical analysis, and facilitate consensus on how best to increase the capacity of the shared-use railroad corridor.

This project involved planning and conceptual design to develop the Alternatives Analysis. As a subconsultant, OLH provided document controls management, CPM scheduling, cost estimating per FTA guidelines and developed the New Starts Standard Cost Categories (SCC) documents, and performed ongoing risk analysis services as the Project’s Risk Manager. (2023)



CHARLOTTE LIGHT RAIL, SOUTH RAIL PROJECT | Charlotte, NC

- ✓ Cost Estimating
- ✓ Claims Analysis
- ✓ Cost Analysis

OLH was a member of the Project Management Support Services Consultant (PMSSC) for the project which provided support in a wide range of areas, including architectural and engineering design review, vehicle and systems engineering, project controls, and QA/QC for this project. The PMSSC was additionally responsible for overseeing and coordinating the activities of nine main subconsultants, whose tasks included the following: constructability analysis, civil and structural engineering, arts-in-transit, public involvement, permitting, traffic engineering, zoning, geotechnical services, materials testing, claims management, change order review, railroad agreements support, landscape architecture, and surveying.

Charlotte’s South Corridor Light Rail line is approximately 10 miles long, running north from I-485 at South Boulevard to 7th Street in Center City, Charlotte. The system operates on two tracks (northbound and southbound) generally within the existing railroad right-of-way paralleling South Boulevard. The South Corridor Infrastructure Program (SCIP) includes 25 projects that will help connect businesses and communities to the light rail line the City is constructing along South Boulevard.

OLH provided cost estimating for the vehicle maintenance facility, track work, and station finishes. OLH estimators used HeavyBid estimating software. Cost estimating services included parametric and detailed construction estimates for new construction and change orders. (2008)

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY (MARTA) - SYSTEMS ENGINEERING SERVICES | Atlanta, GA

✓ CPM Scheduling

OLH was a member of a General Engineering Consultant (GEC) team selected by MARTA to provide Systems Engineering Services to support the planning, design, operations, and maintenance of existing MARTA bus, rail, and systems infrastructure, and the implementation of capital improvements to existing facilities such as rail stations and rail maintenance facilities. The GEC was required to provide systems engineering services on existing operating systems or on capital projects as well as evaluating proposed capital projects. The work required by the GEC took place during project planning, preliminary or final design, engineering, design management, contract administration, construction, testing, training, cutover, capital programs, or special initiatives. The planning work was required to support feasibility studies and evaluating potential new projects.

OLH provided CPM scheduling services for GEC project's, including:

- ✓ Station Telephone System Upgrades Design – Replaced and upgraded the telephone system located in the rail stations, associated parking facilities, and the phone systems that provide communications at wayside emergency trip stations (ETS). The rail telephone system upgrade and replacement provides MARTA's patron and employees with better response to their calls, improved security, better system diagnostics, all with fewer instruments.
- ✓ Fiber Cabling Infrastructure Expansion Design Support – The Fiber Cabling Infrastructure Expansion Project installed new fiber infrastructure connecting rail stations (38), maintenance facilities, control centers, headquarters, and other ancillary locations.

