

The Commonwealth Quarterly

News from around the circuit.

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Commonwealth Electric Company
of the midwest

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Metro Valley Rail's Light Rail Transit System Phoenix, Arizona

Gene Hayes – Project Manager

On August 19, 2004 Valley Metro Rail awarded a \$57.6 million contract to construct its light rail maintenance and storage facility – the single largest contract for Phoenix's new Metro light rail system.

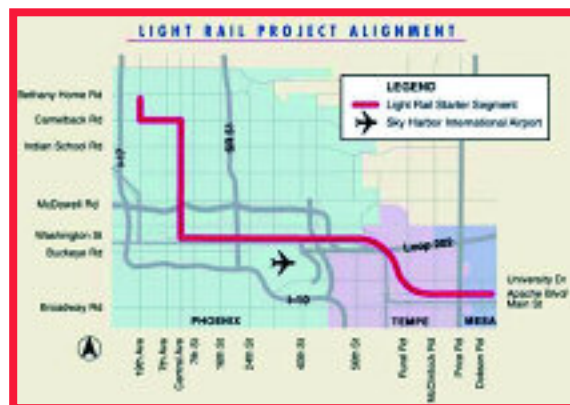
The contract was awarded to Sundt/Stacey-Witbeck, a joint venture. Sundt Construction is headquartered in Phoenix. Stacey-Witbeck is an Alameda, CA based company who has constructed other light rail systems nationwide, including the Embarcadero line in San Francisco and extensions for the TRAX system in Salt Lake City and Portland's MAX system.

On August 23, 2004, CECM was notified by Sundt/Stacey-Witbeck, a joint venture, of its intent to award CECM the electrical construction contract for the Maintenance and Storage Facility. The contract's value is \$3.85 million.

Construction of the facility is anticipated to begin in October, completing in the summer of 2006. The 35 acre facility will be located on a 47 acre site near the junction of Highway 143 and Loop 202 directly east of the Sky Harbor International Airport in east Phoenix. The facility will be used to clean, inspect, repair and maintain the light rail vehicles, as well as to store them when they are not in use. Most of the maintenance will occur at night. The facility will initially house up to 40 light rail vehicles, with more than 100 people employed at the facility, including light rail operators and maintenance staff, but is to be designed to accommodate future expansion to a capacity of 100 vehicles and 250 employees.

When the light rail system is completed in 2008, it will stretch 20 miles, from central

Mesa, west through downtown Phoenix, and then north into north Phoenix. The light rail vehicles will operate on electricity from overhead lines, making it much safer than other systems utilizing electrified tracks. The light rail vehicles can be linked into three vehicles



Light Rail Map

called a "train". The trains will operate on two sets of tracks with trains traveling in each direction. Each train has a capacity of approximately 550 passengers per train. Initially, the system will carry 3,000-5,000 people per hour during the peak hours. With additional vehicles, the system will ultimately have the capacity to carry the equivalent number of people as a six lane freeway or 12,000-15,000 people per hour.

Project Manager for this project is Gene Hayes, and Joe Amavisca is the Project Superintendent. CECM anticipates to begin mobilization approximately mid to late September. CECM is very much looking forward to becoming a part of this team and making this a successful on time and within budget project.

Safety Practices

Ruben J. Bera – Corporate Safety Director

Recently in Lincoln, two of Commonwealth Electric Company of the Midwest service employees were sent to replace some lamps in the industrial plant. Tim Hicks and his apprentice, Nick Hurley needed to use a scissors lift and an articulating lift. On one occasion, the Safety Director of the plant noticed how both our employees were using the correct PPE when they were in the articulating boom. Hard hats, safety glasses and properly tied off. The Safety Director was so impressed with the safety awareness shown by Tim and Nick that he asked Commonwealth Electric Company of the Midwest for permission to use the photos he took of them for the plant safety guidelines that he was preparing. What Tim and Nick were doing was not out of the ordinary. They were only following excellent safe work practices and following the safety guidelines we have in place. Good job to Tim and Nick.

Another example of good safe work practices involved two recent shut downs that we did. One was at Friskies in Crete, NE. The job was run by Dale Boro and his crew. Clayton Anderson was the Project Manager for Commonwealth Electric. The shutdown started on 7/2/04 – 7/11/04. The crew worked 7 - 10 hour days and not one single incident was reported. This plant had to be torn apart in some areas and put back together while working around other trades to get the job done. Work was sometimes working on the floor, plus installing new elevated cable tray. A pre-job safety meeting was held with CECM and Friskies. During my spot checks, I did not receive any serious safety concerns by Friskies. Dale and his crew did an excellent job for the customer and did it safely. Good job to all who helped with this project.

Another job was at the ADM plant in Des Moines, Iowa. Joe Shoemaker was the General Foreman in charge of this project.

Mike Duffy was the Project Manager for Commonwealth. Prior to the start, we held a safety kickoff meeting with the entire crew and some representatives of ADM including the Plant Manager and their Safety Director. Mike Price, Branch Manger for Des Moines attended the kickoff and expressed his commitment towards a safe job. The importance of working safe in very difficult conditions which included weather was stressed repeatedly. During my spot checks, I watched our crew toil in some very tight and hot work areas. In addition to our work, other crafts were on site as well as ADM personnel. The ADM plant and all who participated in the shut down deserve a pat on the back. Joe and his fellow workers worked from 7/10/04 to 7/26/04 straight, 1,795.50 hours without any injuries. Way to go Des Moines. Excellent job, excellent safety record.

Our commitment to safety is the same as our business commitment – “Committed to Excellence”.



Safety Practices - Nick Hurley and Tim Hicks



Tim Hicks

Performance Dodge

Bob Philipps – Project Manager

The final punchlist and tying up a few loose ends are all that remain for the completion of the 58,000 sqft Performance Dodge project located near the 27th and I-80 exchange. What started out a year ago as a large project is now down to a week's worth of work and moving our trailers off-site. The Dodge dealership is the last of the Performance Group's dealerships and the Crown Jewel of the group. The Lexus, Ford and Toyota dealerships had been completed in the last 18 months and were awaiting Performance Dodge to finish out the six square block dealership campus. Sampson Construction Co. was the general contractor of the project with Carlson, West & Povondra in association with The Architectural Group and Morrissey Engineering providing the Architectural and Engineering respectively.

The dealership is basically six separate areas, sales floor with offices and show floor, office and clerical, body shop with paint booths, parts department, service department and the quick lube area. Each one of these areas had their own special requirements ranging from the complex down draft paint booth to the CO2 monitoring system to specialty lighting for the sales conference room and show floor. There is also a 15 acre sales lot for the new vehicles that has been rumored to be expanded by 30% in the next month.

Larkin's Heating and Refrigerating, E&K Drywall and Commonwealth Electric Company were the major subcontractors along with many minor subcontractors. The Commonwealth Electric crew was lead by Jason Rieckman and a cast of seasoned electricians. The team performed very well throughout the project and was burdened by many last minute changes and extras as the completion neared. We had a crew size of 5 - 7 men throughout the project with it peaking at 15 men. During the commissioning phase of the project, CECM's punch list was always the shortest proving once again an IBEW / NECA labor force provides a quality installation all the time.



Customer Waiting Area



Service Desk Area



Paint Booth



Service Department



Body Shop



Front Entrance

CECM Nears Completion of Radiology Ltd., and Offices for Charter Funding

Jay Hoobler – Branch Manager

After approximately eighteen (18) months, construction activities are coming to a close on the two building commercial office complex located at 5th and Wilmot Road in Tucson, AZ. Although these two buildings were separate jobs, they were both designed by Townwest Design and Development and constructed under subcontract agreements with Lloyd Construction. Although they were originally intended to start and finish at the same time, the First Magnus Financial/Charter Funding Building lagged behind the Radiology Ltd. facility due to a delay in the completion of the original design and also due to numerous changes made throughout the construction phase of the project.

Both buildings are currently occupied and operating with only minor change order work left to be completed at the Charter Funding Building.

Both jobs were overseen by project manager Tim Beatty and general foreman Tony Doar with help from foreman Bruce Wiebenga and Jack Scott.

The Radiology Ltd project is a 2-story, 42,000 square foot building which houses diagnostic imaging equipment and services on the first floor and business offices on the second floor. The facility boasts four MRI Rooms, two CT Scan Rooms, one C-Arm Room, and one PET Scan Room along with more conventional imaging services such as x-rays, ultra sound and sonograms. The original

design called for only two MRI machines to be installed and two rooms constructed to house future MRI machines. Due to initial success of the facility, plans are currently underway to add the two additional MRI machines.

The Charter Funding building is a 2-story, 66,000 square foot upscale office facility that specializes in mortgage lending. The interior and exterior of the building are both very unique. From the polished granite exterior to 2-story waterfall in the main lobby this project is truly a work of art. The high tech features used in the project are highlighted by the numerous large screen, high definition plasma monitors that are seen throughout the building. One of the most unique features of the project was an air conditioned garage facility custom designed to house Hummer sport utility vehicles. As mentioned before, this was a challenging job due to the large amount of changes that were made during the construction of this project. Ultimately, we were able to accommodate all of the owner's requests and added another satisfied customer to the list for Commonwealth Electric Company of the Midwest.



Radiology Ltd.



Radiology Ltd.



Charter Funding Entrance



Charter Funding Office



Charter Funding

Creighton Soccer Stadium

Chris Gall – Project Manager

Commonwealth has begun construction on the sound system for the newly constructed Creighton Soccer Stadium. This portion of the project began in August and will be completed during the middle of September. This project is a partnership between Electronic Contracting and Commonwealth. Both CECM electricians and low voltage technicians were required on this project, proving once again that working together to get a job, as well as get it done can be profitable for all sides.



Creighton Soccer Stadium

This stadium is a 2 level design. It will seat over 1800 on the lower level with suites on the second level and a control booth. The overall canopy measurements of the structure are 80' deep by 300' long. The building is designed to cover all seats from top to bottom. Additional tiered seating on the east side of the facility is available.

The field grass is an artificial "turf" called Edel Grass. It is imported from Genemuiden, Holland and is the first of its kind anywhere in both North and South America. This grass is specifically designed for use on soccer fields. The filling for the turf is made of a combination of sand and ground rubber from tires recycled here in Nebraska. The site lighting fixtures are Musco lights and the poles are produced by Valmont. All of the waste receptacles, park benches, and the bike racks are from a company in Lincoln and the products are manufactured here in Nebraska. It is Creighton policy to try to keep as much of the business here in the Nebraska marketplace.

The architectural elements that have been introduced on this project are the first of many to be seen as the new image of Creighton moves forward.

Creighton opened this field for its first season last year and began this phase of the construction with the intent of completion before this season begins. Kiewit construction is the general contractor for the job.

This will be the first field of its kind for soccer in the country, and it is Creighton's hope that this will set the standard for other facilities.

BACK TO SCHOOL 3

Pat Klausen – Project Manager

Currently CECM is in the construction stage of the 246,000 square foot UNL Husker Village – Student Housing Complex that will house 526 students in 213 suites in the fall semester of 2005. Husker Village also has many suites that are designed around the needs of physically handicapped students which is a much needed item on campus to provide relief of retrofitting many of the older buildings.

This facility is the latest housing project on campus that is being built to compete with the "off campus" apartment housing market that students prefer after their freshman year.

This facility consists of two five story buildings that are identical except that one has a convenience store and a clubhouse for the facility. Each of the buildings has an individual independent 3000A switchboard for power supply but the rest of the major systems are shared as one unit.

This project is somewhat different than what is typical for Lincoln as this project is classified as "apartments" so rather than the standard EMT job it is in MC Cable which is not the norm here. There are many of the electricians that have never worked with this material system before so we are on a learning curve to exceed production goals. These production goals will continue to be a real challenge as this project was a very competitive bid due to tough competition in the Lincoln marketplace.



Husker Village

This project is being led by Mike Vollertsen and Steve Wilkens who are working hard to find the problems and solutions before they really become problems at a later date. This pro-active approach will certainly help make this another successful CECM project. Currently we only have a force of seventeen on site with just one building accessible but this should increase significantly once the south building is enclosed by the framers.

With this project and also the Harper-Schramm-Smith complex remodel project being managed by Bob Phillips, Commonwealth Electric is really having a significant presence on the UNL campus.

"Committed to Excellence"

IP Revolution 2004 Data Center Expansion

Chuck Fintel – Project Manager

IP Revolution (IPR) is an Omaha company, founded in 2000, whose business is to help clients navigate the changing seas of information management and technology infrastructure. They do this by providing business continuity services (in the event of a catastrophic occurrence), network management services, alternate work site location, alternate print and mail business continuity services, classroom and meeting facilities, dedicated internet bandwidth, online data storage solutions, enterprise voice and data solutions, IT consulting and staffing, network engineering and secure data center services, which includes secure web hosting, co-location facilities and a managed services environment.



Data Center

IPR's data center business (located in the old Southroads shopping center in Bellevue), has grown significantly in their four years of existence and they needed additional space.

CECM submitted a competitive bid on April 1 for the electrical work on the data center expansion. On April 2, CECM received a notice of intent to award a purchase order to us. This was such a fast track project that by the end of the day on April 2, we had a purchase order agreement in place with GE, had submitted GE shop drawings to the engineer and had approvals back on the gear.

Some of the interesting and challenging work on this project included the addition of a 1200 amp switch (picked with a crane and rolled across the roof) in the north penthouse, installation of the 1200 amp feeder from the north penthouse to Panel MDP2 in the lower level electrical room 500 ft away, installation of the new generator distribution panel-board and its associated feeder from the existing outside generator. The tie-in required the generator to be shut down and a one-day rental of a portable 500 KW generator as back up in case of a power outage. Hot work included the disconnection of existing feeds from section 2 of MDB1 for the maintenance bypass panel-board and UPS1, and the hot tie-in of the new 800 amp third section added on to existing panel-board MDB1.



High Speed Printing

Our work in the 5000 sf data center included the branch lighting, power and grounding; the setting of owner furnished PDUs and the connection of new CRAC units.

Also included with the project was the lighting and branch power for the 2400 sf high speed printing room.

The project required accelerated delivery of the panels and switchgear because of the project's short duration.

A few nights and Saturdays were utilized in order to make the cutover deadlines.

Chuck Fintel was the project manager and Wayne Kalal was the foreman on the project. We completed the project in three months and met the owner's time frame.

IPR has facilities in Omaha, Kansas City, Lawrence/Topeka, Wichita, DesMoines and Sioux Falls. We hope to have the opportunity to work with them again in the future.



Electricity Room