



SafeTrack: Surge 10

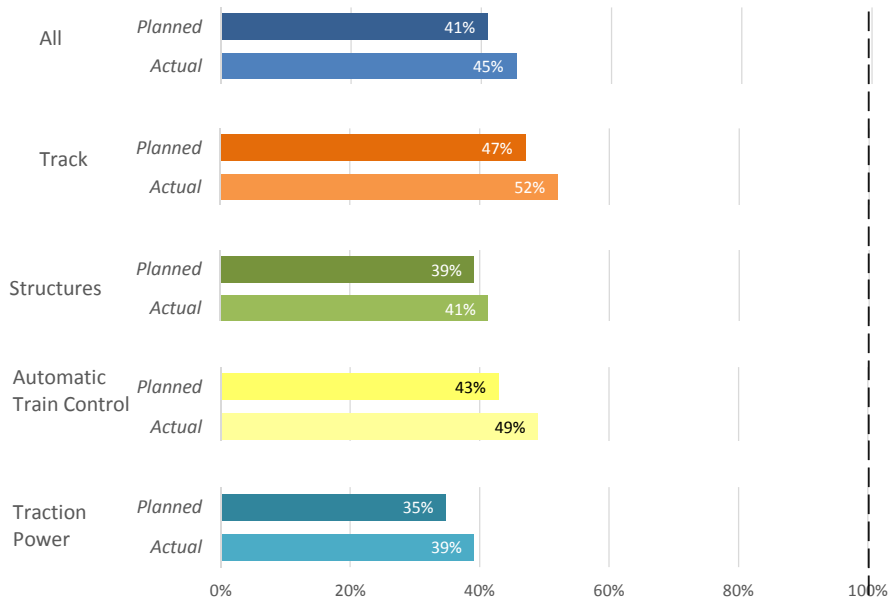
DATES:
October 29-
November 22

WORK ZONE:
NoMa to Fort Totten; Rhode Island Ave and Brookland stations closed.

*Progress Report
Published 11/07/2016*

SCOPE OF WORK: Renewal of rail and power infrastructure on this portion of the Red line, including crossties, track circuit equipment, and power cables.

Overall Progress (% Work Complete Through Sunday, 11/6/16)



*Surge #10 results are preliminary and subject to quality control processes which will remain continuous throughout the duration of SafeTrack. Any remediation work that is identified will be accomplished during normal maintenance times.

Actual work complete represents the % complete of planned across all tasks.

At the conclusion of work on Sunday November 6th, Surge 10 track and structures work, as well as power and automatic train control renewal efforts were slightly ahead of schedule. By this point, 9 days into a 24-day Surge, Metro had planned to complete about 41 percent of work. The weather has cooperated and Metro staff and contractors have managed to complete about 45 percent of all work planned for the entire Surge.

Crosstie replacement is the main focus of track work in this area, and crews have replaced more than 1,500 ties by working around the clock over these 9 days. As part of the crosstie replacement, crews have been able to service 7 switches, a double cross over and 6 track leaders into the Brentwood Service Yard. Structures crews have focused on replacing grout pads near the Rhode Island Ave station on the track bed. In conjunction with Surge 10, crews are able to make other structural repairs to the Rhode Island Ave station not originally intended to be part of the surge.

Automatic Train Control (ATC) crews were focused on repairing intrusion detection warning (IDW) boxes during this period as well as signal lights. They have also replaced cables near the Brookland Station. Crews will continue to work on inspecting and repairing IDW boxes in the area and replacing lamps with LEDs.

Work on the traction power system requires that the power be removed on both tracks. As Surge 10 is a shutdown, traction power crews have been able to work more hours and make more repairs than if this was a single track Surge. Traction power work is slightly ahead of schedule due to crosstie crews having cleared the area faster than originally planned.

If planned Surge 10 work is completed ahead of schedule, crews will utilize the remainder of Surge 10 to perform additional maintenance work.

