



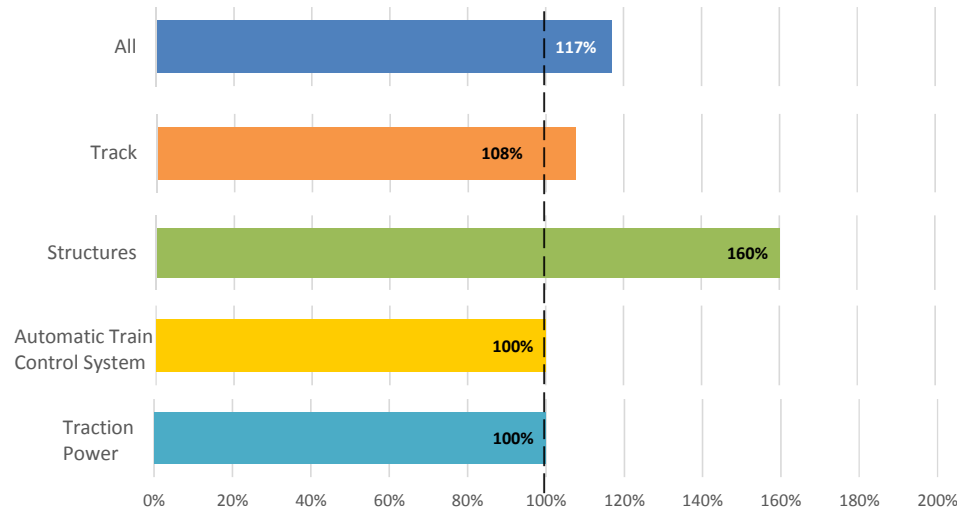
SafeTrack: Surge 13 Detailed Report

DATES: March 4 - April 12
WORK ZONE: Braddock Rd to Huntington and Van Dorn St stations; Continuous Single Tracking

*Final Report
Data as of 4/24/2017*

SCOPE OF WORK: Renewal of rail and power infrastructure on this portion of the Yellow and Blue lines, including crossties, grout pads, fasteners and rail.

Overall Progress (% Planned Work Complete)



Notes:

*Surge #13 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 across all tasks.



Surge 13 concluded on April 12, 2017. During the surge, priority was given to repairing or replacing critical rail infrastructure that affects safety, train speeds and ride quality. Additional preventive maintenance was completed as time permitted. These maintenance activities will be conducted on a regular basis moving forward to keep the infrastructure in a state of good repair.

Surge 13 resulted in 40-days of continuous single tracking on the Blue/Yellow Line between Braddock Road and Huntington/Van Dorn Street stations. A major winter storm that included snow, wind, and freezing temperatures shut down Surge activity for a few days in mid-March and required a schedule adjustment that extended the Surge by three days. Due in part to that snow event, the scope of work was modified and the work completed is based on the modified scope of work. Significant planning went into mitigating the impact to ridership.

The main focus of the surge was to replace deteriorating crossties, grout pads, fasteners and insulators on both sets of tracks in this area. As part of the effort, crews also serviced a critical area for train movement – a double track crossover leading into the Alexandria Yard. In 40 days, track crews replaced 5,646 ties, and structure crews focused on replacing 12,800 linear feet of grout pads on the track bed near the Eisenhower Ave and King St-Old Town stations. To date, WMATA has replaced 34,652 crossties and 30,178 linear feet of grout pads in ten months. Previously, this would have taken three years to accomplish due to the maintenance access needed for grout pads. Faster-moving grout pad work also enabled crews to replace 4,619 fasteners. Automatic Train Control (ATC) crews also focused on repairing intrusion detection warning (IDW) boxes, as well as maintaining signal lights with brighter, longer-lasting LED bulbs.

The critical tasks completed during the surge include:

- + Replaced more than 5,600 crossties
- + Replaced more than 12,000 linear feet of grout pads
- + Replaced more than 4,600 fasteners
- + Replaced more than 5,000 linear feet of cover boards
- + Replaced 1,799 insulators
- + Repaired and replaced over 30 tunnel lighting
- + Upgraded 12 IDW boxes, an important safety feature along fence lines



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	Task	unit	Completed During Surge
Track	Crosstie renewal	# crossties	5,646
	Insulator replacement	# insulators	1,799
	Ballast renewal	# tons	1,800
	Tamping	# linear feet	35,400
	Fastner renewal	# fastners	4,619
	Third Rail maintenance	# linear feet cover board	5,090
	Rail replacement	# linear feet	1,393
Structures	Grout Pad renewal	# linear feet grout pad	12,800
Automatic Train Control System	Intrusion Detection Warning System (IDW) refurbishment and replacement	# boxes	12
	Signal conversion to LED lighting	# signals	26
	Track Junction box repair/replacement	# boxes	42
Traction Power System	Emergency Trip Station Repair	# units	24
	Tunnel Light repair/relamp	# units	30
	Power Cable repair/replacement	# cables	67