



# SafeTrack: Surge 15

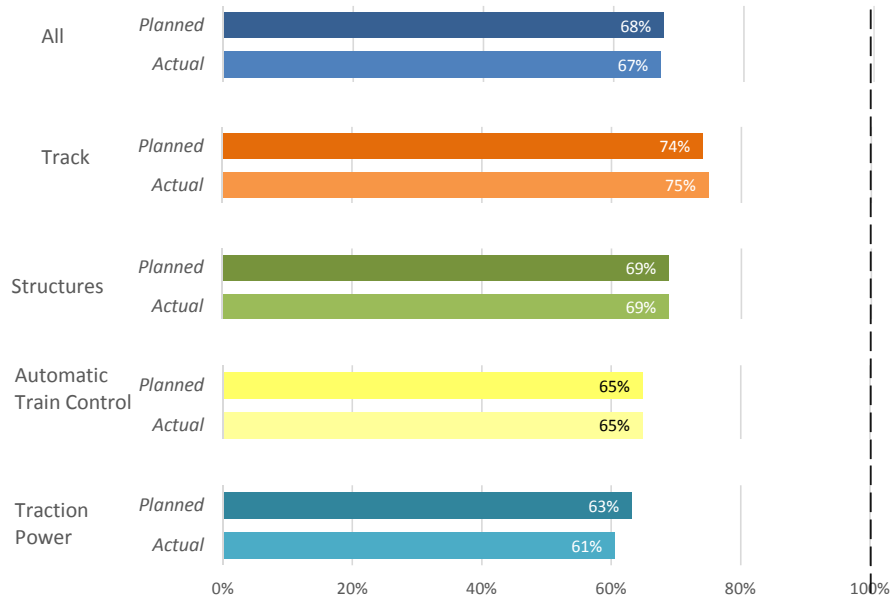
**DATES:**  
May 16 - June 15

**WORK ZONE:**  
Stadium-Armory to New Carrollton; Line Segment Shutdown.

*Progress Report  
Published 6/7/2017*

**SCOPE OF WORK:** Renewal of rail and power infrastructure on this portion of the Green and Yellow lines, including crossties, track circuit equipment, and power cables.

## Overall Progress (% Work Complete Through Wednesday, 6/4/17)



\*Surge #15 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, June 4, Surge 15 work was on schedule. By this point, 20 days into a 31-day Surge, Metro had planned to complete about 68 percent of work. Weather has cooperated and Metro staff and contractors have completed about 67 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 approximately 68 percent of the planned ties by working around the clock. Structures crews have focused on replacing grout pads on two aerial structures, clearing brush and repairing fencing. Track crews have also been able to replace direct fasteners between Minnesota Ave and the D&G Junction where the Orange and Silver/Blue lines converge outside Stadium-Armory.

Automatic Train Control (ATC) crews focused on repairing intrusion detection warning (IDW) boxes during this period as well as signal lights and data transmission system (DTS) cables. They also assisted track with moving equipment in the area by manually operating switches that are powered down for safety. Crews will continue to inspect and repair IDW boxes in the area and replace lights with brighter, longer-lasting LED bulbs.

Work on the traction power system requires that the power be removed on both tracks. As Surge 15 is a shutdown, traction power crews have been able to work more hours and make more repairs than if trains had continuously single tracked. In addition to the planned work, traction power crews discovered negative return cables not identified in pre-surge inspections that required replacement. As a result of the expanded scope traction power work is slightly behind schedule.

Surge 15 work has benefited from continued improvements to efficiencies in work production and the availability of both tracks do to the full shutdown. All planned work is expected to be completed during the planned Surge.

