



SafeTrack: Surge 12 Detailed Report

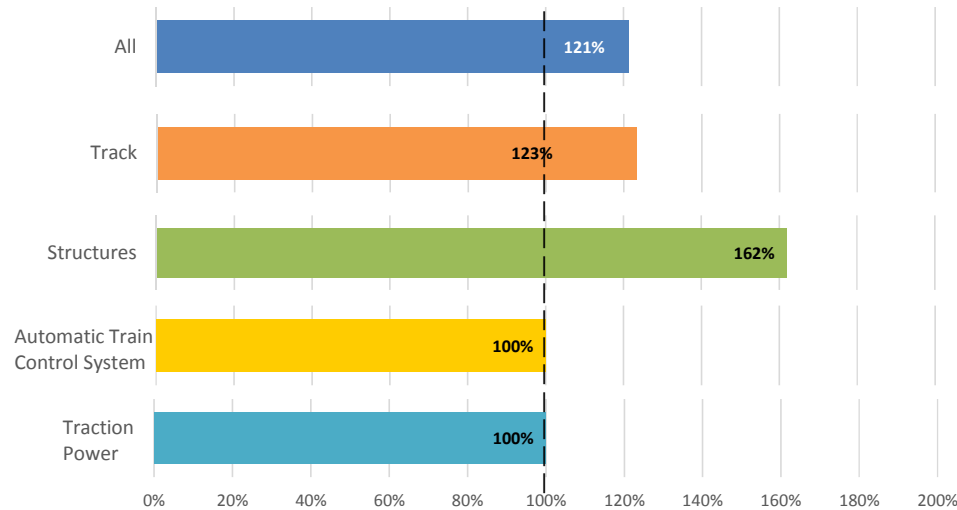
DATES:
February 11-
February 28

WORK ZONE:
Rosslyn to Pentagon, Shutdown

*Final Report
Data as of 3/15/2017*

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

Overall Progress (% Planned Work Complete)



Notes:

*Surge #12 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 12 concluded on February 28, 2017, with all planned tasks completed. 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 12 resulted in an around-the-clock shutdown of the tracks on the Blue Line between Rosslyn and Pentagon stations and weekend single tracking on the Yellow Line from Pentagon City to L'Enfant Plaza. Significant planning went into mitigating the impact to ridership.

The main focus of the surge was to demolish, form and pour new grout pads, as well as replace fasteners and deteriorating old rail on both sets of tracks in this area. In 18 days, crews replaced more than 7,877 linear feet of grout pads, the most of any surge. With a more efficient and effective method developed during SafeTrack, WMATA has replaced 20,491 linear feet of grout pads in nine months. Under previous maintenance access, this would have taken almost 2.5 years to accomplish. Faster-moving grout pad work also enabled crews to replace 5,631 fasteners, more than any surge to date, and more than 5,200 linear feet of rail in this area.

Crews were able to leverage the grade crossing near Arlington Cemetery to weld longer pieces of rail, which will improve ride quality and decrease the work required to maintain mechanical (bolted) joints. In one instance, a 1,170 linear feet long section of continuously welded rail was installed – three times longer than the typical 390 linear feet section installed. The longer sections also improved productivity during the surge and allowed more rail to be replaced.

The critical tasks completed during the surge include:

- + Replaced more than 7,800 linear feet of grout pad
- + Replaced more than 5,200 linear feet of rail
- + Replaced more than 5,600 fasteners
- + Replaced almost 700 crossties
- + Welded more than 50 joints
- + Replaced 900 insulators
- + Repaired more than 35 power cables and more than 72 pigtails



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	Task	unit	Completed During Surge
Track	Crosstie renewal	# crossties	695
	Insulator replacement	# insulators	900
	Ballast renewal	# tons	300
	Tamping	# linear feet	10,480
	Fastner renewal	# fastners	5,631
	Joint elimination	# joints welded	51
	Rail replacement	# linear feet	5,265
Structures	Grout Pad renewal	# linear feet grout pad	7,877
Automatic Train			
Control System	Signal conversion to LED lighting	# signals	4
	Track Junction box repair/replacement	# boxes	1
Traction Power			
System	Emergency Trip Station Repair	# units	29
	Tunnel Light repair/relamp	# units	436
	Power Cable repair/replacement	# cables	35