

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

|   |                        |  |
|---|------------------------|--|
| <input checked="" type="radio"/> Action <input type="radio"/> Information | MEAD Number:<br>100292 | Resolution:<br><input type="radio"/> Yes <input checked="" type="radio"/> No |
|---|------------------------|--|

**TITLE:**

Cheverly Abutment Repair

**PURPOSE:**

To obtain approval of the Board of Directors for authorization, procurement and execution of a Design-Build contract to design and construct repairs to the Cheverly Abutment and track.

**DESCRIPTION:**

In December 2007 as a part of the routine maintenance inspections of the Orange Line it was observed that the alignment of the tracks over Beaver Dam Creek had displaced in excess of 18 inches and that anchor bolts holding the beams in place on the abutment had sheared off as a result of the excessive lateral displacement. Metro track personnel have had to repeatedly adjust the tracks in this area to maintain an acceptable alignment.

Further investigation indicated that both tracks in this area have experienced lateral displacement. This segment of the Orange Line is now being operated under a speed restriction. The operating speed has been lowered from 55 mph to 40 mph. The displacement has been confirmed to be caused by the large stockpile of material that an adjacent property owner had placed on his property next to the alignment. The failed slope has to be restored to a factor of safety of 1.5 which is in accordance with Prince George's County Department of Public Works & Transportation (PGDPW&T) standards for adjacent slopes.

The jurisdictional agency that issued the permit for the adjacent work, PGDPW&T, was informed and the developer contacted. As directed by the Prince George's County Department of Public Works, the developer relocated the stockpile away from the failed slope and the County directed repairs to correct deficiencies in the sediment and erosion control system.

However, the developer has not acknowledged responsibility for the damage to our facilities. While the movement has been negligible over the past few months it is imperative that corrective action be taken to ensure continued safe operation and allow the return to normal operations with removal of the speed restriction. Therefore, Metro staff developed a remediation plan to correct the slope, protect the abutment and restore the alignment to its original line, grade and profile.

Since the developer has not acknowledged liability of the corrective action, Metro must fund this action to issue a Design-Build contract to execute the corrective work and restore the alignment to full operational standards. The Metro Matters funding allocated to State of Good Repair in the urgent priorities must be used until recovery can be made from the developer.

**FUNDING IMPACT:**

| Action with Funding from One Fiscal Year                       |
|--|
| Program: <b>Capital Improvement Program</b>                    |
| Project: Urgent Capital Needs - State of Good Repair - PE_SOGR |
| Budget: \$25,250,000   |
| This Action: \$9,700,000                                       |
| Prior Approval: \$11,068,941.04                                |
| Remaining Budget: \$4,481,058.96                               |
| Remarks: None  |
| Operating Budget Impact: None                                  |

**RECOMMENDATION:**

Approval to initiate & award a Design-Build contract to design and construct repairs to the Cheverly Abutment.