



**Planning, Development and Real Estate Committee**

**Board Action Item VIII-D**

**July 24, 2008**

**System Infrastructure Rehabilitation Program,  
Initiation and Award of Red Line Rehabilitation  
Project  
(Dupont Circle to Silver Spring)**

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

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 100065	Resolution: <input type="radio"/> Yes <input checked="" type="radio"/> No
---------------------------------------------------------------------------	------------------------	------------------------------------------------------------------------------

**TITLE:**

Red Line Rehab.Contract

**PURPOSE:**

To obtain Committee concurrence and Board approval to initiate and award a contract to provide System Infrastructure Rehabilitation for the Red Line from Dupont Circle to Silver Spring. The best value awarded contract would provide all aspects of Station and Line rehabilitation. This will be the first contract in a series of contracts for other segments of the Metro System as part of an overall System Infrastructure Renewal Program.

**DESCRIPTION:**

The new System Infrastructure Rehabilitation Program concept will enhance the Authority's ability to keep the system in a state of good repair, with minimal disruption, increased productivity and reduced cost. The new program will eventually include all Metrorail stations, line facilities, rail yard facilities and bus facilities. The basic concept is to accomplish all rehabilitation work in a specific length of the system using one contract starting with the oldest segment first.

The first contract from Dupont Circle Station (interlocking outbound) to Silver Spring Station (interlocking Outbound) will include standard Design - Bid - Build construction contract work where designs currently exist, Design - Build construction where designs need to be prepared and a Job Order Contract approach where a standardized unit price schedule can be applied to the work required.

This type of contract will result in a more efficient use of the contractor and WMATA forces, resulting in increased productivity. Week night single tracking in accordance with WMATA's Track Rights Guidelines will be implemented to accomplish the majority of the work. By providing the contractor greater access in a defined area, the productivity is increased greatly. This decreases the overall time required to complete the work at a reduced overall cost. This equates to a reduced labor cost over our prior methods to do the same work with less disruptions.

Typical work to be performed includes but is not limited to traction power, automatic train control and communications upgrades, track fastener replacement, tunnel lighting replacement, tunnel ventilation and fire stand pipe rehabilitation. Station rehabilitation includes platform slab and tile replacement, canopy roof replacements, station vault repairs, air conditioning and ventilation equipment rehabilitation and replacement, lighting, public address, and CCTV system upgrades, and elevator and escalator rehabilitation.

Funding for this effort will come from current Metro Matters and Urgent Unfunded Programs applicable to the section of the system.

A DBE goal of 20% has been established for this contract pursuant to WMATA Board Resolution #2007-32.

The Contractor will be required to comply with Executive Order 11246, as amended, with regard to EEO requirements.

**FUNDING IMPACT:**

<b>Action for Multi-Year Funded Contract</b>			
	<b>Capital Improvement Program - Metro Matters</b>		
	<b>Red Line (Dupont to Silver Spring) -- System Infrastructure Rehabilitation</b>		
	<b>FY09</b>	<b>FY10</b>	<b>FY11 - 13</b>
Budget:	<b>\$8,000,000</b>	<b>\$20,000,000</b>	<b>\$68,000,000</b>
This Action:	<b>\$8,000,000</b>	<b>\$20,000,000</b>	<b>\$68,000,000</b>
Prior Approval:	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Remaining Budget:	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Remarks:	<b>The budget and funding beyond FY10 are subject to approval by the Board. Options for work beyond Metro Matters of \$49,000,000 will be included in the contract for a total of \$145,000,000. See budget breakout in electronic attachments.</b>		
Operating Budget Impact:	<b>Positions: None Annual Expense: None</b>		

**RECOMMENDATION:**

Obtain Committee concurrence and Board approval to initiate and award a contract to provide System Infrastructure Rehabilitation for the Red Line from Dupont Circle to Silver Spring.



# System Infrastructure Rehabilitation Program Contracting

*Presented to the Board of Directors:*

**Planning, Development and Real Estate Committee**

July 24, 2008





## Purpose

---

- To present the new System Rehabilitation Concept envisioned to enhance the Authority's ability to keep the system in a state of good repair, with minimal disruption and increased productivity. It includes Rail Station and Line facilities, including elevators and escalators, Rail Yard Facilities and Bus Facilities.
- To obtain Committee concurrence and Board of Directors approval to initiate and award the first Red Line contract, Dupont Circle to Silver Spring.



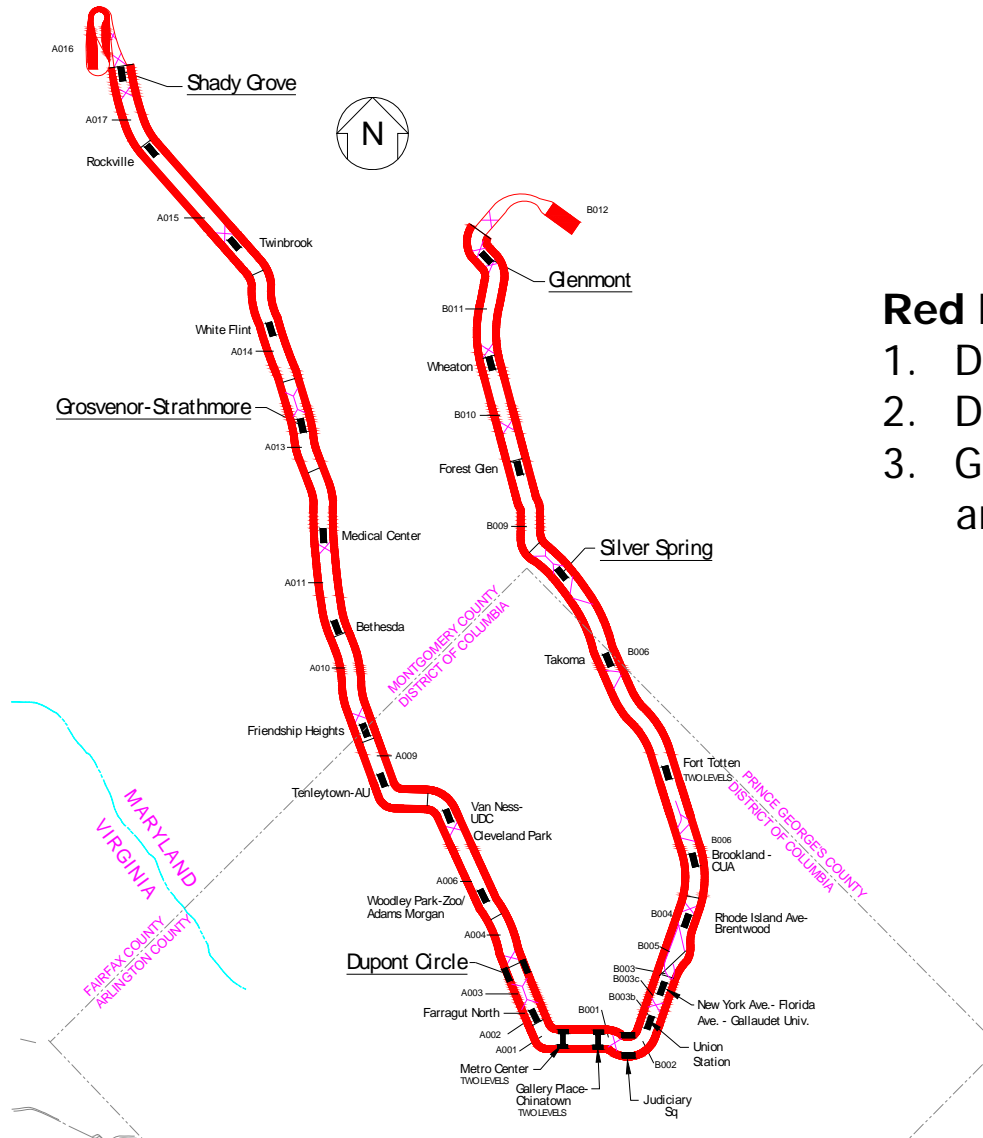
## Background Metrorail

---

- **Current Practice :**
  - Multiple rehab contracts; multiple contractors
  - Conflicts/overlaps track rights between contractors/WMATA Maintenance
  - Week-night non-revenue work window 2-1/2 hours maximum; results in reduced productivity, higher cost and contract delays
- **New Practice and Sequencing:**
  - Three primary Rail Line segments:
    - Red Line
    - Blue / Orange / Yellow Lines
    - Green / Yellow Lines
  - Start with oldest sections first
  - One contractor responsible
  - Work in same areas as WMATA Maintenance
  - Single tracking during week and weekends



# New Approach: Red Line Contract Breakout



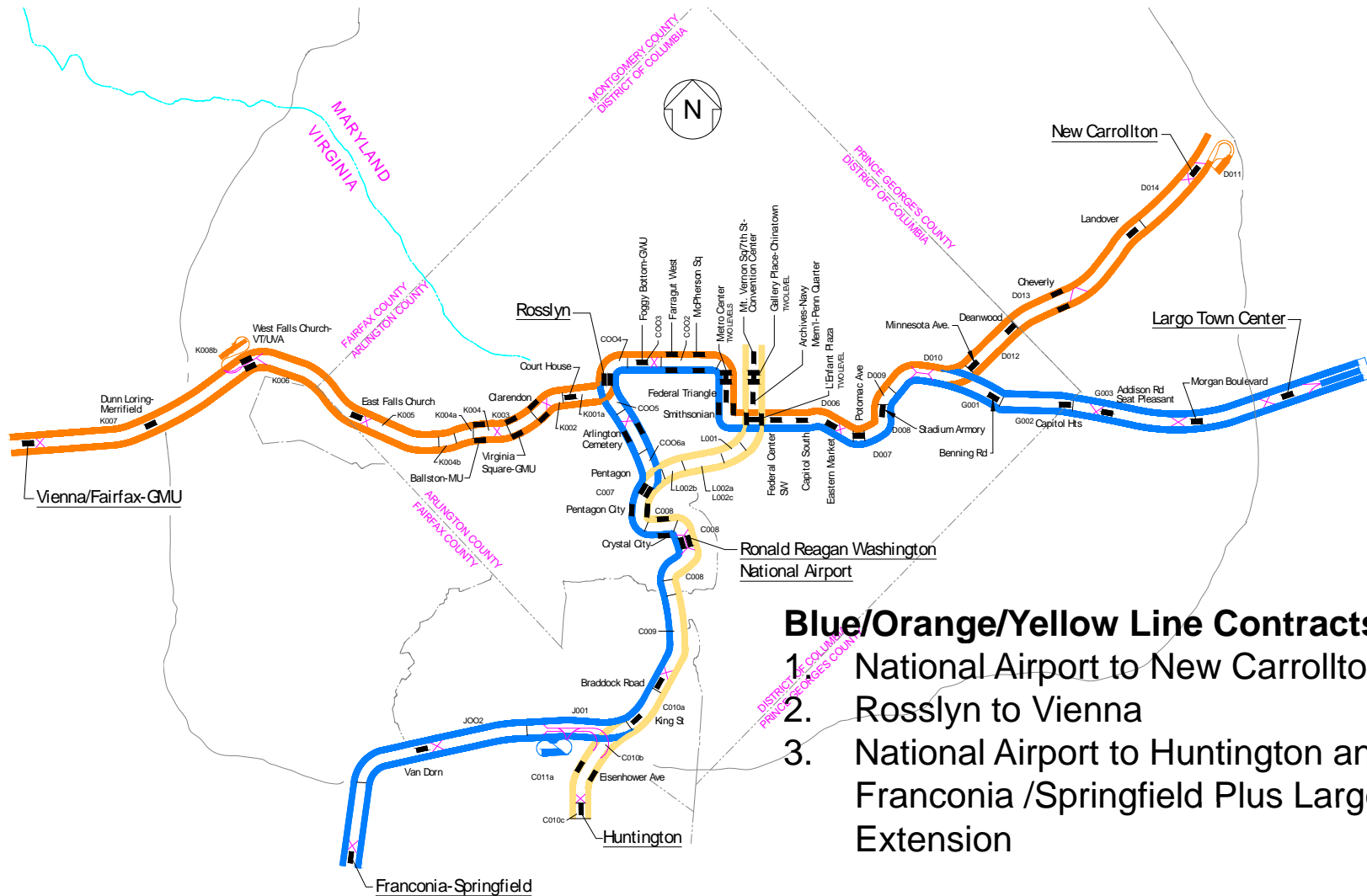
## Red Line Contracts:

1. Dupont to Silver Spring
2. Dupont to Grosvenor
3. Grosvenor to Shady Grove and Silver Spring to Glenmont





# New Approach: Blue / Orange / Yellow Line Contract Breakout

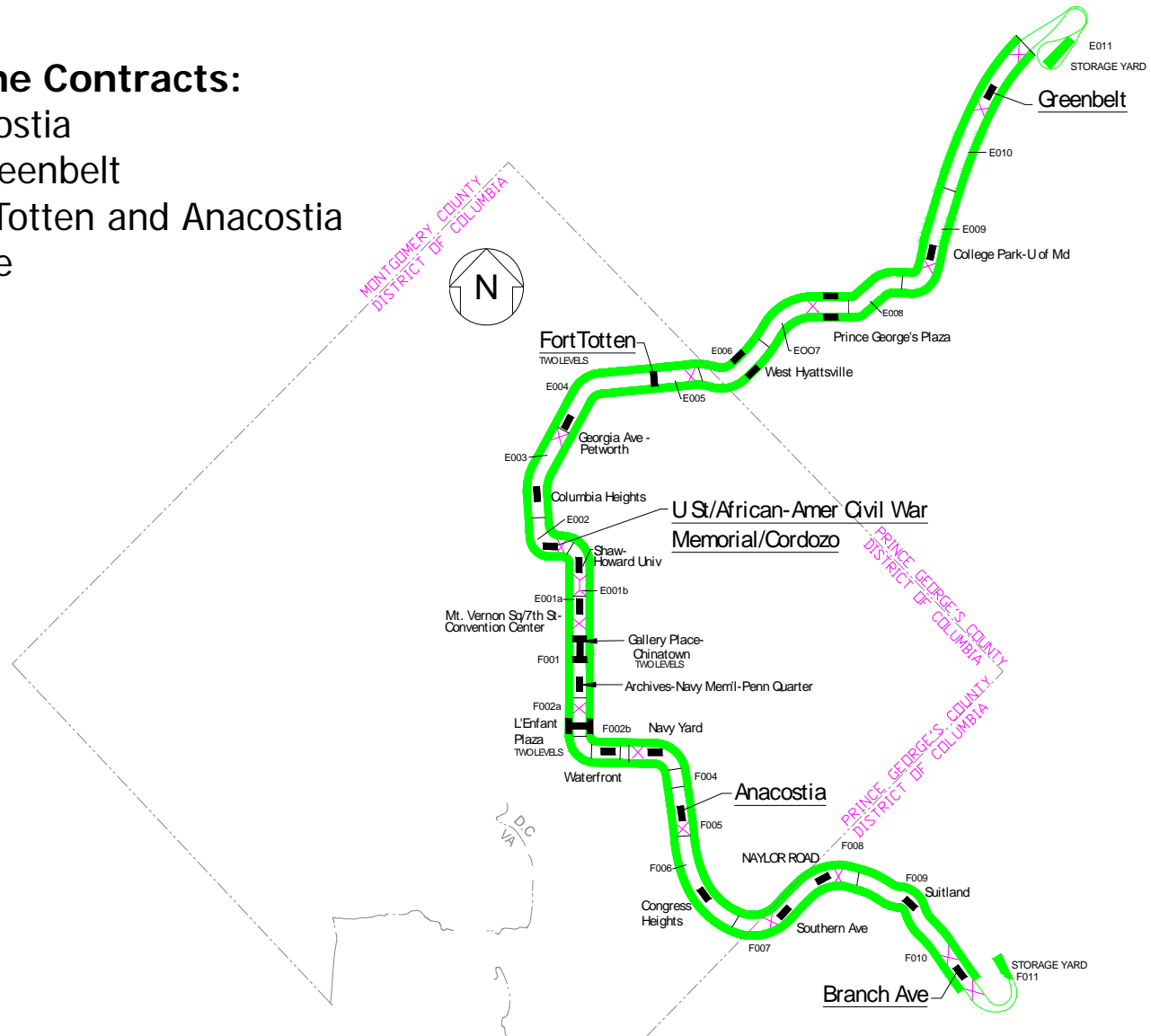




# New Approach: Green / Yellow Line Contract Breakout

## Green / Yellow Line Contracts:

1. U Street to Anacostia
2. Fort Totten to Greenbelt
3. U Street to Fort Totten and Anacostia to Branch Avenue





# New Approach: Bus Facilities and Rail Yards

---

## **Current Bus Facilities and Rail Yard Contracts:**

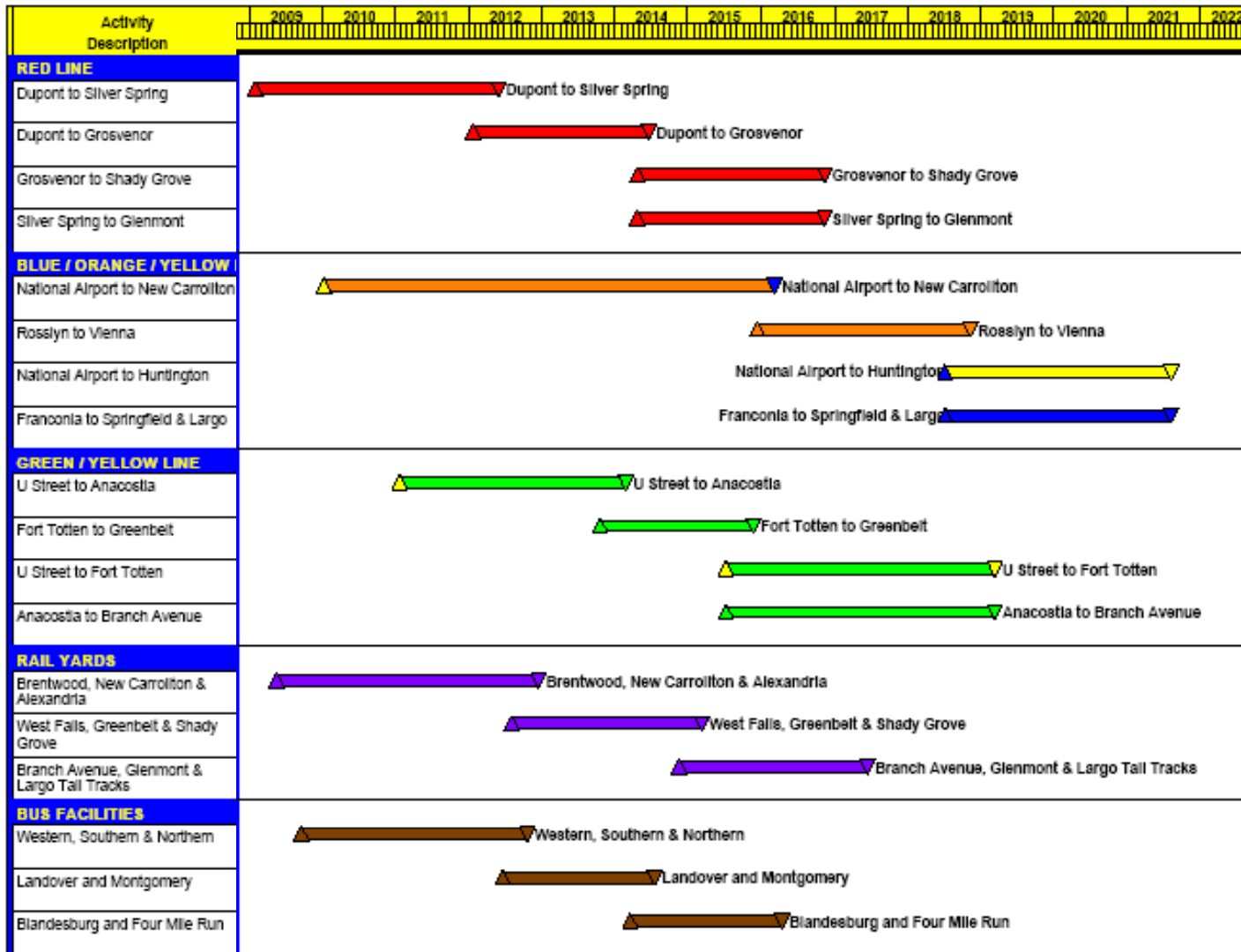
- Multiple Contracts for various equipment and facility renovations

## **Revised Bus Facilities and Rail Yard Contracts:**

- Start with oldest first
- Separate Contracts for Rail Yards and Bus Facilities.
- Rail Yards would be divided into 3 contracts as follows:
  - Brentwood, New Carrollton and Alexandria
  - West Falls Church, Greenbelt, Shady Grove
  - Branch Avenue, Glenmont and Largo Tail Tracks
- Bus Facilities would be divided into 3 contracts as follows:
  - Western, Southern and Northern
  - Landover and Montgomery
  - Bladensburg and Four Mile Run



# Program Schedule





## Recommendation

---

- To obtain Committee concurrence and Board approval to initiate and award the first Red Line contract, Dupont Circle to Silver Spring.



# Appendix A - Cost Breakdown

PHASE --DESCRIPTION	FUNDED IN METRO MATTERS	BEYOND METRO MATTERS	TOTAL
<b>Phase 1 -- FY09 / FY10</b>			
Passenger Facilities	\$7,234,200	\$1,264,500 *	\$8,498,700
Systems	\$12,020,200	\$10,422,600 *	\$22,442,800
Right of Way/ Structures	\$3,899,900	\$260,000 *	\$4,159,900
Elevators / Escalators	\$4,859,250	\$0	\$4,859,250
<b>Total</b>	<b>\$28,013,550</b>	<b>\$11,947,100</b>	<b>\$39,960,650</b>
<b>Phase 2 -- FY11</b>			
Passenger Facilities	\$7,706,300	\$4,150,000	\$11,856,300
Systems	\$6,432,200	\$14,282,100	\$20,714,300
Right of Way/ Structures	\$833,400	\$3,000,000	\$3,833,400
Elevators / Escalators	\$21,048,000	\$0	\$21,048,000
<b>Total</b>	<b>\$36,019,900</b>	<b>\$21,432,100</b>	<b>\$57,452,000</b>
<b>Phase 3 -- FY12</b>			
Passenger Facilities	\$0	\$2,591,300	\$2,591,300
Systems	\$5,631,800	\$6,156,000	\$11,787,800
Right of Way/ Structures	\$10,733,300	\$520,000	\$11,253,300
Elevators / Escalators	\$0	\$0	\$0
<b>Total</b>	<b>\$16,365,100</b>	<b>\$9,267,300</b>	<b>\$25,632,400</b>
<b>Phase 4 -- FY13</b>			
Passenger Facilities	\$666,700	\$2,561,300	\$3,228,000
Systems	\$4,312,200	\$3,356,000	\$7,668,200
Right of Way/ Structures	\$10,733,300	\$520,000	\$11,253,300
Elevators / Escalators	\$0	\$0	\$0
<b>Total</b>	<b>\$15,712,200</b>	<b>\$6,437,300</b>	<b>\$22,149,500</b>
<b>GRAND TOTAL</b>	<b>\$96,110,750</b>	<b>\$49,083,800</b>	<b>\$145,194,550</b>

\* Phase 1 work to be delayed until phase 2 pending the availability of funding