

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 100469	Resolution: <input type="radio"/> Yes <input checked="" type="radio"/> No
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TITLE:

Crossties and Rail Lubricators

PURPOSE:

This action is to obtain authority to initiate and award two competitive contracts. The first contract is to procure 10,000 crossties in FY2010. The second contract is to procure ten single track rail lubricators and six dual track lubricators in FY2010. The purchase of crossties and lubricators will minimize potential disruptions and subsequent delays on the revenue rail system in support of WMATA's goal to deliver quality service and create a safety culture.

DESCRIPTION:

Crossties

The replacement of crossties is an annual program maintenance requirement in the Office of Track and Structures Systems Maintenance (TSSM).

There are in excess of 250,000 ties located on the ballasted track sections of the Metro track system and in maintenance yards. Crossties are replaced when they become defective and no longer support and distribute the vertical loads of train weight, or maintain correct rail gauge and alignment. The normal useful life of a crosstie is 20 years but this is affected by weather, loading and maintenance.

Crossties procured in the requested quantities will provide sufficient amounts to replace projected defective ties for the remainder of FY2010. TSSM intends to install 10,000 crossties in FY2010.

Restraining Rail Lubricators

The Office of Track and Structures/Systems Maintenance (TSSM) has a requirement to replace the existing restraining rails and 16 lubricators at the Greenbelt Yard and Shady Grove Yard loop tracks.

The yard loop tracks require the restraining rails to prevent derailment of trains. Short radius curves on these loop tracks causes a high level of friction on the train wheels and the restraining rail interface. This friction causes excessive wear on the train wheels and restraining rail, produces excessive noise and potential derailment. The restraining rail wayside lubricator system automatically applies a specific amount of lubricant to the side of the restraining rail as the train wheels roll by sensors located in the beginning of the loop track. The wheels spread the lubricant on the forward length of the restraining rail face. Continued movement of the trains around the loop track will keep the face of the restraining rail well lubricated. TSSM will install seven lubricators at the Greenbelt Rail Yard and nine at the Shady Grove Rail Yard in FY10.

FUNDING IMPACT:

Program:	FY2010 Capital Improvement Program
Project:	ROW Track Rehabilitation-PE_TRAC
Budget:	\$19,400,133
This Action:	\$750,000
Prior Approval:	\$7,954,483
Remaining Budget:	\$10,695,650
Remarks:	Cost breakdown- \$550,000-Crossties & \$200,000-Rail Lubricators.
Operating Budget	There is no impact on the operating budget
Impact:	concerning this request for Crossties and Rail Lubricators.

RECOMMENDATION:

Approval to initiate and award competitive contracts for crossties and rail lubricators.