



SafeTrack: Surge 3

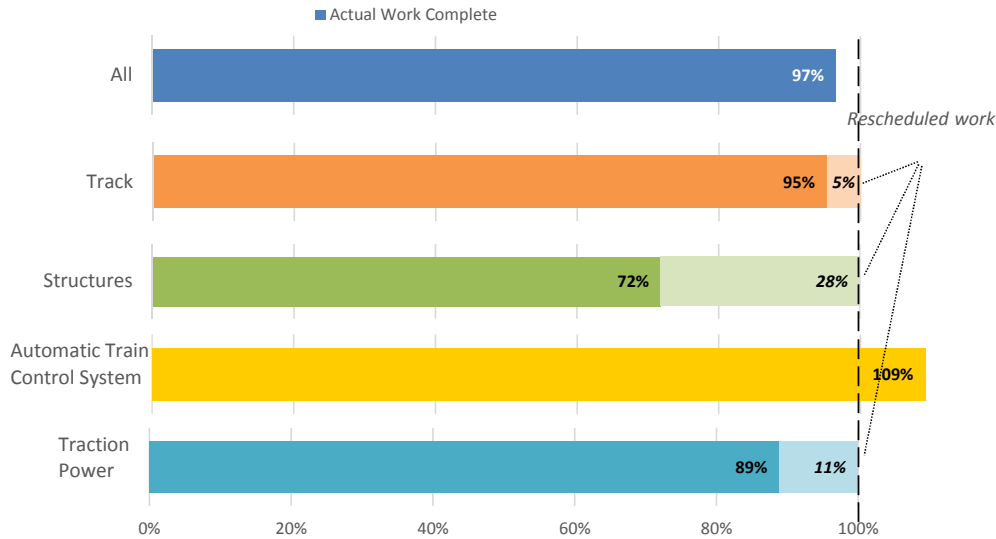
DATES:
July 5 - 11

WORK ZONE:
Reagan National Airport to Braddock Road, Line Segment Shutdown

*Final Report
Data as of 07/15/16*

SCOPE OF WORK: Renewal of rail and power infrastructure on this portion of the Blue and Yellow lines, including crossties, rail, fasteners, grout pads, and power cables.

Overall Progress (% Planned Work Complete)



Notes:

*Surge #3 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 3 concluded on July 11, 2016. Extreme heat slowed productivity, as work crews took more frequent breaks to stay hydrated and safe. In particular, crosstie renewal, a main priority for this surge, took longer to complete than originally planned. This meant that some open joint welding (track), grout pad replacement (structures), and expansion cable replacements (traction power) had to be rescheduled.

During the surge, priority was given to addressing potential defects and repairing or replacing critical rail infrastructure that affects train speeds and ride quality. Additional regular and preventive maintenance activities were fit in as time permitted. These maintenance activities are and will continue to be conducted on a regular basis to keep the infrastructure in a state of good repair.

The critical tasks completed during the surge include:

- + Repaired third rail to improve reliability of the 7000 series trains in this area
- + Verizon adjusted cellular amplifiers to improve coverage for customers
- + Replaced a cross-bond, improving ride quality
- + Replaced over 1,300 crossties
- + Renewed over 200 insulators
- + Renewed 800 linear feet of grout pad
- + Replaced over 1,000 fasteners and 1,200 studs

Shutting down this segment of the Blue and Yellow line allowed the necessary repairs to be completed much more quickly than would otherwise be possible. Replacing over 1,300 crossties would take about 260 nights if performed only after the system closed. Replacing 800 ft of grout pads would take two full weekends, and require single-tracking around the work zone.

In addition, crews completed preventive maintenance activities, including inspecting and repairing tunnel lighting, intrusion detection warning systems, electronic trip stations, and cables at traction power substations and breakers.





SafeTrack: Surge 3 Detailed Report

Final Report: 7/15/2016

	Task	unit	Completed During Surge
Track	Crosstie renewal	# crossties	1,327
	Ballast renewal	# tons	120
	Tamping	# linear feet	6,340
	Insulator renewal	# insulators	233
	Fastener renewal	# fasteners	1,062
	Stud renewal	# studs	1,212
	Third rail maintenance	# linear feet cover board	170
	Spot Rail renewal	# linear feet	78
	Joint elimination	# joints welded	6
Structures	Grout Pad renewal	# linear feet grout pad	800
	Drain maintenance	# linear feet	1,726
	Signage repair	# signs	69
Automatic Train Control System	Track Junction box repair/replacement	# boxes	34
Traction Power System	Emergency Trip Station Repair	# units	19
	Tunnel light repair/relamp	# units	355
	Power Cable repair/replacement	# cables	20