



# SafeTrack: Surge 14

## DATES:

April 15 - 29

April 30 - May 14

## WORK ZONE:

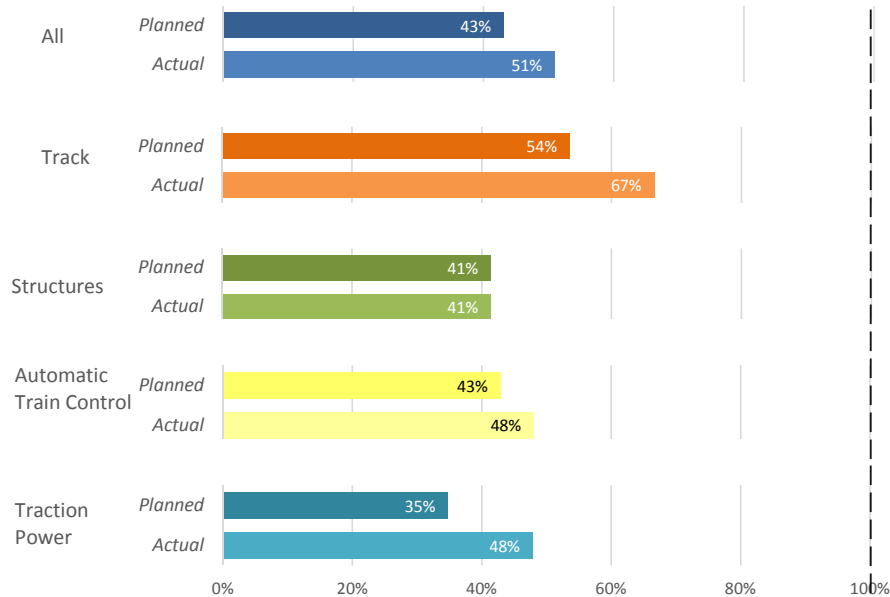
Greenbelt to Prince George's Plaza; Line Segment Shutdown.

Greenbelt to College Park-U of Md.; Line Segment Shutdown.

**SCOPE OF WORK:** Renewal of rail and power infrastructure on this portion of the Green and Yellow lines, including crossties, track circuit equipment, and power cables.

Progress Report  
Published 4/28/2017

### Overall Progress (% Work Complete Through Wednesday, 4/26/17)



\*Surge #14 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 of planned across all tasks.

At the conclusion of work on Wednesday April 26th, Surge 14 track, power and automatic train control work efforts were slightly ahead of schedule and structures renewal efforts were tracking on schedule. By this point, 12 days into a 30-day Surge, Metro had planned to complete about 43 percent of work. Although there have been several rainy days, Metro staff and contractors have managed to complete about 51 percent of all work planned for the entire Surge.

Crosstie replacement is the main focus of track work in this area, and crews have replaced approximately 75% of the planned ties by working around the clock over these 12 days. As part of the crosstie replacement, crews have been able to service the crossover near the College Park Station. Structures crews have focused on tunnel leaks, retaining wall panels and clogged drains. Track crews have also been able to replace direct fasteners between Prince George's Plaza and College Park.

Automatic Train Control (ATC) crews were focused on repairing intrusion detection warning (IDW) boxes during this period as well as signal lights. They have also assisted track with moving equipment in the area by manually operating switches that are powered down for safety. Crews will continue to work on inspecting and repairing IDW boxes in the area and replacing lights with brighter, longer-lasting LED bulbs.

Work on the traction power system requires that the power be removed on both tracks. As Surge 14 is a shutdown, traction power crews have been able to work more hours and make more repairs than if this was a single track Surge. Traction power work is slightly ahead of schedule due to crosstie crews having cleared the area faster than originally planned.

Planned Surge 14 work has benefited from continued improvements to efficiencies in work production and the benefit of having the use of both tracks during this full shutdown and should be completed during the planned Surge.

