



SafeTrack: Surge 15 Detailed Report

DATES:

May 16 - June 15

WORK ZONE:

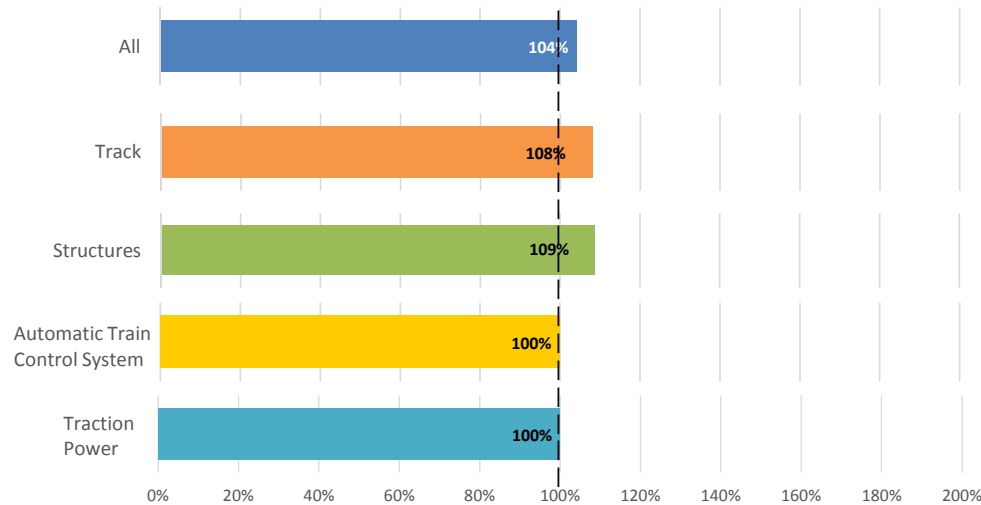
Stadium-Armory to New Carrollton; Line Segment Shutdown

Final Report

Data as of 6/26/2017

SCOPE OF WORK: Renewal of rail and power infrastructure on this portion of the Orange Line, including crossties, track circuit equipment, and power cables.

Overall Progress (% Planned Work Complete)



Notes:

*Surge #15 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 15 concluded on June 15, 2017, with all planned tasks completed. During the surge, priority was given to repairing or replacing critical rail infrastructure on the Orange Line between Stadium-Armory and New Carrollton. Additional preventive maintenance activities were completed as time permitted. These maintenance activities will continue to be conducted on a regular basis to keep the infrastructure in a state of good repair. Surge 15 was the largest shutdown to date for SafeTrack and was particularly challenging due to the significant and complicated bus shuttle operation needed to provide travel alternatives for impacted customers.

The main focus of the surge was to replace deteriorating crossties, as well as grout pad and fastener replacement on the aerial structures. At the end of the surge, track crews replaced 15,713 ties, the most of any surge to date, through the entire area (12 track miles). Crews also replaced direct fasteners between Minnesota Ave and the D&G Junction where the Orange and Silver/Blue lines converge outside Stadium-Armory. Structure crews focused on replacing 8,879 linear feet of grout pad on the aerial structures, clearing brush and repairing fencing.

The Surge was conducted as a shutdown, allowing power to be removed on both tracks and providing traction power crews with the ability to accomplish more work than if trains had continuously single tracked. In addition to the planned work, traction power crews discovered negative return cables at the substations that required replacement. Automatic Train Control (ATC) crews focused on repairing intrusion detection warning (IDW) boxes, as well as signal lights and data transmission system (DTS) cables.

The critical tasks completed during the surge include:

- + Replaced more than 15,700 crossties
- + Replaced more than 8,800 linear feet of grout pads
- + Replaced more than 1,200 linear feet of cover boards
- + Replaced more than 3,000 fasteners
- + Replaced 2,403 insulators
- + Replaced more than 2,500 linear feet of rail
- + Repaired more than 75 power cables and more than 70 pigtails



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	Task	unit	Completed During Surge
Track	Crosstie renewal	# crossties	15,713
	Insulator replacement	# insulators	2,403
	Ballast renewal	# tons	3,397
	Tamping	# linear feet	51,500
	Fastner renewal	# fastners	3,244
	Joint elimination	# joints welded	-
	Rail replacement	# linear feet	2,867
	Third Rail maintenance	# linear feet cover board	1,250
Structures	Grout Pad renewal	# linear feet grout pad	8,879
Automatic Train Control System	Intrusion Detection Warning System (IDW) refurbishment and replacement	# boxes	600
	Signal conversion to LED lighting	# signals	10
	Push Buttons box repair/replacement	# boxes	4
Traction Power System	Power Cable repair/replacement	# cables	149