

WMATA Station Platform Reconstruction Capital Project Summer 2019

Fairfax County Board Transportation Committee

7/17/2018



State of Platforms

- 45 outdoor stations – concrete platforms have been exposed to weather and de-icing agents for decades
- Platforms built 35-40 years ago are now deteriorating
 - 10 stations already have rebuilt platforms
 - 15 stations have platforms in good condition
 - 20 stations have platforms requiring immediate attention; temporary measures installed where needed to stabilize and ensure safety until reconstruction occurs
- Concrete repair is a necessary safety project

State of Platforms



Braddock Road Station



King St Station



Van Dorn Station

Platform Rebuilding – Challenges

- Extensive set-up and take down of work zones and temporary measures limits productivity and extends project duration
- Customer access restrictions if stations remain open
- Bad weather (rain, excessive cold) delays concrete work

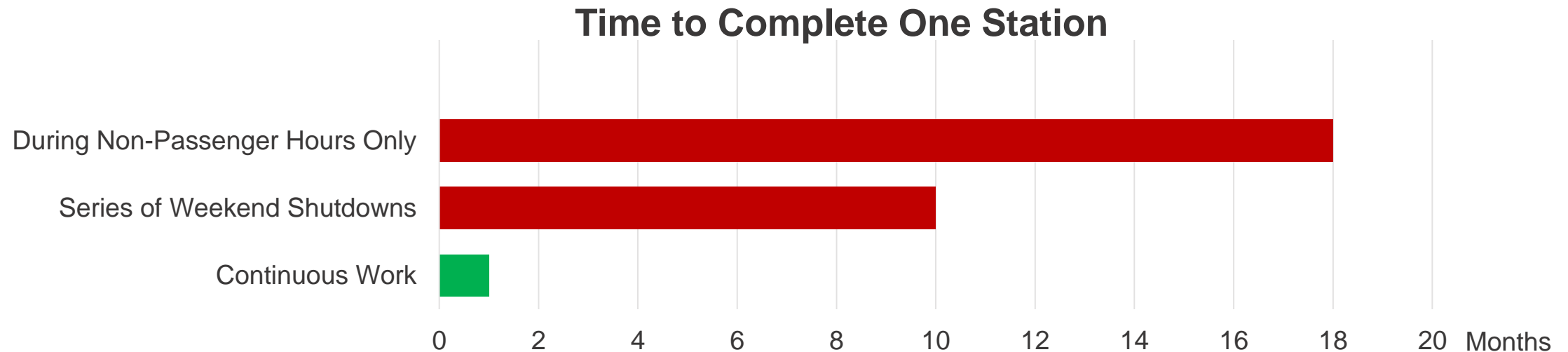


Platform Rebuilding – Recent Experience

- Minnesota Avenue and Deanwood
 - Stations remained open, no rush-hour service impacts
 - Work occurred during nights and weekends
 - Negative Customer Experience
 - Limited available platform space for customers
 - Difficult to maneuver around work zone
 - Construction site with equipment blocking access
 - Clutter and mess
 - Low daily productivity due to set up and take down time
 - Rebuilding platforms at just two stations took three years

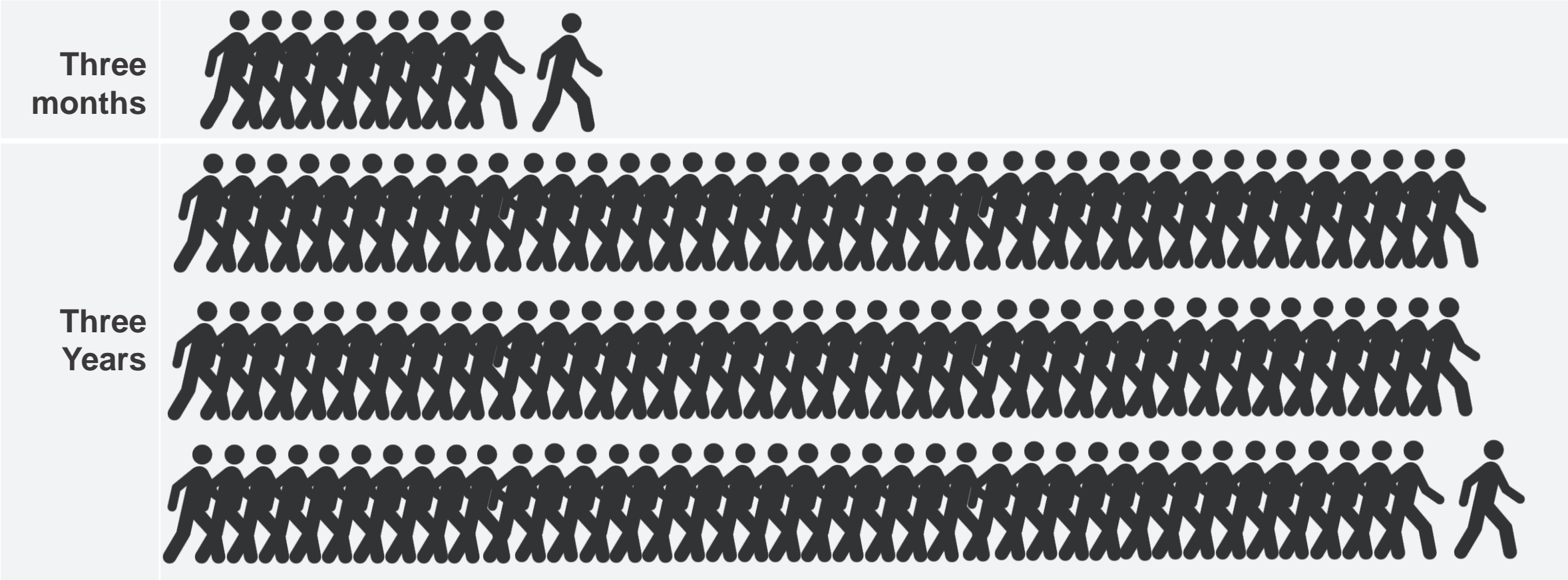


Efficiency Comparison



- Providing 24/7 track access substantially reduces **project duration**, is **safer**, and **costs less**

Minimizing Commuter Impact



If Federal Employee John takes Metro to work and back home five days/week, he'll be inconvenienced by platform repairs at his station during 130 trips in three months vs. 1,560 trips in 3 years.



Project Plan

- Complete 20 stations between May 2019 – September 2021 utilizing continuous work plan
- \$300-\$500 million in capital project costs over three years
- Extended summer shutdowns on portions of the system each year between Memorial Day and Labor Day (when ridership lighter)
- Work continues at other times of year with limited single tracking or shorter track outages to minimize service impacts
- Advance planning to coordinate with jurisdictions and partner agencies; provide customers at least three months advance notice of service impacts and mitigation options for riders

Implementation Strategy

- Solicited industry input for rebuilding platforms
 - Two responses agreed – 3 stations in 90 days
- Grouping stations based on platform conditions and location
- Evaluating station configurations and service impacts:
 - Side platform vs. center platform
 - Examining cross-over proximity to stations and station proximity to the end of a line
 - Considering impact of work at any one station on the remainder of the line
 - Goal is to maximize service across the whole system

Additional Work During Summer 2019

- Complete work on nearby tracks and infrastructure:
 - Demolish Huntington Parking Garage
 - Repair rail bridge near the Van Dorn Station
 - Install a new crossover north of King Street Station
 - Replace traction power equipment for three substations
 - Conduct a repair blitz of the Alexandria Rail Yard
 - Commence invasive work for the Potomac Yard Station
 - Repair crossover at Huntington Station
- Improve stations and customer amenities during shutdowns

Phase I

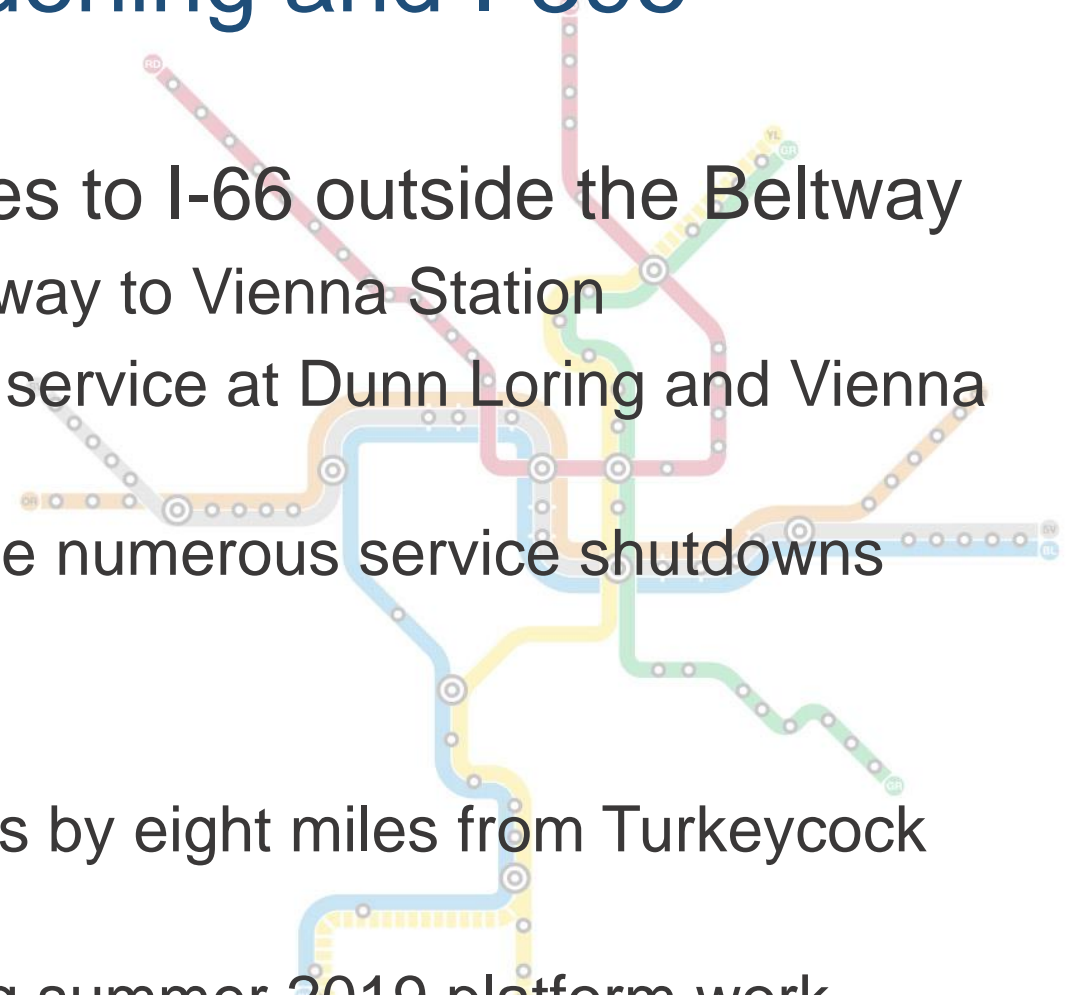
Planning/contracting underway for the following:

- **Summer 2019:** Braddock Road, King Street & Eisenhower Ave (Memorial to Labor Day)
Shutdown BL/YL south of National Airport
- **September 2019:** Van Dorn Street
Continuous single tracking affecting Blue Line only
- **October – December 2019:** Franconia-Springfield
No significant service impacts expected
- **January – May 2020:** National Airport & Huntington
No significant service impacts expected



Other Service Impacts: I-66 Widening and I-395 Construction

- Virginia (VDOT) contract to add toll lanes to I-66 outside the Beltway
 - Widening will impact all bridges from Beltway to Vienna Station
 - Bridge work over Orange Line will impact service at Dunn Loring and Vienna Stations
 - Preliminary plans of I-66 contractor include numerous service shutdowns over three to four years
- I-395 Construction
 - Project extending the I-395 Express Lanes by eight miles from Turkeycock Run to Eads Street
 - Impact of I-395 project construction during summer 2019 platform work



Next Steps

- Coordinate with jurisdictions and transportation partners to begin developing service alternatives for customers during summer 2019
- Initial Virginia coordination meeting held on May 24 and follow up conference call held on July 12
- Will continue to hold regular conference calls with Virginia stakeholders organized by NVTC and WMATA