



RFP NO: FQ15093/GG
Technical Presentation

**REHABILITATION OF RED LINE METRO RAIL
SYSTEM FROM FRIENDSHIP HEIGHTS CROSSOVER
TO GROSVENOR-STRATHMORE STATION**

MAY 04, 2015

Chen Zhou & Richard Smith



FQ15093/GG Technical Presentation Agenda

- Red Line Rehab Phase 2 Contracts
- Work Elements
- Work Elements and Location Map
- Design-Builder Furnished Equipment
- Access Points
- Roadway Access Submittal Process
- Contract Documents List
- Access Dates and Hours
- Delay and Cancellation Policy
- Adjacent Work by Others
- Critical Planning

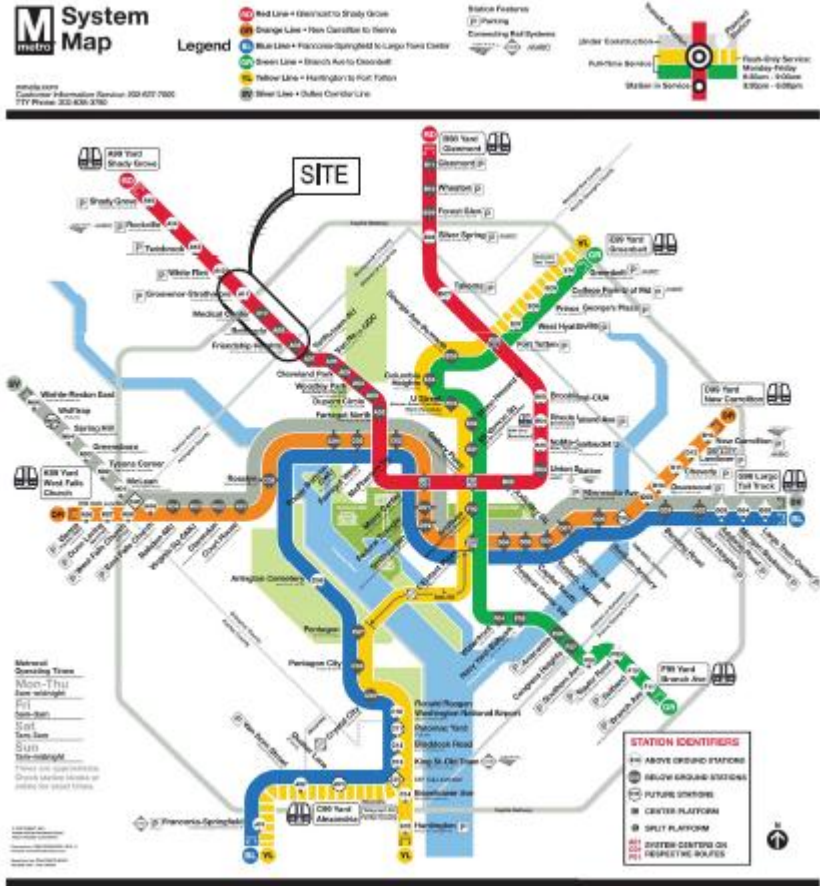
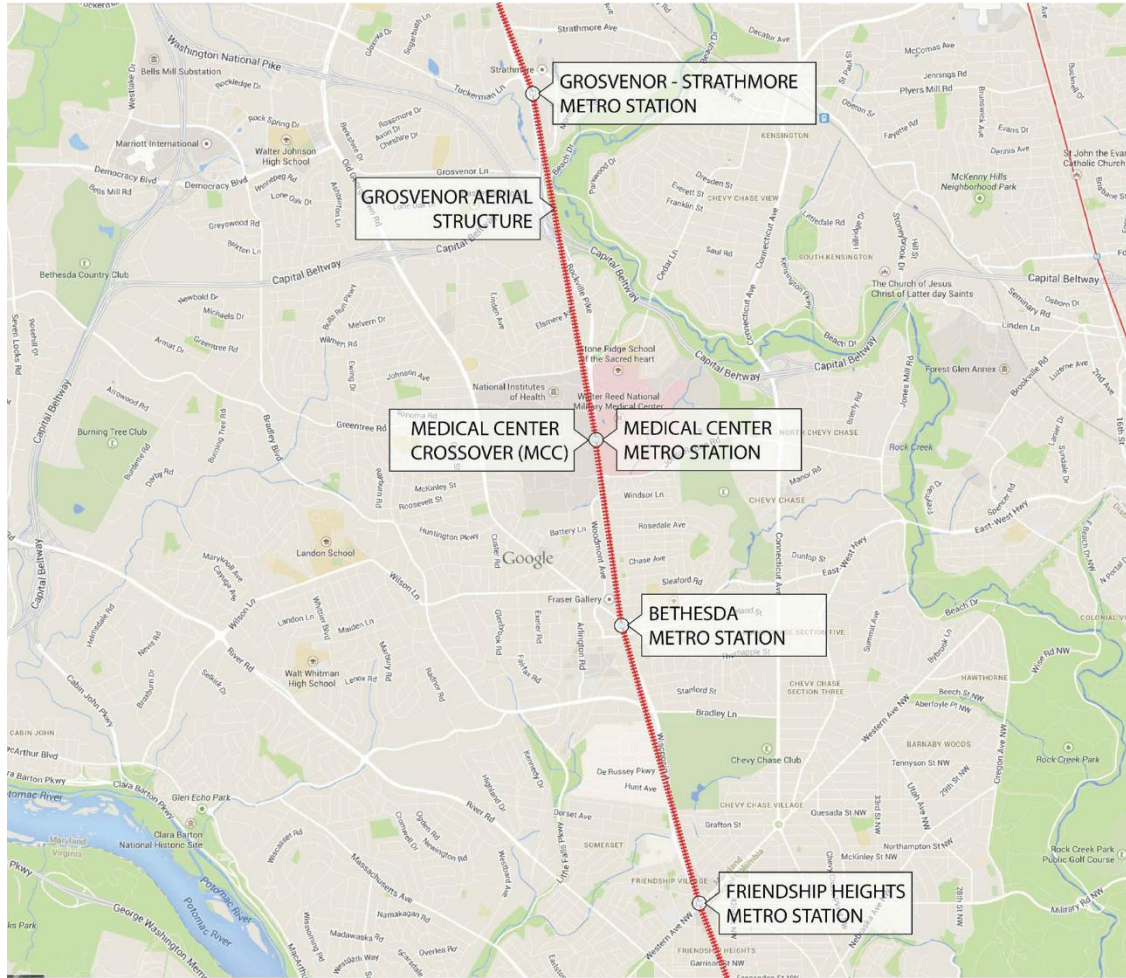
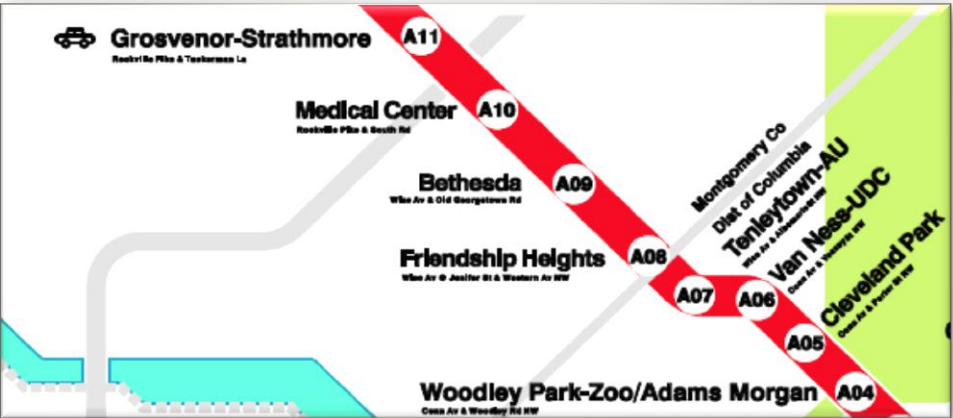


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Red Line Rehab Phase 2 Contracts



- Red Line 2.1** Friendship Heights Crossover to Grosvenor Track Rights Related Rehab (FQ15093) A305+32 to A568+78
- Red Line 2.3** Friendship Heights Crossover to DuPont Circle Crossover Track Rights Related Rehab
- Red Line 2.2** Grosvenor to DuPont Crossover Non/Minimum Track Rights Related Rehab



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Work Elements

Part 1 – 2.1.1: Tunnel Rehabilitation & Medical Center Station Ceiling Replacement

Part 2 – 2.1.2: Medical Center Crossover Waterproofing

Part 3 – 2.1.3: Grosvenor Aerial Structural Retrofit

Part 4 – 2.1.4: Grosvenor-Strathmore Station Platform Slab and Tiles Rehabilitation

Part 5 – 2.1.5: Grosvenor-Strathmore Platform Canopy and Mezzanine Roof Retrofit Design-Build

Part 6 – 2.1.6: Bethesda Station New South Mezzanine Design-Build

a. Option 1A – Design

b. Option 1B – Construction, testing and commissioning

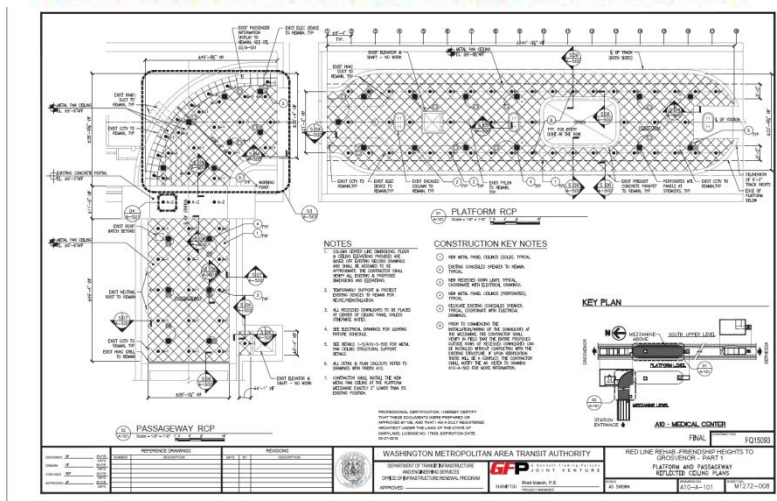


2.1.1 Tunnel Rehabilitation & Medical Center Station Ceiling Replacement

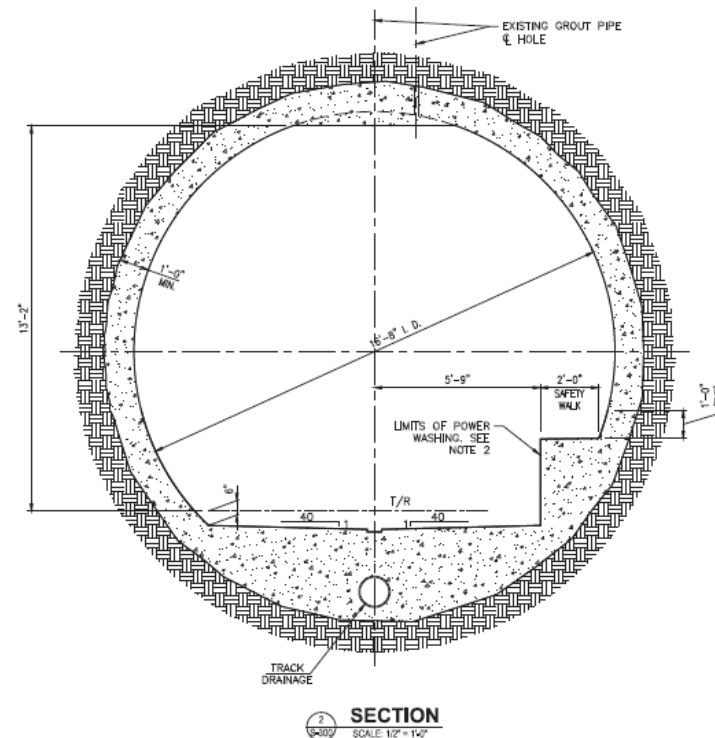
A10 Ceiling



Medical Center Passageway Ceiling



Tunnel Power Washing





2.1.1 Tunnel Rehabilitation & Medical Center Station Ceiling Replacement

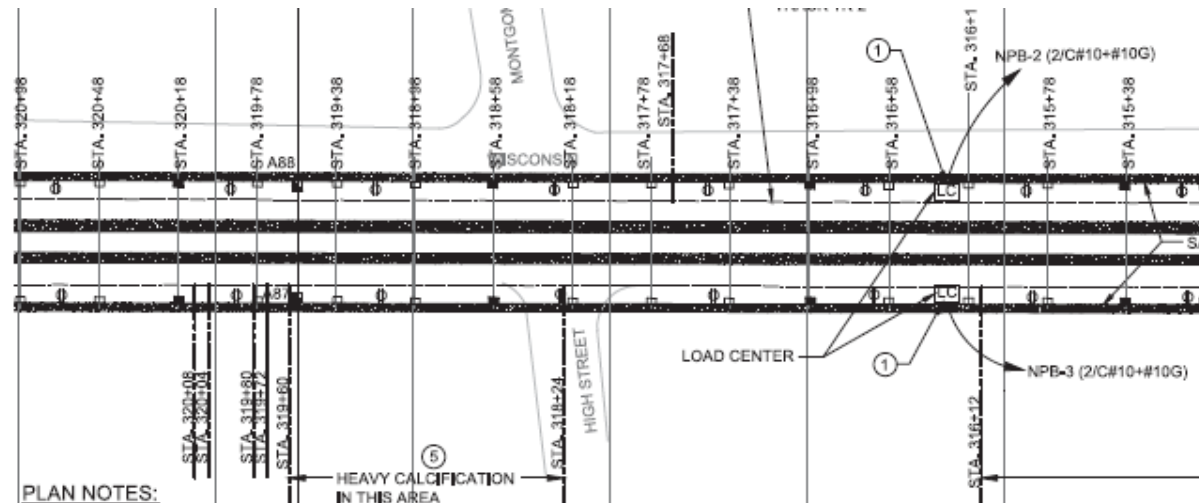
Electrical Work



TYPICAL CABLES WITH VERY HEAVY CALCIFICATION

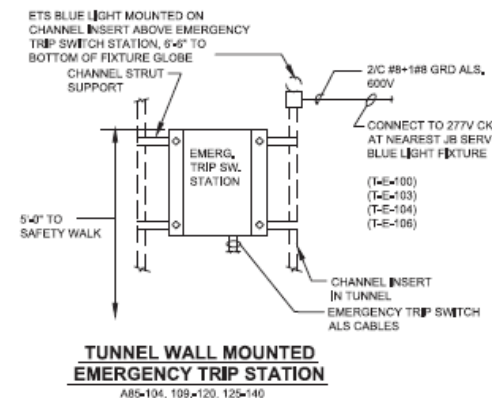
TUNNEL REHABILITATION LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	MOUNTING	MANUFACTURER & MODEL	NOTES
L	INDUSTRIAL LINEAR LED 48" LONG, 50W, 120/277V, REMOTE DRIVER, RATED P66, COLD TEMP. RATED, (-30°C TO 50°C)	WALL	OSRAM-SYLVANIA ILL-L-50-7-45-LB-UNV-QR OR APPROVED EQUAL	-
ETS BLUE LIGHT	LED WARNING LIGHT	WALL	FEDERAL SIGNAL 191 XLM-277-B 36 WATTS	PROVIDE STEADY-BURN (NON-FLASHING) MODEL



PLAN NOTES:

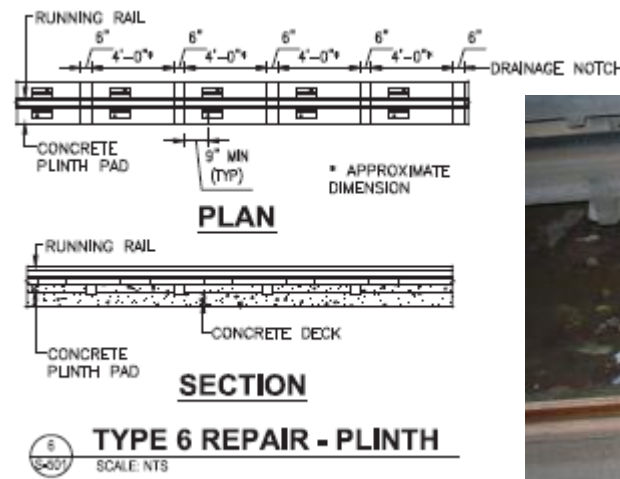
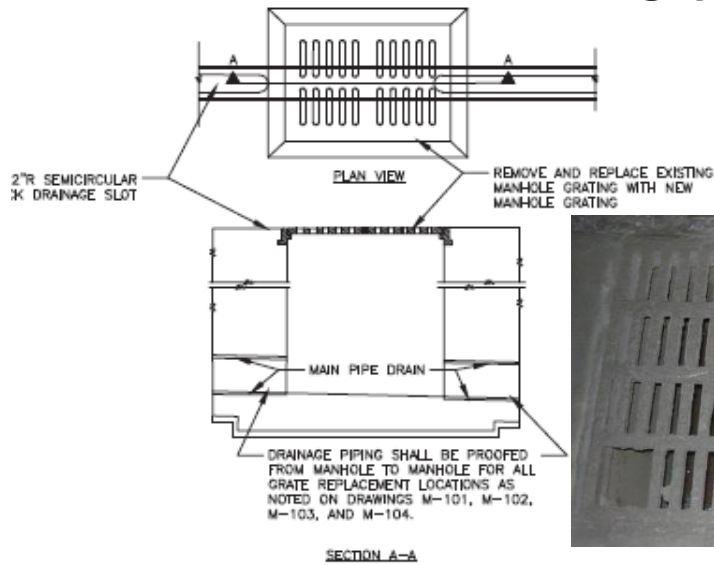
- ① REPLACE EXISTING LOAD CENTERS, RECEPTACLES, AND ASSOCIATED FEEDER AND BRANCH CIRCUIT WIRING, PROVIDE BONDING OF NEW LOAD CENTERS TO EXISTING TUNNEL GROUND CABLE. SEE GROUNDING DETAIL ON DWG. T-E-500.
- ② SEE CROSSOVER ENLARGED PLAN, ON SHEET T-E-113 FOR WORK IN THIS AREA.
- ③ REPLACE EXISTING NORMAL AND EMERGENCY TUNNEL FIXTURES AND ASSOCIATED POWER SUPPLY WIRING, FOR MOUNTING HEIGHT OF NEW LIGHTING FIXTURES SEE CUT & COVER DOUBLE BOX TUNNEL DETAIL ON DWG T-E-600.
- ④ REMOVE AND REPLACE ALL EXISTING EMERGENCY TRIP STATIONS (ETS's) AND BLUE LIGHTS, REPLACE RELAY PANELS IN TBS AND TPSS, REPLACE ASSOCIATED CONTROL WIRING BETWEEN ETS's AND RELAY PANELS (7/C ALS CABLE OR MATCH EXISTING MULTICONDUCTOR CABLE), REPLACE EXISTING 25-PAIR COMMUNICATION CABLE BETWEEN ETS's AND FROM ETS's TO COMM ROOM IN EACH STATION. SEE DWGS. T-E-603, -604 FOR RELAY PANEL DETAILS. SEE DWGS. T-E-600, -601, -602 FOR ETS CONTROL WIRING DETAILS. SEE DWG. T-E-500 FOR ETS HEIGHT.



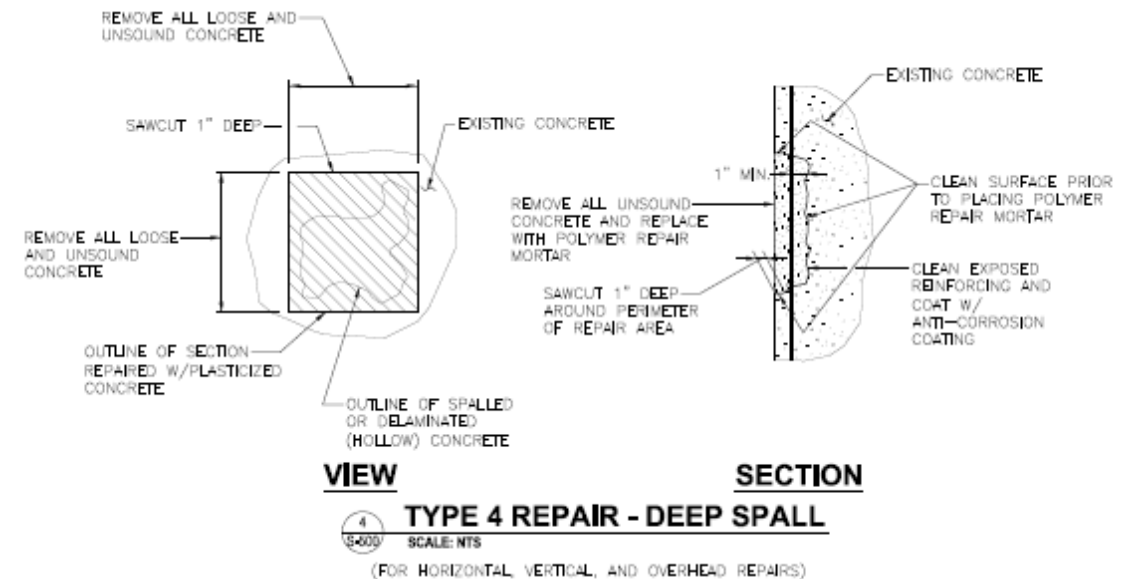
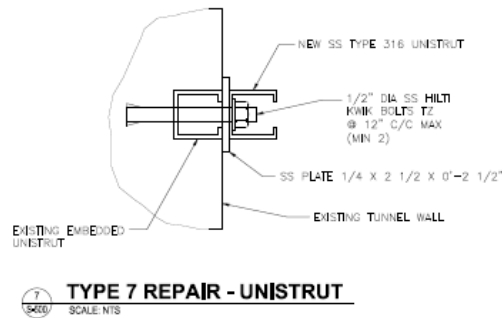
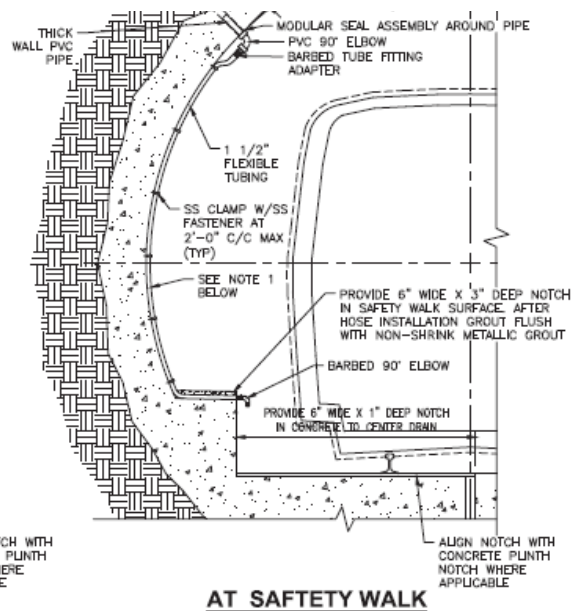


2.1.1 Tunnel Rehabilitation & Medical Center Station Ceiling Replacement

Concrete, Drainage & Plinth Pad Work



TYPICAL DETAIL OF MANHOLE (NEW WORK)

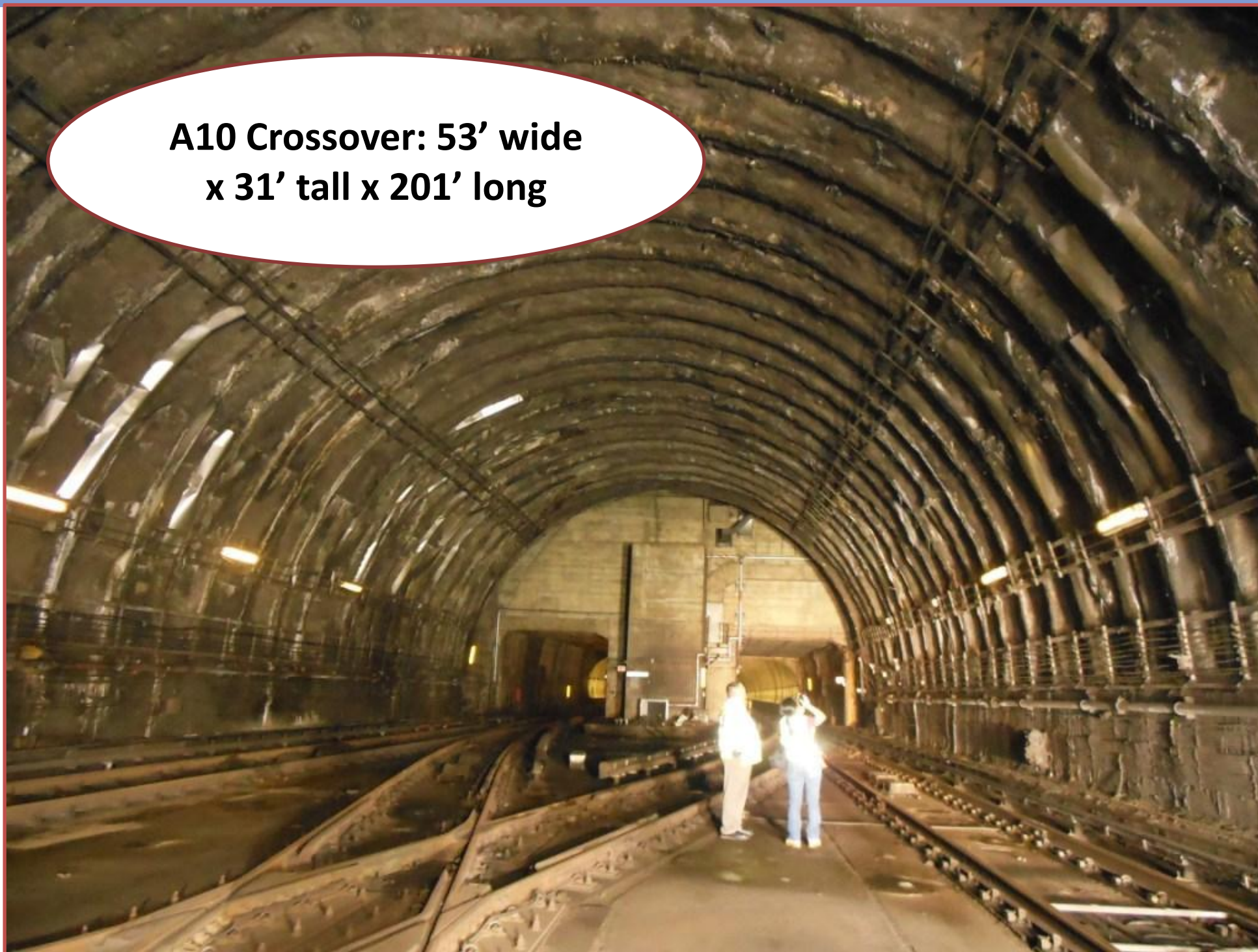


TYPE 4 REPAIR - DEEP SPALL
SCALE: NTS
(FOR HORIZONTAL, VERTICAL, AND OVERHEAD REPAIRS)

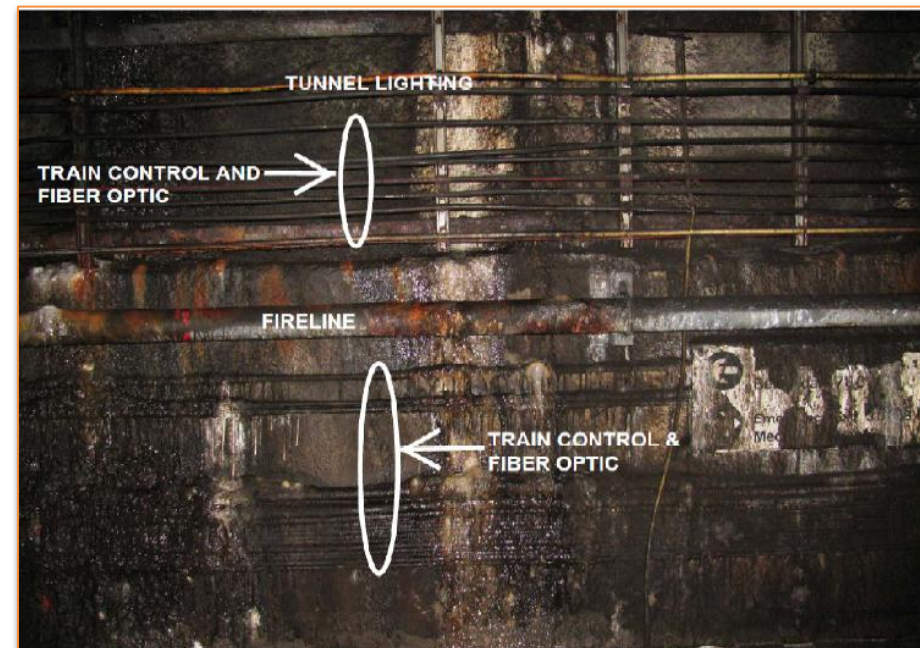


2.1.2 Medical Center Crossover Waterproofing

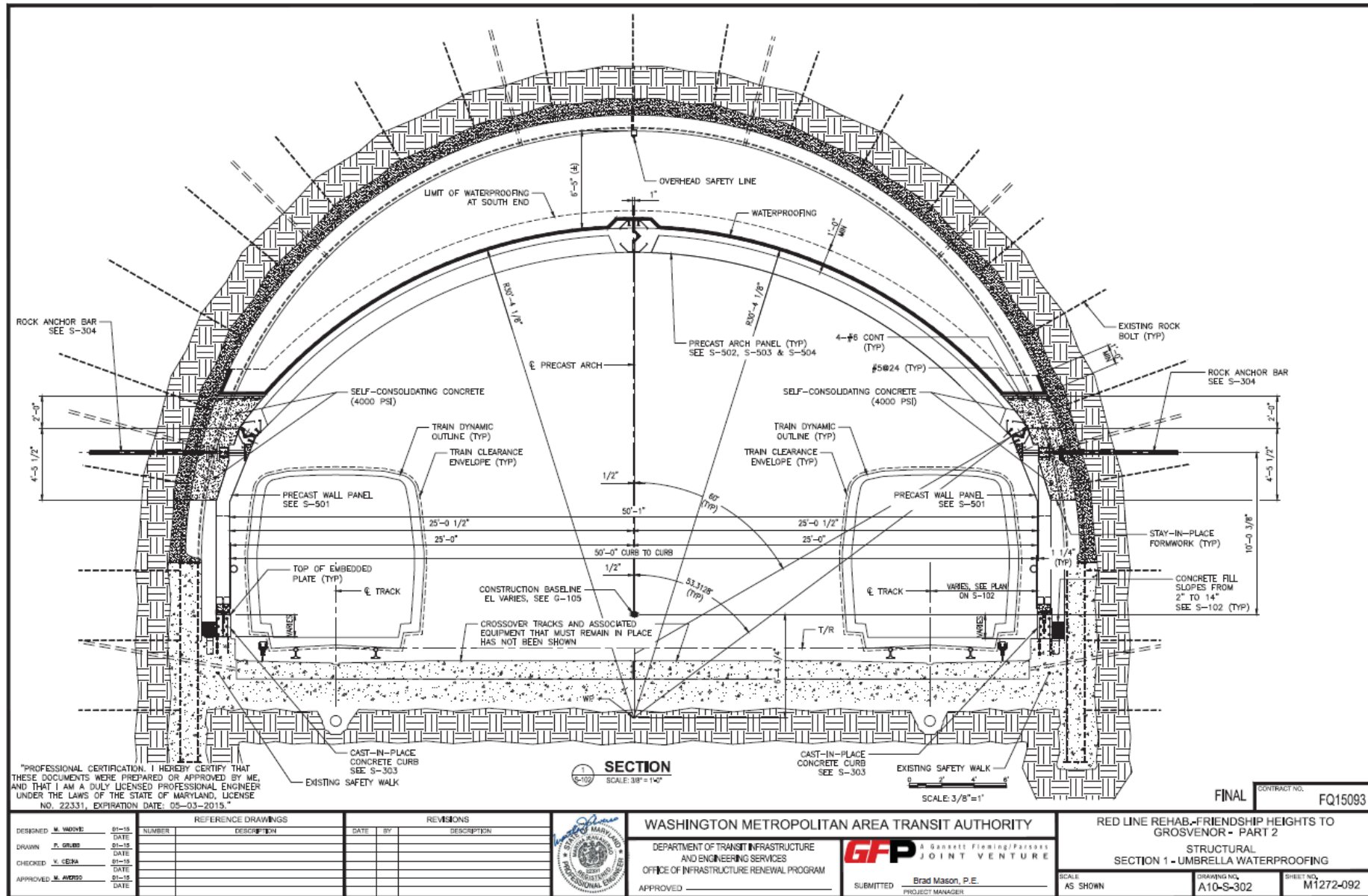
**A10 Crossover: 53' wide
x 31' tall x 201' long**



2.1.2 Medical Center Crossover Waterproofing



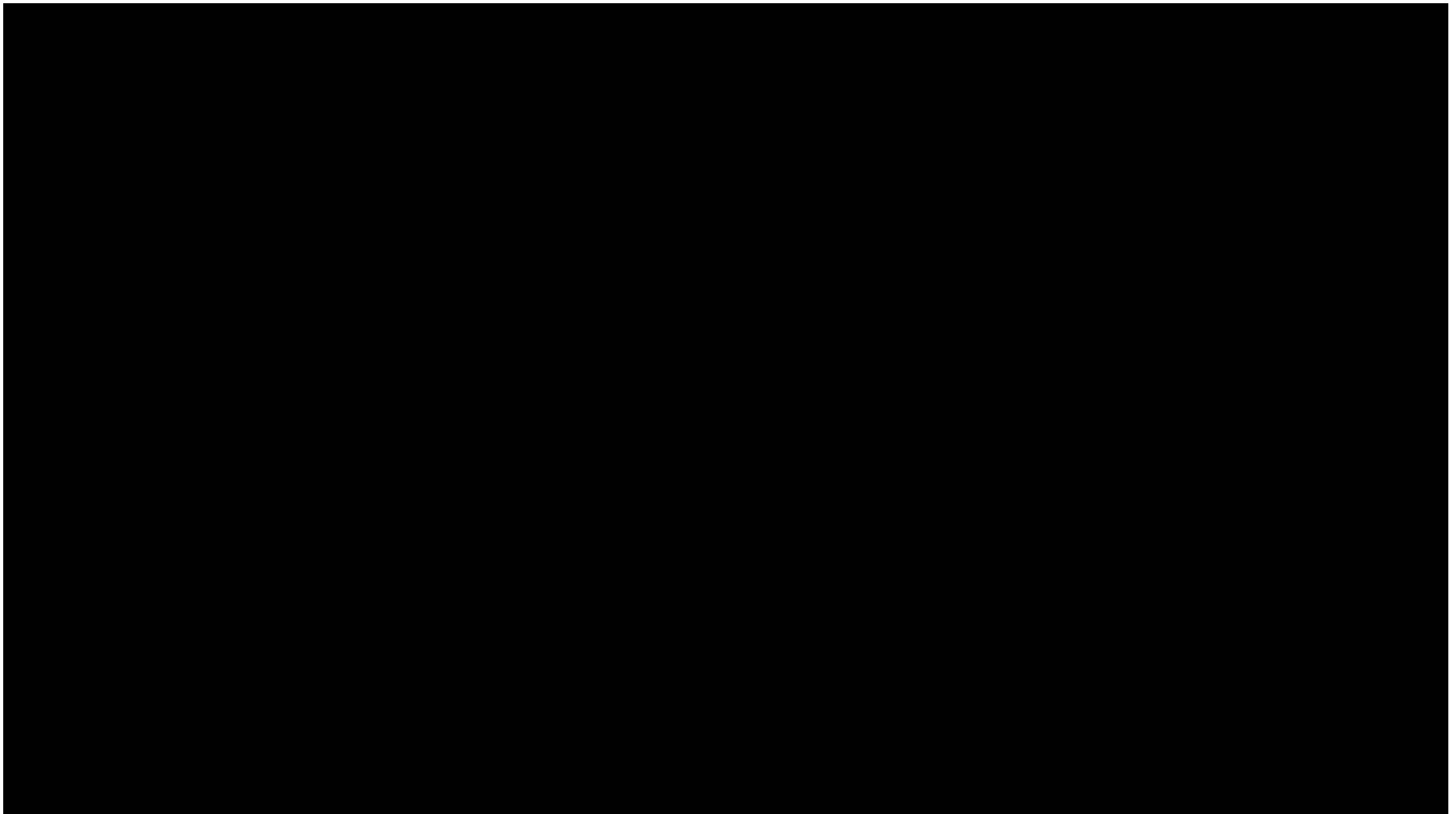
2.1.2 Medical Center Crossover Waterproofing





WMATA Board Presentation Video

(Actual method during installation may vary)



2.1.3 Grosvenor Aerial Structural Retrofit



2.1.3 Grosvenor Aerial Structural Retrofit

Access Road @ MD355 and Grosvenor Lane





2.1.3 Grosvenor Aerial Structural Retrofit



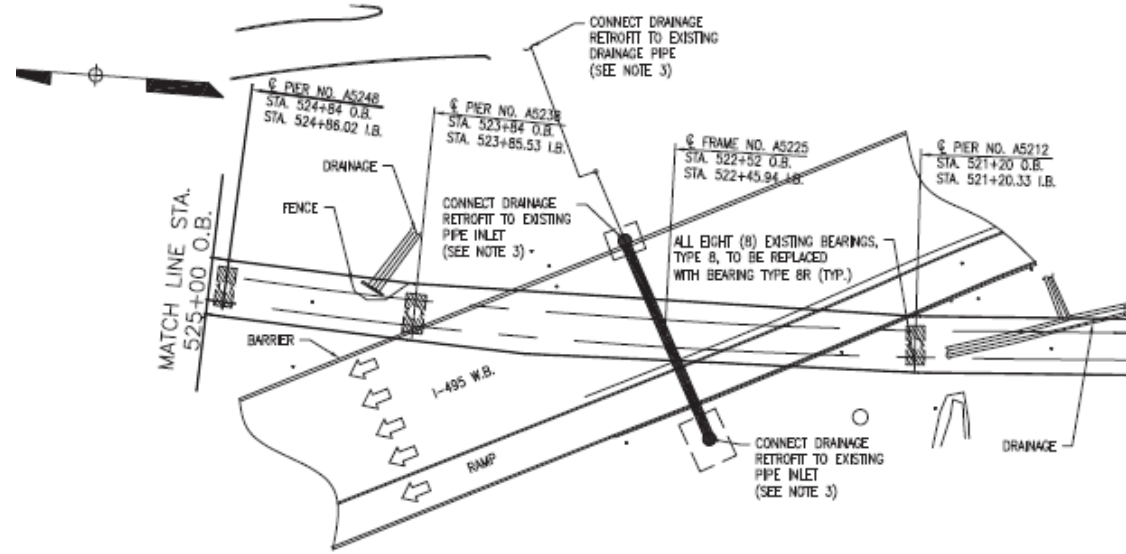


2.1.3 Grosvenor Aerial Structural Retrofit

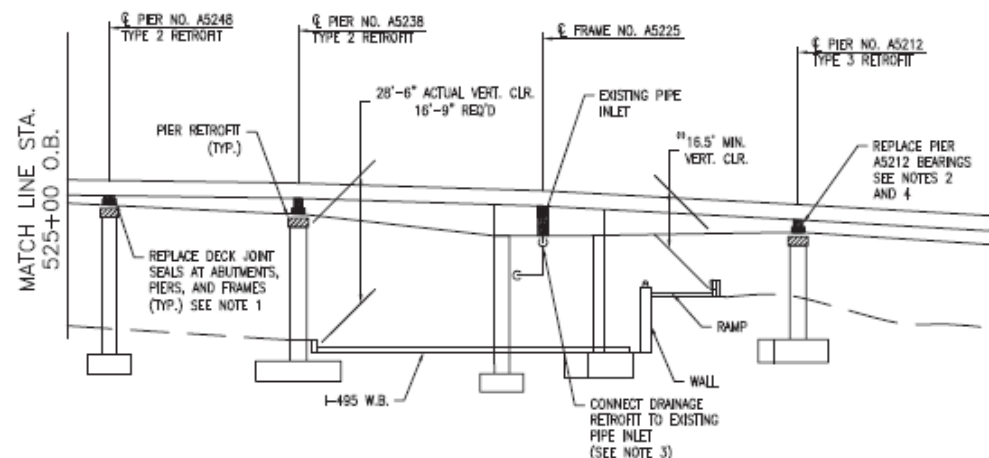
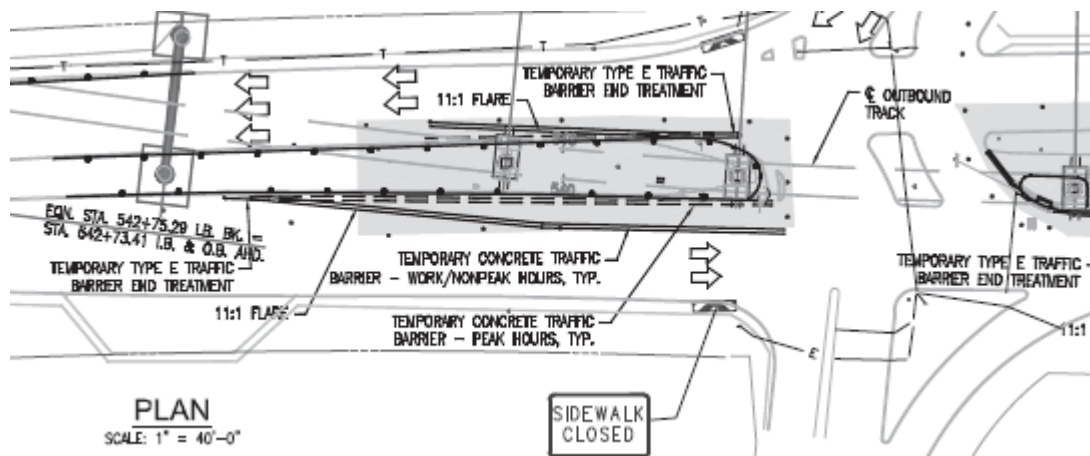
MOT



Elevation

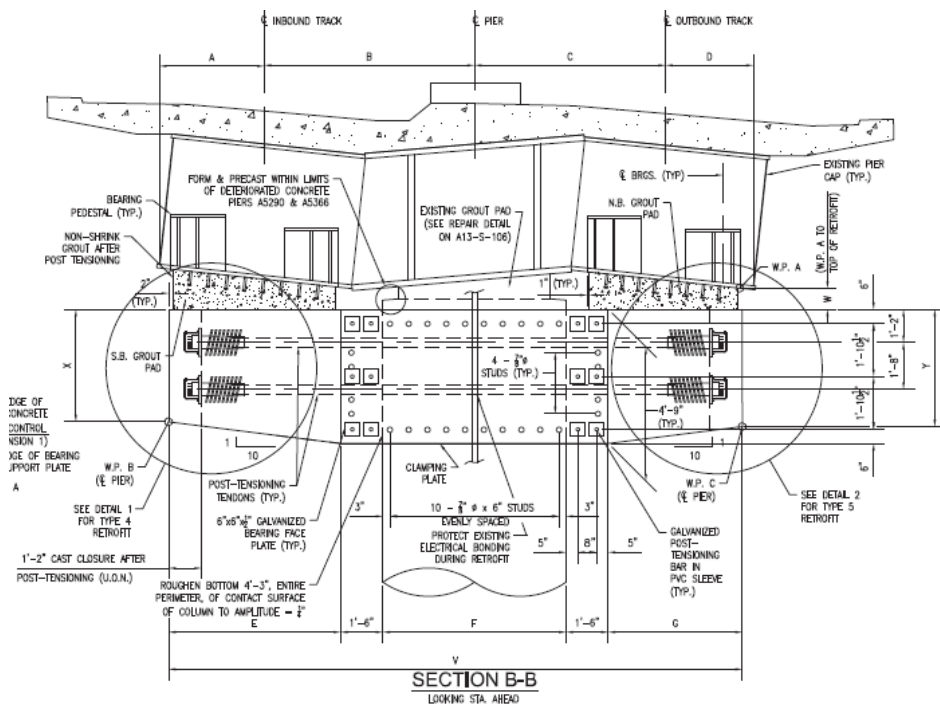


PL
SCALE: 1"

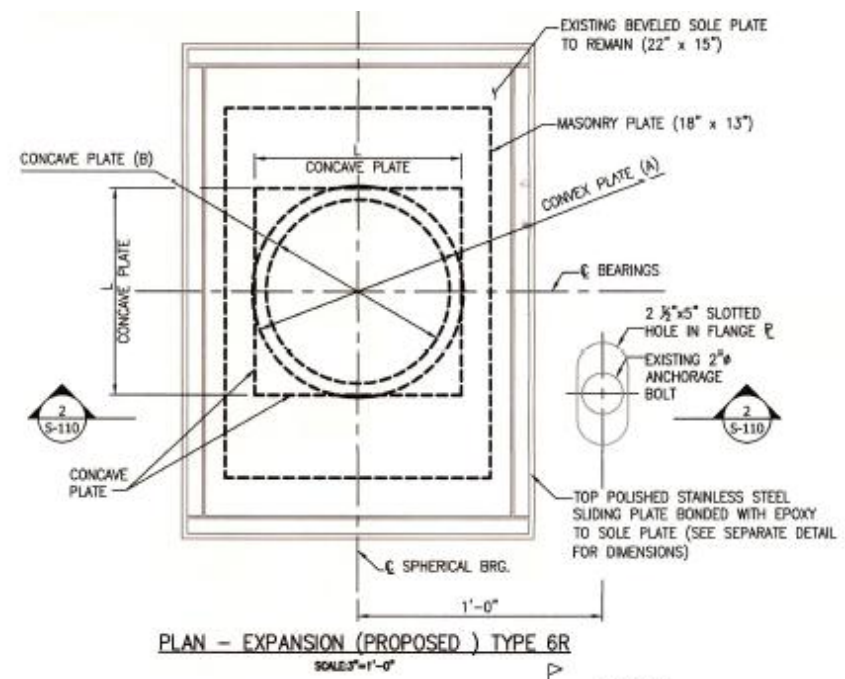


2.1.3 Grosvenor Aerial Structural Retrofit

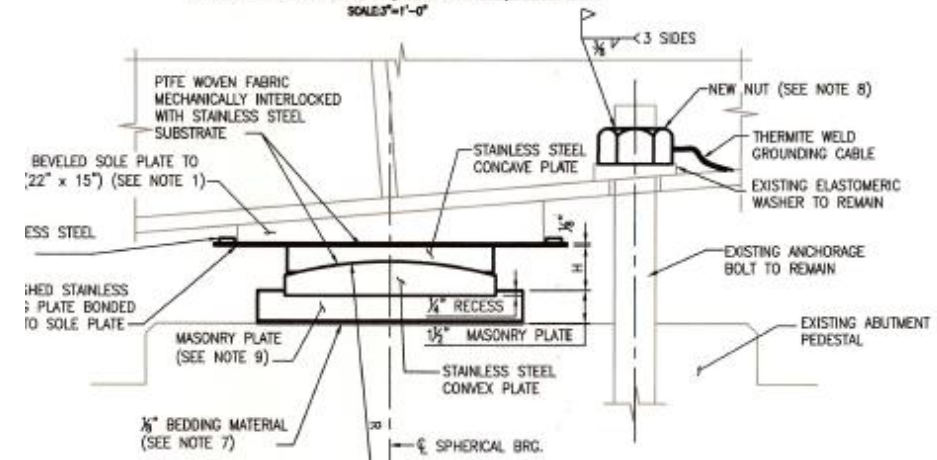
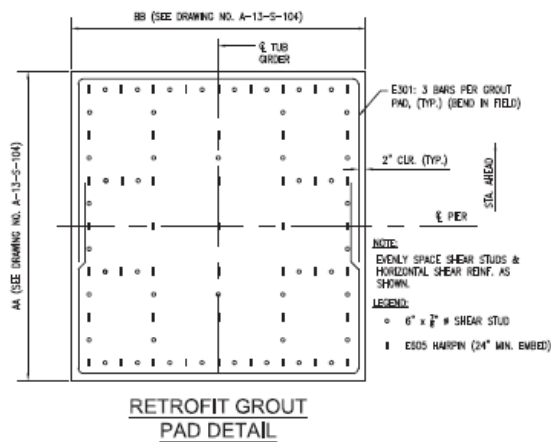
Pier Cap and Post Tensioning



Bearing Replacement

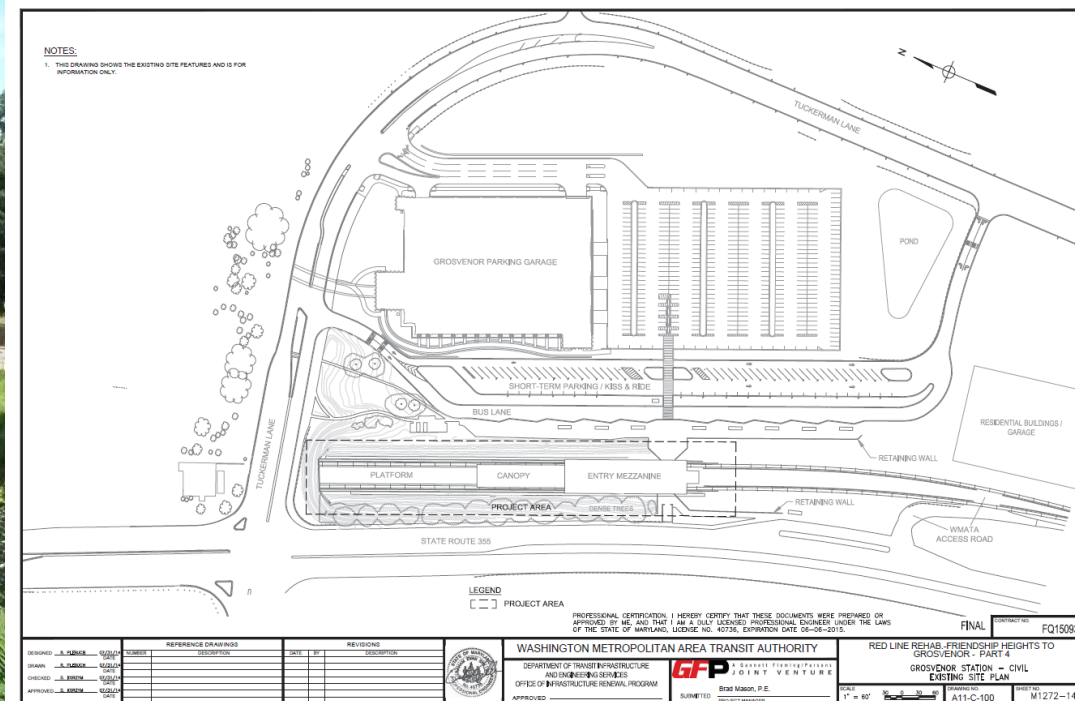


Grout Pad Retrofit



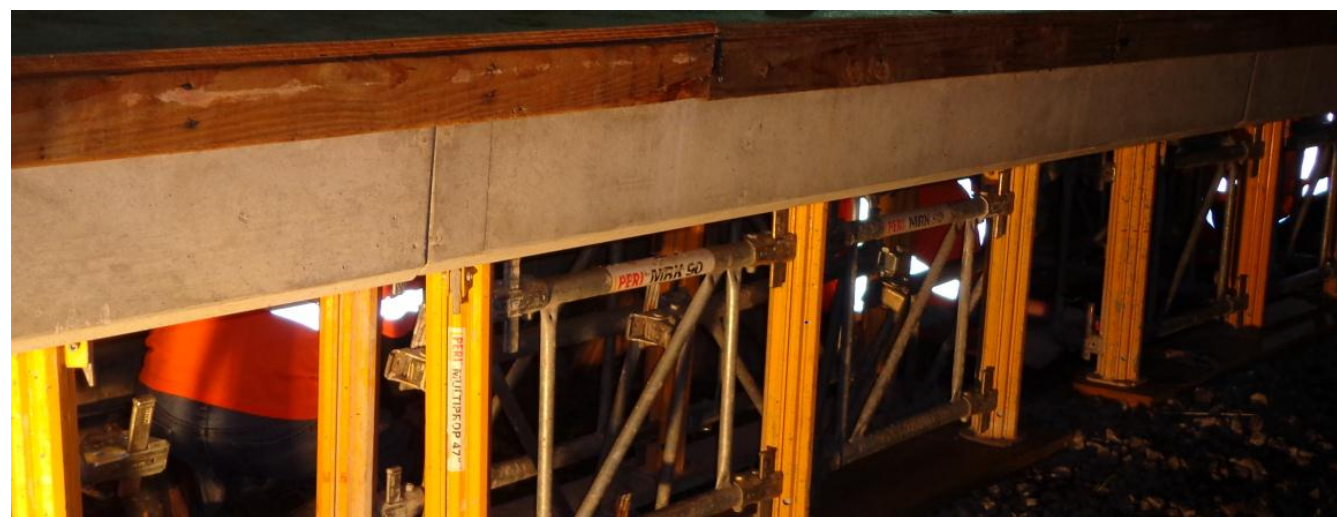


2.1.4 Grosvenor-Strathmore Station Platform Slab and Tiles Rehabilitation

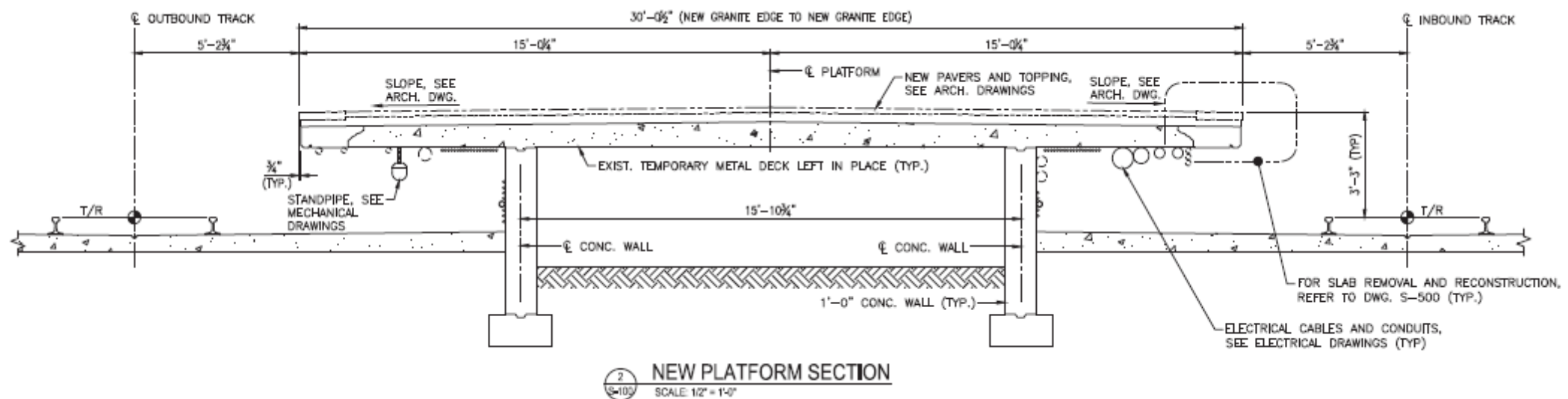




2.1.4 Grosvenor-Strathmore Station Platform Slab and Tiles Rehabilitation

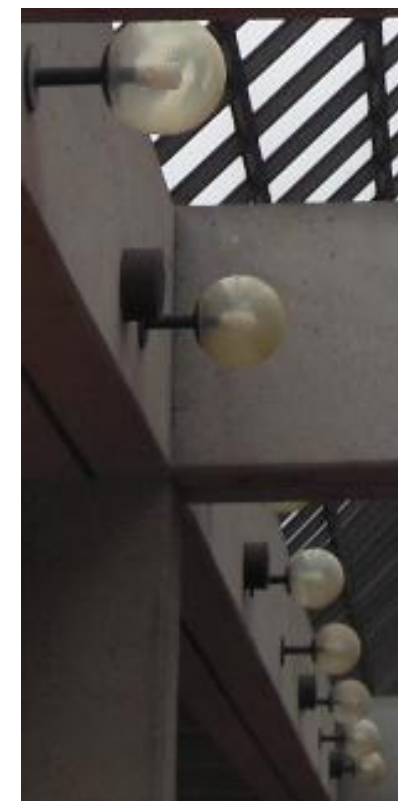
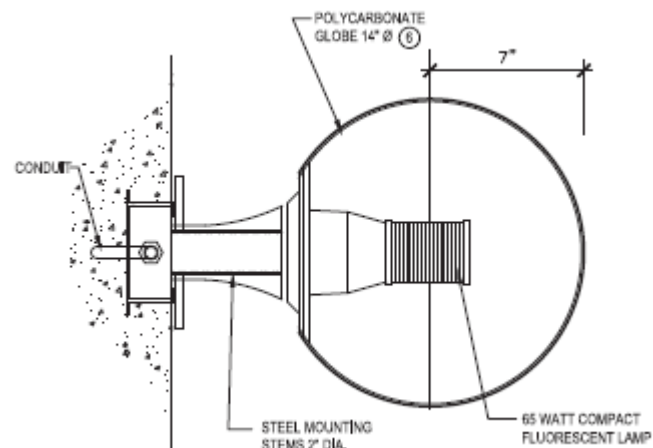
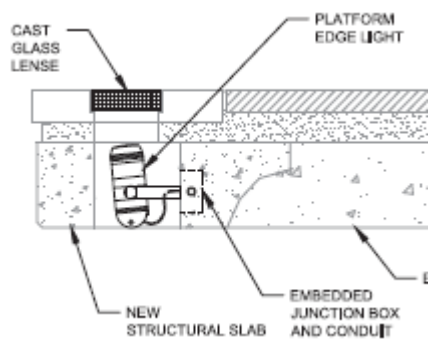


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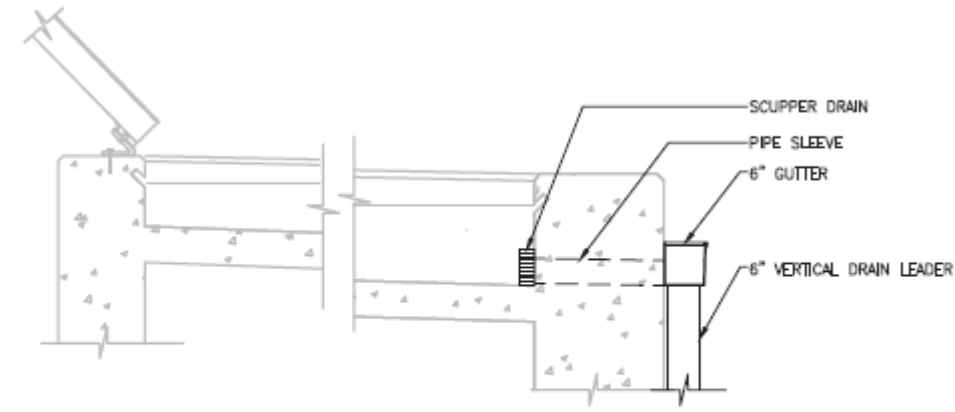


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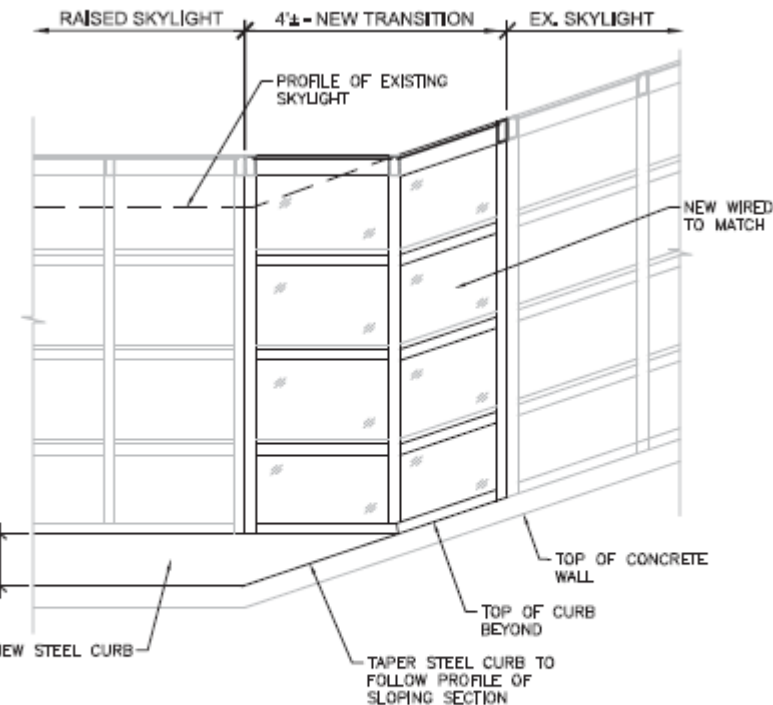




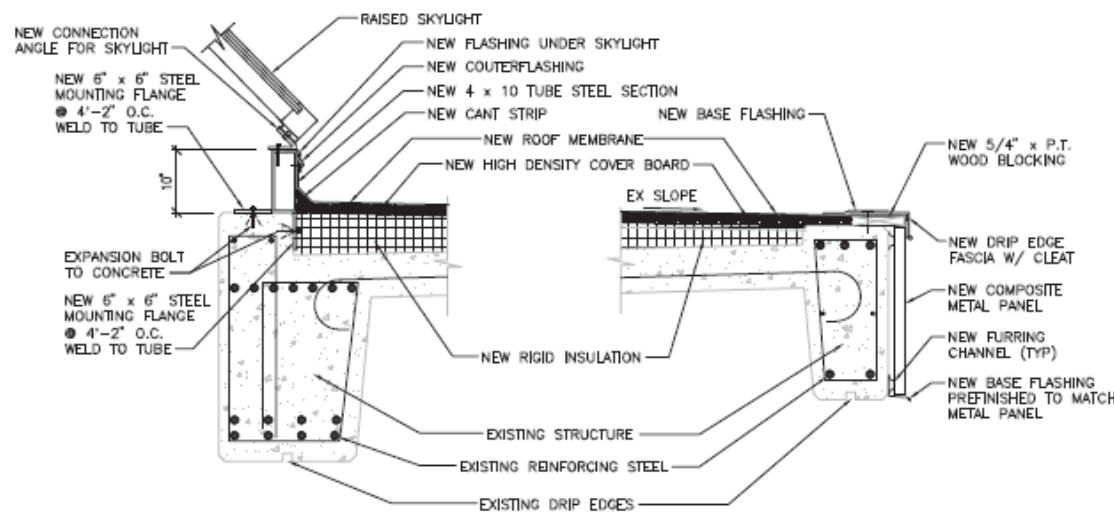
2.1.5 Grosvenor-Strathmore Platform Canopy and Mezzanine Roof Retrofit Design-Build



2 TYPICAL SECTION AT SCUPPER DRAIN
M-350 SCALE: 1"=1'-0"



3 SECTION AT RIDGE OF SKYLIGHT TRANSITION
A-652 SCALE: 3/4"=1'-0"



1 LOWER ROOF - DETAIL AT SKYLIGHT
A-651 SCALE: 1"=1'-0"

2 LOWER ROOF - DETAIL AT EDGE
A-651 SCALE: 1"=1'-0"

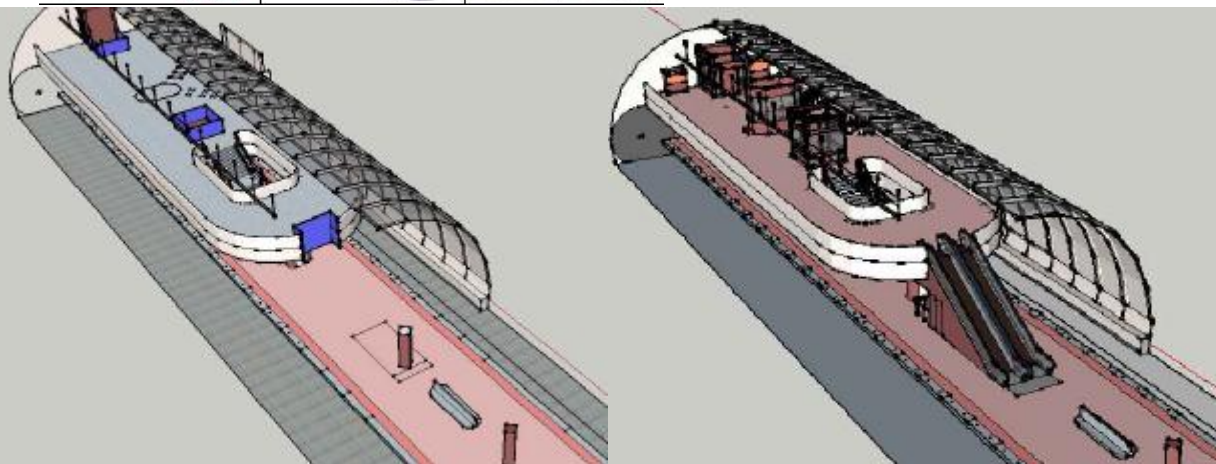
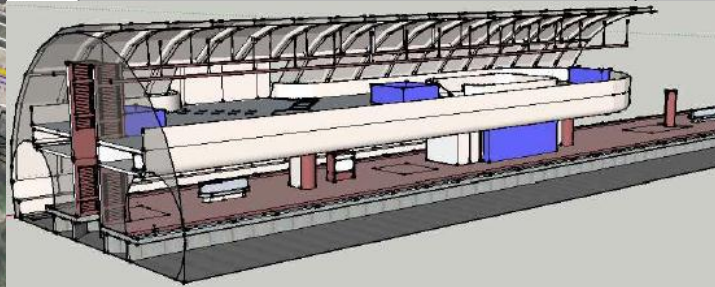
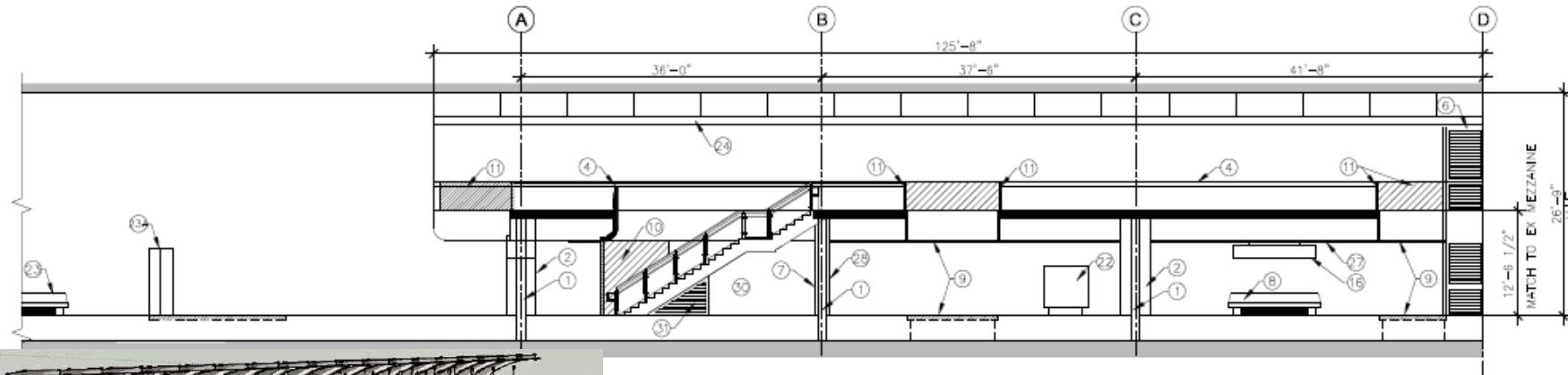
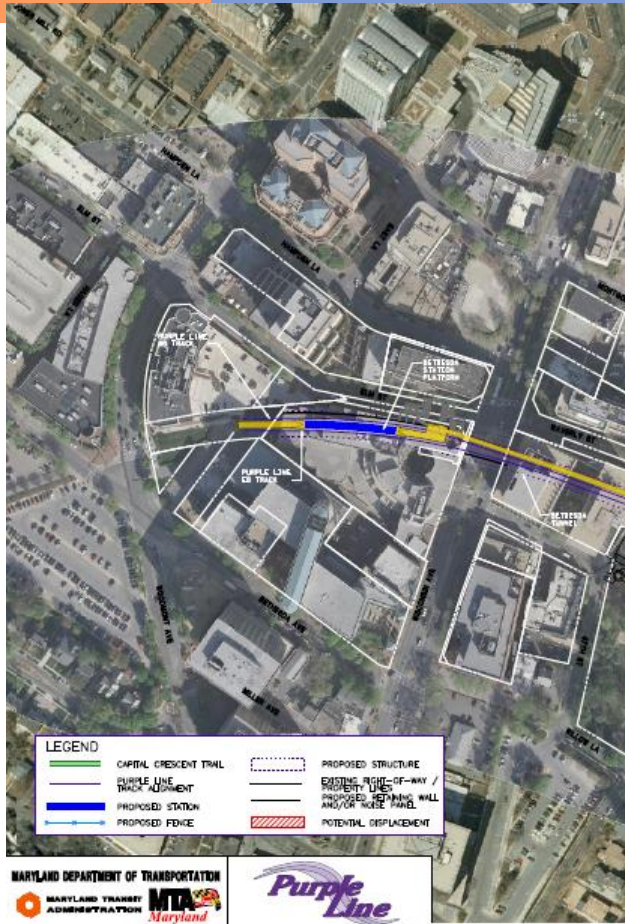




2.1.6 Bethesda Station New South Mezzanine Design-Build

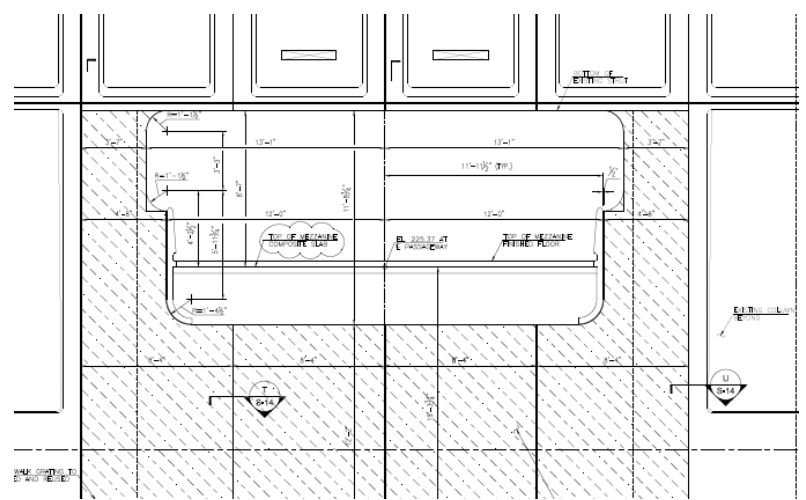
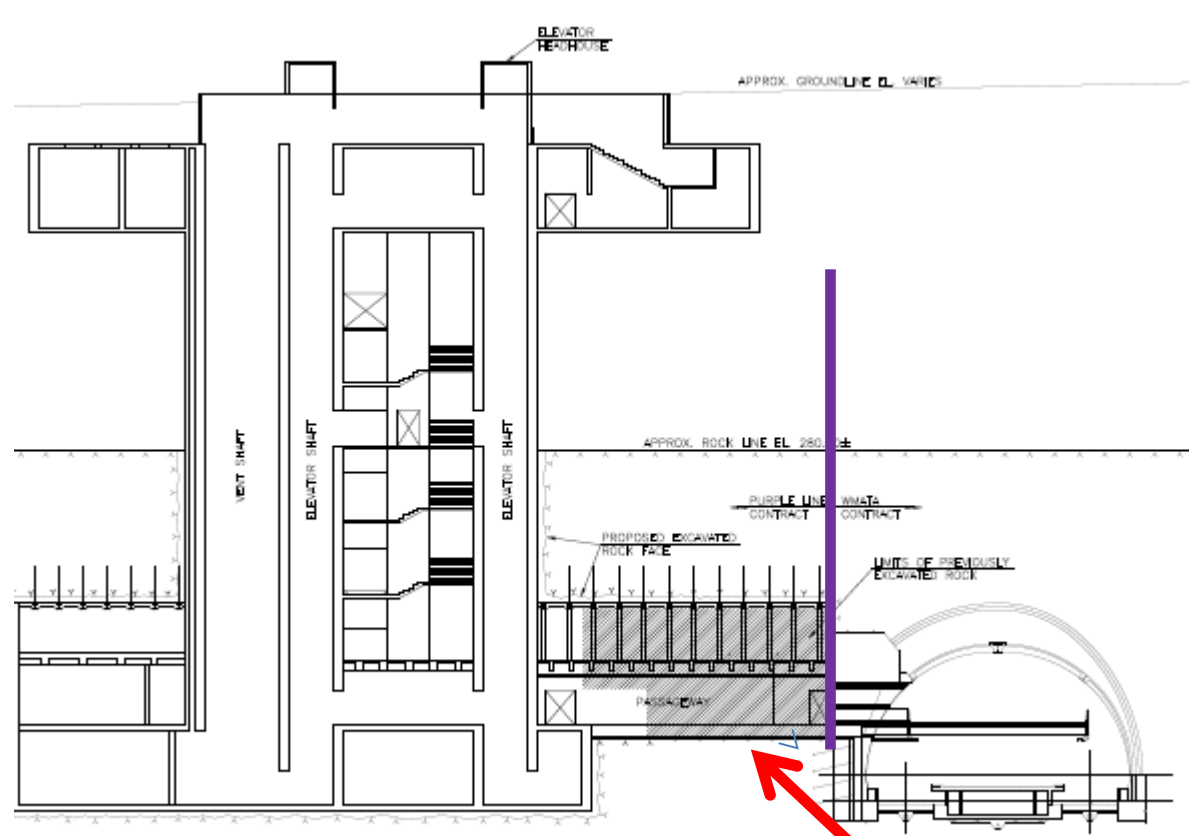
- Option 1A – Design
 - Design a new south mezzanine at Bethesda Station to accommodate the future connection of the Purple Line based on Authority furnished conceptual design, specifications, WMATA Manual of Design Criteria and Program Requirements, and supplemental documents included or referenced within the Contract documents. See Section 01112, DESIGN AND PROGRAM REQUIREMENTS for a complete description of design requirements.
- Option 1B – Construction, testing and commissioning
 - Construct, test and commission all elements of the new south mezzanine that will require Revenue Service Adjustment (RSA) track shutdowns during construction. See Table 01110-01 for description of these elements.

2.1.6 Bethesda Station New South Mezzanine Design-Build

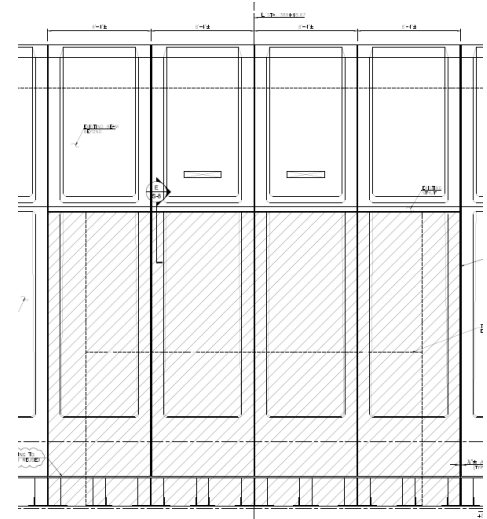




2.1.6 Bethesda Station New South Mezzanine Design-Build



Existing cavern behind station arch "knockout" panel



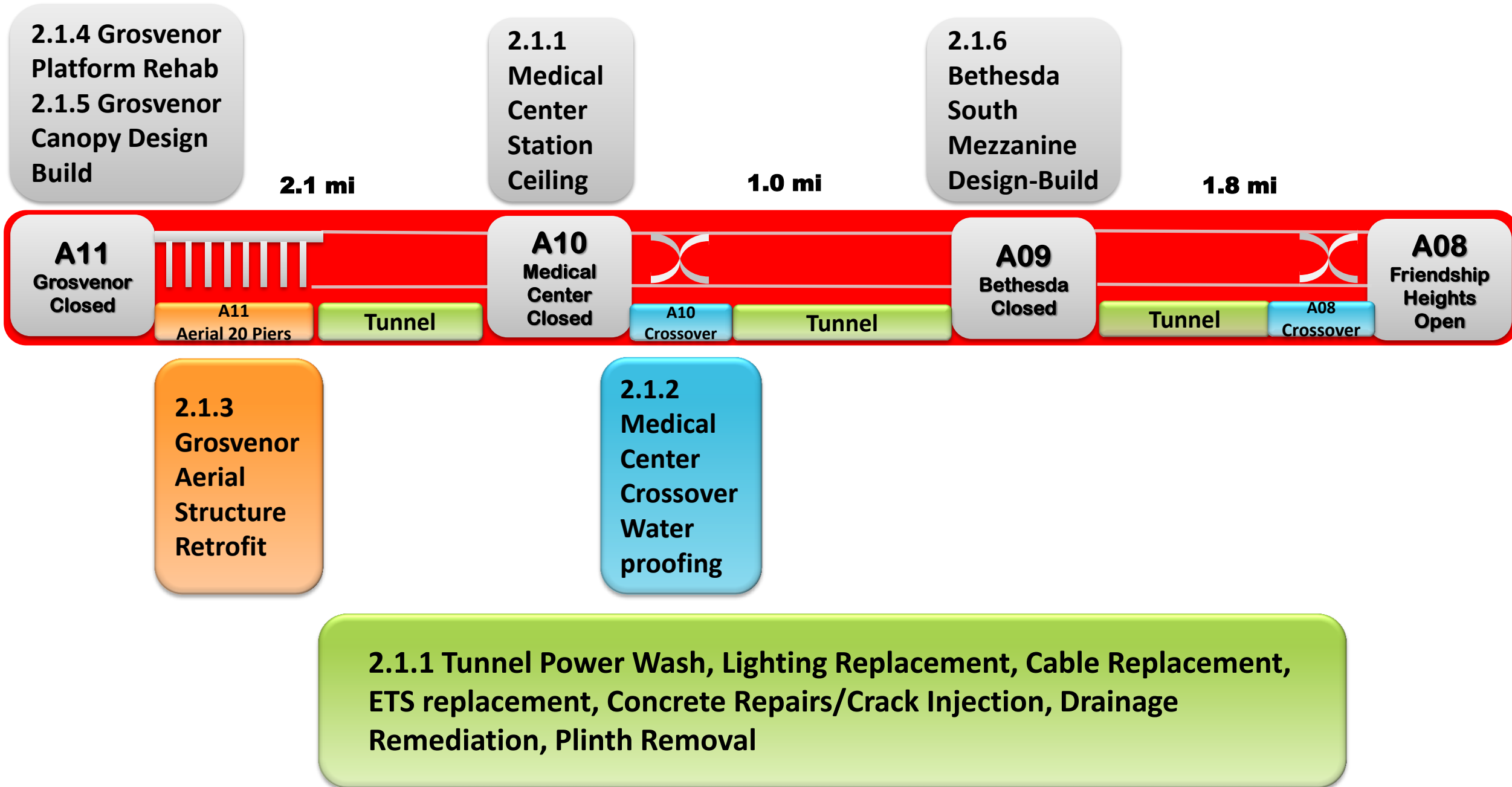


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Work Elements and Locations Map





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Design-Builder Furnished Equipment

Prime Mover and High Rail Vehicles



Flat Cars



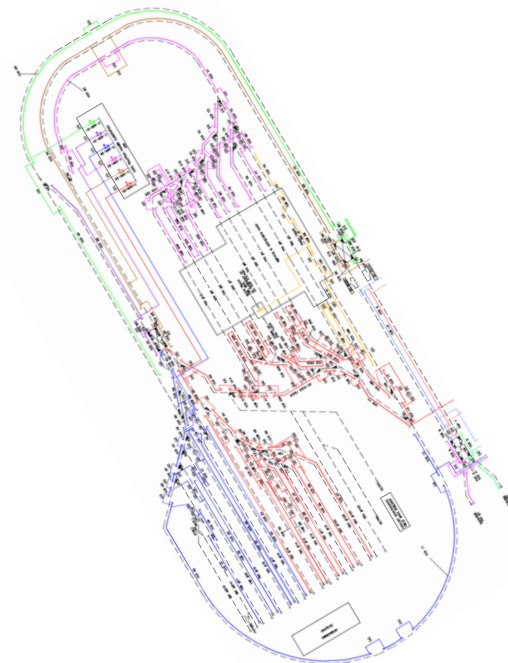
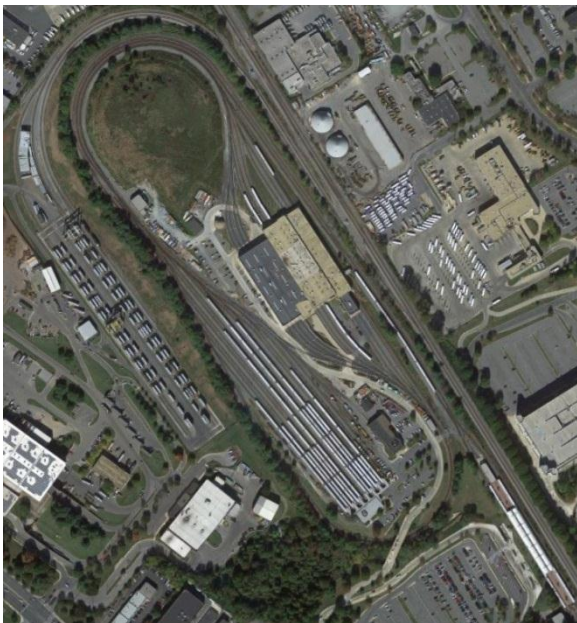
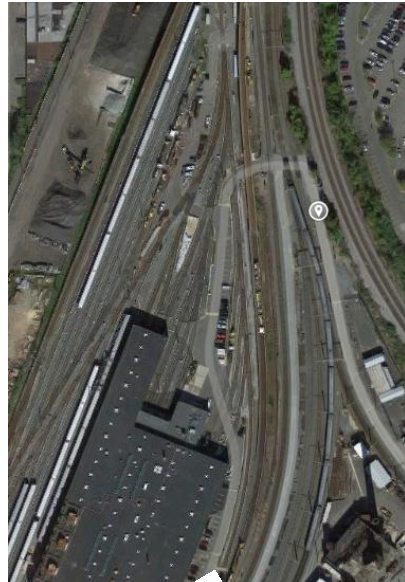


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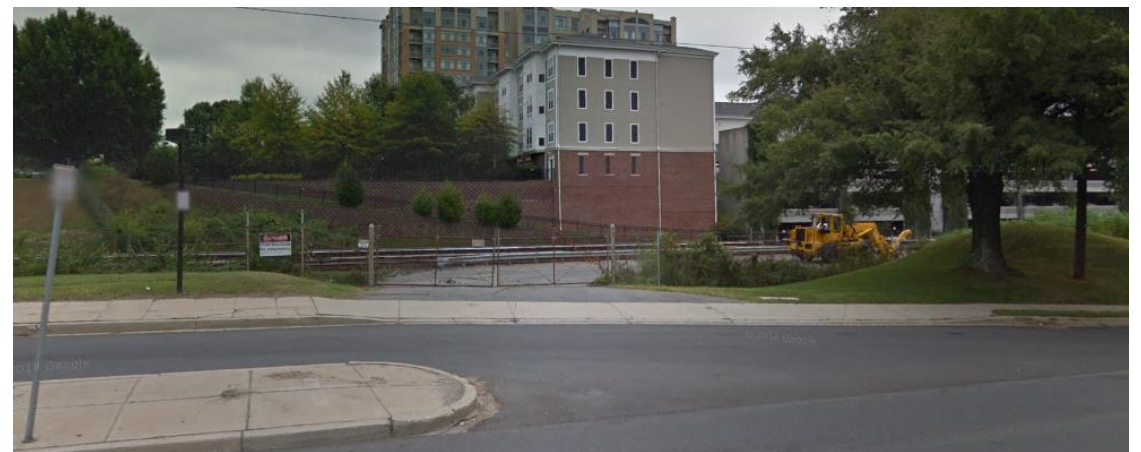
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Access Points

WMATA Rail Yards (Brentwood and Shady Grove)

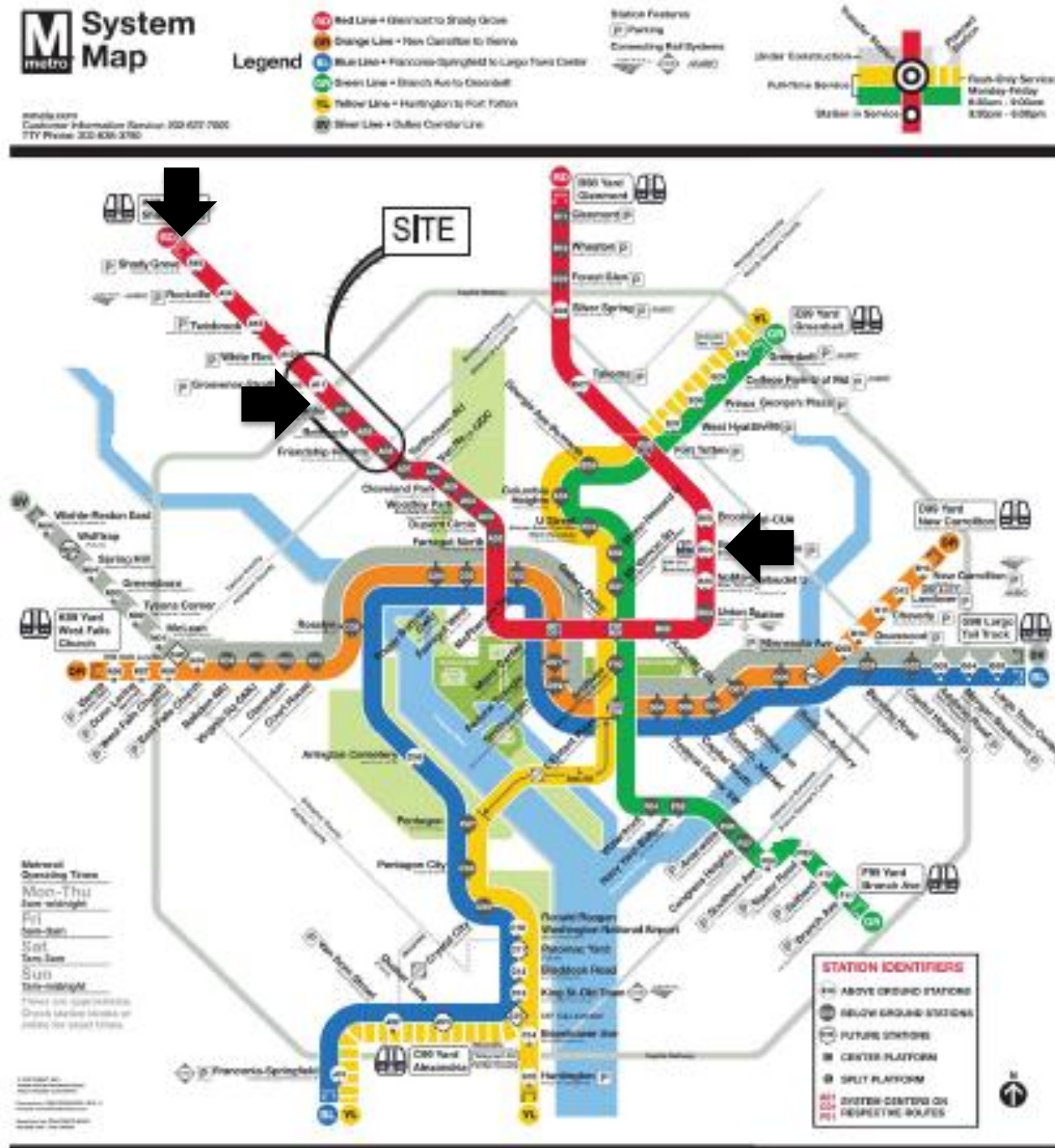


Area Near Portal and Grosvenor Access Road





Access Points



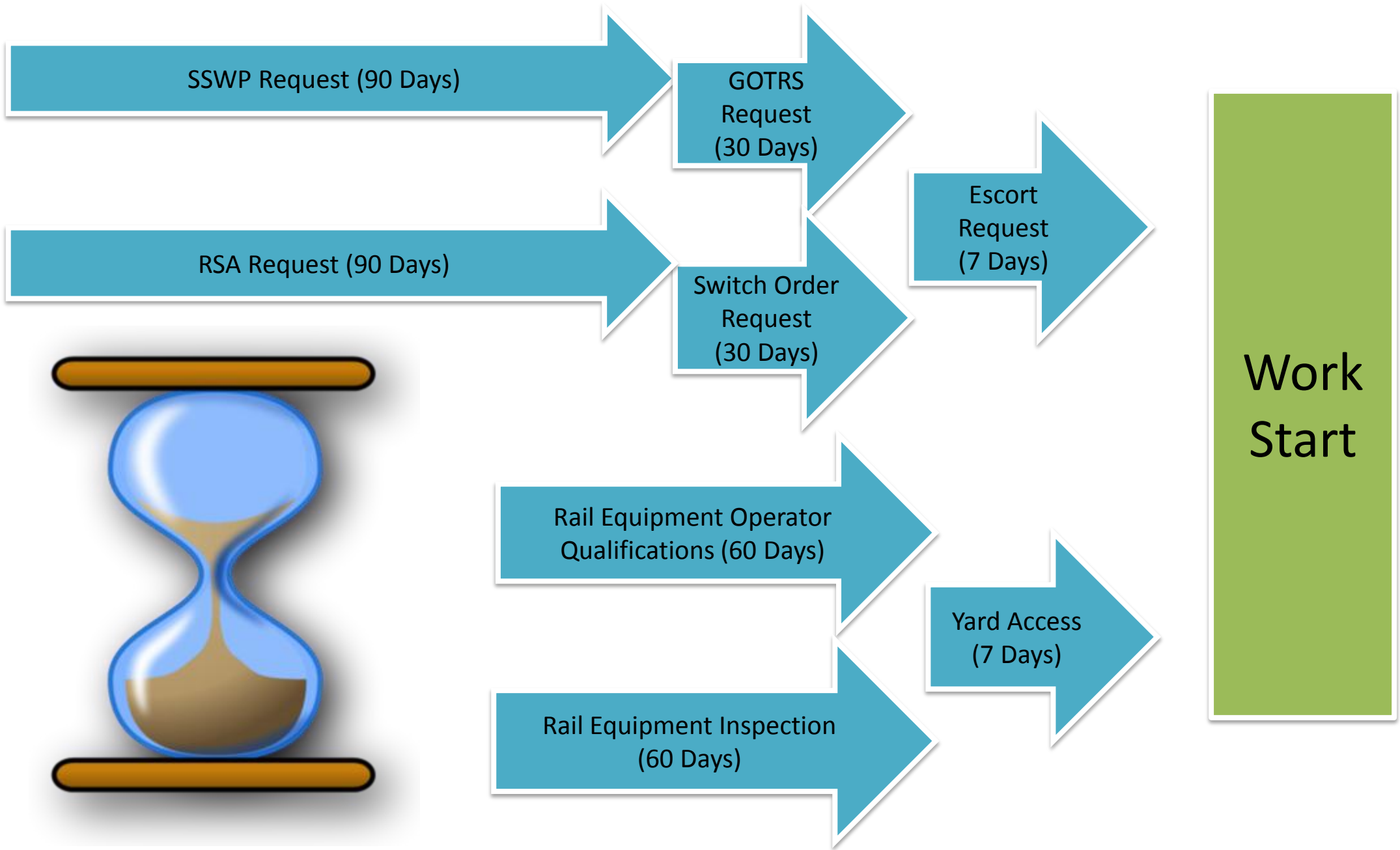


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Roadway Access Submittal Process (Section 01141)





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Contract Documents List

Volume 1 – Specifications: Divisions 0 and 1

Volume 2 – RFP Technical Specifications for construction part of the Work, RFP Technical Specifications for design-build part of the Work

Volume 3 – RFP Drawings for construction part of the Work and RFP Drawings for design-build part of the Work

Volume 4 – WMATA Standard Specifications

Volume 5 – WMATA Standard Drawings

Volume 6 – WMATA Manual of Design Criteria, WMATA Signage Criteria Manual and WMATA Design Directive Drawings (WMATA Signage Criteria Manual issued as an Amendment to the RFP)

Volume 7 – WMATA CAD Manual

Volume 8 – WMATA Safety and Security Plans and Documents

- WMATA System Safety Program Plan (SSPP)
- WMATA Construction Safety and Environmental Manual (CSEM)
- Metrorail Safety Rules and Procedures Handbook (MSRPH)
- OAP 200-33 Site Specific Work Plan (SSWP)
- Safety and Security Certification Program Plan (SSCPP)
- Roadway Worker Protection Manual (RWPM)

Volume 9 – WMATA Specification Preparation Style and Usage Guide

Volume 10 – Attachments

- ADA Key and New Station Checklist
- MSDS Review Request Form
- Sample Certifiable Items List (CIL)
- Design Review Form
- Sample Preventive Maintenance Instruction (PMI)
- Background Screening Form
- C 113, Daily Report and Period of Delay Form
- Office of Rail Transportation Maintenance Operations Control Administrative Procedure
- Maryland Department of the Environment Discharge Permit
- Revenue Service Adjustment Form
- General Orders and Track Rights System (GOTRS) Request Form
- Escort Request Form
- Switch Order Form
- Site Specific Work Plan (SSWP) Form
- 2013_2014 Severe Weather Operations Plan



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Access Dates and Hours (Section 01141)

Work Hour Category	Report to Site Time	Access to Site Time	Off Site Time	Hours of Work
Non-Revenue Hours of Work (Daily)				
Non-Revenue Weekday	Mon-Fri 00:30	Mon-Fri 01:30	Mon-Fri 03:30	2 hours
RSA Hours of Work (Weekend Continuous)				
Weekend Single Tracking Access	Sat 00:30	Sat 01:30	Mon 03:30	48 hours (considering miscellaneous disruptions)
Total Shutdown Access	Sat 00:30	Sat 01:30	Mon 03:30	48 hours (considering miscellaneous disruptions)
Outside of Roadway Access (Daily)				
Outside of Roadway Access	Mon-Fri 06:00	Mon-Fri 7:00	Mon-Fri 15:00	6 hours (considering miscellaneous disruptions)



Access Dates and Hours

Non-Revenue Weekday

Areas of Work	Track 1	Track 2
Area 1: Friendship Heights northern end of the platform to Bethesda northern end of the platform	20	20
Area 2: Bethesda northern end of the platform to Medical Center northern end of the platform	10	10
Area 3: Medical Center northern end of the platform to Medical Center Portal	10	10
Area 4: Medical Center Portal to Grosvenor northern end of the platform	20	20
Total number of non-revenue weekday access	120	
In accordance with Table 01141-01 each Non-Revenue Weekday event gives 2 Hours of Work	240 Hours of Work	

Twelve (12) Dates for **Total Shutdown** Access are:

1. September 3, 2016
2. September 17, 2016
3. October 1, 2016
4. October 15, 2016
5. November 5, 2016
6. November 19, 2016
7. January 28, 2017
8. February 4, 2017
9. February 11, 2017
10. February 18, 2017
11. February 25, 2017
12. March 4, 2017

Six (6) dates for **Weekend Single Tracking** Access are (3 for each track):

1. June 25, 2016
2. July 16, 2016
3. July 23, 2016
4. August 6, 2016
5. August 13, 2016
6. August 27, 2016



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Delay and Cancellation Policy Section (00841)

TABLE 00841-01: BASIS OF PAYMENT FOR AUTHORITY CAUSED DELAY

AUTHORITY CAUSED DELAY				
	Non-Revenue – Weekday Access	Weekend Single Tracking Access	Total Shutdown Access	Outside of Roadway Access
Section 01141 Hours of Work	2 hrs	48 hrs	48 hrs	6 hrs
Delayed Hours	<i>Equal to or more than 30 min</i>	<i>Equal to or more than 12 hours</i>	<i>Equal to or more than 12 hours</i>	<i>Equal to or more than 2 hours</i>
Standby Cost: Compensation for Direct Labor	Actual time lost rounded to the nearest 30 minutes			
Make-up Access Provided by the Authority	1 Non-Revenue Weekday	1 Weekend Single Tracking	1 Total Shutdown or 1 Weekend Single Tracking	N/A
Extended Period of Performance	Yes, if justified by Time Impact Analysis	Yes, if justified by Time Impact Analysis	Yes, if justified by Time Impact Analysis	No
Delayed Hours	<i>Less than 30 min</i>	<i>Less than 12 hours</i>	<i>Less than 12 hours</i>	<i>Less than 2 hours</i>
Standby Cost: Compensation for Direct Labor	No	Actual time lost rounded to the nearest 30 minutes		
Make-up Access Provided by the Authority	No	1 Weekend Single Tracking, if accumulated Hours Delayed for multiple Weekend Single Tracking events are equal to or more than 48 hours 0, If accumulated Hours Delayed for multiple Weekend Single Tracking events are less than 48 hours	1 Total Shutdown or 1 Weekend Single Tracking if accumulated Hours Delayed for multiple Total Shutdowns are equal to or more than 48 hours 0, If accumulated Hours Delayed for multiple Total Shutdowns are less than 48 hours	N/A
Extended Period of Performance	No	Yes, if justified by Time Impact Analysis	Yes, if justified by Time Impact Analysis	No

TABLE 00841-02: BASIS OF PAYMENT FOR AUTHORITY CAUSED CANCELLATION

AUTHORITY CANCELLATION				
	Non-Revenue – Weekday Access	Weekend Single Tracking Access	Total Shutdown Access	Outside of Roadway Access
Make-up Access Provided by the Authority	One Non-Revenue Weekday	One Weekend Single Tracking	One Total Shutdown	N/A
Notice by Authority before the Start of “Hours of Work”	<i>Less than 5 hrs</i>	<i>Less than 24 hrs</i>	<i>Less than 24 hrs</i>	<i>Less than 5 hrs</i>
Standby Cost: Compensation for Direct Labor	4 hrs	8 hrs	8 hrs	4 hrs
Extended Period of Performance	Yes, if justified by Time Impact Analysis	Yes, if justified by Time Impact Analysis	Yes, if justified by Time Impact Analysis	No
Notice by Authority before the Start of “Hours of Work”	<i>Equal to 5 hrs or more</i>	<i>Equal to 24 hrs or more</i>	<i>Equal to 24 hrs or more</i>	<i>Equal to 5 hrs or more</i>
Standby Cost: Compensation for Direct Labor	No	No	No	No
Extended Period of Performance	Yes, if justified by Time Impact Analysis	Yes, if justified by Time Impact Analysis	Yes, if justified by Time Impact Analysis	No

TABLE 00841-03: DESIGN-BUILDER REQUEST TO CANCEL ACCESS

DESIGN-BUILDER REQUEST FOR CANCEL ACCESS				
	Non-Revenue – Weekday Access	Weekend Single Tracking Access	Total Shutdown Access	Outside of Roadway Access
DB Notice given to Authority before Start of “Hours of Work”	Equal to or less than 5 Days	Equal to or less than 14 Days		
Scheduled access event will be lost to the Design-Builder				
DB Notice given to Authority before Start of “Hours of Work”	More than 5 Days	More than 14 Days		
Access event may be rescheduled by the Authority				N/A



FQ15093/GG Technical Presentation Agenda

- Red Line Rehab Phase 2 Contracts
- Work Elements
- Work Elements and Location Map
- Design-Builder Furnished Equipment
- Access Points
- Roadway Access Submittal Process
- Contract Documents List
- Access Dates and Hours
- Delay and Cancellation Policy
- **Adjacent Work by Others**
- Critical Planning



Adjacent Work by Others

WMATA contemplates to have the following construction work adjacent to the Work Site at the time of Design-Builder's Work. This is the best available information at the time of the RFP issuance. The work listed below, time and other details may change at a later time

Table 01110-02: Summary of Work by Others

Description	Anticipated Start Date	Principal Area of Work
MD 355 Crossing (above Medical Center Station)	1 st Quarter 2016	Underpass of MD 355 above Medical Center Metro Rail Station; associated structures and passageway connecting to the Station Mezzanine; additional stairway and elevator at platform mezzanine levels
Replace Turnout in the Medical Center Tunnel	1 st Quarter 2016	Medical Center Tunnel
Replace Elevators	2 nd Quarter 2016	Elevators at Medical Center Station
Replace Escalators	Ongoing 3 rd Quarter 2017	Bethesda – Escalators at entrance to station Medical Center – Escalators at entrance to station
Track Bed Lighting	1 st Quarter 2017 3 rd Quarter 2017	Bethesda track way for replacement of lights Medical Center track way for replacement of lights.

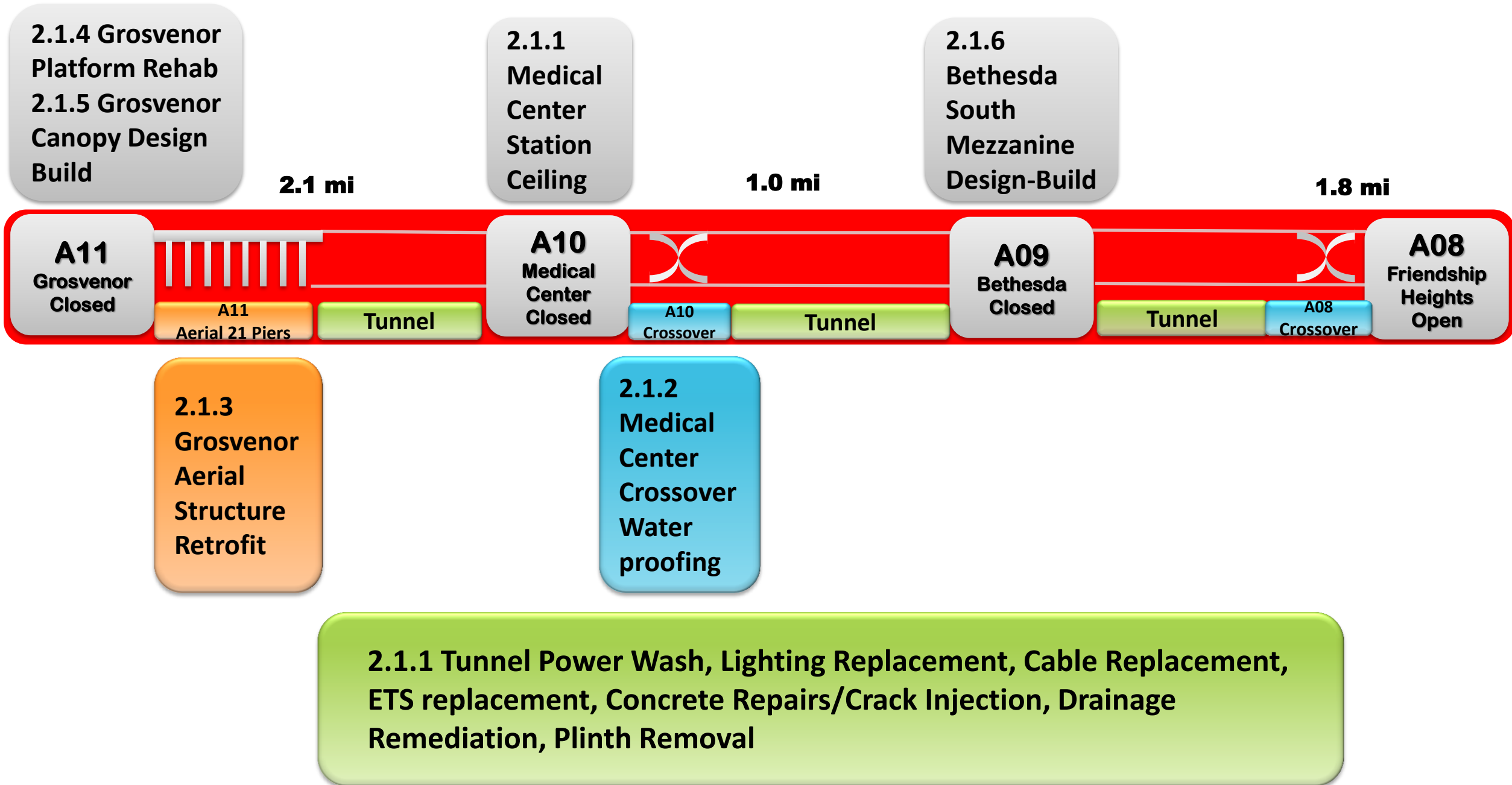


FQ15093/GG Technical Presentation Agenda

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- Adjacent Work by Others
- **Critical Planning**



Critical Planning





Critical Planning

It is critical in your proposal to demonstrate a well orchestrated and realistic plan to complete the variety of work elements within the allotted access granted. Coordination of manpower and equipment per access event is essential. A thorough understanding of WMATA rules and procedures is a must.



Critical Planning

Red Line Shutdown
Conceptual Schedule

Item	Location	Area	Quantity	Unit	Graphic	Work completed by Advance of Design	Month		Month		Month		Month		Month		Month		Month		Follow On Work
							Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	Start	End	
1	A11 Grosvenor-Strathmore Station	454	600																		
2	Grosvenor At-Grade	MC	1500																		
3	Grosvenor Aerial	3	3300'																		
4	Tunnel Portal Rail Access	1	600																		
T1	Tunnel	1	1500'																		
3	A12 Medical Center Station	1	600																		
	A12 Passageway	1	0'																		
4	A12 Medical Center Cavern Crossover (Inbound Track)	2	200'																		
	A12 Medical Center Cavern Crossover (Outbound Track)	2	200'																		
T2	Tunnel	1	1000'																		
5	A09 Bethesda Station	4	600																		
T3	Tunnel	1	9500'																		
6	A08 Friendship Hgts Crossover	MC	200'																		
7	A08 Friendship Hgts Station	MC	600																		
CREW CALCULATIONS																					
Crews in RR Tunnel																					
Crews in CB Tunnel																					
Crews in MC Crossover																					
Crews in MC Station																					
Crews in Both Station																					
Total Crews in Both Tunnels																					
Total Crews in Stations																					
Total Crews Outside Tunnels																					
Total Crews																					
Total Man-Hours																					

QUESTIONS





Site Visit

- **2:00PM Today at Bethesda Metrorail Station, Station Manager Kiosk:**
- Day one (1) Site Visit information: Site visit will start on Mon, May 4, 2015, 2.00 pm (14:00). Meeting point will be Bethesda Metrorail Station, Station Manager Kiosk, 7450 Wisconsin Avenue Bethesda, MD 20814. Attendees will be required to sign in. The Site Visit to Bethesda Metrorail is anticipated to finish around 3.00 pm (15:00). The south end of the platform will be visited which is the planned location of the new mezzanine.
 - Day two (2) Site Visit information: Site visit on day two (2) will start on Tue, May 5, 2015 Rev 2 at 9.00 am. Meeting point will be Medical Center Metrorail Station, Station Manager Kiosk, 8810 Rockville Pike Bethesda, MD 20814. Attendees will be required to sign in. The visit at medical center will include the passageway area first then moving to the platform level to view the ceiling under the mezzanine. The Site Visit will continue the same day with visiting Grosvenor Strathmore Metrorail Station, 10300 Rockville Pike Bethesda, MD 20852. The visit will consist of walking the platform from end to end. After that a Metro Vehicle will be arranged to take attendees from Grosvenor-Strathmore Metrorail Station to “Area near portal” which is a staging area for pre-cast equipment loading, to “Maintenance Roadway” which is an access point for Aerial Structure Retrofit Work, and to the Access road South of Grosvenor Station. Be alerted that the visits to the locations beyond the three (3) WMATA Metro Rail Stations may need to be completed in shifts dependent on the quantity of participants interested in visiting these sites.
 - Due to security and safety concerns the number of attendees from one company will be limited to three (3) people.
 - All attendees will be required to have with them OSHA approved safety vests, hard hats, safety glasses, and sturdy boots. Attendees that have a current WMATA Contractor ID shall display their ID and bring PPE and WMATA approved safety vest. Attendees not holding WMATA Contractor ID with PPE and vest should specifically identify themselves to the WMATA representative on site. Attendees will be required to provide their own fare to ride the Metrorail System.