



WMSC Commissioner Brief: W-0157 – Serious Injury – Shady Grove Station – December 1, 2021

Prepared for Washington Metrorail Safety Commission meeting on April 12, 2022

Safety event summary:

A subcontractor fell while attempting to descend a ladder on the Shady Grove Station platform and sustained a pelvic and right wrist fracture. Review of closed-circuit television (CCTV) footage showed that the contractor did not have a spotter at the time of the event.

Contractors were completing work as part of the station rehabilitation shutdown, which included repair and replacement of the station's canopy. CCTV footage showed the contractor ascending the ladder with tools and working alone without a spotter or someone to stabilize the ladder. Carrying tools on a ladder is not permitted under Metrorail safety rules. Two minutes after beginning to work, the contractor started to descend the ladder with tools in hand when they lost their footing and fell to the platform, landing on their back. The Contractor was wearing a hard hat at the time which protected their head when they hit the ground.

A Contractor Safety Attendant offered aid and the contractor was helped to their feet and declined to have an ambulance dispatched for medical assistance. After briefly walking around and conferring with the safety attendant, the contractor left to seek medical attention. The contractor was admitted to a local hospital and diagnosed with a pelvic and right wrist fracture.

This event was not reported immediately to the Rail Operations Control Center (ROCC) as required by Metrorail safety rules. Though the event occurred at 12:05 p.m., the Safety Attendant did not notify the Roadway Worker in Charge (RWIC) of the event until 1:45 p.m. SAFE was notified at approximately 10:05 p.m.

As documented in the Daily Briefing Sheet, the topics discussed during the safety briefing attended by all contractors and WMATA personnel working at the location on the morning of the event included ladder safety.

The Construction Inspector checked the ladder following the event and found no defects. The Construction Inspector is responsible for oversight of contractors at the station. The Construction Inspector was on the roof of the station at the time of the event and did not witness it.

The contractor did not undergo post-event toxicology testing.

Probable Cause:

The probable cause of this event was Metrorail's insufficient oversight of contractors and subcontractors.

Corrective Actions:

Metrorail conducted a Safety-Stand-Down with contractors at Shady Grove Station focused on incident reporting procedures and ladder safety.

WMATA developed a Personnel Notice regarding the requirement to investigate and report all injuries to the ROCC at the time they occur.



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Metrorail re-distributed Safety Bulletins pertaining to rail safety event reporting requirements and mitigating contractor safety risks.

WMSC staff observations:

Metrorail should take steps to ensure there is someone responsible for stabilization and spotting duties when a ladder is in use.

Metrorail should conduct organized, consistent and effective checks of construction and contractor work to ensure Metrorail rules and procedures are complied with by employees and contractors alike.

The WMSC oversees Metrorail's work and safety obligations, whether that work is conducted by Metrorail employees, contractors, or sub-contractors. Metrorail safety rules apply to all of these Metrorail personnel. The WMSC considers the safety of all of these individuals when conducting our oversight work.

Staff recommendation: Adopt final report.



Washington Metro Area Transit Authority
Department of Safety and Environmental
Management (SAFE)
FINAL REPORT OF INVESTIGATION A&I E21620

Date of Event:	12/01/2021
Type of Event:	Serious Injury
Incident Time:	12:05 Hours
Location:	Shady Grove Station
Time and How received by SAFE:	22:04 Hours – Construction Safety Manager
WMSC Notification Time:	22:43 Hours
Responding Safety Officers:	WMATA: N/A WMSC: N/A Other: N/A
Rail Vehicle:	N/A
Injuries:	Contractor: Fractured Wrist, Pelvis and Spine
Damage:	None
SMS I/A Incident Number:	20220131#98138

Shady Grove Station – Serious Injury

December 1, 2021

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Abbreviations and Acronyms

CAP	Corrective Action Plan
CCTV	Closed-Circuit Television
CM	Chain Marker
GOTRS	General Orders & Track Rights System
IT	Inaccessible Track
JHA	Job Hazard Analysis
MSRPH	Metrorail Safety Rules and Procedures Handbook
NOAA	National Oceanic and Atmospheric Administration
RTRA	Office of Rail Transportation
ROCC	Rail Operations Control Center
RWIC	Roadway Worker in Charge
RWP	Roadway Worker Protection
SAFE	Department of Safety and Environmental Management
SMS	Safety Measurement System
TRST	Office of Track and Structures
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission

Executive Summary

On Wednesday, December 1, 2021, at approximately 12:05 hours, the owner of Sparrow Painting, acting as a subcontractor to CCL USA Inc., who is a subcontractor to Harbor Roofing and Contracting was injured while performing their duties at the Shady Grove Station platform construction site.

The work area was under the control of an Office of Track and Structures (TRST), Roadway Worker in Charge (RWIC) with a Red Tag Power Outage scheduled in General Orders and Track Rights System (GOTRS) under Inaccessible Track (IT), Roadway Worker Protection (RWP) to include the contractors working to repair and replace the canopy at Shady Grove Station. Based on the GOTRS request, the RWIC working limits were from Chain Marker (CM) A1-94+00 to CM A1-766+53 and CM A1-94+00 to CM A1-766+53.

Closed Circuit Television (CCTV) revealed that a total of 4 contractors were working with Sparrow Painting contractors. Three contractor helpers are observed placing a cloth on the platform in preparation of painting. One contractor helper and the contractor painter positioned a podium ladder over the cloth to begin painting. After discussion, three contractor helpers walked away, and the contractor painter retrieved a painting tool with a hose attachment.

The contractor painter climbed the ladder while carrying the tool and began working. Less than one minute later, the contractor painter began to descend the ladder. The contractor painter took an initial step with their left foot, securing placement on the ladder rung. The contractor painter lost their footing when they stepped down, attempting to place their right foot on the ladder rung. The contractor painter released their hands from the ladder, falling onto their back on the Shady Grove Station platform. The contractor painter's hard hat hit the ground as they landed and came off of their head, ultimately landing on the roadway.

One contractor helper standing nearby immediately approached the fallen contractor to offer aid. Approximately 20 seconds after the painter fell from the ladder, the Safety Attendant of Harbor Roofing and Contracting and other painter helpers arrived and offered aid. After lying on the platform for more than three minutes, the painter was helped to their feet. The Safety Attendant entered the roadway to retrieve the painter's hard hat and returned to the platform. The Safety Attendant moved the ladder, secured it on the platform and replaced the equipment with a rolling scaffold.

The painter refused medical assistance at the scene of the incident. After walking around the platform and appearing to be in discussion with the Safety Attendant and others, they departed to seek their own medical attention. Ultimately, the painter was admitted to the hospital with a reported fractured pelvis and right wrist.

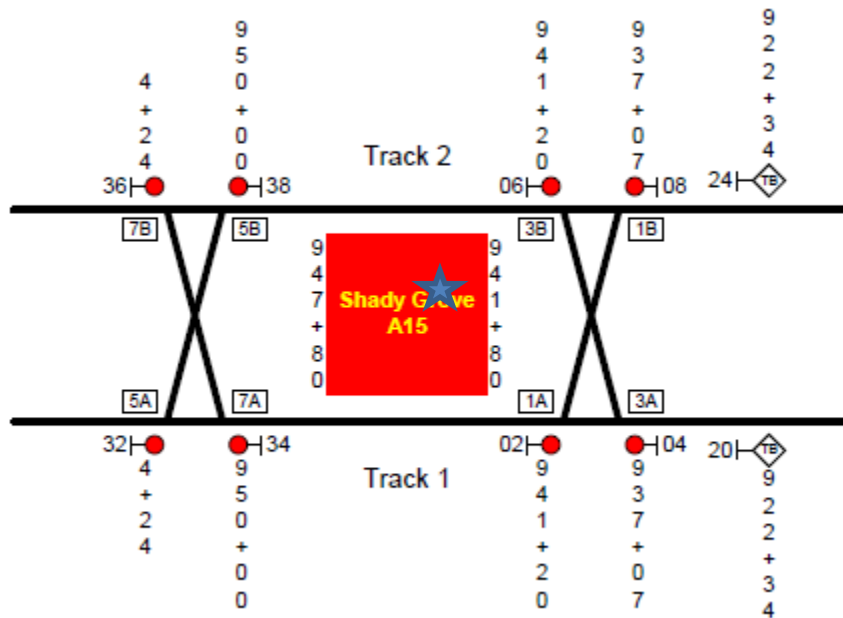
The probable cause of this serious injury incident was the use of an inappropriate work platform. The injured party selected a podium ladder (A-frame ladder with a platform at the top) while a rolling scaffold was available and provided a larger, more stable work platform. A contributing factor was the painter failing to follow general safe work practices for ladder usage. This included

carrying tools while ascending and descending the ladder and failing to maintain three points of contact while ascending and descending a ladder.

Incident Site

Shady Grove Station Platform

Field Sketch/Schematics



Purpose and Scope

The purpose of this accident investigation and candid self-evaluation is to collect and analyze available facts, determine the probable cause(s) of the incident, identify contributing factors, and make recommendations to prevent a recurrence.

Investigative Methods

Upon receiving the notification of the Serious Injury at Shady Grove Station on December 1, 2021, SAFE dispatched a cross-functional team to assess the scene and conduct the subsequent investigation. SAFE team members worked with relevant Washington Metropolitan Area Transit Authority (WMATA) subject matter experts to review the incident's facts and data.

The investigative methodologies included the following:

- Site Assessment
- Formal Interviews – SAFE interviewed four (4) individuals as part of this investigation. The interview included persons present at, during, and after the incident, those directly

involved in the response process, and representatives from the Washington Metrorail Safety Commission (WMSC). SAFE interviewed the following individuals:

- Contractor Painter
 - Site Inspector
 - Safety Attendant
 - TRST RWIC
-
- Documentation Review – A collection of relevant work history information and process documentation contained in Metro systems of record. These records include:
 - CCL USA Inc. Supervisor's Report
 - RWIC's daily summary report
 - Daily Safety Briefing of December 1, 2021
 - Metro Safety Rules and Procedures Handbook (MSRPH)
 - National Oceanic and Atmospheric Administration (NOAA) data
 - System Data Recording Review – A collection of information contained in Metro Data Recording Systems. This data includes:
 - Closed-Circuit Television (CCTV)

Investigation

On Wednesday, December 1, 2021, at approximately 12:05 hours, the owner of Sparrow Painting, a Sub-Contractor of CCL USA Inc. representing Harbor Roofing and Contracting was injured while performing their duties at Shady Grove Station, platform construction site.

The work area was part of a larger shutdown \ between Shady Grove Station and Rockville Station for station rehabilitation. The work area was protected under a Red Tag Power Outage scheduled in GOTRS under IT, RWP. The assigned RWIC utilized derailleurs in their specific working limits as their physical barrier to render the track inaccessible to rail vehicle movement into the working limits. The RWIC followed procedures to establish IT with derailleurs per the Metrorail Safety Rules and Procedures Handbook (MSRPH) RWP, 5.13.8. Inaccessible Track (IT). Class 2 vehicle movement is limited within the work area.

On the morning of the incident a Daily Safety Briefing¹ was conducted. The topic of the briefing included discussions about ladder safety. The briefing was attended by all Sparrow Painting personnel, as well as other contractor and WMATA personnel. At approximately 11:55 hours, employees of Sparrow Painting placed a cloth and equipment on a section of Shady Grove Station platform in preparation for painting the underside of the canopy. A podium ladder was positioned on the cloth.

¹ The Daily Safety Briefing Sheet documented under Appendix E of this report.



Image 1 – Sparrow Painting contractors preparing an area for paint and positioning of the ladder.

At approximately 12:03 hours, the owner of Sparrow Painting ascended the ladder without any support personnel and with a painting tool in their right hand. This action was not in accordance with of MSRPH Sec. 4. Safety Rule 4.31 a.11 – *Whenever ladders, trestles or scaffolding are used, employees must ensure that with ladders, employees do not carry any equipment on ladders.* The painter began to perform their painting duties.



Image 2 – The painter ascending the ladder on the left and falling from the ladder as they descended on the right.

At approximately 12:05 hours, the painter takes a step to descend the ladder with equipment in hand, taking an initial step with their left foot securing placement on the ladder rung. Next, the painter loses their footing when they stepped down attempting to place their right foot on the ladder rung. The painter released their hands from the ladder falling onto their back without any witnesses. An employee of Sparrow Painting was nearby and immediately offered aid to the painter.

At approximately 12:06 hours, the contractor Safety Attendant arrived and offered support and medical assistance to the painter. The painter declined medical assistance and transportation. The Safety Attendant and other Sparrow Painting employees assisted the painter to their feet. The on-site Construction Inspector was located on the roof at the time of the injury and did not see the painter fall. After arriving on the scene, the Construction Inspector offered medical assistance and the painter again declined.

The contractor painter remained on the platform for approximately 20 minutes after the event before leaving the platform with another contractor. At approximately 12:35 hours, the contractor painter departed Shady Grove Station to seek medical evaluation, walking with a noticeable limp. The contractor Safety Attendant and Construction Inspector did not report the injury immediately.

This action was not in accordance with MSRPH Sec. 4 – Safety Rules, Treatment of Injuries 4.5 – *Employees requiring medical attention for any reason or for any person shall contact ROCC on ext. 1970, or appropriate radio channel, and provide the details of the incident.*



Image 3 – The painter after falling from the ladder on the left and the personnel offering aid to the painter on the right.

The Safety Attendant immediately removed the ladder and inspected the ladder for damage. The remaining Sparrow Painting employees moved a rolling scaffold in the place of the ladder and completed the painting duties.

At approximately 13:45 hours, the Safety Attendant notified the RWIC of the incident and reported the painter had already departed the work area. The RWIC was located outside of Shady Grove Station, in the parking lot, when they received the injury report and after receiving the details of the incident, they reported the incident to their immediate Supervisor. The Crew Support Supervisor noted the incident as reported but did not report or investigate the event further.

At approximately 22:04 hours, the Construction Safety Manager was notified via email of the incident and subsequently provided notification of the of the contractor injury to all appropriate personnel.

Documentation of treatment to the injured painter was not available. According to the Supervisor's Report of Accident, the painter reported suffering compression fractures to their wrist pelvis and spine.

The contract between CCL USA Inc. and Harbor Roofing & Contracting with Sparrow Painting was terminated on January 13, 2022 due to the performance issues of the remaining Sparrow Painting employees.

Chronological Event Timeline

No radio, telephone or ambient microphone recordings were found related to this event. A review of CCTV, interviews and written reports revealed the following timeline:

Time	Description
11:55 Hours	Three contractor helpers place a cloth on the platform in preparation of painting.
11:59 Hours	One contractor helper and the contractor painter pull an A-frame ladder over the cloth.
12:01 Hours	Three contractor helpers walk away and the contractor painter retrieves a painting tool.
12:03 Hours	The painter climbs to the top of the ladder with the tool and hose attachment.
12:05 Hours	The painter takes a step to climb down the ladder, taking an initial step with their left foot securing placement on the ladder rung. The painter loses their footing when they stepped down attempting to place their right foot on the ladder rung. The painter released their hands from the ladder, falling onto their back. One contractor helper nearby immediately offers aid to the painter.
12:06 Hours	The Safety Attendant and other painter helpers arrive to offer aid.
12:10 Hours	The painter is helped to their feet.
12:12 Hours	The Safety Attendant enters the roadway to retrieve the painter's hard hat.
12:15 Hours	The Safety Attendant moved the ladder and secured it on the platform and replaced the equipment with a rolling scaffold.
12:35 Hours	The Contractor Painter departs Shady Grove Station in the direction of the parking garage with another painter helper.
13:45 Hours	The Safety Attendant reports the event to the RWIC, outside of Shady Grove Station. The RWIC included the report of injury on their daily report to their supervisor.
22:05 Hours	Safety Construction Manager received email stating the severity of the Contractor Painter's injuries. The Safety Construction Manager notified the Director of Safety Investigations.

****Note:** Times above may vary from other system's timelines based on clock settings and reporting source.

Interview Findings

As part of the investigation launched into the Serious Injury event, SAFE conducted four interviews via Microsoft Teams, including the Investigations Team and the WMSC. The interviews were conducted over the course of several weeks after the event and identified the following key findings associated with this event. Findings detailed below include reported information from the interview and may conflict with other data sources contained in the report.

The injured Contractor Painter declined to participate in the formal interview process. However, the painter provided a statement through² their sub-contractor.

² The statement of the injured painter is documented under Appendix B of this report.

The Construction Inspector stated that their duties entail briefing contractors with WMATA rules and ensuring that work is complete to WMATA standards and specifications. They were present at Shady Grove Station during the incident, but were on the roof and did not see the incident occur. They came down from the roof after the incident and they saw the painter contractor with the Safety Attendant, and they asked what happened. The contractor gave their name and said that they had fallen from the ladder and reported that they were ok, no problems. They asked if the contractor needed medical assistance and they said no they are good. The contractor left and said that they were going to see their doctor. They did not see how far the contractor fell from the ladder. They did not take any pictures because the contractor was with the Safety Attendant. They reported the incident to their Supervisor. The Safety Attendant is a contractor and they make sure the equipment is maintained in working order. They are the oversight for the contractors working within the station. The painters use equipment that is provided from the primary contractor. They did not notice any defects with the ladder and the ladder is still in use.

The Safety Attendant stated that their duties include conducting a safety briefing and having everyone sign the briefing sheet. They get everyone ready to go to work and watch them throughout the day. A safety briefing was performed on the date of the incident and every day. On the day of the incident, the safety briefing included discussions on ladders, scaffolds, harnesses, and COVID-19. There are three companies that are on the site: the roofers, the masons, and the painters. On the day of the incident they performed a briefing and began making their rounds through the work area. They were walking towards the outbound end of the platform when they saw the painter on the ground. The painter reported that they had fallen from the ladder and had missed a step. They asked if the painter wanted to go to the hospital and if they needed medical attention. The painter responded no and that they had hurt their wrist and didn't need the assistance. The painter got up from the ground and they asked if the painter was sure that they did not want medical attention. The painter replied no and that they would get help on their own, walked out of the station and left. They called the Safety Director and let the RWIC know about the incident, then wrote a report. They checked the condition of equipment, including the scaffolds, ladders, and harnesses on the day of the incident and they inspected and took photos of the ladder after the incident, provided the information as part of the report to the supervisor. The ladder was a new podium ladder for the project, provided by CCL USA Inc. They are the only Safety Attendant on site every day and the work is complete by 5:30pm. They saw the painter upon arrival to the job site and nothing was unusual. All of workers attended the safety briefing. That was the second day on the job for the painters. They did not see the painter when they fell from the ladder due to them performing inspections within the work site. They did not hear the painter fall; they saw the painter in anguish and continued to ask if they needed medical help while holding their wrist. The painter refused multiple times, walked to the elevators, and left the station.

The Roadway Worker in Charge stated that they were the RWIC at Shady Grove Station on the day of the incident. They were working the station shutdown from Shady Grove to Twinbrook Stations. At 13:45 hours, the contractor Safety Attendant approached them and reported that someone had been hurt. They inquired who was hurt and they responded one of the painters, and that they had fell off a ladder. They asked the Safety Attendant where the painter was located. The Safety Attendant responded that the painter had left the station. They asked when the incident happened. The Safety Officer responded at 12:05 hours. They asked what happened and the Safety Officer responded the painter fell off the ladder and that they were going to take themselves to receive a medical evaluation and they refused treatment. They asked if there were

any witnesses and the Safety Attendant replied no. They asked if there are any pictures and the Safety Attendant replied no. They walked inside the station and noticed that there were no ladders laying anywhere. They received a handwritten statement from the Safety Attendant regarding the event. At 13:55 hours, they contacted their Supervisor and reported the incident. They submitted a daily report and included the information from the incident in their report as well as a copy of the statement from the Safety Attendant.

Weather

On December 1, 2021, at the time of the incident, NOAA recorded the temperature as 52° F, and sunny. SAFE has concluded that weather was not a contributing factor in this incident (Weather source: NOAA – Location: Shady Grove, MD)

Human Factors

Post-Incident Toxicology Testing

The contractor refused medical treatment and left the jobsite. They subsequently obtained medical treatment on their own. He was not tested for drugs and alcohol upon admission to the hospital. The window for Drug and Alcohol testing lapsed prior to their discharge and would not be informative as the contractor was prescribed pain medication as part of treatment.

Findings

- Shady Grove Station and tracks were not active due to a station rehabilitation project.
- A Job Hazard Analysis (JHA) was performed for the canopy painting task on 11/17/2021. Falls were included as a hazard and requirement to maintain three points of contact on the ladder was part of the JHA.
- A safety briefing was conducted at the beginning of the shift on the day of the incident discussing Housekeeping/Trash Removal and Fall Protection/Ladder Safety. Sparrow Painting contractors, including the injured party, attended the briefing.
- The injured party failed to maintain three points of contact while working on the ladder. A moving scaffold was available as an alternative work platform.
- The injured contractor declined medical assistance and self-transported to an area hospital for treatment. The severity of the injuries was not known until several hours after the event.
- SAFE did not identify any audio recordings of the incident being reported or calls for emergency responders.
- Sparrow Painting contractors were later terminated from the station rehabilitation project due to performance issues.

Immediate Mitigation to Prevent Recurrence

- The ladder was removed, and workers continued painting the underside of the platform canopy with a rolling scaffold.
- On the day after the incident, WMATA SAFE personnel, in association with CCL USA Inc. conducted a Safety Stand-Down with contractors working in the affected location as an internal corrective action plan. The discussion topics focused around incident reporting procedures and portable ladder safety.

Probable Cause Statement

The probable cause of this serious injury incident was the use of an inappropriate work platform. The injured party selected a podium ladder (A-frame ladder with a platform at the top) while a rolling scaffold was available and provided a larger, more stable work platform. A contributing factor was the painter failing to follow general safe work practices for ladder usage. This included carrying tools while ascending and descending the ladder and failing to maintain three points of contact while ascending and descending a ladder.

SAFE Recommendations/Corrective Actions

Corrective Action Code	Description	Responsible Party	Due Date
98138_SAFE CAPS_PICO_ 001	Safety Stand-Down with contractors working in the affected location. Discussions focusing on incident reporting procedures and portable ladder safety.	PICO	Completed
98138_SAFE CAPS_PICO_ 002 98138_SAFE CAPS_TRST_ 001	Develop a Personnel Notice addressing when supervising projects, all injuries need to be investigated at the time they occur including taking photos, identifying personnel involved, etc.) and reporting into ROCC.	PICO/TRST	Completed
98138_SAFE CAPS_WWPL_ 001	Re-distribute Safety Bulletin #21-04 - Rail Safety Event Reporting Requirements.	WWPL	Completed
98138_SAFE CAPS_PICO_ 003	Re-distribute Safety Bulletin #21-12a - Mitigating Contractor Safety Risks.	PICO	Completed

Appendices

Appendix A – Interview Summary

The below narratives summarize the interviews with SAFE and represent the statements made by the involved individual. As such, times and details may present a conflict with the data contained in systems of record and procedural documents.

Contractor Painter

SAFE Investigator spoke with the contractor painter via telephone, however the Contractor Painter declined to participate in a formal interview.

Construction Inspector

The Construction Inspector is a WMATA contractor with 6 years of experience as a Construction Inspector. The Construction Inspector holds a Roadway Worker Protection (RWP) Level 2 certification that expires in June 2022.

During the virtual interview, the Construction Inspector stated that their duties entail briefing contractors with WMATA rules and ensuring work is completed to WMATA standards and specifications. The Construction Inspector stated that they were present at Shady Grove Station during the incident, on the roof, and did not see the incident. The Construction Inspector stated that they came down from the roof after the incident and they saw the painter contractor with the Safety Attendant, and they asked what happened. The Construction Inspector stated that the contractor gave their name and said that they had fallen from the ladder. They reported that they were ok; no problems. The Construction Inspector stated that they asked if the contractor needed medical assistance and they said no, they are good. The Construction Inspector stated that the contractor left and said that they were going to see their doctor. The Construction Inspector stated that they did not see how far the contractor fell from the ladder. They did not take any pictures because the contractor was with the Safety Attendant. The Construction Inspector stated that they reported the incident to their Supervisor. The Construction Inspector stated that the Safety Attendant is a contractor and they make sure the equipment is safe. The Construction Inspector stated that they are the oversight for the contractors working within the station. The Construction Inspector stated that the painters use equipment that is provided from the primary contractor. The Construction Inspector stated that they did not notice any defects with the ladder and the ladder is still in use.

Safety Attendant

The Safety Attendant is a WMATA contractor, employed by Harbor Roofing and Contracting, with 7 years of experience as a Safety Attendant.

During the virtual interview, the Safety Attendant stated that their duties include conducting a daily safety briefing and having everyone sign the briefing sheet. The Safety Attendant stated that they get everyone ready to go to work and watch them throughout the day. The Safety Attendant stated that a safety briefing was performed on the date of the incident. The Safety Attendant stated that a safety briefing is conducted every day. On the day of the incident the safety briefing included discussions on ladders, scaffolds, harnesses, and COVID-19. The Safety Attendant stated that there are three companies that are on the site the roofers, the masons, and the painters. On the day of the incident, they performed a briefing and began making their rounds through the work area. They were walking towards the outbound end of the platform when they

saw the painter on the ground. The Safety Attendant stated that the painter reported that they had fallen from the ladder and had missed a step. They asked if the painter wanted to go to the hospital and if they needed medical attention. The Safety Attendant stated that the painter responded no and that they had hurt their wrist and didn't need assistance. The painter got up from the ground and they asked if the painter was sure that they did not want medical attention. The Safety Attendant stated that the painter replied no and that they would get help on their own, walked out of the station and left. The Safety Attendant stated that they called the Safety Director and let the RWIC know about the incident, then wrote a report. They checked the condition of equipment including the scaffolds, ladders, and harnesses on the day of the incident and they inspected and took photos of the ladder after the incident, provided the information as part of the report to the supervisor. The Safety Attendant stated that the ladder was a brand-new podium ladder from CCL USA Inc. The Safety Attendant stated that they are the only Safety Attendant on site every day and the work is completed by 5:30pm. The Safety Attendant stated that they saw the painter upon arrival to the job site and nothing was unusual, all of workers attended the safety briefing. That was the second day on the job for the painters. The Safety Attendant stated that they did not see the painter when they fell from the ladder due to them performing inspections within the work site. The Safety Attendant stated that they did not hear the painter fall, they saw the painter in anguish and continued to ask if they needed medical help while holding their wrist. The Safety Attendant stated that the painter walked to the elevators and left out of the station.

Roadway Worker in Charge (RWIC)

The Roadway Worker in Charge is a WMATA employee with twenty years of service and thirteen years of experience as a Roadway Worker in Charge. The Roadway Worker in Charge holds a Roadway Worker Protection (RWP) Level 4 certification that expires in January 2023.

The Roadway Worker in Charge reported that they were the RWIC at Shady Grove Station on the day of the incident. They were working the station shutdown from Shady Grove to Twinbrook Stations, then at 13:45 hours the contractor Safety Officer approached them and reported that someone had been hurt. The Roadway Worker in Charge reported that they inquired who was hurt and the Safety Attendant responded one of the painters, they had fell off a ladder. The Roadway Worker in Charge reported that they asked the Safety Attendant where was the painter? The Safety Officer replied that the painter had left the station. The Roadway Worker in Charge reported that they inquired when did the incident happen? The Safety Officer responded at 12:05 hours and the RWIC was notified at 13:45 hours. The Roadway Worker in Charge reported that they asked what happened and the Safety Attendant responded the painter fell off the ladder, and that they were going to take themselves to receive an evaluation and they refused medical treatment. The Roadway Worker in Charge reported that they asked if there were any witnesses and the Safety Officer replied no. The Roadway Worker in Charge reported that they asked if there are any pictures and the Safety Officer replied no. The Roadway Worker in Charge reported that they walked inside the station and noticed that there were no ladders laying anywhere. They received a handwritten statement from the Safety Officer regarding the event. The Roadway Worker in Charge reported that at 13:55 hours, they contacted their Supervisor and reported the incident. The Roadway Worker in Charge reported that they submitted a daily report and included the information from the incident in their report as well as a copy of the statement from the Safety Officer.

Appendix B – Injured Painter Statement

Incident Statement Form

Office use only	
<input type="checkbox"/> Follow up _____	
<input type="checkbox"/> File	
Today's date: 12/06/2021	Staff
Initials:	

Date of Incident: 12/01/2021

Incident Time: 12:05

Location: 15903 Sommerville Dr, Rockford MD 15903

Person Reporting: [REDACTED]

Reported to: [REDACTED] via telephone conversation 11:00 A.M. 12/06/2021

List all involved individuals including witnesses

Full Name	Telephone Number	Witness/Primary Person
1. [REDACTED]	[REDACTED]	Primary Person

Describe the facts of the incident. Please include all information that may be relevant. Be thorough and objective. Please print clearly, sign and date this form.

Before the accident I was applying coating using a spray gun, working on a platform ladder. I had just finished a section and was preparing to move to a new section. I placed the hose of the spray gun over my shoulder and had the gun in my hand. As I descended the ladder, I missed a step and fell back striking the ground. I have not used this exact ladder before, and it did not seem to have the rung in the place I expected.

Use back of this sheet if needed.

Giving false information to the company or misrepresenting oneself is a violation of company policy and could result in termination.

Signature of Person Reporting: [REDACTED]

Today's Date: 12/06/2021

Please return this form to Safety Director – [REDACTED]@coveredbyharbor.com

Document 1 – Written statement of the injured painter.

Incident Date: 12/01/2021 Time: 12:05 hours
Final Report – Serious Injury
E21620

Drafted By: SAFE 707 – 01/31/2022
Reviewed By: SAFE 71 – 01/31/2022
Approved By: SAFE 71 – 02/01/2022

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Appendix C – Crew Support Supervisor Statement

From: [REDACTED]
To: [REDACTED]
Subject: RE: Request for Information: Serious Injury - 20220114 - Shady Grove Station
Date: Friday, January 28, 2022 11:19:32 AM
Attachments: [REDACTED]

[REDACTED],

[REDACTED] notified me of an incident and I requested for the details in regards of contractor personnel but was informed that he was not provided with that information and a denial of medical assistance which caused a hinderance for me to move further but was told that the WMATA Inspector and safety officer that was on site was handling the contractor employee injury. After going back through that week, there was a picture of a note from [REDACTED] from that week.

Document 2 – Written statement of the Crew Support Supervisor

Appendix D – Job Hazard Analysis

Job Hazard Analysis (JHA)

Activity/Work Task: Paint and coat canopy underside	Overall Risk Assessment Code (RAC) (Use highest code)					M										
Project Location: WMATA FQ19021-22-001 A13 Twinbrook & A15 Shady Grove	Risk Assessment Code (RAC) Matrix															
Contract Number: FQ19021-22-001	Severity	Probability														
Date Prepared: 11/17/2021		Frequent	Likely	Occasional	Seldom	Unlikely										
Prepared by (Name/Title): [REDACTED]	Catastrophic	E	E	H	H	M										
Reviewed by (Name/Title): [REDACTED] - Project Manager	Critical	E	H	H	M	L										
	Marginal	H	M	M	L	L										
Contractor/Subcontractor: Harbor/CCL	Negligible	M	L	L	L	L										
Notes: (Field Notes, Review Comments, etc.) SSHO: [REDACTED] Telephone (cell)# [REDACTED] Jobsite PPE Requirements: Hard hat, safety boots, safety glasses w/ side shields, full body harness with double lanyards or rope grabs limited in length to 15' and Class 2 Reflective vest with X on back. Harbor and CCL will follow all company and WMATA safety procedures, as well as the CDC guide lines with regards to COVID-19	<p>Step 1: Review each "Hazard" with identified safety "Controls" and determine RAC (See above). The RAC is developed after correctly identifying all of the hazards and fully implementing all controls.</p> <p>"Probability" is the likelihood to cause an incident, near miss, or accident and identified as: Frequent, Likely, Occasional, Seldom or Unlikely.</p> <p>"Severity" is the outcome/degree if an incident, near miss, or accident did occur and identified as: Catastrophic, Critical, Marginal, or Negligible</p> <p>Step 2: Identify the RAC (Probability/Severity) as E, H, M, or L for each "Hazard" on AHA. Annotate the overall highest RAC at the top of JHA.</p> <table border="1"> <tr> <td colspan="2">RAC Chart</td> </tr> <tr> <td>E = Extremely High Risk</td> <td></td> </tr> <tr> <td>H = High Risk</td> <td></td> </tr> <tr> <td>M = Moderate Risk</td> <td></td> </tr> <tr> <td>L = Low Risk</td> <td></td> </tr> </table>						RAC Chart		E = Extremely High Risk		H = High Risk		M = Moderate Risk		L = Low Risk	
RAC Chart																
E = Extremely High Risk																
H = High Risk																
M = Moderate Risk																
L = Low Risk																

Job Steps	Hazards	Controls	P	S	RAC
1. Review SDS and AHA with crew. Set up work area for spray and paint application. Coordinate job activities with any other crews to avoid conflicts.	1.a. Damage to WMATA property due to overspray or spills.	1.a. All areas which could be impacted adversely by spills or overspray will be protected by a combination of plastic sheeting, wooden structures, and/or drop clothes.	U	Ne	L

	<p>1.b. Inadvertent contamination of other work areas or employees.</p> <p>1.c. Access / Egress could become blocked</p>	<p>1.b Foreman will coordinate job activities with any other crews to avoid conflicts and will install any necessary barriers to ensure work can continue without risk or will reschedule work for a later time.</p> <p>1.c. Foreman will ensure at no time is access or egress from the platform blocked due to materials or protective systems.</p>			
<p>2. Employees will coat surface with manufacturer's sealant product using brushes, rollers, and spray guns.</p>	<p>2.a. Employees could fall while working off scaffold or ladders</p> <p>2.b. Employees could come in contact with primer.</p> <p>2.c. Paint, primer, or sealant could ignite.</p> <p>2.d. Inhalation Hazards</p>	<p>2.a. All ladders will be inspected before use. Employees will maintain three points of contact on ladders. All employees will check the inspection tag to ensure a current green tagged on scaffolds before utilizing a scaffold.</p> <p>2.b. Employees will wear long sleeve attire, gloves and safety goggles as per the SDS sheets recommendations unless it is determined by the onsite safety personnel that lack of vision due to fogging is a greater hazard.</p> <p>2.c. Employee will ensure that a current signed WMATA Hot Work Permit is onsite.</p> <p>2.c.2 Employees will fill out and follow all recommendations on the Harbor Hot-work Permit.</p> <p>2.c.3. Employees will keep all flammables away from heat, sparks, open flames, and other ignition sources.</p> <p>2.c.4. Employees will have a 20lb ABC fire extinguisher within 25-75 feet of application area.</p> <p>2.c.5. Employees will only apply in a well-ventilated area.</p> <p>2.d. Employees will work in well ventilated areas or will use M-95 face masks in addition to mandatory PPE to include goggles unless fogging makes it more unsafe to utilize layered equipment.</p>	U	Ca	M

<p>3. Employees will dispose of debris from drop cloths and protective plastic sheeting.</p>	<p>3.a. Employees could experience eye injury while loading debris.</p>	<p>3.a Employees will utilize standard PPE and will dispose of any hazardous materials in the proper containers.</p>	U	Ca	M
Equipment List	Personnel	Inspection Requirements			
<p>Generators Paint Sprayers Air Compressors Hand Tools Brushes Rollers Squeegees Caulking Guns Non-conductive Ladders Portable light stands Scaffolds</p>	<p>██████████ – Superintendent - OSHA 30</p> <p>██████████ - Qualified Person</p> <p>██████████ – Competent Person daily safety</p> <p>██████████ – Competent Person Painting</p>	<p>Foreman will perform daily inspection of fall protections systems, attachment points, perimeter safety and heavy equipment.</p> <p>Ladders will be inspected before being placed.</p> <p>Scaffolds will be inspected by competent person and signed off daily.</p> <p>Hand and power tools and harnesses will be inspected before use.</p> <p>Daily safety inspections will be performed by SSO. ██████████</p> <p>Safety Manager will perform jobsite inspections twice a week.</p>			

Document 3 – Job Hazard Analysis

Appendix E – Daily Safety Briefing Sheet – 12/01/2021

Note: Injured Party signed the Safety Briefing Sheet prior to the event. Name redacted for privacy



SIGN IN SHEET

Date: 12/1/21		Supervisor/Crew Leader: [Redacted]	
Location: FQ19021-22-001 A15 Shady Grove		Safety: H.T. [Redacted]	Trash / Debris
Employee Signature	Print Employee name	Safety Topic	Tool Box Talk Subject
1 [Redacted]	[Redacted]	House keeping	Fall Protection / Access
2 [Redacted]	[Redacted]	↓	↓
3 [Redacted]	[Redacted]	↓	↓
4 [Redacted]	[Redacted]	↓	↓
5 [Redacted]	[Redacted]	↓	↓
6 [Redacted]	[Redacted]		
7 [Redacted]	[Redacted]		
8 [Redacted]	[Redacted]		
9 [Redacted]	[Redacted]		
10 [Redacted]	[Redacted]		
11 [Redacted]	[Redacted]		
12 [Redacted]	[Redacted]		
13 [Redacted]	[Redacted]		
14 [Redacted]	[Redacted]		
15 [Redacted]	[Redacted]		
16 [Redacted]	[Redacted]		

Document 4 – Daily Safety Briefing Sheet

Incident Date: 12/01/2021 Time: 12:05 hours
 Final Report – Serious Injury
 E21620

Drafted By: SAFE 707 – 01/31/2022
 Reviewed By: SAFE 71 – 01/31/2022
 Approved By: SAFE 71 – 02/01/2022

Appendix F – Safety Stand Down

TOOL BOX TALK

DATE:

12/2/2021

LED BY:



Falls from portable ladders (step, straight, combination and extension) are one of the leading causes of occupational fatalities and injuries.

- Read and follow all labels/markings on the ladder.
- Avoid electrical hazards! – Look for overhead power lines before handling a ladder. Avoid using a metal ladder near power lines or exposed energized electrical equipment.
- Always inspect the ladder prior to using it. If the ladder is damaged, it must be removed from service and tagged until repaired or discarded.
- Always maintain a 3-point (two hands and a foot, or two feet and a hand) contact on the ladder when climbing. Keep your body near the middle of the step and always face the ladder while climbing.
- Only use ladders and appropriate accessories (ladder levelers, jacks, or hooks) for their designed purposes.
- Ladders must be free of any slippery material on the rungs, steps or feet.
- Do not use a self-supporting ladder (e.g., step ladder) as a single ladder or in a partially closed position.
- Do not use the top step/rung of a ladder as a step/rung unless it was designed for that purpose.
- Use a ladder only on a stable and level surface unless it has been secured (top or bottom) to prevent displacement.
- Do not place a ladder on boxes, barrels, or other unstable bases to obtain additional height.
- Do not move or shift a ladder while a person or equipment is on the ladder.
- An extension or straight ladder used to access an elevated surface must extend at least 3 feet above the point of support.
- Do not stand on the three top rungs of a straight, single or extension ladder.
- A ladder placed in any location where it can be displaced by other work activities must be secured to prevent displacement or a barricade must be erected to keep traffic away from the ladder.
- Be sure that all locks on an extension ladder are properly engaged.
- Do not exceed the maximum load rating of a ladder. Be aware of the ladder's load rating and of the weight it is supporting, including the weight of any tools or equipment.

Document 5 – Toolbox Talk from Safety Stand Down following the incident.

Appendix G – Supervisor's Report of Accident



**Washington Metropolitan Area Transit Authority
Department of Transit Infrastructure & Engineering Services
Office of Chief Engineer Infrastructure Services**

Supervisor's Report of Accident

Date of accident: 12/01/2021	Time of accident: 12:05	Date supervisor notified: 12/01/2021	Date of report: 12/06/2021
Name of prime contractor: Harbor Roofing and Contracting		Location on-site where accident occurred: Shady Grove Metro Platform	
Name of contractor/subcontractor involved: C.G.L. Sparrow Painting		Injury: <i>Compression fracture to pelvis & spine</i> Fractures to left arm <input checked="" type="checkbox"/> Lost time <input checked="" type="checkbox"/> Medical treatment off-site	
Narrative of how accident occurred (use additional paper if necessary): Employees of Sparrow Painting were applying coating using a spray guns, working off a platform ladder and baker's scaffolds. [redacted] and [redacted] had just finished a section and were preparing to move to a new section. [redacted] placed the hose of the spray gun over his shoulder and had the gun in his hand. While descending the ladder, [redacted] missed a step and fell back striking the ground. <div style="float: right;"> <input type="checkbox"/> Fire <input type="checkbox"/> Property damage <input type="checkbox"/> Equipment damage </div>			

Report of Accident or Damage to Equipment/Property

Injured name/address: [redacted]	Employer name/address: Sparrow Painting 1035 Rockhill Ave., Baltimore, MD 21229	Injured occupation: Painter	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female Age: 55
Nature of injury: <i>Compression fractures to pelvis & spine</i>	Part of body injured: <i>Multiple Fractures</i> Left Arm	First aid by whom? Offered and refused.	
Medical treatment by whom? <i>pt went to hospital on his own.</i>	Name(s) of witnesses: No direct witnesses.		
Accident basic type:* Fall from different level	Immediate causes:* <i>No 3rd contact</i> Using equipment improperly	Basic causes:* <i>time</i> Improper motivation - <i>swings</i>	
Supervisor's corrective action: Incident Review and Safety Stand-downs scheduled <div style="text-align: right;">[redacted signature] (signature)</div>			
Project superintendent's review comments: <div style="text-align: right;">_____ (signature)</div>			
Authority resident engineer's comments: <div style="text-align: right;">_____ (signature)</div>			

*see reverse

PIM 901 Appx B

Form Rev. 00

04/25/2014

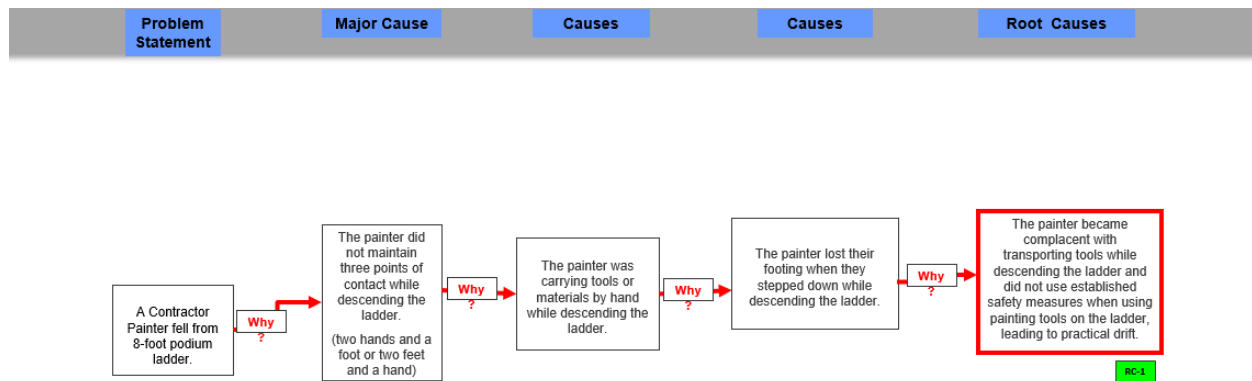
Document 6 – Supervisor's Report of Accident

Incident Date: 12/01/2021 Time: 12:05 hours
Final Report – Serious Injury
E21620

Drafted By: SAFE 707 – 01/31/2022
Reviewed By: SAFE 71 – 01/31/2022
Approved By: SAFE 71 – 02/01/2022

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Appendix H - Root Cause Analysis



3

Root Cause Analysis

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



Incident Date: 12/01/2021 Time: 12:05 hours
Final Report – Serious Injury
E21620

Drafted By: SAFE 707 – 01/31/2022
Reviewed By: SAFE 71 – 01/31/2022
Approved By: SAFE 71 – 02/01/2022

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