



# WMSC Inspection Report 20250210

ISSUED 2/11/2025

## Inspection Details

Title: A-Line piers south of Grosvenor-Strathmore Station (A11)

Location: 10201 Rockville Pike (south of A11 Grosvenor-Strathmore Station)

Date of Inspection: 2/10/2025

Time of Inspection: 11:10am to 11:40am

Unannounced

Risk-Based (Public Concern)

Functional Area: Structures

Hazard Rating: 2D

## Overview

On February 10, 2025, a WMSC inspector visited the intersection of Tuckerman Lane and Rockville Pike in North Bethesda, Maryland based on a safety concern emailed to the WMSC on February 7, 2025. Specifically, the concern was erosion around the footing of a pier that supports the A-line.

Inspector observed signs of erosion, the pier base exhibited visible erosion with exposed earth. Additionally, Inspector observed that pier identification is obstructed by graffiti, or nonexistent.

## Defects and Corrective Actions

WMSC Inspections identify safety issues that may be classified as defects, findings, or recommendations. Findings and recommendations are defined by Program Standard Section 5.E.2 and 5.E.3 respectively. Ordinarily, issues identified in a WMSC inspection report are classified as defects. Defects are specific safety issues of non-conformance/non-compliance that are identified and that require remedial action.

This inspection did not identify any findings or recommendations and therefore does not require a WMSC Corrective Action Plan in accordance with Program Standard Section 5.E.4.

Four defects were identified:



**Defect 1**

Pier A-5335 exhibiting erosion around base. WMATA's Structural Inspection Manual (TRST-SMI-SIM-REV-2.0, dated 9/27/2021) directs personnel to inspect for erosion around walls and piers (Appendix B, Forms 7 and 8).

**Hazard Rating: 2D**

**Photos**



Photo 1 (left) faded pier identification at pier A-5335. Photo 2 (right) signs of erosion near downspout at pier A-5335.



Photo 3 (left) Signs of erosion and exposed soil near base of pier A-5335. Photo 4 (right) opposite side of the same pier (A-5335).



## Defect 2

Pier A-5345 exhibiting erosion around base. WMATA's Structural Inspection Manual (TRST-SMI-SIM-REV-2.0, dated 9/27/2021) directs personnel to inspect for erosion around walls and piers (Appendix B, Forms 7 and 8).

**Hazard Rating: 2D**

### Photos



Photo 5 (left) faded pier identification. Photo 6 (right) exposed soil near base.

## Defect 3

Pier A-5435 exhibiting erosion around base. WMATA's Structural Inspection Manual (TRST-SMI-SIM-REV-2.0, dated 9/27/2021) directs personnel to inspect for erosion around walls and piers (Appendix B, Forms 7 and 8).

**Hazard Rating: 2D**

### Photos



WASHINGTON METRO RAIL SAFETY COMMISSION



Photo 7 (left) graffiti and faded pier identification at pier A-5435. Photo 8 (right) pier A-5435 from sidewalk.



Photo 8 (left) soil erosion at pier A-5435. Photo 9 (right) soil erosion from a different angle at pier A-5435.



Photo 10 wider angle of pier A-5435 erosion on grade side.

#### Defect 4

There is no observable identifying number on the pier just north of A-5435.

The pier identifying numbers of 9 other piers that were inspected are nearly unreadable either due to the number disappearing over time, due to graffiti, or both. (Piers: A-5324, A-5335, A-5356, A-5367, A-5376, A-5392, A-5403, A-5419, and A-5435.) For examples, see photos 1 and 7 above.

**Hazard Rating: 4D**

#### Photo



Photo 11 shows an unidentifiable pier north of A-5435.



## Next Steps

Please respond by **Friday, February 14, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.

Also, **by Friday, February 14, 2025**, please provide the most recent structural inspection report associated with the above-noted piers.