



WMSC Inspection Report 20250307B

ISSUED 3/10/2025

Inspection Details

Title: Steel Inspection Tools CAP Verification (C-0076)

Location: Park Road Bridge (Asset # T80597 Description: Park Road Bridge 808+11-809+13)

Date of Inspection: 3/7/2025

Time of Inspection: 12:30pm to 2:00pm

Unannounced

Risk-Based (CAP C-0076)

Functional Area: Structures

Hazard Rating: 2C

Overview

On Friday, March 7, 2025, WMSC Inspectors met a WMATA team at Park Road Bridge for observation and CAP (0076) verification.

This is a risk-based inspection based on findings 6 and 7 from the [2021 Audit of Elevated Structures Inspection, Maintenance and Repair](#). Finding 6 and 7 states, “Metrorail does not have important structural steel inspection tools available that are listed in its Structural Inspection Manual.”

WMSC Inspectors met with Acting Superintendent for Structures Inspectors and a team of WMATA inspectors at the Park Road Bridge, just north of the Rockville Station (A14). The Acting Superintendent was with a structures team of four inspectors, who were inspecting the Park Road Bridge. WMSC Inspectors arrived on the scene as WMATA positioned signs for traffic awareness. The goal of the WMATA structural inspection was to inspect bearings and the abutment walls of the bridge, which they did using ladders with one inspector on the ladder and one acting as lookout and stabilizing the ladder.



The bridge inspectors were separated into two teams, one to inspect the north end of the bridge and one to inspect the south end of the bridge.

After concluding the oversight of the inspection, the WMSC inspectors conducted a debrief with the WMATA Acting Supervisor in accordance with Program Standard Section 6.F.1.

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.

This inspection did not identify any defects, and therefore, WMATA is only required to acknowledge receipt by March 13, 2025.

Defect Observations and Determinations

Before WMATA started its inspection, WMSC Inspectors talked with the WMATA bridge team about bridge inspections. The WMSC Inspectors requested to see the WMATA bridge team's D-meter and dye penetrant kits. The WMATA team had both sets of tools.

The WMATA bridge inspection team commented to the WMSC Inspectors that they felt that it was critical to have these tools to do a proper inspection.

When asked if they had any other concerns, the WMATA bridge inspectors stated that their work would be enhanced if they could use a track raised platform vehicle. The team added that it uses a wheeled version of a track raised platform. However, the team explained that the wheels recently became stuck in mud, despite its four-wheel drive, but a tracked vehicle (like bulldozer tracks) would most likely negotiate muddy or harsh environments better.

WMATA bridge inspectors record inspections on paper forms, but the Acting Superintendent stated that tablets for work in the field may be available soon.



There were no observable defects.

Next Steps

Please respond **by Thursday, March 13, 2025**, to acknowledge receipt.