



## WMSC Inspection Report 20250809

ISSUED 8/12/2025

### Inspection Details

Title: Green Line Weekend Shutdown Work and RWP Inspection

Location: Branch Ave (F11) to Congress Heights (F07)

Date of Inspection: 8/9/25

Time of Inspection: 5:30am to 1:00pm

Announced (via email on 8/5/25 with Quality Assurance Director)

Risk-Based (Audit)

Functional Area: Track, Roadway Worker Protection

Hazard Rating: 1D

### Overview

On Saturday, August 9, 2025, WMSC Inspectors conducted an announced, risk-based roadway worker protection inspection of a summer shutdown work zone on the Green Line between Congress Heights (F07) to Branch Avenue (F11).

This is a risk-based inspection based on an urgent hazard identified during the WMSC's Track, Structures, and Roadway Worker Protection Audit.<sup>1</sup> On July 10 and 11 of 2025, the WMSC visited the Carmen Turner Training Facility (CTF) where RWP training and qualification records are held (there are no electronic or redundant versions of these records). Currently, Metrorail has three levels of RWP qualification: level IV-qualified individuals are referred to as roadway workers in charge and directly ensure the safety of all work taking place in their respective work zone. While at CTF, the WMSC identified level IV RWP training records that did not support the level-IV certification given to those individuals. The WMSC issued an urgent hazard notification to Metrorail on July 14 based on this information. As of July 15, there were 1,246 RWP level IV personnel. Since reporting this, Metrorail sampling indicates 130 level IV personnel received certifications that do not conform to written requirements. At the time of this inspection, Metrorail is continuing its review of training records.

In the interim, as a way of monitoring level IV roadway workers in charge, the WMSC is conducting a series of risk-based inspections of which this inspection is the first.

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<sup>1</sup> Also discussed at the WMSC's [August 5, 2025 Public Meeting](https://www.youtube.com/live/pOI4Gyr_JZo?t=805s) (viewable at [youtube.com/live/pOI4Gyr\\_JZo?t=805s](https://www.youtube.com/live/pOI4Gyr_JZo?t=805s)).



For this inspection, WMSC Inspectors were escorted by a Metrorail Track and Structures superintendent, assistant superintendent, and supervisor. Inspection commenced at Branch Ave (F11) starting with a job safety briefing. The roadway worker in charge addressed all topics included in the job safety briefing, ensured that all personnel signed the briefing, checked badges, and confirmed that all calibrated equipment was current.

After the safety briefing, WMSC Inspectors and Track and Structures personnel proceeded to two locations within the shutdown area: The first site was at Naylor Road (F09) where tie replacement work was occurring, and the second site was at Congress Heights (F07) where platform edge lights were being replaced.

The WMSC team observed that all groups adhered to RWP procedures throughout the shutdown, and each job safety briefing was conducted effectively.

After concluding the inspection, the WMSC inspectors conducted a debrief with the Track and Structures superintendent, 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.

## **Defect Observations and Determinations**

### **Defect 1**

WMSC inspectors observed that a crew leader from the Metrorail Communications and Signaling radio team at the Branch Avenue (F11) location removed a brand new insulated third rail glove from its packaging, which had a stamped date of June 2024. Metrorail policy states if the package remains unopened, the gloves expire one year from the stamped date, which meant an expiration date of June 30, 2025 (see photo 1). Additionally, personnel had a current insulated glove on hand that was in compliance (see photo 2).



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### Photos:



Photo 1 (left). Yellow insulated glove expired June 30, 2025.

Photo 2 (right). White insulated gloves were in compliance.

### Defect 2

WMSC inspectors noted that Prime Mover 43, located at Naylor Road (F09) platform, track 2, was parked and unattended with no chocks on the wheels (see photos 4 and 5). Metrorail Operating Handbook section 11.12.1-5 (Securing Roadway Maintenance Machines) states “Operators shall secure Roadway Maintenance Machines while they are stopped in the work area...by placing wheel chocks, stops and by applying handbrakes.”

### Photos:



Photo 3 (Left). Prime mover 43 stored at Naylor Road platform.

Photo 4 (Middle). No wheel chocks applied to the prime mover 43.

Photo 5 (Right). No wheel chocks applied to prime mover 43.

### Defect 3 (mitigated)



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WMSC inspectors noted that red lanterns were not illuminated at the beginning of the work zone set up at Naylor Road (F09). However, personnel did have batteries on site to mitigate the issue.

### Photos:



Photo 6. Red lanterns were not illuminated. Issue was mitigated onsite.

### Next Steps

Please respond **by Friday, August 15, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.