



## WMSC Inspection Report 20250827

ISSUED 9/3/2025

### Inspection Details

Title: Roadway Worker Protection Inspection at Dunn Loring (K07)

Location: Dunn Loring (K07) to West Falls Church (K06)

Date of Inspection: 8/27/2025 and 8/28/2025

Time of Inspection: 12:00am to 4:00am (both dates)

Unannounced

Risk-Based (Audit)

Functional Area: Track, Roadway Worker Protection

Hazard Rating: 1D

### Overview

On August 26 and 27 of 2025, WMSC Inspectors conducted an unannounced, risk-based roadway worker protection inspection at Dunn Loring (K07) over the course of two days during overnight hours.

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 identified 192 level IV personnel received certifications that do not conform to written requirements.

Metrorail will be re-training all 192 personnel; however, in the interim, as a way of monitoring level IV roadway workers in charge, the WMSC is conducting a series of risk-based inspections on overnight work zones.

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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)).



After concluding the inspections, the WMSC inspectors conducted a debrief with the roadway worker in charge, on both days, 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**

On August 27, 2025, while onsite in the work zone, WMSC Inspectors observed the Information Technology (IT) group performing multiple duties not indicated on the job safety briefing. The work objective for the night was to pull cable through troughs; however, crews worked on the Passenger Information Display System (PIDS), the RWIC had no knowledge of the crew performing these other PIDS duties. There was no job safety briefing “re-brief” before or after the crew began working on the PIDS system per the “Re-brief when work or situation changes” requirement in the rule below (Metrorail Operating Rulebook 17.5.4).

17.5.4 The following items must be considered when participating in a Roadway Job Safety Briefing:

- Everyone’s attention and participation,
- Type of On-Track Protection,
- Identification of Adjacent Track(s) and Protection being provided on such track(s),
- Working Limits,
- Track Designations,
- Track Speeds,
- Predetermined Place of Safety (PPOS),
- Potential distractions,
- Unique workplace hazards,
- Hot Spot Areas (only applicable for Mobile Work Crews),
- Safety Equipment Certification Dates (radios, mats, shunts, gloves, etc.),
- Placement of Watchmen and rotation and relief policy,
- Inspection of watchmen’s equipment,



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- Review of Policy and Instruction 10.3 (Electronic Device Policy),
- Brief of new arrivals,
- **Re-brief when work or situation changes,**
- Complete understanding & documentation,
- Good Faith Challenge process.

### Observation 1

On August 27, 2025, Metrorail's Information Technology (IT) group had track rights to work from K523+00 to K650+00 on both tracks. This is in excess of 25,000 feet (4.75 miles) in which the RWIC must perform third rail gap verifications on foot. This process consumed a significant portion of the RWIC's work time. However, on August 28, 2025, the IT group worked in the same exact location as the previous night, but now they had multiple level IV qualified personnel to help with the track set up and third rail gap verification.

### Observation 2

On August 28, 2025, WMSC Inspectors observed that the job safety briefing was effectively delivered, covering all required aspects provided by Metrorail Operating Rulebook section 17.5.4 (reproduced above).

## Next Steps

Please respond **by Monday, September 8, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.