



WMSC Inspection Report 20251016A

ISSUED 10/20/2025

Inspection Details

Title: Roadway Worker Protection Overnight Inspection

Location: Brentwood Yard (B99)

Date of Inspection: 10/16/2025

Time of Inspection: 11:30pm to 6:00am

Announced (via phone and email to Senior Director, Safety Assurance 10/14/25)

Risk-Based (Audits, Inspections, Corrective Action Plans)

Functional Area: Roadway Worker Protection

Hazard Rating: 1B

Overview

On Wednesday, October 16, 2025, WMSC Inspectors carried out a roadway worker protection (RWP) inspection between Union Station (B03) and Rhode Island Ave (B04). The goal of this inspection was to evaluate Metrorail's adherence to roadway worker protection requirements (primarily stated in Metrorail Operating Rulebook section 17) firsthand as well as to observe how Metrorail's Department of Safety conducts its own inspections of roadway worker protection.

This is a risk-based inspection based on an urgent hazard identified during the WMSC's Track, Structures, and Roadway Worker Protection Audit. 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.

On September 4, 2025, the WMSC issued a [finding](#) that Metrorail is not following its written process to ensure and document that its roadway workers in charge have demonstrated the knowledge and skills required to do their job safely. The WMSC approved corrective action plan C-0310 on



September 30, 2025. To address this finding, Metrorail will be re-training and re-qualifying all 192 personnel; however, in the interim, the WMSC is conducting a series of RWP risk-based inspections as a way of monitoring level IV roadway workers in charge. These inspections also serve to verify that the safety condition created by inadequately qualified RWICs is not creating additional hazards and to ensure that roadway worker protection rules are being adhered to generally. The WMSC has also identified RWP defects in other inspections conducted this year.¹

After concluding the inspection, the WMSC inspectors conducted a debrief with the senior safety specialist 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

The ballast carrying vehicle was filled with ballast beyond the limit indicated on the vehicle as the maximum level the car should be filled with ballast posing a movement hazard as well as falling ballast during transport causing injury to roadway workers.

Hazard Rating: 1B

Photos



Photo 1 and 2: Overfull ballast car.

¹ Approximately 25% of all risk-based inspections identified roadway worker protection defects.



Defect 2 (mitigated)

Inbound on track 2 near Union Station (B03) the second piggybacking work crew did not install all safety equipment in the work zone. Specifically, lights and shunts were not set in the correct location. Additionally, members of the work crew were not wearing safety glasses which are required as personal protective equipment per MOR 18.7.1 Table 13.

Metrorail Operating Rulebook 17.21.9

Joint Occupancy/Piggyback Work Area workers and equipment must not proceed beyond the "END OF WORK AREA" reflective mats without permission from the RWIC, nor shall an Employee-In-Charge extend their work area without the consent of the RWIC.

This was mitigated onsite.

Hazard: 1B

Photos:



Photo 3: End work area mats installed in joint occupancy without lights.

Defect 3

WMSC Inspectors observed a work crew between Union Station (B03) and NoMa-Gallaudet U (B35) that did not install the Warning Strobe and Alarm Device (WSAD).

Metrorail Operating Rulebook 19.4 (General Third Rail Power Outage Requirements)
19.4.8

A Warning Strobe and Alarm Device (WSAD) must be installed on the sections of de-energized third rail within audible and visual range of personnel within those specific sections of third rail when work requiring a power outage is being performed.

Hazard Rating: 1B



Photos:



Photo 4: Uninstalled WSAD located on the associated prime mover.

Defect 4

Between Union Station (B03) and NoMa-Gallaudet U (B35), WMSC Inspectors observed the working conditions of a mobile work crew. After viewing the roadway job safety briefing form provided by the roadway worker in charge (RWIC), the WMSC Inspector noted that not all members of the work crew signed the briefing form.

17.5 Roadway Job Safety Briefing

17.5.1 The Roadway Job Safety Briefing must be conducted by the RWIC and must include each roadway worker.

17.5.3 Roadway Job Safety Briefings are not complete until each roadway worker signs the briefing and acknowledges understanding the on-track safety being afforded to them and all on-track safety concerns have been addressed.

Defect 5

Additionally, the same mobile work crew was observed between Union Station (B03) and NoMa-Gallaudet U (B35) without proper personal protective equipment (PPE). Members of the work crew were not wearing safety glasses, which are required personal protective equipment per MOR 18.7.1 Table 13.

Hazard Rating: 1B

Defect 6

Moreover, the RWIC, working as the Watchman lookout, was not carrying an air horn, which is required PPE for all Watchman lookouts. This is outlined as a requirement in Metrorail's Quick Access Guide in the table on page 3. As a result, of these roadway worker protection



WASHINGTON METRORAIL SAFETY COMMISSION

violations Metrorail's Safety Department, representatives of which were onsite with the WMSC Inspectors, issued a Safety Notification O-23: Improper RWP-NoMa-Gallaudet U at 3:55am October 16, 2025 (incident number: 2205759374924561). The RWIC and the Track Walker were taken out of service for post-incident testing.

Hazard Rating: 1B

Photos



Photo 5: AMF Equipment Check

Defect 7

Improper radio antenna on WMATA radio. A radio is required equipment when on the roadway. The radio was installed with an aftermarket radio antenna, which is not permitted (see safety bulletin SB 25-06-F issued 5/30/2025). The senior safety specialist was not certain of a violation. WMSC emailed the Safety Bulletin the same afternoon.



Photo 6: Incompatible radio antennae.

SAFETY BULLETIN | WMATA-WIDE | **SB 25-06-F**
Version #1
Issue Date: 5/30/25

SUPERVISORS: Please share this bulletin during safety briefings, roll calls, or other staff meetings.

Incompatible Portable Radio Antennas

OVERVIEW

Replacing the antenna on your assigned portable radio can result in damage or improper functionality. There have been instances where employees have replaced the provided antenna with a shorter aftermarket alternative. These aftermarket antennas are incompatible with WMATA radios and can pose a safety risk.

DETAILS AND ACTIONS

Only the antenna issued with the APX 8000 portable radio is authorized for use (see photo), as it allows for better coverage and has dual-band capabilities required for optimal compatibility with our radio network. The use of any non-issued antenna or accessory is prohibited.



If any modification was previously made to your issued radio, including using a different antenna, your radio must be re-calibrated by Equipment, Testing, and Locksmiths (EQTL) and fitted with the issued antenna.

Contacts Calibration, Return, Loss, or Damage
Equipment, Testing, and
Locksmiths (EQTL) 195 Telegraph
Road, Room #B104 Alexandria, VA
22314
301-955-4868 or 703-667-7924
SAMS_PortableRadioRequests@wmata.com

For questions regarding this Safety Bulletin
or other safety-related issues, contact the
Safety Hotline at 202-249-7233.



Photo 7: Safety Bulletin SB 25-06-F issued 5/30/2025.



Next Steps

Please respond **by Thursday October 23, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.