



WMSC Inspection Report 20251016B

ISSUED 10/20/2025

Inspection Details

Title: Roadway Worker Protection Overnight Inspection

Location: Alexandria Yard (C99)

Date of Inspection: 10/16/2025

Time of Inspection: 12:30AM

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 (RWP)

Hazard Rating: 1B

Overview

On October 16, 2025, two WMSC Inspectors carried out a roadway worker protection (RWP) inspection at Alexandria Yard (C99). 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 at Alexandria Yard (C99) with the Metrorail Safety Department's Inspector, 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

During the inspection, several items were identified as missing from the Roadway Job Safety Briefing (RJSB).

Metrorail Operating Rulebook 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,

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



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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.

Defect 1

Section 2 of the job safety briefing was missing a safety contact.

Hazard Rating: 1B

Photos

Photo 1: No safety contact information.

Defect 2

Section 6 was missing the nearest medical facility information.

Hazard Rating: 1B



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Photo

WMATA Roadway Job Safety Briefing Form
This form must be completed legibly and accurately and be retained and made available for inspection for a period of 90 days.

Part 1: General Job Briefing

1	Date: 10/15/25	Time: 60:30	RWIC: [REDACTED]
2	RWIC Call #: [REDACTED]	RWIC Cell Phone #: [REDACTED]	
3	Safety Contact: [REDACTED]		
4	RWP Rule: 18.3.5		
5	Work Location: C98 yd		
6	Job Task(s): C98 Tag & Delay 2nd + 1		
7	Worksite, Electrical, Chemical, or Environmental Hazards: Per Lighting		
8	PPE Inspected: ☒	Electronic Device Policy Reviewed: ☒	Radio Certification Date Inspected: ☒
9	RWP Stickers Inspected: ☒	Tools and Equipment Inspected: ☒	Radio Checks Performed: ☒
10	What Specialized PPE Will Be Used? WAD's, vest, etc.		
11	Emergency Response Plan: Clear to designated safe areas & assess the situation		

Photo 2: lack of nearest medical facility.

Defect 3

Documentation was missing on who the designated first-aid provider, Emergency Medical Services (EMS) greeter, 911 caller would be during course of the work.

Hazard Rating: 1B



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Photos

WMATA Roadway Job Safety Briefing Form

This form must be completed legibly and accurately and be retained and made available for inspection for a period of 90 days.

Part 1: General Job Briefing

1	Date: 10/15/25	Time: 60:30	RWIC: [REDACTED]
	RWIC Call #: [REDACTED]	RWIC Cell Phone #: [REDACTED]	
2	Safety Contact: [REDACTED]		
	RWP Rule: 18.3.5		
	Work Location: C99 yd		
3	Job Task(s): C98 Tag & Delay 2nd + 1		
	Worksite, Electrical, Chemical, or Environmental Hazards:		
4	Per Lighting		
	PPE Inspected: ☒	Electronic Device Policy Reviewed: ☒	Radio Certification Date Inspected: ☒
	RWP Stickers Inspected: ☒	Tools and Equipment Inspected: ☒	Radio Checks Performed: ☒
5	What Specialized PPE Will Be Used?		
	WADS, Hot Sticks		
6	Emergency Response Plan:		
	Clear to designated safe areas & assess the situation		

Photo 3: No designated first-aid provider, EMS greeter, or 911 caller.

Defect 4

Section 7 is missing Red Hot Spot information and left blank. If no hot spots were present within the working limits, the Metrorail guidance is to place "N/A" (not applicable) on all lines that do not apply to this briefing, rather than leave fields altogether blank. This applies to section 8, 9, and 10, as well. Fields were left blank rather than fielding the unused fields as "N/A."

Hazard: 1B



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Photo

Part 2: RWP Briefing: This section must be filled out before any Roadway Workers enter the Roadway.

**Track Time On/Off: : / : , : / : , : / : **

Rail Line: C Track Number(s): 192 Track Access Guide (TAG) Speed: Restricted speed

Working Limits Chain Markers: J500+35 -> 570+0

OPS Radio Channel: 3 OPS Phone Number: 2/1502

Place of Safety: Parking Lot & Fence line Time Needed to Reach Place of Safety: 2 min

Are There Red Hot Spots Within Your Working Limits? Yes ☐ No ☒

Red Hot Spot Chain Markers: Red Hot Spot Hazard(s):

Form of RWP: IT ☐ ETO Authority ☒ Local Signal Control ☐ AMF ☐ FT ☐

RWP Notes:

Advanced Mobile Flagger Call #(s) or Last Name(s): N/A

Advanced Mobile Flagger Placement:

Watchman/Lookout Placement:

Required Site Distance: Watchman/Lookout Rotation Schedule:

Will There be a Speed Restriction on the Adjacent Track? Yes ☐ No ☒

How Will the Speed Restriction be Implemented?

Will Class 2 Vehicles be Part of the Working Limits? Yes ☒ No ☐

of Class 2 Vehicles: 1 Type of Class 2 Vehicles: #2 3068

FORM SAFE-SRM-001-00 52.002 06/22

Photo 4:

Blank fields rather than the guided "N/A" applied as the field being not applicable.

Defect 5

Section 12 is missing the Warning Alarm and Strobe Device (WSAD) certification date and asset information.

Hazard: 1B



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Photo

WMATA Roadway Job Safety Briefing Form
This form must be completed legibly and accurately and be retained and made available for inspection for a period of 90 days.

Part 2: RWP Briefing, continued:

Power Outage: Red Tag ☒ Supervisory ☐
Red/Supervisory Tag #: 2025289510-A
Red/Supervisory Tag Holder: Dan

12 Insulated Mat(s) Color: Blue ☐ Red ☒ Green ☐ Orange ☐ Yellow ☐
WSAD Certification Due: / / WSAD Serial #/Asset ID: / /
WSAD Certification Due: / / WSAD Serial #/Asset ID: / /

Hot Sticking Chain Markers: 500 + 55 → 572 + 124

Will a Piggyback Crew(s) be Working Within Your Working Limits? Yes ☒ No ☐
13 Crew Leader/EIC Call #(s): Piggyback Work Area Chain Markers: 500 + 35 - 521 to 6
Piggyback Work Assignment(s): FCC Radio Testing

Photo 5: Missing WSAD certification date and other information.

Defect 6

Section 13 is missing the Employee in Charge's (EIC) information for the piggybacking crew that would be working within the RWIC's work zone.

Hazard: 1B



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Photo:

This form must be completed legibly and accurately and be retained and made available for inspection for a period of 90 days.

Part 2: RWP Briefing, continued:

Power Outage: Red Tag ☒ Supervisory ☐

Red/Supervisory Tag #: 2025289510-A

Red/Supervisory Tag Holder: Dan

Hot Sticking Chain Markers: 500 + 35 → 572 + 15 (L)

Insulated Mat(s) Color: Blue ☐ Red ☐ Green ☐ Orange ☐ Yellow ☐

WSAD Certification Due	WSAD Serial #/Asset ID	WSAD Certification Due	WSAD Serial #/Asset ID
/ /	/ /	/ /	/ /
/ /	/ /	/ /	/ /

Will a Piggyback Crew(s) be Working Within Your Working Limits? Yes ☒ No ☐

13 Crew Leader/EIC Call #(s): [Redacted]

Piggyback Work Assignment(s): Full Radio Testing

Piggyback Work Area Chain Markers: 500 + 35 - 572 to 600

Photo 6: Missing the piggyback crew's EIC information.

Defect 7

Under part 3 of the roadway job safety briefing, "Good Faith Challenge" documentation is missing on the outcome of the good faith challenge being offered as an option to the members of the work crew.

Hazard: 1B



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Photo

Part 3: Good Faith Challenge: The following must be read aloud by the RWIC to the Roadway Workers.
"WMATA guarantees each Roadway Worker the right to challenge, in good faith, the effectiveness of the Roadway Worker Protection being provided. The Roadway Worker making the challenge, and those that are sympathetic to the challenge, shall remain clear of the roadway until the challenge has been resolved."

RWP Issues:	Worker Name(s):
Was the GFC Issue Resolved? Yes ☐ No ☐	

Photo 7: Good faith challenge left blank, not clear if the option of the challenge was offered to members of the work crew.

Part 3: Good Faith Challenge: The following must be read aloud by the RWIC to the Roadway Workers.
"WMATA guarantees each Roadway Worker the right to challenge, in good faith, the effectiveness of the Roadway Worker Protection being provided. The Roadway Worker making the challenge, and those that are sympathetic to the challenge, shall remain clear of the roadway until the challenge has been resolved."

RWP Issues:	Worker Name(s):
None Reported	N/A
Was the GFC Issue Resolved? Yes ☐ No ☐	

Photo 8: A Metrorail example of how the good faith challenge should be noted when no challenge is brought.

Defect 8

Under part 4, the "Roadway Worker Acknowledgement," the documentation included a piggybacking crew, but no signatures or employee ID was collected for the Employee in Charge (EIC) of the piggybacking crew confirming they were briefed by the RWIC.

Hazard: 1B



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Photo:

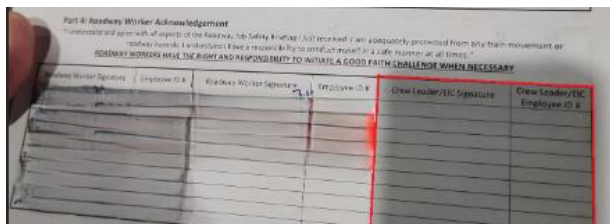


Photo 9: no signatures or employee ID was collected for the EIC.

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.