



WMSC Inspection Report 20251023A

ISSUED 10/27/2025

Inspection Details

Title: Roadway Worker Protection Overnight Inspection

Location: Wheaton Station (B10)

Date of Inspection: 10/23/2025

Time of Inspection: 12:00am to 4:00am

Announced (via phone and email to Senior Director, Safety Assurance 10/21/25)

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

Functional Area: Roadway Worker Protection

Hazard Rating: 1B

Overview

On October 23, 2025, WMSC Inspectors carried out a roadway worker protection (RWP) inspection at Wheaton Station (B10). 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

Foul time was requested by a Power crew to walk track one from Wheaton (B10) to B10 Tie Break Station (TBS) CM637+46. This work request was cancelled and at that time the power crew returned to the Wheaton Station (B10) platform under the same foul time. WMSC Inspectors observed two members of the Power work crew who walked on the roadway towards the platform that they were not wearing safety glasses.

Metrorail Operating Rulebook 17.11.3 "All personnel are required to wear, while on the roadway:

- Hard Hat/Helmet (Not applicable to Class 1 Rail Vehicle Operators)
- Safety Glasses
- Safety Footwear
- High Visibility Yellow Safety Apparel
- High Visibility Orange Safety Apparel (Contractors and Visitors)"

Hazard Rating: 1B

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



Defect 2

Once the Power crew arrived on the platform, the WMSC Inspectors checked PPE and noted one of the work crew was not wearing safety shoes.

Metrorail Operating Rulebook 17.11.3 “All personnel are required to wear, while on the roadway:

- Hard Hat/Helmet (Not applicable to Class 1 Rail Vehicle Operators)
- Safety Glasses
- Safety Footwear
- High Visibility Yellow Safety Apparel
- High Visibility Orange Safety Apparel (Contractors and Visitors)”

Hazard Rating: 1B

Defect 3

One member of the Power work crew (the same person who was not wearing proper footwear under defect 2) was also not carrying a WMATA OneBadge.

The OneBadge is WMATA’s official identification card and for roadway worker protection, it includes a sticker affixed to the badge with an expiration date—this is the primary method of determining whether an individual is properly qualified to be on the roadway. To properly complete the roadway job safety briefing and the associated form, each person’s OneBadge must be checked by the roadway worker in charge and during that the roadway worker in charge will also check whether each person’s roadway worker protection qualification is current.

Thereafter, the worker retrieved his badge and shoes from his vehicle. At this point Metrorail Safety called the worker’s supervisor and spoke with the superintendent and was informed that the crew would be removed from service. This led to Safety Notification O-23: Improper RWP – Wheaton issued at 3:00am. (Incident Number: 2221255616905284)

Hazard Rating: 1B

Defect 4

While inspecting communications room 108 and train control room 110, WMSC Inspectors passed through room 104, which is a hallway to the Mechanical, Comm, and ATC rooms. This hallway is partially blocked by equipment and some of the floor tiles are not secured and move. Room 104 (the hallway) is part of the emergency egress for the station platform and is not clear of obstacles in case of emergency.

Hazard Rating: 1B



Photos



Photo 1: Emergency egress room 104 (hallway) blocked by equipment broken fire exit door.



Photo 2: reverse angle of room 104.



Defect 5

Also in room 104, WMSC Inspectors noted the west end fire door of the hallway was broken. The door would not shut in a closed position.

Hazard: 1B



Photo 3: Broken fire door.

Next Steps

Please respond by **Thursday, October 30, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.