



WMSC Inspection Report 20251023B

ISSUED 10/27/2025

Inspection Details

Title: Roadway Worker Protection Overnight Inspection

Location: Pentagon City Station (C08) to Crystal City Station (C09)

Date of Inspection: October 23, 2025

Time of Inspection: 12:00AM – 3:00 AM

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 from Pentagon City Station (C08) to Crystal City Station (C09). 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 (mitigated)

A Track and Structures crew conducting fastener renewal, between Pentagon City Station (C08) and Crystal City Station (C09) were relying on an expired RWP Quick Access Guide (see photo 1). The guide was dated March 12, 2024, when the current guide is dated December 15, 2024.

This guide provides safety information such as a listing of hot spot locations and no clearance locations throughout the Metrorail system. Using accurate information such as hot spots and no clearance zones is critical to conducting a job safety briefing prior to the commencement of roadway work, safely, by all roadway workers, and for ensuring their safety throughout the work.

The SAFE Inspector removed the out-of-date quick access guide and provided the roadway worker in charge with the current version.

Hazard Rating: 1E

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



Photos

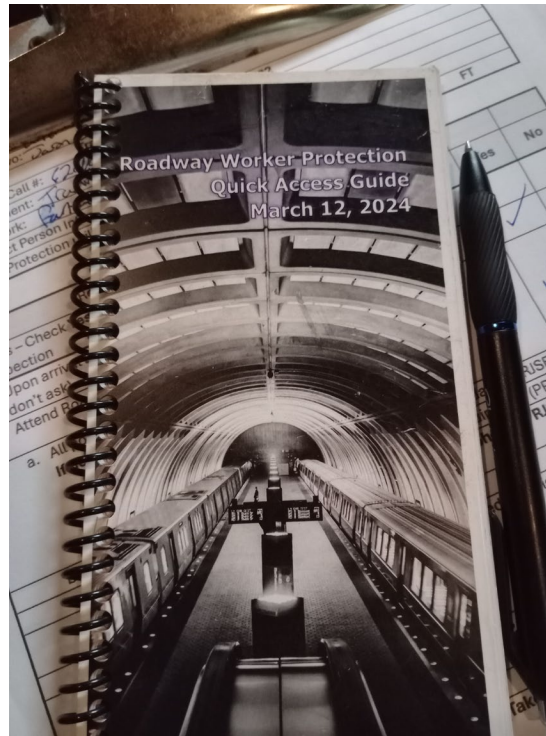


Photo 1: Outdated Quick Access Guide in use.

Defect 2

A roadway worker in charge that was in charge of a crew conducting fastener renewal work, between Pentagon City Station (C08) and Crystal City Station (C09), relied on a no-longer-in-effect-rule for the “Rule of the Day” during the roadway job safety briefing. Section 17.2.2 was cited for the Safety Contact and “2.1” is listed for the “RWP Rule,”, however, neither match up with the current Metrorail Operating Rulebook.

The SAFE Inspector advised the roadway worker in charge that the rule was outdated and not included as written in the current Metrorail Operating Rulebook (MOR) and that he must utilize the current rules moving forward.

This defect demonstrates the importance of the open corrective action plan (C-0193) based on finding 13 from the [2022 Audit of Rail Operations](#) which states, “With frequent modifications due to temporary and permanent orders, and outdated versions of Metrorail’s rulebook being distributed to personnel when hard copies are available, the latest Metrorail rules are not easily accessible to train operators. This creates document control issues and makes a rule requiring personnel to carry the latest version of the Metrorail Safety Rules and Procedures Handbook (MSRPH) unrealistic.” Therefore, “Metrorail must ensure that only current copies of the rulebook are available and in use. Metrorail must provide operational



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employees with immediate access to the current rules relevant to their work during their work assignments, including any modifications due to temporary or permanent orders.”

Hazard Rating: 3C

Photo

HMAA 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

Date: 10/23/25 Time: 1:00 am RWIC: Culkin Semmes
RWIC Cell #: 6200 RWIC Cell Phone #: 240-619-9138
Safety Contact: 17.2.2 Report Unsafe Conditions Immediately
RWP Rule: 2.1 When Working in a Clearance Zone, the Rule
Work Location: C08-C09
Task: Eastern Renewal
Worksite, Electrical, Chemical, or Environmental Hazards: Poor lighting, missing cables
PPE Inspected: ☒ Electronic Device Policy Reviewed: ☒ Radio Certification Date Inspected: ☒
RWP Suckers Inspected: ☒ Tools and Equipment Inspected: ☒ Radio Checks Performed: ☒
What Specialized PPE Will Be Used? Safety vest, Safety Glasses, hard hat, boots, flash light
Emergency Response Plan: In case of emergency report to C08 platform down head count and assist the situation

Part 2: RWP Briefing This section must be filled out before any Roadway Workers enter the Roadway.
**Track Time On/Off: 1:00 a.m. - 1:00 p.m.

Rail Line: C-100 Track Number(s): 1 Track Access Guide (TAG) Speed: 55
Working Limits Chain Markers: C 325+00 - 355+00
OPS Radio Channel: 3 OPS Phone Number: 202-962-1502
Place of Safety: pm 42 platform Time Needed to Reach Place of Safety:
Are There Red Hot Spots Within Your Working Limits? Yes ☐ No ☒
Red Hot Spot Chain Markers: C 344+00 - 347+00 Red Hot Spot Hazard(s): Blind Spot
Form of RWP: IT ☐ ETO Authority ☒ Local Signal Control ☐ AMF ☐ FT ☐
RWP Notes: Nearest Hospital: Inova Hospital
Advanced Mobile Flagger Call # (s) or Last Name (s): N/A
Advanced Mobile Flagger Placement: N/A
Watchman/Lookout Placement: N/A
Required Site Distance: C Watchman/Lookout Rotation Schedule: N/A
Is There a Speed Restriction on the Adjacent Track? Yes ☐ No ☒
Will the Speed Restriction be Implemented? N/A
Class 2 Vehicles be Part of the Working Limits? Yes ☒ No ☐

Photos 2: Roadway Job Safety Briefing Form referencing incorrect rules.

Defect 3 (mitigated)

The Track and Structures crew did not secure a prime mover with wheel chocks when stopped for long periods of time as required by the Metrorail Operating Rulebook (MOR) section 11.12.1 that states “Operators shall secure Roadway Maintenance Machines while they are stopped within the work area.”

The SAFE Inspector advised the roadway worker in charge of the rule listed above and the requirements to secure the prime mover with wheel chocks. Crew members chocked the wheels at that time.

Hazard Rating: 3C



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Photos:



Photo 3: Wheel chock mitigation placement, front of vehicle.



Photo 4: Wheel chock mitigation placement, rear of vehicle.



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Defect 4

A roadway worker in charge that was in charge of a crew conducting fastener renewal work, between Pentagon City Station (C08) and Crystal City Station (C09) cited on their Roadway Job Safety briefing, that there was a “Blind Spot” from chain markers C344+00 – C347+00. However, it should be listed as “Portal” per the current Quick Access Guide.

Hazard Rating: 1E

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: 10/23/25 Time: 08 am RWIC: Culina, Simon
RWIC Call #: 6250 RWIC Cell Phone #: 202-619-9138

2 Safety Contact: 17.2.2 Report Unsafe Conditions Immediately
RWP Rule: 2.1. When working in a clearance zone, the RWP

3 Work Location: C08-C09
Job Task(s): Fastener renewal

4 Worksite, Electrical, Chemical, or Environmental Hazards:
Poor lighting, tripping debris

5 PPE Inspected: ☒ Electronic Device Policy Reviewed: ☒ Radio Certification Date Inspected: ☒
RWP Slickers Inspected: ☒ Tools and Equipment Inspected: ☒ Radio Checks Performed: ☒
What Specialized PPE Will Be Used?
Safety vest, safety glasses, hard hat, boots, flash light

6 Emergency Response Plan:
In case of emergency report to C08 platform door hand count and assist the situation

Part 2: RWP Briefing: This section must be filled out before any Roadway Workers enter the Roadway.
**Track Time On/Off: 0:10:00 - 0:01:00

Rail Line: C-Line Track Number(s): 1 Track Access Guide (TAG) Speed: 55
Working Limits Chain Markers: C 325+00 - 355+00
OPS Radio Channel: 3 OPS Phone Number: 202-962-1502

Place of Safety: Platform Time Needed to Reach Place of Safety:
Are There Red Hot Spots Within Your Working Limits? Yes ☐ No ☒
Red Hot Spot Chain Markers: C 344+00 - 347+00
Red Hot Spot Hazard(s): Blind Spot

Form of RWP: IT ☐ ETO Authority ☒ Local Signal Control ☐ AMT ☐ ET ☐
RWP Notes: Next Hospital: Inova Hospital

Advanced Mobile Flagger Call #(s) or Last Name(s): N/A
Advanced Mobile Flagger Placement: N/A
Watchman/Lookout Placement: N/A
Required Site Distance: ☒ Watchman/Lookout Rotation Schedule: N/A

Will there be a Speed Restriction on the Adjacent Track? Yes ☐ No ☒
Will the Speed Restriction be Implemented? ☒
Class 2 Vehicles be Part of the Working Limits? Yes ☒ No ☐

Defect 5 (mitigated)

While at Pentagon City Station (C08), there was a mobile work crew coming through the area that placed their Advanced Mobile Flagger (AMF) on the station platform on Track 1. The SAFE Inspector identified that the AMF script being read to Rail Vehicle Operators servicing the platform was out-of-date.

Metrorail Operating Rulebook section 17.22.5.1 states that “All rail vehicles stopping at the passenger station’s 8-car marker or end gate must be read the following script by each Advanced Flagger.”



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The SAFE Inspector advised the Advanced Mobile Flagger that the script they had was out-of-date and replaced the script onsite with the latest version.

Hazard Rating: 3C

Positive Practices

The WMSC appreciates the quick actions taken by the SAFE Inspector for the onsite mitigations for defects #1, #3, and #5. Outdated documents were able to be replaced onsite and the vehicle was properly secured within the work zone during the inspection.

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.