



WMSC Inspection Report 20251024A

ISSUED 10/27/2025

Inspection Details

Title: Roadway Worker Protection Overnight Inspection

Location: D&G Junction (D98)

Date of Inspection: October 24, 2025

Time of Inspection: 1:00AM – 2:30AM

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 24, 2025, WMSC Inspectors carried out a roadway worker protection (RWP) inspection near the D&G Junction (D98). 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

The Roadway Worker in Charge of the work crew for this inspection was one of the level IV qualified individuals whose record did not support receiving that qualification.

After concluding the inspection, 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

A Track and Structures crew was engaged in emergency repairs near the D&G Junction (D98) between Stadium-Armory Station (D08) and Minnesota Ave Station (D09). The work crew arrived on a prime mover ahead of WMSC and SAFE personnel. Upon arrival, it was noted that Metrorail personnel had entered the roadway before receiving a roadway job safety briefing. After noting the missing roadway job safety briefing, the roadway worker in charge gathered the work crew personnel and conducted the roadway job safety briefing with WMSC Inspectors and SAFE Inspector present. One member of the work crew left the site prior to the briefing and upon arrival back to the site, entered the roadway prior to being briefed. This is a violation of section 17.8.2.3 that requires the briefing to be completed prior to fouling the roadway.

17.8.2.3 Roadway Worker In Charge Responsibilities. “Ensures all Roadway Workers receive the Roadway Job Safety Briefing prior to fouling, or having the potential to foul, any track.” (Emphasis added.)

WMSC Inspectors and the SAFE Inspector discussed that the rule states “prior to fouling, or having the potential to foul, any track,” the rule is not activated by whether work has begun.

Hazard Rating: 1B

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



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Photos

Part 2: RWP Briefing, continued:

Power Outage: Red Tag ☐ Supervisory ☐	Hot Sticking Chain Markers:
Red/Supervisory Tag #: 2025-297-2415	212-52
Red/Supervisory Tag Holder: L. BROWN	236-03
12 Insulated Mat(s) Color: Blue ☐ Red ☐ Green ☐ Orange ☐ Yellow ☐	271-48
WSAD Certification Due: / /	292-52
WSAD Serial #/Asset ID: / /	WSAD Certification Due: / /
WSAD Serial #/Asset ID: / /	WSAD Serial #/Asset ID: / /

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

13 Crew Leader/EIC Call #(s): / /

Piggyback Work Assignment(s):

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 ☐

Worker Acknowledgement
I have read and understand the Roadway Job Safety Briefing I just received. I am adequately protected from any train movement or other hazards. I understand I have a responsibility to conduct myself in a safe manner at all times.

RESPONSIBILITY TO INITIATE A GOOD FAITH CHALLENGE WHEN NECESSARY

Roadway Worker Signature	Employee ID #	Crew Leader/EIC Signature	Crew Lead Employee
/	/	L. Brown	002
/	/	J. Harris	0306
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/

Part 5: RWIC Signature(s) 2. Brown

Additional RWIC Comments: / /

RWIC Signature: / /

RWIC Employee ID #: / /

Date: / /

Relieving RWIC Name: / /

Relieving RWIC Signature: / /

Relieving RWIC Cell Phone #: / /

Photo 1: Roadway Job Safety Briefing form unsigned after personnel had entered the roadway.

Defect 2

The roadway worker in charge for the Track and Structures crew did not include the warning strobe and alarm device (WSAD) serial number and certification dates on the roadway job safety briefing as required.

Metrorail Operating Rulebook 17.5.4 The following must be considered when participating in a Roadway Job Safety Briefing: Safety Equipment Certification Dates (radios, mats, shunts, gloves, etc.).



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WMSC and SAFE personnel reviewed the WSADs and the installation thereof and found no issues with the devices or installation. However, the information should be recorded on the briefing prior to signing.

Hazard Rating: 1B

Photos

This form must be completed before any roadway work begins and must be retained for a period of 90 days.

Part 2: RWP Briefing, continued:

Power Outage: Red Tag ☐ Supervisory ☒	Hot Sticking Chain Markers:
Red/Supervisory Tag #: 2025-297-7415	212-52
Red/Supervisory Tag Holder: L. BROWN	236-03
271-48	
12 Insulated Mat(s) Color: Blue ☒ Green ☐ Orange ☐ Yellow ☐	WSAD Certification Due: / /
WSAD Serial #/Asset ID: / /	WSAD Serial #/Asset ID: / /
Will a Piggyback Crew(s) be working within your working limits? Yes ☐ No ☒	
13 Crew Leader/EIC Call #(s):	
Piggyback Work Assignment(s):	

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 ☐

Worker Acknowledgement:
I have read and understand all aspects of the Roadway Job Safety Briefing I just received. I am adequately protected from any train movement or other hazards. I have a responsibility to conduct myself in a safe manner at all times.
I have the RESPONSIBILITY TO INITIATE A GOOD FAITH CHALLENGE WHEN NECESSARY

Roadway Worker Signature	Employee ID #	Crew Leader/EIC Signature	Crew Lead Employer
		L. BROWN	002
		J. H. H. H.	0305

Part 5: RWIC Signature(s) *[Signature]*

Additional RWIC Comments:

RWIC Signature:	RWIC Employee ID #:	Date: / /
Relieving RWIC Name:	Relieving RWIC Employee ID #:	Date/Time: / /
Relieving RWIC Signature:	Relieving RWIC Cell Phone #:	
Relieving RWIC Call #:		

Photo 2: Roadway job safety briefing form signed by RWIC without WSAD certification date or serial number.

Defect 3

Several personnel from the Track and Structures work crew were observed not wearing the required personal protective equipment (PPE): hard hats and safety glasses. All personnel were in possession of the PPE but were not wearing it while conducting work on the roadway.



Metrorail Operating Rulebook 17.11 Personal Protective Equipment Standard for On-Track Safety

17.11.1. "WMATA PPE requirements apply to all personnel entering or traversing WMATA's roadway. All PPE must meet or exceed Occupational Safety and Health Administration (OSHA) standards. OSHA standards are available at OSHA.gov."

17.11.2. "For safety and security reasons, all personnel (employees and contractors) shall wear WMATA approved and required PPE when they enter the roadway."

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)"

17.11.5. "WMATA PPE requirements applicable to all Roadway Workers entering or traversing the roadway or PPE designated areas can be found in Safety Rules (Chapter18). Only WMATA approved PPE may be used on WMATA property."

WMSC Inspectors and the SAFE Inspector reminded the roadway worker in charge that all personnel must have and keep on the required personal protective equipment.

Hazard Rating: 1E

Photo



Photo 3: Hard hat not being worn as work was underway.



Defect 4

During the roadway job safety briefing for the Track and Structures crew, a member of the work crew took a mobile phone call on their personal electronic device. The call was conducted in a place of safety and was related to the work being conducted. However, due to this call, that individual did not receive the briefing and was distracting others from the briefing.

Metrorail Operating Rulebook section 17.5.4 states that “The following items must be considered when participating in a Roadway Job Safety Briefing...Everyone’s attention and participation.”

The SAFE Inspector advised the roadway worker in charge of the rule listed above and that if a call is necessary for their work, the briefing should be stopped, take the call, and then proceed with the briefing.

Hazard Rating: 4E

Defect 5 (mitigated)

The Track and Structures crew did not secure a prime mover with wheel chocks when stopped as required by the Metrorail Operating Rulebook 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

Photos

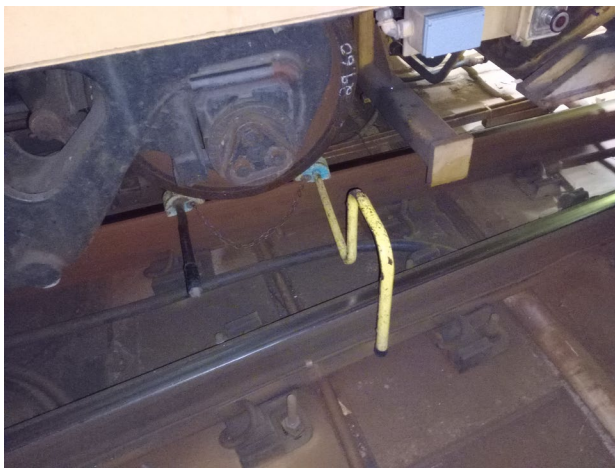


Photo 4: Wheel chock installed after informing the work crew.



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