



WMSC Inspection Report 20251024B

ISSUED 10/27/2025

Inspection Details

Title: Roadway Worker Protection Overnight Inspection

Location: Wheaton (B10)

Date of Inspection: 10/24/25

Time of Inspection: 12:30am 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 24, 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

WMSC Inspectors arrived at Wheaton (B10) and the roadway job safety briefing was performed at the B10 traction power station. WMSC Inspectors noted all work crew, many who were contractors, were checked by the roadway worker in charge for proper personal protective equipment.

WMSC Inspectors checked electrical safety gloves, the installation of both warning strobe and alarm devices (WSADs), plus observed workers installing shunts, and e-flares in the proper locations. The working limits were 500 feet from where the location of the e-flares and shunts were placed. Work mats were placed correctly, and the control center verified that the shunts were installed properly.

This inspection did not identify any defects based on information known to the inspector at the time of 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.

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