



WMSC Inspection Report 20251029A

ISSUED 10/31/2025

Inspection Details

Title: Roadway Worker Protection Overnight Inspection

Location: Landover (D12) to New Carrollton (D13)

Date of Inspection: 10/29/25

Time of Inspection: 11:30pm to 3:00am

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 29, 2025, WMSC Inspectors carried out a roadway worker protection (RWP) inspection between Landover (D12) and New Carrollton (D13) Stations. 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, the two track and structure compliance employees and the Safe officer, 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 New Carrollton Yard (D99) to receive a job safety briefing with the Metrorail senior safety specialist. The meeting location for accessing the roadway to perform the inspection was Landover Station (D12). In attendance for this risk-based inspection were two Metrorail SAFE personnel and two track and structure compliance officers. When conducting an inspection on the roadway, the WMSC only requires an appropriate escort ([Program Standard Section 1.E.3.c](#)), which is typically only one Metrorail individual who is a level IV qualified roadway worker in charge. For this inspection, Metrorail voluntarily provided three extra individuals to accompany the WMSC's announced inspection.

Prior to accessing the roadway, the Metrorail senior safety specialist contacted the roadway worker in charge of the work zone, to announce the inspection activity, request permission to enter the working limits and receive the roadway job safety briefing.

WMSC Inspectors checked the installation and calibration of two warning strobe and alarm devices (WSAD), two shunting devices, and e-flares that were all in the proper locations. The working limits were 500 feet from the location of the e-flares and shunts were placed as is required. Work mats were placed correctly, and the control center verified that the shunts were installed properly.

WMSC Inspectors identified defects related to the roadway job safety briefing—both the oral briefing aspect and the written briefing document.

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



Defect 1

During the roadway job safety briefing, the roadway worker in charge is required to provide a safety contact and a roadway worker protection rule. Part 1: General Job Briefing – Section 2. The roadway worker in charge only cited the Metro Operating Rulebook (MOR) rulebook citation number (18.1.2) and did not provide the full written rule. The citation alone does not convey an adequate briefing of the safety rule. (i.e., Employees shall use authorized access points to enter or exit WMATA property, work areas, and equipment. Access points shall be secured when appropriate.)

Hazard Rating: 1B

Defect 2

During the roadway job safety briefing, the roadway worker in charge is required to identify and cover worksite electrical, chemical, or environmental hazards. Part 1: General Job Briefing – Section 4 of this RWIC's job safety briefing was populated with an N/A (Not Applicable) indicating there were no hazards within the working limits. However, WMSC Inspectors identified multiple hazards within the working limits between the running rails, including but not limited to, lengths of running rail stored, lengths of guard rails, and WEE-Z Impedance bonds. Working overnight also creates a low light visibility hazard. There was also an electrical hazard requiring the implementation and use of two warning strobe and alarm devices (WSAD).

Hazard Rating: 1B

Photo

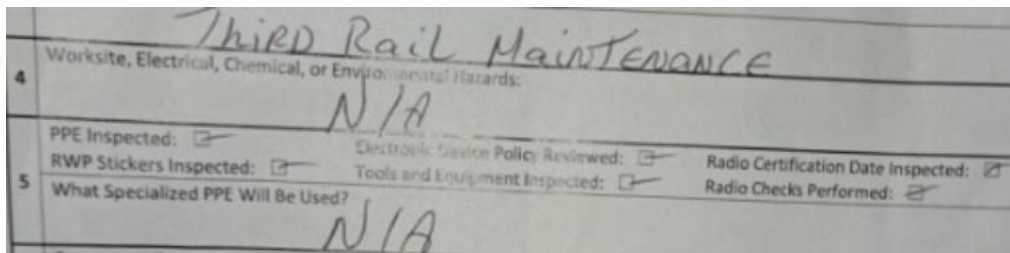


Photo 1: Section 4 of the job safety briefing noting "N/A."

Defect 3

During review of the roadway job safety briefing, WMSC Inspectors determined that the roadway worker in charge did not write the correct corresponding certification and calibration information for the WSAD in use within the work zone. (See photo 2 showing section 12 of the job safety briefing below and photo 3 showing the actual WSAD information.)

On a positive note, both WSAD were found to be properly calibrated.

Hazard Rating: 1B



WASHINGTON METRORAIL SAFETY COMMISSION

Photo

12	Insulated Mat(s) Color	620
	Blue ☐ Red ☐ Green ☐ Orange ☐ Yellow ☐	
	WSAD Certification Due	WSAD Serial #/Asset ID
	5/12/26	T0004825
	5/15/26	T0002995
	Will a Piggyback Crew(s) be Working With...	

Photo 2 (left) information noted in the briefing.



Photo 3 (right) the actual WSAD information.

Next Steps

Please respond by Monday, **November 3, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.