



WMSC Inspection Report 20251030

ISSUED 10/31/2025

Inspection Details

Title: Roadway Worker in Charge (Level IV) Requalification

Location: Carmen Turner Facility (CTF)

Date of Inspection: 10/30/25

Time of Inspection: 6:50am – 10:30pm

Unannounced

Risk-Based (Audits, Corrective Action Plans)

Functional Area: Roadway Worker Protection

Hazard Rating: 1B

Overview

On October 30, 2025, WMSC Inspectors carried out a roadway worker protection (RWP) inspection of level IV roadway worker in charge requalification at the Carmen Turner Facility (CTF).

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.



The goal of this inspection was to verify that the processes outlined in corrective action plan C-0310 are being properly followed along with Metrorail's roadway worker protection standard operating procedures.

After concluding the inspection, the WMSC Inspectors conducted a debrief with the RWP Training Manager 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 Carmen Turner Facility (CTF) at approximately 6:50am on Thursday, October 30, 2025, to inspect the ongoing requalification of level IV roadway workers in charge who were identified as not meeting the training requirements for that position (see [finding issued September 4, 2025](#)). WMSC Inspectors observed the hands-on practical testing and requalifying test.

WMSC inspectors first met with the RWP Training Manager to apprise him of the inspectors' attendance and the scope of the inspection. The RWP Training Manager informed the WMSC personnel of the room being used for requalification and that the practical portion of the exam was being conducted inside the ATC Lab. Typically, the testing is conducted outside the facility at the simulated track setup behind the Carmen Turner Facility (CTF), but the weather that day was a factor so examiners moved the practical portion of the exam to the indoor facility.

WMSC Inspectors met with three Metrorail training/certification examiners who were working to conduct the practical exercises.

The first examinee scheduled to arrive at 7:00am to requalify did not show up as scheduled.

The second examinee scheduled for 8:00am arrived on time and started the practical exam at 8:06am.

Examinees are given one hour to complete the review of a randomly assigned roadway worker protection scenario and then complete the roadway job safety briefing prior to conducting the physical portion of the practical exercise.

Upon arrival, examinees are to select from randomly placed folders with different roadway worker protection scenarios on a desk to determine which practical exercise they will be required to demonstrate. The examinee selected a folder which gave a scenario involving Inaccessible Track (IT). In addition, the folder contained a third rail power map, radio script, and an Inaccessible Track



Set-Up diagram. A copy of the Metrorail Operating Rulebook (MOR) complete with updated Bulletin Orders was available for reference if required by the examinee during the scenario preparation set up phase.

Once the allotted scenario preparation time expired, the examinee was escorted to the ATC lab in order to be evaluated for the physical portion of the practice exercise. Upon entering the ATC lab, the examinee was briefed about the expectations of the scenario. The practical exam was divided into three categories: Personal Protective Equipment (PPE), Roadway Job Safety Briefing (RJSB), and Roadway Protection Setup.

The examinee completed a review of this randomly chosen scenario and completed the roadway job safety briefing form while training/certification examiners set up the equipment and track for the practical examination.

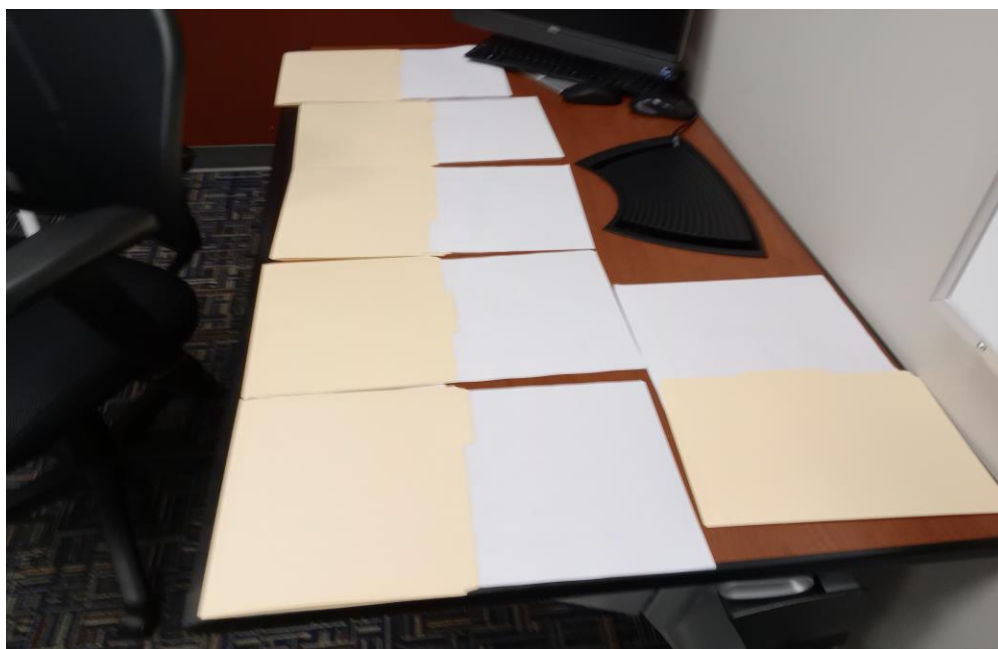


Photo 1: Random practical exam RWP scenarios in folders. Examinees must choose one folder at random.

Once the roadway job safety briefing portion was completed, WMSC personnel observed the practical exercise in its entirety in the ATC lab. The examinee being tested missed several key steps in the setup and procedures for Inaccessible Track (IT). Upon completion of the practical, the training/certification examiner informed the examinee that the attempt was unsuccessful and reviewed the grading of the practical exercise highlighting the points to the examinee that were incorrect. The examinee signed the practical exam as did the examiner, and the examinee was sent to the RWP Training office to reschedule their next attempt.

The WMSC conferred with the training/certification examiners and identified the same issues the training/certification examiner found.



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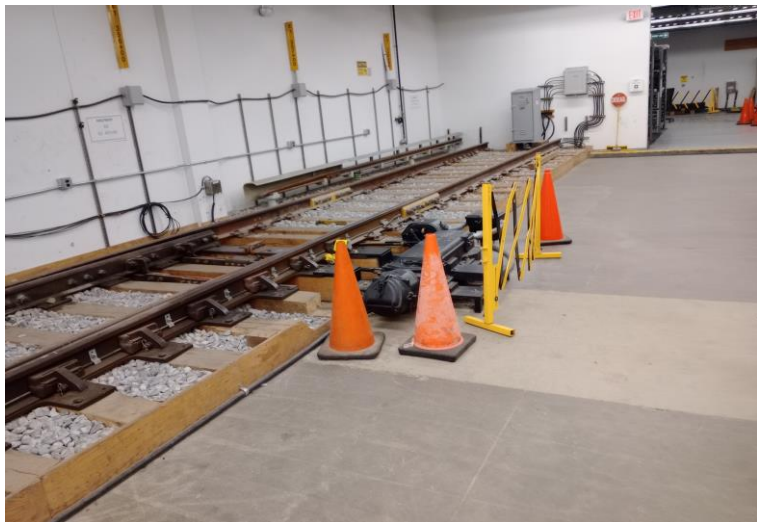


Photo 2: Practical exam setup and testing area in the ATC lab.



Photo 3: Practical exam equipment used during the practical examination portion of the requalification.

This inspection did not identify any defects based on information known to the inspectors at the time of the inspection. The WMSC appreciates the continued actions by Metrorail to address corrective action plan C-0310 and properly qualify all personnel identified as not having a sufficient qualification record.



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Next Steps

Please respond by **Monday, November 3, 2025**, to acknowledge receipt.