



# WMSC Inspection Report 20251203

ISSUED 12/8/2025

## Inspection Details

Title: Roadway Worker in Charge (Level IV) Requalification

Location: Carmen Turner Facility (CTF)

Date of Inspection: 12/3/25

Time of Inspection: 7:00am to 9:00am

Unannounced

Risk-Based (Audits, Corrective Action Plans)

Functional Area: Roadway Worker Protection

Hazard Rating: 1B

## Overview

On December 3, 2025, WMSC Inspectors carried out an unannounced roadway worker protection (RWP) inspection of level IV roadway worker in charge (RWIC) requalification at the Carmen Turner Facility (CTF). This is a follow-up inspection from a [October 30, 2025 inspection](#) and a [November 6, 2025, inspection](#).

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. Metrorail identified 192 level IV personnel received certifications that did 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, which is mostly complete as of the date of this inspection.



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 Certification 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**

When the WMSC Inspectors arrived at the Carmen Turner Training Facility (CTF), an examiner and examinee were present for the requalification testing. WMSC Inspectors advised the Certification Manager that the WMSC was conducting a follow-up inspection on the implementation of C-0310. The examinee was in the process of completing a randomly selected practical scenario that was based on Exclusive Track Occupancy (ETO). Once the examinee finished the practical scenario preparation, the WMSC observed the Roadway Job Safety Briefing (RJSB) that was provided to the examiner. Additionally, the examiner performed the role of Rail Traffic Controller (RTC) for certification activities. The examinee was evaluated in the categories: Personal Protective Equipment (PPE), Roadway Job Safety Briefing, and Roadway Protection Setup.



## Photos



Photo 1: the RWP practical exam testing area.

The following observations were areas where the candidate failed to meet requirements.

### Observation 1

The examinee was observed in the testing area without all the required Personal Protective Equipment (PPE). The WMSC was informed by the evaluator that the examinee arrived with the required safety glasses. During the practical exam, the examinee failed to use safety glasses and was not in possession of a flashlight as required in SARE-05-0463 (RWP Level IV Initial Training Practical Evaluation Form ETO) Rev. 1, 09/11/2025. The examinee was penalized for the incorrect PPE which resulted in the loss of one point that would go towards the exam's final assessment.

### Observation 2

Observation of the examinee's practical exam on the exclusive track occupancy (ETO) work zone setup showed the student used the roadway worker safety equipment incorrectly, one example being the placement of the warning strobe and alarm device (WSAD) in the wrong position. The WSAD should be placed in the work zone, not outside the end area work mats,



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which marks the end of an ETO work zone (See photo 2 – the orange A-frame represents the WSAD placement during the practical exam).

The overall ETO setup observed by the WMSC inspectors and showed multiple errors in the safety equipment setup:

1. WSAD placement outside of the end area work mats within the 500 ft buffer zone area.
2. Incorrect setup and testing of the WSAD. The calibration and functioning of the WSAD was not checked. Metrorail states in SARE 05-0459 the proper installment and removal task to include check calibration date, press button to test WSAD strobe light and Press button to test WSAD siren. The red paddle of the WSAD was placed on the third rail first followed by the placement of the white paddle to the running rail. Additionally, the paddles were placed while the WSAD was laying in the horizontal position. The WSAD is to remain vertical until both paddles are installed. The WSAD is to only move to the horizontal position after activation of the WSAD, after the paddles are installed correctly and verification that the two indicator lights are lit confirming that the WSAD is installed in a working condition.
3. The examinee was not wearing safety glasses and was not in possession of the required 65-lumens flashlight during the practical examination.

### Photos



Photo 2: Incorrect examinee work zone set up.



The above-noted multiple errors only resulted in the loss of a single point. According to SARE-05-0463, an examinee is permitted to get multiple areas of the installation of safety equipment incorrect and can still be successful. Each area of the practical examination has a point value of one. Therefore, two areas deemed incorrect are equal to a deduction of two points which occurred in this case. Although the testing is simulated, the use of required PPE reinforces the understanding and requirements of Metrorail Operating Rulebook 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." The testing and the verification of the WSAD reinforces MOR 17.12.1 "Prior to use all safety and work equipment must be inspected, tested, and in good working order." and 17.12.2 "Certified safety or work equipment must clearly display a current certification date."

Metrorail examiners deemed this examinee's test successful; these points of concern, noted above, should be addressed. Metrorail must ensure that personnel serving in the capacity of a roadway worker in charge (RWIC) are adequately prepared and knowledgeable in every aspect of the performance of their duties. While this candidate technically passed the examinee did make significant mistakes during the practical which is concerning since a RWIC should have mastery of all skills related to their position which is responsible for the safety of the entire work crew.

Metrorail RWP certification testing is designed to identify that the RWIC examinee is prepared for the following MOR identified responsibilities:

17.8.2.1 - A qualification that allows WMATA personnel to work in any capacity on the roadway and provide RWP safety protections to all personnel on the roadway.

17.8.2.3

a. Rules compliance, oversight, and safety within the working limits, always, as per the Metrorail Operating Rulebook, employing sound and safe judgement, including escorting contractors and visitors.

b. Sole responsibility for overseeing set up of all on-track safety protections: Exclusive Track Occupancy, Inaccessible Track, Foul Time, and Advanced Mobile Flagging.

c. Ensures all work zones are set up to provide appropriate level of protection for Roadway Workers.

Upon completion of the Exclusive Track Occupancy (ETO) practical exam, the examinee was debriefed by the examiner and informed that the practical was performed successfully. However, the practical exam, as written, allows RWP RWIC candidates to potentially pass the exam without the demonstration of a candidate's mastery of the requisite skills needed for the setup, management, and safety of a work zone. As observed in this case, the current practical exam can be passed without the proper placement of safety equipment, a prime requirement of a RWIC's duties and responsibilities.



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The WMSC inspectors debriefed the certification manager at the conclusion of the inspection and concluded with the certification manager's successful recertification ruling of the examinee. This inspection identified areas of concern but did not identify any defects based on information known to the inspector at the time of the inspection.

### **Next Steps**

Please respond by **Thursday, December 11, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.