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WMSC Inspection Report 20260302A

ISSUED 3/6/2026

Inspection Details

Title: Glenmont Roadway Worker Protection Inspection

Location: Glenmont (B11)

Date of Inspection: 3/3/2026

Time of Inspection: 12:00am to 3:00am

Announced (via email to Metrorail Safety Specialist on 3/2/2026 at 10:47pm)

Risk-Based (Audit, Data Review, Inspection, Corrective Action Plan)

Functional Area: Life Safety, Roadway Worker Protection

Hazard Rating: 1B

Overview

On March 3, 2026, WMSC Inspectors carried out a roadway worker protection (RWP) inspection near Glenmont Station (B11). The goal of this inspection was to evaluate Metrorail's adherence to roadway worker protection requirements (primarily stated in Metrorail Operating Rulebook section 17).

This is a risk-based inspection based on an urgent hazard and finding identified during the WMSC's Track, Structures, and Roadway Worker Protection Audit. The finding and details of that urgent hazard may be found here. In brief, 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 re-trained and re-qualified all 192 personnel.

These inspections also serve to verify that the safety condition created by inadequately qualified roadway workers in charge is not creating additional hazards and to ensure that roadway worker protection rules are being adhered to. The WMSC also identified RWP defects in 26% of all risk-based inspections.[1]

[1] Approximately 26% of all risk-based inspections identified roadway worker protection defects.

Additionally, comparing 2024 safety event data to 2025, the data showed roadway worker protection (RWP) safety events were up more than 25% in 2025 than in 2024.[2] For this reason, the WMSC continues to prioritize roadway worker protection inspections.

After arriving at the work site, WMSC Inspectors first confirmed the form of roadway protection being used for this overnight work—exclusive track occupancy (ETO).[3]

The roadway job safety briefing was given on the platform, and the briefing forms were filled out with all the proper information, including Warning Strobe Alarm Device (WSAD) certification information, as required. WMSC Inspectors noted that the entire crew was present for the entire briefing. The forms were then all signed by the roadway workers indicating that the briefing was conducted and that each was aware of all potential hazards in the work zone.

The roadway worker-in-charge checked all Metrorail OneBadges to confirm badges were in proper order, which they were. Additionally, WMSC Inspectors noted that all personal protective equipment (PPE) requirements were met. Hot sticks were used to confirm the power was down. All work was done within the platform limits. Work set up was performed correctly beyond the platform limits taking into account the 500-foot buffer zone. WSADs, strobes, shunts, and work mats were properly placed with WSADs placed on the third rails of tracks 1 and 2, in a location where all workers would hear or see the alarm should power be unexpectedly restored. The WSADs were tested after installation. WMSC Inspectors noted that no roadway maintenance machines (RMM) were used or present in the work area.

After concluding the inspection, WMSC Inspectors conducted a debrief with the Safety Department Supervisor on site, 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.

[2] The WMSC Program Standard requires that WMATA report certain safety events to the WMSC comprised of three categories: accidents (also reportable to the Federal Transit Administration), incidents, and occurrences. Occurrence code O-23: Improper Roadway Worker Protection was up 26.47% in 2025 compared to 2024. (Source WMSC Year-Over-Year Safety Event dashboard.)

[3] Exclusive Track Occupancy (ETO): A method of establishing working limits on controlled track in which the movement authority of trains and other equipment is withheld by the rail traffic controller or interlocking operator or restricted by flagman. The authority for movement of rail vehicles within the working limits rests solely with the RWIC of said limits. (Source: Metrorail Operating Rulebook.)

Defect Observations and Determinations

Observation 1

While at Glenmont (B11), the station's area of rescue assistance[4] was also inspected. This is an area that consists of double doors with a push bar, signs, and is labelled "Area of Rescue Assistance" and "Emergency Only No Return to Station." Additionally, no camera or motion sensors were identified within the area of rescue assistance.

Photos

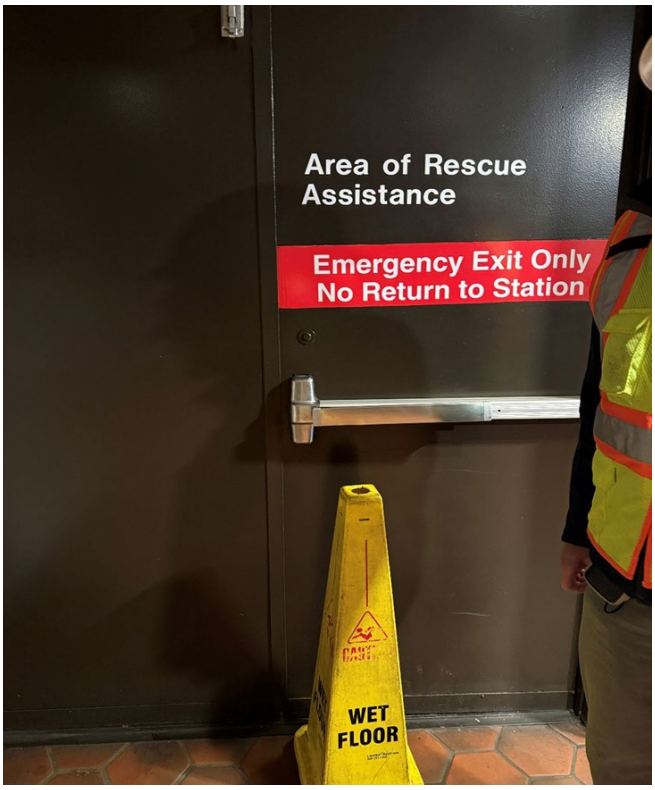

Photo 1: Double door latched by push bar.

Defect 1

The area of rescue assistance includes a double door that leads outside in case of emergency. The Metrorail Department of Safety specialist opened the double doors leading outside. WMSC Inspectors noted opening these doors required great effort and a noticeable application of strength. The station manager confirmed this fact and informed WMSC

[4] According to NFPA 101: Life Safety Code, an area of refuge (or area of rescue assistance) is a designated, safe space in a building designed for individuals – particularly those with mobility challenges – to wait temporarily for assistance or rescue during an emergency.

Inspectors that, in the past, the doors had to be "forced open." In the event of an emergency the inability to open the door to the exit, with reasonable effort, could present a trampling hazard or other safety risks.

Photos:

Photo 2: horizontal doors to the street in case of emergency.

Photo 3: Signage for area of rescue assistance.

Defect 2

A fire extinguisher that had not been inspected since May 2025 (inspections required monthly) was identified in the area of rescue.

IFC (International Fire Code) Section 906.2 – Portable fire extinguishers shall be selected, installed, and maintained (In accordance with NFPA (National Fire Protection Association) standard 10).

Photo:

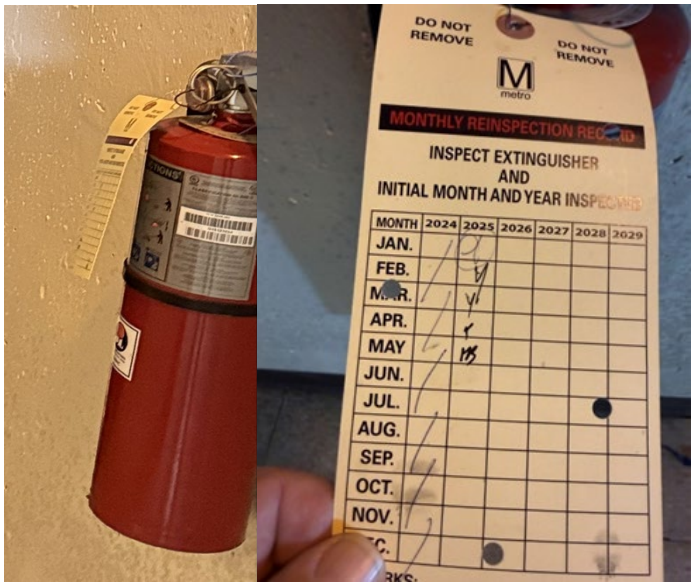

Photo 4 (left) the fire extinguisher and photo 5 (right) the out-of-date inspection card.

Hazard Rating: 1D

Defect 3

A ladder was observed being stored in the area of rescue assistance which should not be used as storage space. (NFPA 101, 7.2.12 (Area of Refuge) and 7.1.10 (Means of Egress Reliability))

Photos:

Photo 6: A ladder stored in the non-storage area of rescue.

Hazard Rating: 1D

Defect 4 (Mitigated)

WMSC Inspectors noted several doors off platform were propped in an open position and not secured. Metrorail personnel immediately mitigated the situation by unpropping the doors and allowing the door to shut and latch securely.

Hazard Rating: 1D

Defect 5 (Mitigated)

All Class 0 rubber insulated high voltage electric safety gloves were checked for expiration and manufacturing dates to ensure the gloves were effective. Two pairs of gloves were found to be expired (Metrorail rules Safety Bulletin B-25-06-E: Electrical Gloves). Those two pairs of gloves were removed from the worksite by SAFE personnel.

Hazard Rating: 1D

Next Steps

Please respond **by Monday, March 9, 2026,** to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.