



WMSC Inspection Report 20260306A

ISSUED 3/9/2026

Inspection Details

Title: Roadway Worker Protection Inspection at Grosvenor Station (A11)

Location: Grosvenor-Strathmore Station (A11)

Date of Inspection: 3/6/2026

Time of Inspection: 12:01am to 3:00am

Announced (via email to Metrorail Safety Specialist on 3/5/2026 at 10:56pm)

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

Functional Area: Roadway Worker Protection

Hazard Rating: 1B

Overview

On March 6, 2026, WMSC Inspectors carried out a roadway worker protection (RWP) inspection at Grosvenor-Strathmore Station (A11). 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.

At Grosvenor-Strathmore work zone, the form of roadway protection was Exclusive Track Occupancy (ETO).³

The roadway job safety briefings were given on the platform and done properly apart from one issue that created duplicative briefing efforts (See Defect 2).

There were multiple work crews working in the work zone limits. The roadway workers in charge (RWIC) of the three Piggyback Work Crews (the piggyback work crew leaders are also referred to as “junior RWICs” by Metrorail) were giving the roadway job safety briefings separately.

Additionally, an Automatic Train Control (ATC) roadway worker in charge (RWIC) contacted the senior RWIC on site and was permitted to work in the work zone. The senior RWIC also then briefed the ATC RWIC’s team. The roadway job safety briefing forms were filled out correctly and signed by the crew. No employees arrived late.

Furthermore, all workers were wearing the correct personal protective equipment (PPE). Hot sticks were properly used to confirm the power was down. Note that no calibration for the hot stick devices is required; however, testing the device in a power outlet is required prior to using the hot stick on the rail. This is required to ensure the hot stick is working properly. WMSC Inspectors observed all devices were properly checked first before use on the roadway. All warning strobe and alarm devices (WASD) were currently calibrated and installed correctly in the event of an unexpected restoration of power to the work zone.

Two roadway maintenance machines (RMMs) were used or present in the work area. Prime Mover (PM) 54 and Prime Mover 58, both of which were on track one.

After concluding the inspection, the WMSC Inspectors conducted a debrief with the SAFE supervisor onsite, 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

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.)



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

Defect 1 (Mitigated)

All Class 0 rubber insulated high voltage electric safety gloves were checked for expiration and manufacturing dates to ensure the gloves were effective. Three pairs of gloves were found to be expired or unacceptable (Metrorail rules Safety Bulletin B-25-06-E: Electrical Gloves).

Hazard Rating: 1D

Defect 2 (Mitigated)

After the roadway worker job safety briefing, the roadway worker in charge checked all employee OneBadges for identification. Everything was in order for the crew. However, the RWIC was found not to be in possession of their own OneBadge and lacked identification for the night. Thus, the badge-less RWIC was not permitted on the roadway or work zone. Work did not begin and a replacement RWIC took over responsibility for the original RWIC who did not have identification. After taking over responsibility, the replacement RWIC went through all of the briefing process again, as required. This was not planned.

Hazard Rating: 1D

Observation 1

Require the RWIC to present their credentials to the roadway work crew prior to giving the roadway worker job safety briefing.

Next Steps

Please respond **by Thursday, March 12, 2026**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.