



WMSC Inspection Report 20260306B

ISSUED 3/9/2026

Inspection Details

Title: D-Line Roadway Worker Protection Inspection

Location: D&G Junction (D98)

Date of Inspection: March 6, 2026

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

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 the D&G Junction (D98). 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 concluding the inspection, the WMSC inspectors conducted a debrief with Metrorail's Safety Department Inspector, 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

Defect 1 (Mitigated)

WMSC Inspectors observed two Metrorail employees on the roadway without safety eyewear on. Metrorail Operating Rulebook Section 17.11.3 requires all personnel to wear personal protective equipment (PPE) including safety glasses while on the roadway. WMSC Inspectors instructed each worker to step off the roadway to a place of safety and put on the required protective eyewear before returning to work. All workers had eyewear protection available at the work location and complied with the request.

Hazard Rating: 1B

Defect 2 (Mitigated)

WMSC Inspectors requested workers to present their copies of the quick access guide³. The roadway worker in charge (RWIC) did have a copy of the quick access guide (pictured below) in their possession, but it was not the most current version. Metrorail Operating Rulebook Section 1.5.1 requires employees to have current copies of various governing documents including the quick access guide. Another member of the working team had a copy of the

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 The "Roadway Worker Protection Quick Access Guide is intended as a reference guide for roadway access and working limits setup." (Source: Metrorail Quick Access Guide)



current quick access guide. The out-of-date material was removed by the Metrorail safety inspector, and the RWIC was instructed on how to request and obtain an updated copy.

Hazard Rating: 3C

Photos:

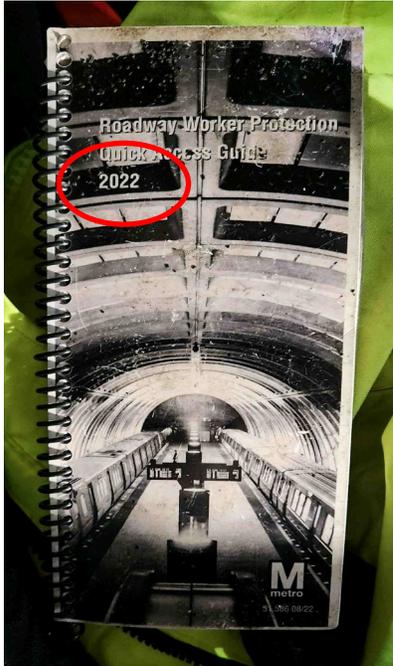


Photo 1: Out-of-date Metrorail Quick Access Guide.

Defect 3

The roadway job safety briefing did not go over a review of Metrorail policy and instruction for electronic devices or review the Good Faith Challenge⁴ which is required by Metrorail Operating Rulebook (MOR) section 17.5.

Hazard Rating: 1B

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.

⁴ All WMATA employees have the right to challenge in “good faith” whether the on-track safety procedures that are applied at the job location comply with all applicable Metrorail Operating Rulebook rules. (Metrorail Operating Book: 17.1.4)