



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160601-WMATA-TW-1		
	2016	06	01				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Operations Control Center	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				[REDACTED]
Inspection Location	Carmen Turner Facility 3500 Pennsy Drive Landover, MD 20785						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC-GEN-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required	Yes					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject				ROCC Observation on Track Access			Activity Code		ROCC	GEN	OBS
Job Briefing Employee Name/Title	[REDACTED] Acting ROCC Assistant Superintendent				Accompanied Inspector?	No	Out Brief Conducted	No	Time	0910-1200	Outside Shift	No	
Related Reports					Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	CAP Rail-1-4-A, 1-4-C, 1-9-A, 1-10-A, 1-1-A, 3-26-A												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
					X							X	
Line(s)	N/A	Track Number		Chain Marker and/or Station(s)	From			To					
Vehicles	Head Car Number		Number of Cars		Equipment								
Description	FWSO Inspectors conducted a general observation inspection of the Rail Operations Control Center. Inspectors were observing compliance with the following Corrective Action Plan (CAP) findings; Rail-1-4-A – There is a high level of noise and distraction in the Rail Operation Control Center, and a lack of electronic controls in the Advanced Information							Number of Defects		0			
								Recommended Finding?		No			
								Remedial Action Required?		Yes			
								Recommended Reinspection?		No			

Inspector in Charge - Signature

TERRELL A WILLIAMS

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cn=TERRELL A WILLIAMS
Date: 2016.06.02 15:02:57 -04'00'

Date

06/01/2016

Inspector in Charge – Name
Terrell Williams

Inspection Team
Terrell Williams, Patrick Richardson



	<p>Management system to prevent errors.</p> <p>Rail 1-4-C – There is a high level of noise and distraction in the Rail Operation Control Center, and a lack of electronic controls in the Advanced Information Management system to prevent errors.</p> <p>Rail 1-9-A – No formal transfer records are used when Rail Traffic Controllers complete shift briefings.</p> <p>Rail 1-10-A – WMATA does not use industry standard rules reviews and scenario testing activities</p> <p>Rail 1-1-A – WMATA’s Rail Operations Control Center is significantly understaffed.</p> <p>Rail 3-26-A – Efficiencies can be obtained to improve the way in which WMATA’s workers and contractors currently access the right-of-way.</p> <p>FWSO Inspectors spoke with the ROCC Assistant Superintendent about delays experienced in workers accessing the right-of-way. Track workers often experience delays of 1 to 2 hours or more when trying to gain roadway access which is very costly and highly inefficient. The Asst. Superintendent described a process that involves multiple steps and the complexity of moving trains around to clear tracks during off peak hours.</p> <p>FWSO Inspectors witnessed the process for clearing tracks for single tracking on the Red line between Judiciary Square and Union Station as well as the Orange line between Federal Center and Smithsonian stations. This day the process to clear these line segments took around 45 minutes.</p> <p>A more efficient process must be established to allow track workers more timely access during the SafeTrack period.</p> <p>FWSO Inspectors also observed log books to ensure proper transfer of Rail Controllers between shifts. All books were appropriately annotated.</p>		
Remedial Action	WMATA must establish a more efficient process to allow track workers more timely access during the SafeTrack period. Better interdepartmental communications between the ROCC and track personnel will produce greater benefits via more track time during scheduled shut downs.		



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United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160604-WMATA-RPM-1		
	2016	06	04				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Maintenance & Production
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Orange Line – Track 1 – East Falls Church (EFC) to Ballston						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject					RWP – Job Safety Briefing and Set-up			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	RWIC #6025					Accompanied Inspector?	No	Out Brief Conducted	Yes – via email	Time	0630 – 1000	Outside Shift	Yes	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X	X					
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)	From		To							
					K1 CM 276+60		K1 CM 402+30							
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	<ul style="list-style-type: none">The briefing was conducted on the mezzanine level at BallstonAll employees were provided with the briefing and then signed into the Work Zone. Access was strictly controlled by the RWIC and Supervision.Workers were issued a Blue Wrist Band to indicate the completion of the briefingRWIC #6025 was in charge							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

Inspector in Charge - Signature

TERRELL A WILLIAMS

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cn=TERRELL A WILLIAMS
Date: 2016.06.09 07:21:29 -04'00'

Date

06/04/2016

Inspector in Charge – Name
Terrell Williams

Inspection Team
Robert Maniuszko



United States Department of Transportation
Federal Transit Administration

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	<ul style="list-style-type: none">• Work area was between K1 276+60 and K1 402+30• RWP Rule of the day was 4.14 – this rule pertains to Lone Workers• MSRP SOP #33.4• A Red Tag was in place• The method of protection was Inaccessible Track (IT) - FWSO observed a Railroad Tie Chained to the running rails with flashing red strobes on the EFC side of the work area.• All hazards were discussed including the large number of Roadway Maintenance Machines that were in the area• The closest hospitals were also provided• PPE was checked• RWP Badges were checked• RWIC was using OPS #2• Gang Leaders were using OPS #12		
Remedial Action	None		

Inspection Activity #	2	Inspection Subject	General Observations within the work area				Activity Code	TRK	GEN	OBS								
Job Briefing Employee Name/Title	RWIC #6025			Accompanied Inspector?	No	Out Brief Conducted	Yes – via email	Time	0630 – 1000	Outside Shift	Yes							
Related Reports				Related CAPS / Findings														
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference									
	TRST 1000																	
	MSRP																	
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A							
	X							X	X									
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)			From		To									
							K1 CM 276+60		K1 CM 402+30									
Vehicles	Head Car Number		Number of Cars		Equipment													
Description	<ul style="list-style-type: none">• Observed platforms for crowding at Ballston, EFC and WFC. No overcrowding was observed. Station Manager at Ballston was making announcements to indicate the next train.• Work Zone was staged for production - Ties were laid out, ties to be replaced were marked, personnel were present and prepared to work.• WMATA personnel were observed to be loosening the fencing along Route 66 to allow for tie removal and replacement• WMATA had copious amounts of bottled water available for the work crews• WMATA vehicle movement was closely controlled and all units had audible alarm when moving• WMATA vehicles that were parked in the work zone were chocked as required						Number of Defects		0									
							Recommended Finding?		No									
							Remedial Action Required?		No									
							Recommended Reinspection?		No									
Remedial Action	None																	



Inspection Form

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United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160605-WMATA-RPM-1		
	2016	06	05				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Maintenance and Production
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	K-line – Track 1 – East Falls Church (EFC) - Ballston						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	3				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	RWP Job Briefing and Set-up observation				Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Unit #6031 provided the briefing Unit #334 was the RWIC		Accompanied Inspector?	No	Out Brief Conducted	Yes – via email	Time	0630 – 1100	Outside Shift	Yes	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM										
	MSRPH	33									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X		
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)	From		To				
					K1 CM 276+00		K1 CM 402+30				
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	<ul style="list-style-type: none"> The briefing was conducted by unit #6031 The RWIC was unit #334 There were two red tags in place for the work area - 2016156501A and 2016152502A The Work Zone was from K1 276+60 to K1 402+30 The working limits were from K1 277+10 to K1 401+80 						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		No		

Inspector in Charge - Signature

TERRELL A WILLIAMS

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cn=TERRELL A WILLIAMS
Date: 2016.06.09 07:19:28 -04'00'

Date

06/05/2016

Inspector in Charge – Name
Terrell Williams

Inspection Team
Robert Maniuszko



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	<ul style="list-style-type: none"> The form of protection was Inaccessible Track - Railroad ties chained to the running rail with flashing red strobes were installed at each end of the work zone There are multiple Roadway Maintenance Machines in the work zone (26 units) The briefing was adequate and an opportunity was provided to ask questions PPE was checked as were ID's Green wrist bands were issued to all that were working in the work zone 		
Remedial Action	None		

Inspection Activity #	2	Inspection Subject	Track General Observations in work zone					Activity Code		TRK	GEN	OBS
Job Briefing Employee Name/Title	Unit #6031 provided the briefing Unit #334 was the RWIC			Accompanied Inspector?	No	Out Brief Conducted	Yes – via email	Time	0630 – 1100	Outside Shift	Yes	
Related Reports				Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000											
	MSRPH											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X							X	X			
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)	From			To				
					K1 CM 276+60			K1 CM 402+30				
Vehicles	Head Car Number		Number of Cars		Equipment							
Description	<ul style="list-style-type: none"> Roadway Maintenance Machine Operation without a watchman/lookout during movement within the working limits. The operator was observed to be looking toward the reverse side of the tie crane however there is a requirement to have a watchman/lookout. The operator was spoken to and the RWIC/Mobile Command person provided additional personnel to the operator. RWPM Rule 1.7 - A watchman/lookout shall be used any time RMMs are in use within the working limits. Housekeeping - we noted that at times the crews were offloading ties in-between the back to back 3rd rails. In two locations the metal banding iron was cut and loosely placed around the bundles between the third rails. This was clearly a safety concern. Mr. Davis and Mr. Poston took photos for future use at a meeting and then removed the banding iron pieces. Johnny on the Spot (Portable Restrooms) - we noted that there were no rest room facilities for the employees. The entire work area stretched 13,570 feet - over 2-miles. See OSHA requirements below. Mr. Davis made a call to bring the portable toilets to the job site and place them at access gates along route 66. The units were observed being loaded at the West Falls Church Yard. 1926.51(c)(2) - Under temporary field conditions, provisions shall be made to assure not less than one toilet facility is available. No overcrowding was observed at Ballston WMATA loosened the fence along route 66 and disabled the intrusion detection (IDW) system. WMATA had bottled water available for the work crews WMATA roadway maintenance machines were chocked in place when parked 						Number of Defects		3			
							Recommended Finding?		No			
							Remedial Action Required?		Yes			
							Recommended Reinspection?		Yes			
Remedial Action	WMATA to ensure a watchman/lookout is used any time RMMs are in use within working limits. WMATA to mitigate safety concern of metal banding iron found cut and loosely placed around the bundles between the third rails. WMATA to provide restroom access to employees on job sites, as per OSHA requirements.											



Photos:



Figure 1 - Ties ready for insertion



Figure 2 - Ties being inserted



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160606-WMATA-PSR-1		
	2016	06	06				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Station	Sub- Department	RSTO
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Ballston Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-GEN-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	0					
Remedial Action Required	0					
Recommend Reinspection	0					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Safe Track Single Track Operational Inspection				Activity Code	OPS	GEN	OBS
Job Briefing Employee Name/Title	None			Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	1500-1830	Outside Shift	Yes			
Related Reports				Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	Safe Track													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	x			<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X			
Line(s)	K-Line		Track Number	1	Chain Marker		From		To					
							Ballston Station		Ballston Station					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	<p>FWSO was on-site at the Ballston Station from 1500 to 1830 to observed evening rush operations while Metro is single tracking from East Falls Church to Ballston.</p> <ul style="list-style-type: none"> Several WMATA employees were on-site to assist passengers including; several station managers, operations staff on the platforms, 1 person at each platform in purple vest's to answer questions, and 1 car maintenance staff. There was some confusion during the early hours of the evening rush since most WMATA staff did not show up until after 1600 and the rush 							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommend Reinspection?		YES				

Inspector in Charge - Signature		Date	
PATRICK SHANE RICHARDSON <small>Digitally signed by PATRICK SHANE RICHARDSON DN: c=US, o=U.S. Government, ou=DOT FMCSA BaltimoreMD, ou=FRA FMCSA BaltimoreMD, cn=PATRICK SHANE RICHARDSON Date: 2016.06.14 13:44:28 -0400</small>		June 6, 2016	
Inspector in Charge - Name	Inspection Team		
P. Shane Richardson	P. Shane Richardson		



	<p>started picking up before 1600.</p> <ul style="list-style-type: none">• Signage about safe track was placed on the mezzanine level and platforms.• WMATA would do well to strategically place operational personnel on the mezzanine level beyond the Station Managers kiosk, a lot of questions were being ask at the top of the escalators between the tracks and most of the WMATA personnel were either at the Station Managers kiosk or on the station platforms.		
Remedial Action	Recommend WMATA staff at Ballston Station not huddle up for extended periods so they might better assist passengers throughout the station. Also recommend that WMATA staff show up for the evening rush at 1500 when the Ballston Station starts getting busy.		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160606-WMATA-TW-1		
	2016	06	06				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub- Department	ROCC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	East Falls Church Station to Ballston Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-GEN-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject					SafeTrack Single Track Operational Inspection			Activity Code		OPS	GEN	OBS
Job Briefing Employee Name/Title	None					Accompanied Inspector?	No	Out Brief Conducted	No	Time	0530 – 1000	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X													
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)	From				To					
					East Falls Church Station				Ballston Station					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Inspectors were on the scene for the AM rush at the East Falls Church and Ballston Stations maintenance surge this morning from 0530 till 1000. Observations were made from the station platforms and vehicles traveling between the two stations. The following were some observations;							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		Yes				

Inspector in Charge - Signature	TERRELL A WILLIAMS		Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.06.09 07:01:13 -04'00'	Date 06/06/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Terrell Williams			



	<ul style="list-style-type: none">• WMATA was well prepared for this first day of Safe Track operations. They had the following five levels of communication with the customers;<ul style="list-style-type: none">○ Public liaison's outside the station assertively providing customers with a brochure on the Safe Track schedule. There were at least 5 at each station. These were young energetic adults - perhaps students.○ WMATA Operations personnel were visible all around the station mezzanine and platforms. Their vest has WMATA Operations on the front.○ Platform Ambassadors wore Purple Vest and matching Purple WMATA caps. These people stayed on the platforms and answered questions from customers. One Ambassador was a retired WMATA employee who was called back for this assignment and was very knowledgeable about the operations.○ WMATA MTPD was present on the platform and around the station. No less than 3 MTPD were on site at each station.○ Station Managers were available to answer questions. There were at least two Station Managers present during the rush hour peak.• The platforms did get very crowded but were calm. Very little complaining was witnessed as they were prepared for delays. Some trains sat at stations for 17 minutes before moving at slow speeds to the next station.• WMATA Operations staff did block access to the platform when it was seen to be at capacity. They only allowed passengers down to the platform after a train had come and serviced existing customers.• WMATA had a Mobile Command Vehicle on site at East Falls Church for the Track & Structures team. <p>The following are some observations on items that might better the Safe Track maintenance surge.</p> <ul style="list-style-type: none">• Run 8 car trains if possible. I only saw 6 cars trains in operation. I'm sure they must have a good reason for not running 8 car trains, but they would have relieved some of the crowding train conditions.• Use the Variable Message Signs better to communicate what trains are coming and their destination. The VMS seemed to have a static message alerting the public to single tracking delays. It was really difficult for passengers to know what platform they needed to be on at the split station (East Fall Church). This is not an issue with the single platform configuration. <p>We plan on monitoring PM rush hour activity on this first day of the Safe Track maintenance surge as well.</p> <p>All things considered, this was a very successful day for the beginning of Safe Track.</p>		
Remedial Action	Recommend intermittent reinspection of single track operations at this location to determine if passenger confusion could be minimized by Rail Operations.		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160607-WMATA-PSR-1		
	2016	06	07				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Station	Sub- Department	RSTO
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Ballston Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-GEN-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	0					
Remedial Action Required	0					
Recommend Reinspection	0					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Safe Track Single Track Operational Inspection				Activity Code	OPS	GEN	OBS
Job Briefing Employee Name/Title	None			Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	1500-1830	Outside Shift	Yes			
Related Reports				Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	Safe Track													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	x			<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X			
Line(s)	K-Line		Track Number	1	Chain Marker		From		To					
							Ballston Station		Ballston Station					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	<p>FWSO was on-site at the Ballston Station from 1500 to 1830 to observed evening rush operations while Metro is single tracking from East Falls Church to Ballston.</p> <ul style="list-style-type: none"> Several WMATA employees were on-site to assist passengers including; several station managers, operations staff on the platforms, 1 person at each platform in purple vest's to answer questions, and 1 car maintenance staff. There was some confusion during the early hours of the evening rush since most WMATA staff did not show up until after 1600 and the rush 							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommend Reinspection?		YES				

Inspector in Charge - Signature		Date
PATRICK SHANE RICHARDSON <small>Digitally signed by PATRICK SHANE RICHARDSON DN: cn=US, ou=U.S. Government, ou=DOT FMCSA/BaltimoreMD, ou=FRA FMCSA/BaltimoreMD, cn=PATRICK SHANE RICHARDSON Date: 2016.06.14 13:45:34 -0400</small>		June 7, 2016
Inspector in Charge - Name	Inspection Team	
P. Shane Richardson	P. Shane Richardson	



	<p>started picking up before 1600.</p> <ul style="list-style-type: none">• Signage about safe track was placed on the mezzanine level and platforms.• WMATA would do well to strategically place operational personnel on the mezzanine level beyond the Station Managers kiosk, a lot of questions were being ask at the top of the escalators between the tracks and most of the WMATA personnel were either at the Station Managers kiosk or on the station platforms.		
Remedial Action	Recommend WMATA staff at Ballston Station not huddle up for extended periods so they might better assist passengers throughout the station. Also recommend that WMATA staff show up for the evening rush at 1500 when the Ballston Station starts getting busy.		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160607-WMATA-TW-1		
	2016	06	07				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub- Department	ROCC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	East Falls Church Station to Ballston Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-GEN-OBS	OPS-RI-OBS				
Inspection Units	1	2				
Inspection Subunits	1	2				
Defects (Number)	0	2				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	Yes	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					SafeTrack Single Track Operational Inspection			Activity Code		OPS	GEN	OBS
Job Briefing Employee Name/Title	None					Accompanied Inspector?	No	Out Brief Conducted	No	Time	0530 – 1030	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard			Other / Title		Checklist Reference				
	SafeTrack													
	Permanent Order T-16-09		SOP#40											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X													
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)	From				To					
					East Falls Church Station				Ballston Station					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Inspectors were on-site at the East Falls Church station from 0530 to 1030 on Tuesday, June 7th to observe coordinated activities of SafeTrack Day 2. Overall, rail transit operations were smoother than Day 1. The following are some observations;							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		Yes				

Inspector in Charge - Signature	TERRELL A WILLIAMS <small>Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.06.09 07:16:32 -04'00'</small>	Date 06/07/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Terrell Williams	



	<ul style="list-style-type: none"> WMATA personnel were on-site early with shuttle buses, Station Managers, MTPD, WMATA Operations staff and the college students providing SafeTrack pamphlets to customers outside the station. Most train operators are accompanied by Field Supervisors in the cab not allowing for FWSO Inspector cab end rides. There were 8 and 6 car consists operating through the stations. We were told that power demands prevents all 8 car consists. Passenger traffic seemed lighter than Day 1. Observed RWP briefing for Track & Structures and SAFE personnel as well as contractors before 0600 on the Ballston mezzanine. The Variable Message Signs were accurately informing customers of upcoming trains and arrival times unlike yesterday. Metro Operations staff were strategically placed just inside the turnstiles with a blow horn directing customers. Other Operations staff were located on the platform at the bottom of the escalators to answer questions. WMATA Ambassadors in purple vest were located on Ballston platform, but not at East Falls Church. Train headways appears to be tighter than Day 1 with the longest train wait times at around 10-12 minutes compared to yesterdays 15-18 wait times. 		
Remedial Action	Recommend intermittent reinspection of single track operations at this location to determine if passenger confusion could be minimized by Rail Operations.		

Inspection Activity #	2	Inspection Subject	Trailing Car door access to Emergency Call Button				Activity Code	OPS	GEN	OBS			
Job Briefing Employee Name/Title	None			Accompanied Inspector?	No	Out Brief Conducted	No	Time	0530 – 1030	Outside Shift	No		
Related Reports				Related CAPS / Findings									
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference				
	Permanent Order T-16-09	SOP#40											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X												
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)			From		To				
							East Falls Church Station		Ballston Station				
Vehicles	Head Car Number		Number of Cars		Equipment		Trailing Cab car #'s 3173 and #3207						
Description	Two trailing cabs doors were locked on cars #3173 at Ballston station at 0755 and car #3207 at Ballston station at 0821 not allowing passenger access to the emergency call buttons despite the recent bulletin directing Rail Operators to keep them accessible.						Number of Defects		2				
							Recommended Finding?		No				
							Remedial Action Required?		No				
							Recommended Reinspection?		Yes				
Remedial Action	WMATA issued a Permanent Order T-16-09 which modifies MSRP SOP #40 requiring operators to secure cab door to isolate operator seat and console area, allowing access to seats and emergency call button intercom for customers. WMATA should requires supervisors to inspect daily to ensure operators are in compliance.												



Agency/Department Information


Inspection Date	YYYY	MM	DD	Report Number	20160608-WMATA-PSR-1		
	2016	06	08				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Station	Sub- Department	RSTO
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Ballston Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-GEN-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	0					
Remedial Action Required	0					
Recommend Reinspection	0					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Safe Track Single Track Operational Inspection					Activity Code	OPS	GEN	OBS	
Job Briefing Employee Name/Title	None			Accompanied Inspector?	N/A		Out Brief Conducted	N/A	Time	1500-1830	Outside Shift	Yes
Related Reports				Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard		Other / Title		Checklist Reference		
	Safe Track											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	x			□		□		□	□	□	X	
Line(s)	K-Line		Track Number	1	Chain Marker	From			To			
						Ballston Station			Ballston Station			
Vehicles	Head Car Number		Number of Cars		Equipment							
Description	FWSO was on-site at the Ballston Station from 1500 to 1830 to observed evening rush operations while Metro is single tracking from East Falls Church to Ballston. <ul style="list-style-type: none"> Several WMATA employees were on-site to assist passengers including; several station managers, operations staff on the platforms, 1 person at each platform in purple vest's to answer questions, and 1 car maintenance staff. There was some confusion during the early hours of the evening rush since most WMATA staff did not show up until after 1600 and the rush 							Number of Defects		0		
								Recommended Finding?		No		
								Remedial Action Required?		No		
								Recommend Reinspection?		YES		

Inspector in Charge - Signature  PATRICK SHANE RICHARDSON <small>Digitally signed by PATRICK SHANE RICHARDSON DN: cn=Patrick S. Richardson, o=COV FMC&BusinessID, ou=COV FMC&BusinessID, email=Patrick.Shanerichardson@covfmc.com, c=US</small>		Date June 8, 2016
Inspector in Charge – Name P. Shane Richardson	Inspection Team P. Shane Richardson	



	<p>started picking up before 1600.</p> <ul style="list-style-type: none">• Signage about safe track was placed on the mezzanine level and platforms.• WMATA would do well to strategically place operational personnel on the mezzanine level beyond the Station Managers kiosk, a lot of questions were being ask at the top of the escalators between the tracks and most of the WMATA personnel were either at the Station Managers kiosk or on the station platforms.		
Remedial Action	Recommend WMATA staff at Ballston Station not huddle up for extended periods so they might better assist passengers throughout the station. Also recommend that WMATA staff show up for the evening rush at 1500 when the Ballston Station starts getting busy.		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160608-WMATA-RPM-1		
	2016	06	08				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Maintenance and Production
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Track 1 & 2 – Medical Center to Bethesda						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	1	2				
Defects (Number)	0	13				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Track Unit #687					Accompanied Inspector?	Yes	Out Brief Conducted	Yes – via email	Time	1000 – 1300	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X								X					
Line(s)	A-Line	Track Number	1 & 2	Chain Marker and/or Station(s)	From		To							
					444+00		396+00							
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	Track Unit #687 was the escort for the inspection walk. The briefing was thorough and complete. Train Approach Warning was the form of protection. All radio communication was on OPS #1.							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

Inspector in Charge - Signature

TERRELL A WILLIAMS

Digitally signed by TERRELL A WILLIAMS
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTA HQ,
cn=TERRELL A WILLIAMS
Date: 2016.06.09 14:46:24 -04'00'

Date
06/08/2016

Inspector in Charge – Name
Terrell Williams

Inspection Team
Robert Maniuszko



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Remedial Action	None
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Inspection Activity #	2	Inspection Subject	Track Walking Inspection and verification of defect repairs				Activity Code		TRK	GEN	OBS
Job Briefing Employee Name/Title	Track Unit #687			Accompanied Inspector?	Yes	Out Brief Conducted	Yes – via email	Time	1000 – 1300	Outside Shift	No
Related Reports				Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference		
	TRST 1000										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A-Line	Track Number	1 & 2	Chain Marker and/or Station(s)	From		To				
					444+00		396+00				
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	<ul style="list-style-type: none"> A2 CM 419+00 - two 6-inch high bolts were left sticking up in the gage of the track. These bolts were used to secure a fiberglass box that had been mounted there. The bolts present a tripping hazard ETS Box A114 - No Blue Light ETS Box A112 - No Blue Light A2 CM 404+10 - Drain is clogged and has no cover - trip hazard A2 CM 414+80 - Drain is clogged and presents a trip hazard A2 CM 417+70 - Drain presents a trip hazard A1 CM 400+00 - 402+00 standing water A1 CM 407+00 - Water seeping in through the wall on both sides A1 CM 409+00 - Wires are exposed feeding fluorescent fixture ETS Box 113 - No Handle on box - exposed wires feeding blue light A1 CM 423+00 - 3rd rail anchor not attached A1 CM 431+30 - No drain cover A1 CM 443+00 - Cover boards missing at the end approach 						Number of Defects		13		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		
Remedial Action	<ul style="list-style-type: none"> WMATA to mitigate bolts presenting a tripping hazard at A2 CM 419+00. WMATA to replace blue light in ETS Box A114. WMATA to replace blue light in ETS Box A112. WMATA to mitigate clogged, uncovered drain presenting a tripping hazard at A2 CM 404+10. WMATA to mitigate clogged drain presenting a tripping hazard at A2 CM 414+80. WMATA to mitigate draining presenting a tripping hazard at A2 CM 417+70. WMATA to mitigate standing water at A1 CM 400+00 - 402+00. WMATA to mitigate water seeping in through the wall on both sides at A1 CM 407+00. WMATA to mitigate exposed wires feeding a flurescent fixture at A1 CM 409+00. WMATA to repair box handle and mitigate exposed wires feeding blue light at ETS Box 113. WMATA to attach 3rd rail anchor at A1 CM 423+00. WMATA to replace drain cover at A1 CM 431+30. WMATA to replace missing cover boards at the end approach at A1 CM 443+00. WMATA should also complete maintenance activities on track 1 & 2 between Bethesda and Medical Center. 										

Photos:



Figure 1 - New Screen but down approximately 4-inches below grade - multiple locations



Figure 2 - Example of Drain cover that protects from trip and falls



Figure 3 - Exposed wiring feed to florescent fixture



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160609-WMATA-AD		
	2016	06	09				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Bus	Sub- Department	Bus Maintenance
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Carmen Turner Facility 3500 Pennsy Dr Landover, MD 20785						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	BUS-QAI-OBS					
Inspection Units	1					
Inspection Subunits	0					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Complaint resolution and verification Activities for B-4-7-A				Activity Code	BUS	QAI	OBS	
Job Briefing Employee Name/Title	[REDACTED] Director Materials and Logistics		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1300-1430	Outside Shift	No	
Related Reports	B-4-7-A Deliverables and Closeout request		Related CAPS / Findings		Bus-4-7-A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	WMATA Procedure 3.20 Incoming Parts Inspection				N/A						
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
											X
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					N/A			N/A			
					N/A			N/A			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO Deputy Director conducted verification of WMATA's implementation of B-4-							Number of Defects		0	

Inspector in Charge - Signature AMBUR I DALEY		Digitally signed by AMBUR I DALEY DN: cn=US, o=U.S. Government, ou=DOT Headquarters, ou=FMC5AHQ, cn=AMBUR I DALEY Date: 2016.06.15 22:48:16 -0400		Date 06/09/2016
Inspector in Charge - Name Ambur Daley		Inspection Team Ambur Daley		



	<p>7-A, simultaneously investigating a complaint received regarding Brake Shoe Linings that were found to be non-conforming prior to installation by bus maintenance. Director Materials and Logistics and their team were candid, knowledgeable, successfully executed a new program (Incoming Inspection for Bus Parts), demonstrated continuous improvement of the program established in December 2015, and provided the information necessary so that a disposition decision for B-4-7-A could be made.</p> <p>There are 3 facilities where bus maintenance parts are received for inspection: Carmen Turner, MSF-400, and Storeroom-100. The Incoming Inspectors, both with ~ 1yr job experience and experience within WMATA, typically receive an email of parts ready for inspection or learn of parts ready for inspection through their daily check of receivables showing the status "Hold Receipt".</p> <p>Parts Action Form process requires that new parts are reviewed by two levels of engineering where a determination is made as to whether parts are dock-to-stock or Incoming Inspection required. Parts with Safety impact go through incoming inspection. Confirmed that the system does not allow the requirement to inspect be changed by Incoming Inspectors while logged in – box greyed out. Upon implementation of this program, there was a deficiency that led to brake shoe linings being improperly classified as dock-to-stock; however, when brake shoe linings with incorrect rivets were detected prior to installation, and again at incoming inspection, engineering added 15 additional brake parts to the Required Inspection Item (RII) list. This change was a result of MDR-20160328-02 (material deficiency report). WMATA held a meeting with the vendor and the parts were sent for rework/repair. Validated that, since the initial finding of non-conforming brake shoe linings, the part is now inspected upon receipt by reviewing the Incoming Inspection Log. Further, validated that all other brake parts were noted as required inspection items in database which is the system of record.</p> <p>After inspection, the Incoming Inspectors perform a sign-off on packing slip, and place "inspection result" sticker indicating whether parts are good/non-conforming. Green = good parts, Red = non-conforming parts. FWSO Director inspected the Hold Area and found parts were properly labeled as to inspection results and properly segregated to prevent mixed parts and unintentional placement of non-conforming product into good stock. Shipments with multiple pallets had their own packing slip and indication of inspection results. This system demonstrates best practices known to Deputy Director.</p> <p>Most of the items are OEM off the shelf items and Incoming Inspection requires a part number check. For the brake shoe linings, there is an instruction on how to inspect which was easily found by the Incoming Inspector on the employee bus maintenance website.</p> <p>Reviewed Non-conforming Reports for Product Quality Deficiencies in April (3)</p> <ol style="list-style-type: none">1) Grinding Wheel – failure to meet drawing specification (found in stock – had been there a while)2) Wheelchair ramp mechanism – defective (found in stock – must be installed to validate working)3) LED Lamp issue – size of the lamp didn't conform to specification (found in stock) <p>Acceptable Quality Level = 4% sample size and corresponding chart. 3 parts for lot size 2-25</p> <p>Accept as is – engineering sign off only.</p>	Recommended Finding?	No
		Remedial Action Required?	No
Remedial Action	None required.		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160609-WMATA-PSR-1		
	2016	06	09				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Station	Sub- Department	RSTO
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Ballston Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-GEN-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	0					
Remedial Action Required	0					
Recommend Reinspection	0					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Safe Track Single Track Operational Inspection				Activity Code	OPS	GEN	OBS
Job Briefing Employee Name/Title	None			Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	1500-1830	Outside Shift	Yes			
Related Reports				Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	Safe Track													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	x			<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X			
Line(s)	K-Line		Track Number	1	Chain Marker		From		To					
							Ballston Station		Ballston Station					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	<p>FWSO was on-site at the Ballston Station from 1500 to 1830 to observed evening rush operations while Metro is single tracking from East Falls Church to Ballston.</p> <ul style="list-style-type: none"> Several WMATA employees were on-site to assist passengers including; several station managers, operations staff on the platforms, 1 person at each platform in purple vest's to answer questions, and 1 car maintenance staff. There was some confusion during the early hours of the evening rush since most WMATA staff did not show up until after 1600 and the rush 							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommend Reinspection?		YES				

Inspector in Charge - Signature		Date	
PATRICK SHANE RICHARDSON <small>Digitally signed by PATRICK SHANE RICHARDSON DN: cn=US, ou=U.S. Government, ou=DOT FMCSABaltimoreMD, ou=FRA FMCSABaltimoreMD, cn=PATRICK SHANE RICHARDSON Date: 2016.06.14 13:47:55 -0400</small>		June 9, 2016	
Inspector in Charge - Name	Inspection Team		
P. Shane Richardson	P. Shane Richardson		



	<p>started picking up before 1600.</p> <ul style="list-style-type: none">• Signage about safe track was placed on the mezzanine level and platforms.• WMATA would do well to strategically place operational personnel on the mezzanine level beyond the Station Managers kiosk, a lot of questions were being ask at the top of the escalators between the tracks and most of the WMATA personnel were either at the Station Managers kiosk or on the station platforms.		
Remedial Action	Recommend WMATA staff at Ballston Station not huddle up for extended periods so they might better assist passengers throughout the station. Also recommend that WMATA staff show up for the evening rush at 1500 when the Ballston Station starts getting busy.		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160609-WMATA-TW-1		
	2016	06	09				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Station & Train Operations	Sub- Department	RSTO
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Ballston Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-GEN-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	Yes					

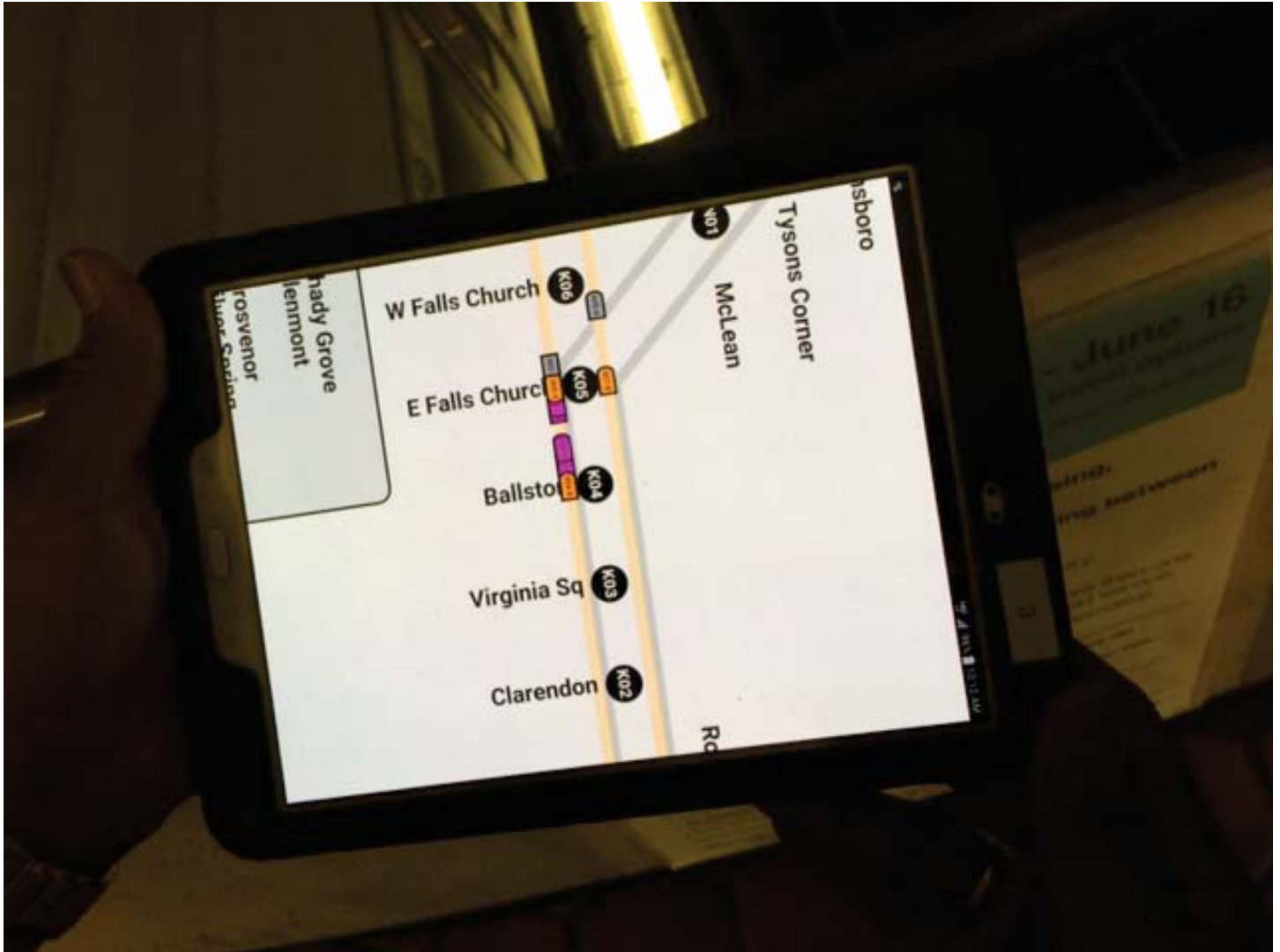
Activity Summaries

Inspection Activity #	1	Inspection Subject					SafeTrack Single Track Operational Inspection			Activity Code		OPS	GEN	OBS
Job Briefing Employee Name/Title	None					Accompanied Inspector?	No	Out Brief Conducted	No	Time	0930 – 1130	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	SafeTrack													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X													
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)	From			To						
					Ballston Station			Ballston Station						
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Inspectors were on-site at the Ballston Station from 0930 to 1130 to observe mid-morning, off peak traffic operations while Metro is single tracking from East Falls Church to Ballston. Passenger traffic was slowing down and train service slowed to 18 minute headways. <ul style="list-style-type: none">Several WMATA employees were on-site including; 3 Station Managers, 6 WMATA Operations staff from the West Falls Church yard, 2 purple-vested "Platform Ambassadors" and 1 Car Maintenance staff. It was										Number of Defects		0	
											Recommended Finding?		No	
											Remedial Action Required?		No	
											Recommended Reinspection?		Yes	

Inspector in Charge - Signature	TERRELL A WILLIAMS		Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTA HQ, cn=TERRELL A WILLIAMS Date: 2016.06.09 14:41:13 -04'00'	Date 06/09/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Terrell Williams			



	<p>confirmed that the Platform Ambassadors are retired WMATA employees.</p> <ul style="list-style-type: none">• There were good clear train announcements aboard the Orange line train entering Ballston.• The Platform Ambassadors are only present during AM and PM rush and left the station around 0945• FWSO witnessed WMATA's use of a tablet that shows train movement on the K-line (Orange & Silver lines). See the attached picture which shows Orange & Silver line trains and Purple track worker locations.• Passengers continue to be confused and some were frustrated about what platform to occupy to catch their trains.• WMATA Supervisors don't yet recognize a clear pattern or movement of the Orange and Silver line trains which makes it somewhat challenging to correctly direct passengers.• Signage about SafeTrack operations is placed on the mezzanine level and platforms• WMATA would do well to strategically place 2 Operations personnel on the mezzanine level beyond the Station Managers kiosk and others at the bottom of the escalators to the platform. WMATA personnel should not stay huddled together for extended periods of time as passengers are dispersed everywhere.• For some reason the AM rush appears to be better managed than the PM rush at Ballston.		
Remedial Action	Recommend WMATA staff at Ballston Station not huddle up for extended periods so they might better assist passengers throughout the station.		





Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160610-WMATA-RPM-1		
	2016	06	10				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Production and Maintenance
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Ballston – East Falls Church with observations at West Falls Church and Ballston of customer communication and movement						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK – RWP – OBS	TRK – GEN - OBS				
Inspection Units	1	1				
Inspection Subunits	2	1				
Defects (Number)	2	4				
Recommended Finding	No	No				
Remedial Action Required	Yes	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Roadway Worker Protection – Job Safety Briefing and Field Observations			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Unit #6028 provided the briefing					Accompanied Inspector?	No	Out Brief Conducted	Yes – via email	Time	0600 – 1100	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X	X					
Line(s)	K-Line	Track Number	2	Chain Marker and/or Station(s)	From				To					
					K1 CM 276+60				K1 CM 402+30					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	Job Safety Briefing:								Number of Defects		2			
	<ul style="list-style-type: none">The briefing was conducted by track unit #6028The RWIC was Track Unit #6159								Recommended Finding?		No			
									Remedial Action Required?		Yes			

Inspector in Charge - Signature

TERRELL A WILLIAMS

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DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTA HQ,
cn=TERRELL A WILLIAMS
Date: 2016.06.16 06:49:44 -04'00'

Date
06/10/2016

Inspector in Charge – Name
Terrell Williams

Inspection Team
Robert Maniuszko



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	<ul style="list-style-type: none"> Inaccessible Track was the form of protection Inova Fairfax was the closest hospital Red Tag was in place #2016156501A Multiple work groups would be in the work zone Multiple pieces of Roadway Maintenance Machines were in the area and moving Rules of the day were 1.45 and 4.20 - he also discussed Cardinal Rule forbidding clearance to any track <p>Field Observations:</p> <ul style="list-style-type: none"> No WSAD's were placed anywhere in the work area on the walk out to EFC - Noted Gang Leaders placing WSAD's when we came back toward Ballston. Contractor RMM were being moved without a flagperson or pilot within the work area. This was the second observation of this situation. The SAFE RSO's made the appropriate notifications to have this corrected. (Follow-up inspections should observe this as well) 	Recommended Reinspection?	No
Remedial Action	<ul style="list-style-type: none"> WMATA TRST and SAFE to mitigate missing flagperson or pilot within the contractor RMM work area; follow-up on future inspections. WMATA TRST and SAFE to mitigate missing WSADs in work area by East Falls Church; follow-up on future inspections. 		

Inspection Activity #	2	Inspection Subject	Track and Structures Work Zone Observations					Activity Code		TRK	GEN	OBS
Job Briefing Employee Name/Title	Unit #6028 provided the briefing			Accompanied Inspector?	No	Out Brief Conducted	Yes – via email	Time	0600 – 1100	Outside Shift	No	
Related Reports	Related CAPS / Findings											
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard			Other / Title		Checklist Reference		
	TRST 1000											
	MSRPH											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X							X	X			
Line(s)	K-Line	Track Number	2	Chain Marker and/or Station(s)			From	To				
							K1 CM 276+60	K1 CM 402+30				
Vehicles	Head Car Number		Number of Cars		Equipment							
	#2002											
Description	<p>Single Track Operations:</p> <ul style="list-style-type: none"> I rode in on the last car #2002. The cab was secured as required by SOP #40. Platform announcements and onboard announcements were clear and provided appropriate information. At Ballston there were at least 4 individuals on the mezzanine making announcements to customers. At times these individuals used bullhorns to assist with the announcements. I observed 5 individuals on the track 1 platform to assist customers. There were two purple vested individuals on the mezzanine level. (NOTE: I sent an email to the Deputy Chief of Rail Safety and Facilities regarding the purple vests. I noted that these vests did not have an X on the back. I requested information pertaining to the procurement of safety equipment) <p>Work Zone Observations:</p> <ul style="list-style-type: none"> WMATA has installed an orange snow fence from K1 CM 284+00 to K1 CM 287+40. This is because track one is being used in Ballston Station and the third rail is energized. The fence keeps workers from accessing the work zone until they are in the protected area. At K1 288+00 there are four hex head bolts being used in the composite rail instead of the normal round head bolts. FWSO will follow up with 							Number of Defects		4		
								Recommended Finding?		No		
								Remedial Action Required?		Yes		
								Recommended Reinspection?		Yes		



	<p>WMATA as to why this different condition exists</p> <ul style="list-style-type: none">• WMATA is in the process of replacing the 3rd Rail expansion joint cables at each joint.• WMATA has almost completed the tie replacement part of the job• At K1 CM 337+00 there is a damaged 3rd rail return cable• In the general vicinity of K1 CM 347+00 - on the high rail in the curve there is significant head checking, this condition exists on track 2 as well. (Note: WMATA plans to replace this rail during the course of this outage)• At K1 CM 379+00 WMATA has installed the porta-potties• FWSO noted seven (7) chemical products that are in use in the fastener section of the work zone. An email was sent to SAFE - ENSV to check on SDS sheets for the products. This is being done as a random check of internal procurement requirements for chemicals at WMATA. <p>A follow-up was requested for the following chemicals:</p> <ul style="list-style-type: none">• FX 752 Epoxy – approved per SDS #14239• Sika Grout 328 – approved per SDS #10655• Euco Speed MP – approved per SDS #14392• Blaster PB Penetrating Catalyst – approved per SDS #14213• CRC Power Lube – approved per SDS #14262• FX 830 Polyester Grout – approved per SDS #14694 (3-parts) – no longer available – replaced with below• AT XP Fast Cure Anchoring Adhesive – approved per SDS #15007 <p>Note: The WMATA Chemical Safety Liaison Officer provided acknowledgement that each of these chemicals had been approved per the SDS number provided above.</p>		
Remedial Action	<ul style="list-style-type: none">• WMATA to provide the information requested regarding the chemicals listed in this inspection.• WMATA to explain why there are four hex head bolts being used in the composite rail instead of the normal round head bolts at K1 288+00.		

Photos:



Figure 1 - Damaged 3rd Rail Return Cable



Figure 2 - Cable used to replace expansion joint jumpers -#1



Figure 3 - Cable used to replace expansion joint jumpers - #2



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160611-WMATA-WA-1		
	2016	06	11				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Production and Maintenance
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Ballston to East Falls Church – Track #2						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK – RWP – OBS	TRK – GEN – OBS				
Inspection Units	1	1				
Inspection Subunits	2	1				
Defects (Number)	3	14				
Recommended Finding	No	No				
Remedial Action Required	Yes	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Roadway Worker Protection Briefing and Work Zone Observations			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Unit #6024 provided the briefing					Accompanied Inspector?	No	Out Brief Conducted	Yes – via email	Time	0600 – 1145	Outside Shift	Yes	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X	X					
Line(s)	K-Line	Track Number	2	Chain Marker and/or Station(s)	From				To					
					K1 CM 276+60				K1 CM 402+30					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	Job Safety Briefing: <ul style="list-style-type: none">The briefing was held at Ballston at 6:30 a.m. by unit (#6024)The RWIC was unit #6101								Number of Defects		3			
									Recommended Finding?		No			
									Remedial Action Required?		Yes			

Inspector in Charge - Signature

TERRELL A WILLIAMS

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Date: 2016.06.16 07:04:20 -04'00'

Date

06/11/2016

Inspector in Charge – Name
Terrell Williams

Inspection Team
Wesley Albright



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	<ul style="list-style-type: none">Red tag information, hospital location was provided, work limits and protected work area limits were provided.Briefer conducted a good briefing of explaining hazards, Track Equipment in the area and type of work being performed.After the briefing and a safety message from WMATA SAFE officer (), the briefer had us sign the safety log and he checked our IDs.Safety rule of the day 1.42 was not discussed during briefing Work Zone Observations: <ul style="list-style-type: none">Front flagman on tamping machine T006 was found to be in a position that gave the appearance of sleeping.Red lanterns at portal entrance that are protecting the work area were inoperative. () contacted a TRST manager to have batteries replaced. Lanterns were operational as we left the work area)	Recommended Reinspection?	No
Remedial Action	<ul style="list-style-type: none">WMATA should discuss the Safety Rule of the Day (1.42) as part of the RWP briefing.WMATA to mitigate front flagman found in a sleeping position in the work zone.WMATA to repair red lanterns at the portal entrance that are protecting the work area.		

Inspection Activity #	2	Inspection Subject	Work Zone General Observations					Activity Code		TRK	GEN	OBS
Job Briefing Employee Name/Title	Unit #6024 provided the briefing			Accompanied Inspector?	No	Out Brief Conducted	Yes – via email	Time	0600 – 1145	Outside Shift	Yes	
Related Reports				Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference			
	TRST 1000											
	MSRPH											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X							X	X			
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)	From				To			
					K1 CM 276+60				K1 CM 402+30			
Vehicles	Head Car Number		Number of Cars		Equipment							
Description	Production: WMATA Mangers provided totals to date: <ul style="list-style-type: none">1460 Ties have been replaced453 Third Rail Insulator replaced1402 Rail fasteners replaced Work Remaining: <ul style="list-style-type: none">8580 feet of running to replace through the work area, (exact locations not provided)Completion of third rail workWelding of third rail expansion Joint (welding will restore expansion joint to factory conditions)Cover board and bracket replacementTamping, ballast placement and regulating Completion of fastener workReplace missing/broken all-thread anchor boltsCutting of weeds on the exterior of wayside fence. About 50% of cutting is complete Punch list items to be corrected: <ul style="list-style-type: none">Short sections of third rail laying in track bed needs removal, (Note: A Track Crew was removing sections as we exited the work area)Broken cad-welds around joints need to be replaced (K1- 320+00,						Number of Defects		14			
							Recommended Finding?		No			
							Remedial Action Required?		Yes			
							Recommended Reinspection?		Yes			



	<p>320+40)</p> <ul style="list-style-type: none">Only two screw spikes and one cut spike installed on each new Pandrol Tie plate. (Four screw spikes should be installed)Dislodged storm drain extension rings and covers at 327+80, 341+50, 347+30, 354+00 need to be restored. <p>Observations/ Concerns</p> <ul style="list-style-type: none">Multiple employees in work area not wearing eye protectionHanging cover board on adjacent live track at K2-320+20, 350+00, 362+40. These cover board conditions should have been addressed prior to SafeTrack single tracking in this area. (See Photo)Tight track gauge (55 7/8") written on running rail at 342+60 and 356+50. (checked the track gauge and reported a 56 1/4" track gauge at both locations, which is within track tolerances).Lingering dust in Ballston Station from fastener renewal. Unknown if station exhaust fans were in operation.Three fire extinguishers on PM-44 flat car were without inspection tags.Gauge Rod between new ties at K1-350+20 should be removedNeed to ensure that a second pass of tamping be conducted prior to revenue start-up. (Insufficient ballast exists under ties during tamping operations. Ballast work is scheduled after tamping is complete.)		
Remedial Action	<ul style="list-style-type: none">WMATA to remove short sections of third rail laying in track beds.WMATA to replace broken cad-welds around joints at K1 – 320+00 and 320+40.WMATA to install additional screw pikes on each new Pandrol Tie plate, where only two screw spikes and one cut spike were observed.WMATA to restore dislodged storm drain extension rings and covers at 327+80, 341+50, 347+30, 354+00.WMATA to mitigate safety concern that multiple employees were not wearing eye protection in the work area.WMATA to mitigate cover board conditions at K2 320+20, 350+00 and 362+40.WMATA to mitigate dust found in Ballston Station from fastener removal.WMATA to replace inspection tags on three fire extinguishers on PM 44 flat car.WMATA to remove gauge rod between new ties at K1-350+20.WMATA to ensure that a second pass of tamping is conducted prior to revenue start-up.		

Photos:

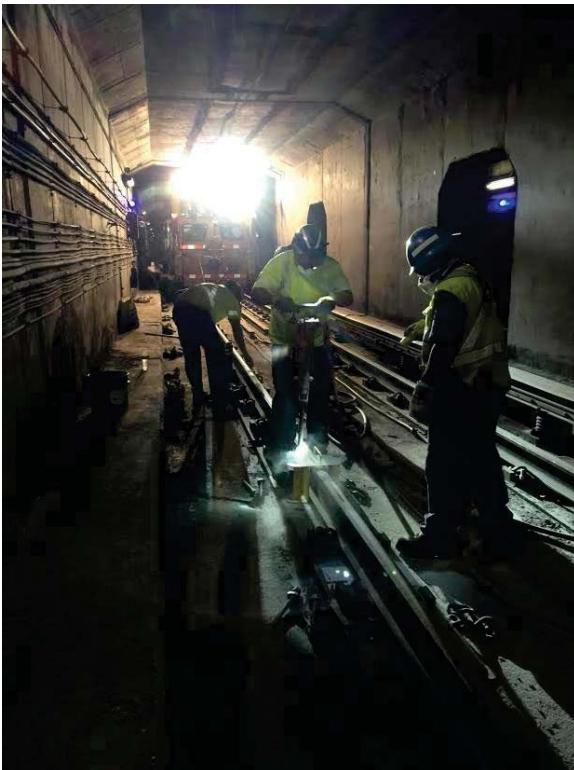


Figure 1 - Rock Drilling and Anchor Bolt Replacement



Figure 2 - Hanging Cover Board observed on track #2



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160613-WMATA-PSR-1		
	2016	06	13				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Station	Sub- Department	RSTO
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Ballston Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-GEN-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	0					
Remedial Action Required	0					
Recommend Reinspection	0					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Safe Track Single Track Operational Inspection					Activity Code	OPS	GEN	OBS
Job Briefing Employee Name/Title	None			Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	1500-1830	Outside Shift	Yes				
Related Reports	Related CAPS / Findings														
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title			Checklist Reference					
	Safe Track														
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A				
	x			<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X				
Line(s)	K-Line		Track Number	1	Chain Marker		From		To						
							Ballston Station		Ballston Station						
Vehicles	Head Car Number		Number of Cars		Equipment										
Description	FWSO was on-site at the Ballston Station from 1500 to 1830 to observed evening rush operations while Metro is single tracking from East Falls Church to Ballston. <ul style="list-style-type: none"> Several WMATA employees were on-site to assist passengers including; several station managers, operations staff on the platforms, 1 person at each platform in purple vest's to answer questions, and 1 car maintenance staff. There was some confusion during the early hours of the evening rush since most WMATA staff did not show up until after 1600 and the rush 							Number of Defects		0					
								Recommended Finding?		No					
								Remedial Action Required?		No					
								Recommend Reinspection?		YES					

Inspector in Charge - Signature		Date
PATRICK SHANE RICHARDSON <small>Digitally signed by PATRICK SHANE RICHARDSON DN: cn=US, o=U.S. Government, ou=DOT FTA, c=BaltimoreMD, ou=FTA FTA, c=BaltimoreMD, cn=PATRICK SHANE RICHARDSON Date: 2016.06.13 13:09:20 -0400</small>		June 13, 2016
Inspector in Charge - Name	Inspection Team	
P. Shane Richardson	P. Shane Richardson	



	<p>started picking up before 1600.</p> <ul style="list-style-type: none">• Signage about safe track was placed on the mezzanine level and platforms.• WMATA would do well to strategically place operational personnel on the mezzanine level beyond the Station Managers kiosk, a lot of questions were being ask at the top of the escalators between the tracks and most of the WMATA personnel were either at the Station Managers kiosk or on the station platforms.• WMATA decided to switch the escalators direction of travel to move with the flow of foot traffic and it seemed to make the transition from one side of the platform to the other more efficient.		
Remedial Action	Recommend WMATA staff at Ballston Station not huddle up for extended periods so they might better assist passengers throughout the station. Also recommend that WMATA staff show up for the evening rush at 1500 when the Ballston Station starts getting busy.		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160614-WMATA-PH-2		
	2016	06	14				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track	Sub- Department	Power
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Red Line Track 2 - Grosvenor - Strathmore to Medical Center Stations						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-WI-PI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	2					
Recommended Finding	Yes					
Remedial Action Required	Yes					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Walking Track Inspection			Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	[REDACTED] (SAFE)					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1030-1400	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	N/A		N/A			N/A			N/A		N/A			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X								X					
Line(s)	A	Track Number	2	Chain Marker and/or Station(s)	From				To					
					Grosvenor - Strathmore				Medical Center					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
	FWSO Investigators performed a track walk between Grosvenor-Strathmore and Medical Center (A11 - A10) stations on Track 2 and noted the following evacuation deficiencies. Numerous ETS Stations were either out of service completely and or had no blue illumination lanterns. Tunnel lights had sporadic outages creating unsafe evacuation routes. All deficiencies should be scheduled for replacement and or repair by power. Fire Extinguishers should also be re-checked to ensure proper charge. The following defects were noted by this investigator:										Number of Defects		Numerous	
											Recommended Finding?		Yes	
											Remedial Action Required?		Yes	
											Recommended Reinspection?		Yes	

Inspector in Charge - Signature		PHILIP A HERBERT <small>Digitally signed by PHILIP A HERBERT DN: c=US, o=U.S. Government, ou=FEDERAL AVIATION ADMINISTRATION, ou=FEDERAL AVIATION ADMINISTRATION, cn=PHILIP A HERBERT Date: 2016.06.17 10:09:47 -04'00'</small>	Date
Inspector in Charge - Name Phil Herbert			06/14/2016
Inspection Team Phil Herbert - Troy Lloyd			



	509+00 to 450+30 Sporadic catwalk light outages entire length of tunnel (A2 Portal to Medical Center Station) 562+70 to 450+30 Numerous out of service ETS boxes (no blue illuminated lantern or operating phone)		
Remedial Action	WMATA should repair, clean or replace to restore all lighting from 509+00 through 450+30 WMATA should repair ETS boxes, blue lights and re-check all fire extinguishers 562+70 through 450+30 Grosvenor to Medical Center)		

Photos:



Non-functional ETS box @ CM A2 523+40
No blue lantern.



Although ETS is functional, lantern is OOS & full of water @ CM A2 558+80
(adjacent to the Parking Structure)



Non-functional ETS Box/Missing blue Illumination @ CM A2 531+40



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160614-WMATA-PH-2		
	2016	06	14				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track	Sub- Department	Power
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Red Line Track 2 - Grosvenor – Strathmore to Medical Center Stations						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-WI-PI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	2					
Recommended Finding	Yes					
Remedial Action Required	Yes					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Walking Track Inspection			Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	(SAFE)					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1030-1400	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	N/A		N/A			N/A			N/A		N/A			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X								X					
Line(s)	A	Track Number	2	Chain Marker and/or Station(s)	From				To					
					Grosvenor – Strathmore				Medical Center					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
	FWSO Investigators performed a track walk between Grosvenor-Strathmore and Medical Center (A11 – A10) stations on Track 2 and noted the following evacuation deficiencies. Numerous ETS Stations were either out of service completely and or had no blue illumination lanterns. Tunnel lights had sporadic outages creating unsafe evacuation routes. All deficiencies should be scheduled for replacement and or repair by power. Fire Extinguishers should also be re-checked to ensure proper charge. The following defects were noted by this investigator:										Number of Defects		Numerous	
											Recommended Finding?		Yes	
											Remedial Action Required?		Yes	
											Recommended Reinspection?		Yes	

Inspector in Charge - Signature		PHILIP A HERBERT <small>Digitally signed by PHILIP A HERBERT DN: c=US, o=U.S. Government, ou=FEDERAL AVIATION ADMINISTRATION, ou=FEDERAL AVIATION ADMINISTRATION, cn=PHILIP A HERBERT Date: 2016.06.17 10:09:47 -04'00'</small>	Date
Inspector in Charge – Name Phil Herbert			06/14/2016
Inspection Team Phil Herbert – Troy Lloyd			



	509+00 to 450+30 Sporadic catwalk light outages entire length of tunnel (A2 Portal to Medical Center Station) 562+70 to 450+30 Numerous out of service ETS boxes (no blue illuminated lantern or operating phone)		
Remedial Action	WMATA should repair, clean or replace to restore all lighting from 509+00 through 450+30 WMATA should repair ETS boxes, blue lights and re-check all fire extinguishers 562+70 through 450+30 Grosvenor to Medical Center)		

Photos:



Non-funtional ETS box @ CM A2 523+40
No blue lantern.



Although ETS is functional, lantern is OOS & full of water @ CM A2 558+80
(adjacent to the Parking Structure)



Non-functional ETS Box/Missing blue Illumination @ CM A2 531+40



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160614-WMATA-RPM-1		
	2016	06	14				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Production and Maintenance
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Red Line – Bethesda (A09) to Friendship Heights (A08) – Track #2						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK – RWP – OBS	TRK – GEN - OBS				
Inspection Units	1	1				
Inspection Subunits	2	1				
Defects (Number)	1	3				
Recommended Finding	No	No				
Remedial Action Required	Yes	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Roadway Worker Protection – Job Safety Briefing and Work Zone Observations				Activity Code	TRK	RWP	OBS	
Job Briefing Employee Name/Title	Track Unit #68		Accompanied Inspector?	Yes	Out Brief Conducted	Yes – via email	Time	1000 – 1300	Outside Shift	No	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM										
	MSRPH	CR 4.183 k									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A-Line	Track Number	2	Chain Marker and/or Station(s)	From		To				
					A2 CM 389+00		A2 CM 307+00				
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	Roadway Worker Protection:						Number of Defects		1		
	<ul style="list-style-type: none"> The RWIC, Unit #68, provided the briefing on the platform at Bethesda. Radio communication to/from the ROCC was clear. Repeat backs and 						Recommended Finding?		No		
							Remedial Action Required?		Yes		

Inspector in Charge - Signature

TERRELL A WILLIAMS

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Date: 2016.06.16 07:46:39 -04'00'

Date

06/14/2016

Inspector in Charge – Name
Terrell Williams

Inspection Team
Robert Maniuszko



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	<p>announcements to trains were performed.</p> <ul style="list-style-type: none"> The briefing included hazards and the type of protection (TAW) <p>On-Site Observation of Roadway Worker Protection (RWP) Incident:</p> <ul style="list-style-type: none"> While walking on track #2 toward Friendship Heights we observed flashlights headed outbound in our direction. These flashlights belonged to the ERT team that had been dropped off, to repair the track condition found at A2 CM 361+35, at the wrong location. The individuals were walking in the direction of traffic The three individuals were immediately approached by the Escort pertaining to the incident The escort and FWSO inspector immediately counseled the individuals on RWP and the mistake they made. The employees were very concerned about the mistake and fully understood why the FWSO and Supervisor were concerned. Upon reaching Friendship Heights the escort contacted his supervision to inform them of the incident. FWSO will follow-up with WMATA on the outcome of this incident <p>The rule that addresses this observation is Cardinal Rule 4.183 k. This rule states that "When it is necessary for employees to walk beyond the platform end gate where the walkway is not protected by a handrail, or to walk or work on tracks around moving trains or track equipment, they shall:</p> <p>k. Walk against the direction of traffic when possible.</p>	Recommended Reinspection?	No
Remedial Action	WMATA to provide information on the steps taken to address the individuals found in Violation of Cardinal Rule 4.183k.		

Inspection Activity #	2	Inspection Subject	Right of way re-inspection – track 2 – A09 – A08				Activity Code	TRK	GEN	OBS	
Job Briefing Employee Name/Title	Track Unit #68			Accompanied Inspector?	Yes	Out Brief Conducted	Yes – via email	Time	1000 – 1300	Outside Shift	No
Related Reports				Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference		
	TRST 1000										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A-Line	Track Number	2	Chain Marker and/or Station(s)			From		To		
							A2 CM 389+00		A2 CM 307+00		
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	<ul style="list-style-type: none"> WMATA has completed the majority of the issues noted in previous report with a few exceptions. (Details and comments are provided in the attachment) <p>New Items</p> <ul style="list-style-type: none"> A Broken bolt was found in the joint bar at A2 CM 361+35. The escort immediately called in a Medium Manual Speed Restriction and notified the ERT Team. He also notified his direct supervision. A bolt was found without a nut on a joint bar at A2 CM 358+60 (revised) as well. The ERT team will tighten this once they arrive on-site. A2 CM 351+70 – Tunnel leak 						Number of Defects		3		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		
Remedial Action	<ul style="list-style-type: none"> WMATA to repair broken bolt found in the joint bar at A2 CM 361+35. WMATA to replace missing nut on bolt found on joint bar at A2 CM 358+60. WMATA to mitigate tunnel leak at A2 CM 351+70. 										



Photos:



Figure 1 - A2 CM384+70 - eliminated third rail expansion joint - incorrect hardware



Figure 2 - A2 CM381+50 - communication splice box rotted with exposed wires



Figure 3 - A2 CM361+35 - Broken bolt in joint bar



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160615-WMATA-PSR-1		
	2016	06	15				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Station	Sub- Department	RSTO
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Ballston Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-GEN-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	0					
Remedial Action Required	0					
Recommend Reinspection	0					

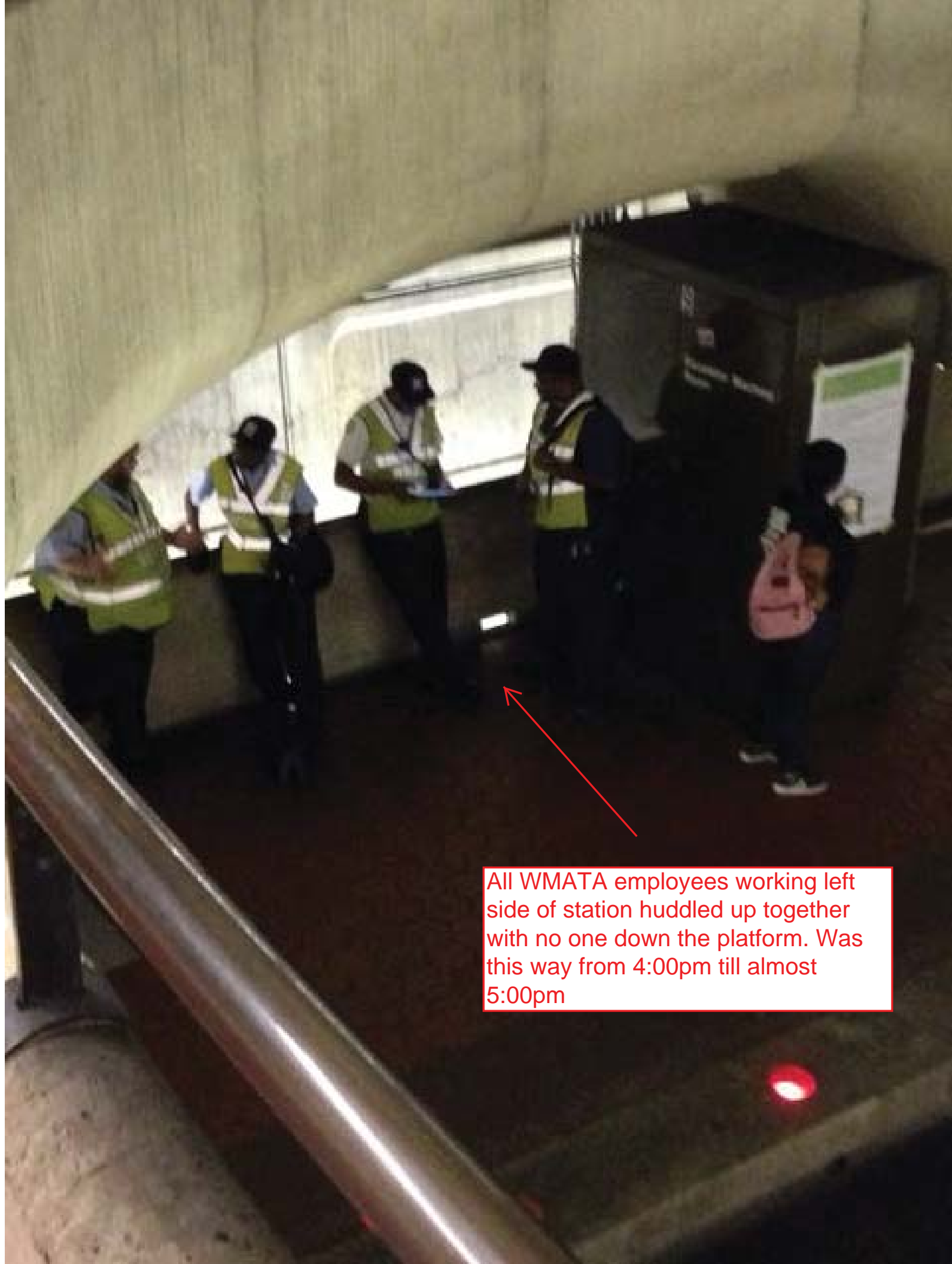
Activity Summaries

Inspection Activity #	1	Inspection Subject					Safe Track Single Track Operational Inspection				Activity Code	OPS	GEN	OBS
Job Briefing Employee Name/Title	None			Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	1500-1830	Outside Shift	Yes			
Related Reports				Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	Safe Track													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	x			<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X			
Line(s)	K-Line		Track Number	1	Chain Marker		From		To					
							Ballston Station		Ballston Station					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	<p>FWSO was on-site at the Ballston Station from 1500 to 1830 to observed evening rush operations while Metro is single tracking from East Falls Church to Ballston.</p> <ul style="list-style-type: none"> Several WMATA employees were on-site to assist passengers including; several station managers, operations staff on the platforms, 1 person at each platform in purple vest's to answer questions, and 1 car maintenance staff. There was some confusion during the early hours of the evening rush since most WMATA staff did not show up until after 1600 and the rush 							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommend Re-inspection?		YES				

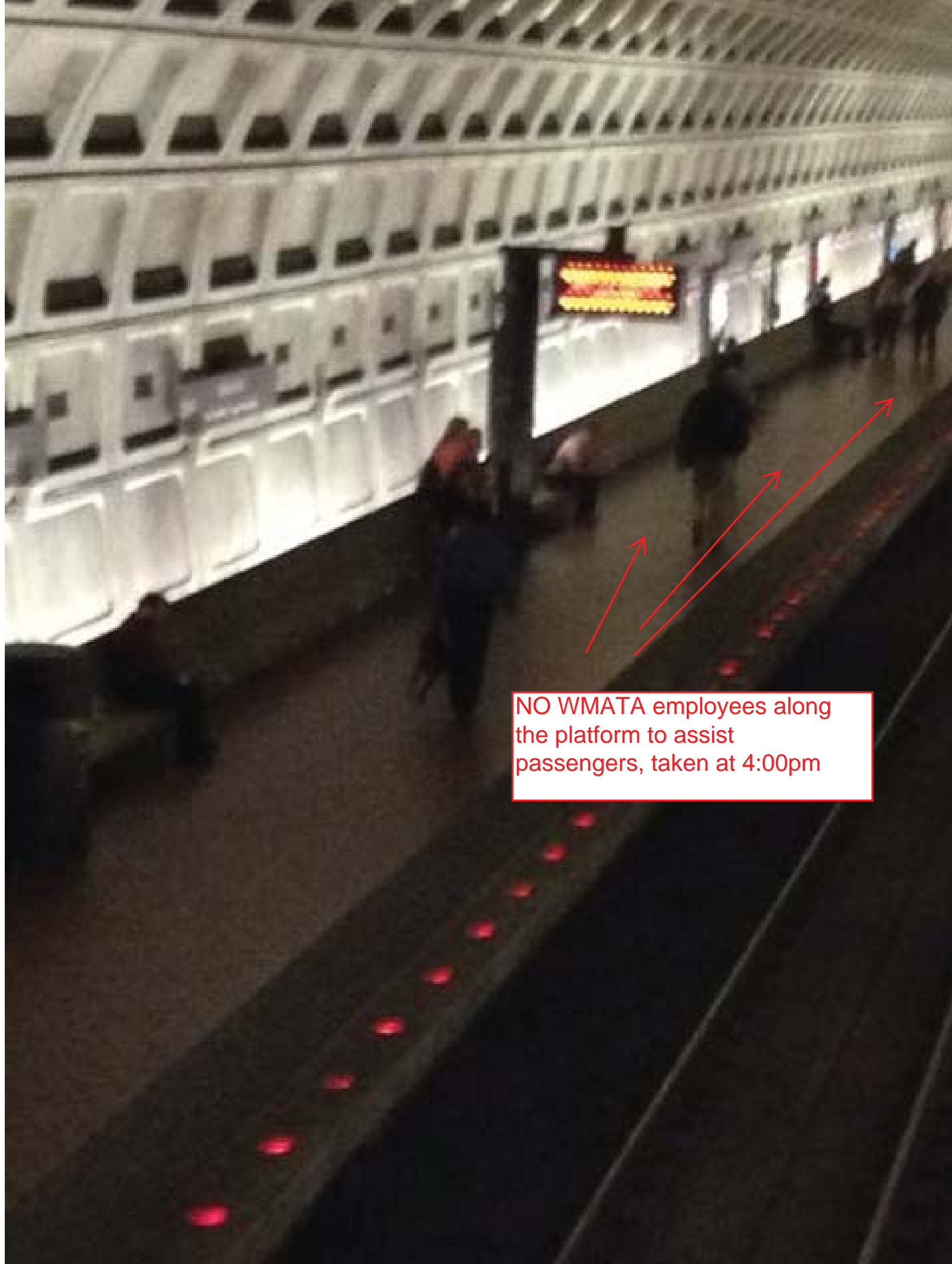
Inspector in Charge - Signature		Date
PATRICK SHANE RICHARDSON		June 15, 2016
Inspector in Charge - Name	Inspection Team	
P. Shane Richardson	P. Shane Richardson	




	<p>started picking up before 1600.</p> <ul style="list-style-type: none">• Signage about safe track was placed on the mezzanine level and platforms.• WMATA would do well to strategically place operational personnel on the mezzanine level beyond the Station Managers kiosk, a lot of questions were being ask at the top of the escalators between the tracks and most of the WMATA personnel were either at the Station Managers kiosk or on the station platforms.• WMATA did not have a bull horn in use today until 5:00 pm, which made it hard to hear what trains were coming next.		
Remedial Action	Recommend WMATA staff at Ballston Station not huddle up for extended periods so they might better assist passengers throughout the station. Also recommend that WMATA staff show up for the evening rush at 1500 when the Ballston Station starts getting busy.		



All WMATA employees working left side of station huddled up together with no one down the platform. Was this way from 4:00pm till almost 5:00pm



NO WMATA employees along
the platform to assist
passengers, taken at 4:00pm



Great job spreading out along the platform to assist passengers, taken at 5:00pm after more employees arrived.



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160616-WMATA-PSR-1		
	2016	06	16				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Station	Sub- Department	RSTO
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Ballston Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-GEN-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	0					
Remedial Action Required	0					
Recommend Reinspection	0					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Safe Track Single Track Operational Inspection				Activity Code	OPS		GEN	OBS
Job Briefing Employee Name/Title	None			Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	1500-1830	Outside Shift	Yes				
Related Reports				Related CAPS / Findings											
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference						
	Safe Track														
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A				
	x			<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X				
Line(s)	K-Line		Track Number	1	Chain Marker		From		To						
							Ballston Station		Ballston Station						
Vehicles	Head Car Number		Number of Cars		Equipment										
Description	FWSO was on-site at the Ballston Station from 1500 to 1830 to observed evening rush operations while Metro is single tracking from East Falls Church to Ballston. <ul style="list-style-type: none">Several WMATA employees were on-site to assist passengers including; several station managers, operations staff on the platforms, 1 person at each platform in purple vest's to answer questions, and 1 car maintenance staff.There was some confusion during the early hours of the evening rush since most WMATA staff did not show up until after 1600 and the rush							Number of Defects		0					
								Recommended Finding?		No					
								Remedial Action Required?		No					
								Recommend Re-inspection?		YES					

Inspector in Charge - Signature		Date
PATRICK SHANE RICHARDSON <small>Digitally signed by PATRICK SHANE RICHARDSON DN: cn=US, o=U.S. Government, ou=DOT FMCSA/BaltimoreMD, ou=FRA FMCSA/BaltimoreMD, cn=PATRICK SHANE RICHARDSON Date: 2016.06.16 19:55:30 -0400</small>		June 16, 2016
Inspector in Charge - Name	Inspection Team	
P. Shane Richardson	P. Shane Richardson	



	<p>started picking up before 1600.</p> <ul style="list-style-type: none">• Signage about safe track was placed on the mezzanine level and platforms.• WMATA would do well to strategically place operational personnel on the mezzanine level beyond the Station Managers kiosk, a lot of questions were being ask at the top of the escalators between the tracks and most of the WMATA personnel were either at the Station Managers kiosk or on the station platforms.• WMATA did not have a clear pattern of where trains were going today, in the past there was a pattern 2 left side going back to DC, 2 right side going to Vienna/Reston, then those 2 trains came back on right side and went toward DC. Today there was no pattern at all. Twice they had 4 trains in a row run on right side toward DC while holding a Vienna train in the tunnel for 10 minutes. The trains they were holding for extended periods of time in the tunnel were very crowded with the isles full of standing passengers. The WMATA employees on the platform were very confused on why the trains were running this way and were having to wait until they physically seen the train going to the left or right before they could make announcements sometimes.		
Remedial Action	Recommend WMATA staff at Ballston Station not huddle up for extended periods so they might better assist passengers throughout the station. Also recommend that WMATA staff show up for the evening rush at 1500 when the Ballston Station starts getting busy. Need better communication between the ROCC and WMATA employees at the station when things change so the WMATA employees at the scene can plan for it and make better decisions.		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: None

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160616-WMATA-TL-1		
	2016	06	16				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track (TRST)	Sub- Department	Track and Structures
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Grosvenor Station (A562+00) to Medical Center (A443+00) on track #2						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-GEN-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	19					
Recommended Finding	Yes					
Remedial Action Required	Yes					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Walking Track Inspection			Activity Code		TRK	GEN	OBS
Job Briefing Employee Name/Title	SAFE			Accompanied Inspector?	Yes	Out Brief Conducted		Time		Outside Shift				
Related Reports				Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard			Other / Title		Checklist Reference				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X						
Line(s)	Red	Track Number	1, 2	Chain Marker and/or Station(s)	From				To					
					Grosvenor Station (A562+00)				Medical Center (A443+00)					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Investigators conducted a track inspection between Grosvenor Station (A562+00) to Medical Center (A443+00) on track #2. The following conditions were noted with WMATA SAFE representation...Some conditions on track #1 were noted as well. General Track Conditions- <ul style="list-style-type: none">A1-556+80- Missing end approach cover boardA2-556+30- Missing end approach cover board							Number of Defects		19				
								Recommended Finding?		Yes				
								Remedial Action Required?		Yes				
								Recommended Reinspection?		Yes				

Inspector in Charge – Signature

WINSLOW L. POWELL

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DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ,
cn=WINSLOW L. POWELL
Date: 2016.06.23 09:51:26 -04'00'

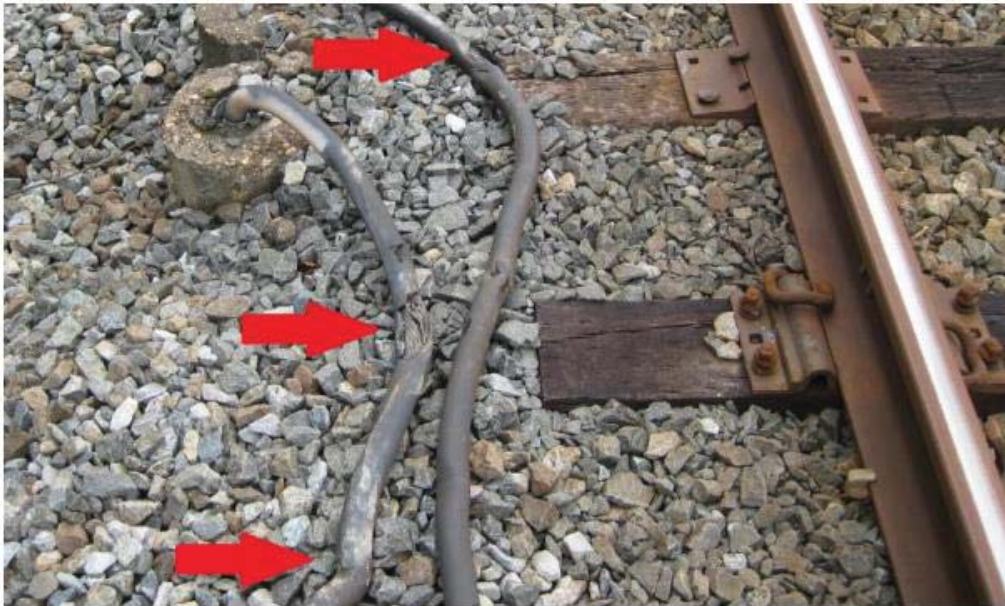
Date
6/16/2016

Inspector in Charge – Name
Troy Lloyd

Inspection Team
Troy Lloyd



	<ul style="list-style-type: none">• A2-554+50- ETS Box with inoperable Blue Light (light busted out from wiring/mounting bracket)• A2-551+70- Broken 3rd rail anchor arm (missing bottom insertion pin)• A2-551+40- Track Circuit / Impedance Bond with frayed/missing insulation on negative power return cables (insulation is missing on cables with exposed/frayed wires- 1000 mil cable)• A2-547+30- Missing end approach cover board• A1/A2-531+40- ETS Box with inoperable Blue Light• A1/A2-523+35- ETS Box with inoperable Blue Light• A2-516+00 LR- Severe rail surface defects (spalling) from vertical track deflection (Location- wood tie transition to DF aerial transition)• A2-516+00- Missing end approach cover board• A2-515+80- Severe rail surface defects (spalling) from vertical track deflection (Location- wood tie transition to DF aerial transition) <p>Immediate Corrective Actions Needed by TRST –</p> <ul style="list-style-type: none">• A2- 544+30 LR- Suspended rail joint with loose bolts (rail ends are tight with zero movement allowed- 4- bolted suspended joint)• A2-537+50 LR- Suspended rail joint with missing bolt in rail end (this is a 4- bolted suspended joint, where 1- bolt is only holding at one rail end- there is also a rail head surface defect at the joint causing severe pounding to the DF aerial structure)• A2-534+40 RR- Suspended rail joint with loose bolts (4- bolted suspended joint- 1/8" gage mismatch)• A2-528+90 RR- Suspended rail joint with loose bolts• A2-528+40 RR- Suspended rail joint with loose bolts• A2-499+00- Block water drains in floating slab track (water is backed up to the point that it is flowing out from the 16" center floating slab cores- water condition is causing fasteners and other track components to corrode/deteriorate quickly)• A2-497+40- Blocked/clogged basket drain at center main track drain• A2-488+60- ETS Box is inoperable (no dial tone / no Blue Light)		
Remedial Action	<ul style="list-style-type: none">• WMATA to replace missing end approach coverboard at A1-556+80.• WMATA to replace missing end approach coverboard at A2-556+30.• WMATA to repair inoperable ETS Blue Light at A2-554+50.• WMATA to repair broken 3rd rail anchor arm at A2-551+70.• WMATA to mitigate Impedance Bond with exposed/frayed wires presenting a safety hazard at A2-551+40.• WMATA to replace missing end approach cover board at A2-547+30.• WMATA to repair ETS Box at A1/A2-531+40.• WMATA to repair ETS Box at A1/A2-523+35.• WMATA to mitigate severe rail surface defects found at A2-516+00.• WMATA to replace missing end approach cover board at A2-516+00.• WMATA to mitigate severe rail surface defects found at A2-515+80.• WMATA to mitigate loose bolts at A2- 544+30 LR.• WMATA to replace missing bolt in rail end at A2-537+50 LR.• WMATA to mitigate loose bolts found at A2-534+40 RR.• WMATA to mitigate loose bolts found at A2-528+90 RR.• WMATA to mitigate loose bolts found at A2-528+40 RR.• WMATA to mitigate blocked water drains in floating slab track at A2-499+00.• WMATA to mitigate blocked/clogged basket drain at center of main track drain found at A2-497+40.• WMATA to replace/repair inoperable ETS Box found at A2-488+60.		



A2-551+40- Track Circuit / Impedance Bond with frayed/missing insulation on negative power return cables (insulation is missing on cables with exposed/frayed wires- 1000 mil cable)



A2-515+80- Severe rail surface defects (spalling) from vertical track deflection (Location- wood tie transition to DF aerial transition)



A2-537+50 LR- Suspended rail joint with missing bolt in rail end (this is a 4- bolted suspended joint, where 1- bolt is only holding at one rail end- there is also a rail head surface defect at the joint causing severe pounding to the DF aerial structure)



A2-516+00 LR- Severe rail surface defects (spalling) from vertical track deflection (Location-wood tie transition to DF aerial transition)



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160617-WMATA-TW-1		
	2016	06	17				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Office of Track and Structures	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				[REDACTED]
Inspection Location	Orange, Blue and Silver line Stations affected by Surge #2						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-GEN-OBS					
Inspection Units	0					
Inspection Subunits	0					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

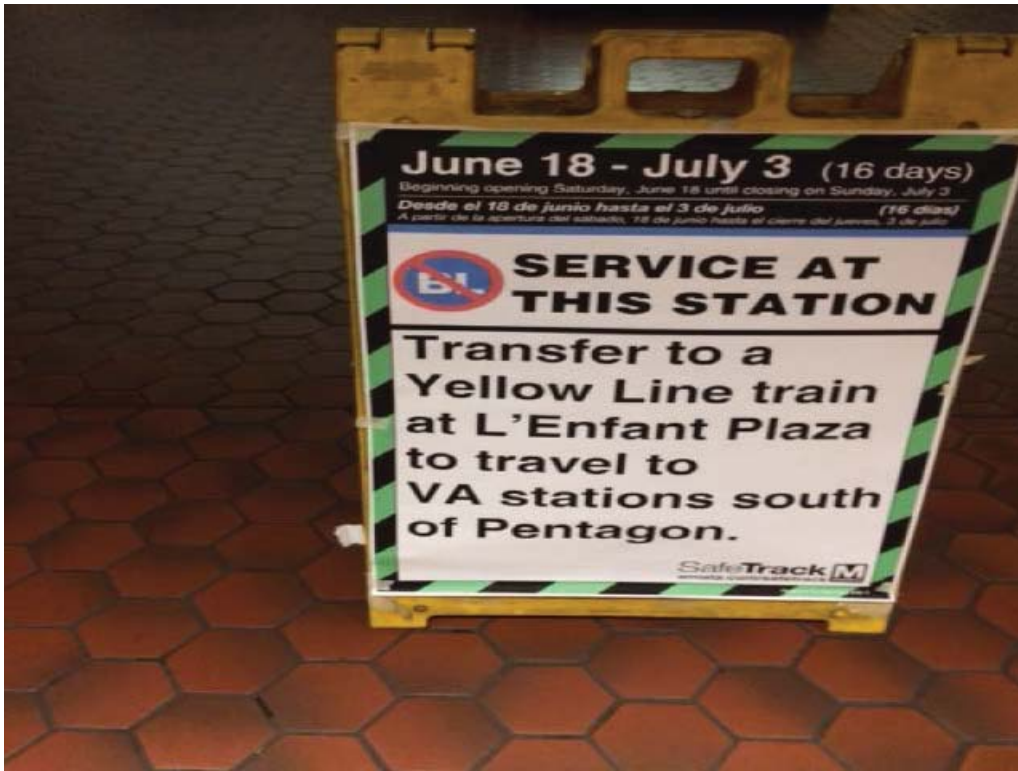
Activity Summaries

Inspection Activity #	1	Inspection Subject	Pre-Surge #2 Inspection of Orange, Blue & Silver line stations				Activity Code		OPS	GEN	OBS
Job Briefing Employee Name/Title	None		Accompanied Inspector?	No	Out Brief Conducted	No	Time	0830-1130	Outside Shift	No	
Related Reports	Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	SafeTrack Surge #2										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
									Yes		
Line(s)	Orange, Blue & Silver Lines	Track Number		Chain Marker and/or Station(s)	From			To			
					Eastern Market Station			Minnesota Station			
					Benning Road Station			Stadium Armory Station			
					Rosslyn Station						
Vehicles	Head Car Number	Number of Cars		Equipment							
Description	FWSO Inspectors conducted a pre-surge #2 inspection of Orange, Blue and Silver line stations affected by the upcoming line segment shutdown from June 18 thru July 3 rd . The Rosslyn and Arlington Cemetery SafeTrack closures are not shown on the widely seen SafeTrack plan. There may be some surprises in the segment of the metrorail system.							Number of Defects		0	
								Recommended Finding?		0	
								Remedial Action Required?		No	
								Recommended Reinspection?		No	

Inspector in Charge - Signature	TERRELL A WILLIAMS	Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.06.17 13:56:37 -04'00'	Date 6/17/2016
Inspector in Charge - Name Terrell Williams	Inspection Team Terrell Williams		



	<p>Below are observations of each station;</p> <p>Eastern Market</p> <ul style="list-style-type: none">• Several SafeTrack announcements are displayed on the mezzanine level outside the Station Managers kiosk.• On-street parking available for additional buses on Pennsylvania Ave.• Station announcements are making customer aware of the station closures starting on June 18th. <p>Stadium Armory</p> <ul style="list-style-type: none">• Several SafeTrack announcements are displayed on the mezzanine level outside the Station Managers kiosk.• Has bus depot outside Stadium Armory station allowing plenty of on-street parking available for additional buses.• Station announcements are making customer aware of the station closures starting on June 18th. <p>Benning Road</p> <ul style="list-style-type: none">• Several SafeTrack announcements are displayed on the mezzanine level outside the Station Managers kiosk.• Additional buses will be challenged to move around this station as there is limited space for passengers to board.• Station announcements are making customer aware of the station closures starting on June 18th. <p>Minnesota Avenue</p> <ul style="list-style-type: none">• Several SafeTrack announcements are displayed on the mezzanine level outside the Station Managers kiosk.• This station serves as a bus depot, thus is capable of handling additional buses and passengers during the shutdown period. <p>Rosslyn</p> <ul style="list-style-type: none">• A special SafeTrack chart is plastered on 2 locations in the station announcing alternate means to get to Virginia stations. See attached picture. However, the Rosslyn and Arlington Cemetery closures are not shown on the widely seen SafeTrack plan.• Rosslyn serves as a bus depot for ART and thus should be able to accommodate additional buses for the shutdown.• Station announcements are making customer aware of the station closures starting on June 18th.		
Remedial Action	WMATA should make available the same resources used at Ballston and East Falls Church during Surge #1 which included additional Station Managers, Operations staff with blow horns, Platform Ambassadors with purple vests and college students handing out materials.		



Signs posted at two locations at the Rosslyn metro station the day before Surge #2



Limited parking and bus turn around area at Benning Road metro station.



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160619-WMATA-RPM-1		
	2016	06	19				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Maintenance and Production
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	K-Line – Track #1 – Ballston (K04) – EFC (K05)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK – RWP – OBS	TRK – GEN - OBS				
Inspection Units	1	1				
Inspection Subunits	2	1				
Defects (Number)	1	13				
Recommended Finding	No	No				
Remedial Action Required	Yes	Yes				
Recommended Reinspection	Yes	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject			Roadway Worker Protection – Job Safety Briefing and On-Site Observations			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Track Unit #634			Accompanied Inspector?	Yes	Out Brief Conducted	Yes – via email	Time	0700 – 1115	Outside Shift	Yes	
Related Reports	20160611 – WA – 1			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM											
	MSRPH											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X							X	X			
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)	From		To					
					K1 CM 283+55		K1 CM 409+04					
Vehicles	Head Car Number		Number of Cars		Equipment							
Description	Roadway Worker Protection: <ul style="list-style-type: none">The briefing was provided by Track Unit #634 - the briefing was appropriate for our inspection activities.							Number of Defects		1		
								Recommended Finding?		No		
								Remedial Action Required?		Yes		

Inspector in Charge - Signature

WINSLOW L. POWELL

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FAHQ, cn=WINSLOW L. POWELL
Date: 2016.06.23 10:17:17 -0400

Date

Inspector in Charge – Name
Terrell Williams

Inspection Team
Robert Maniuszko



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	<ul style="list-style-type: none"> Train Approach Warning was our method of protection Hazards were discussed as well We were also accompanied by SAFE 19 during the walk and inspection. <p>Observations:</p> <ul style="list-style-type: none"> During the walk it appeared that some revenue trains may not have heard the announcement from ROCC that trains were to slow to 35mph and dim their lights due to workers on the tracks between EFC and Ballston. SAFE 19 radioed the ROCC and asked for an additional announcement. Train operators appeared to be paying attention to the hand signals provided by Track Unit #634. One train stopped and requested through ROCC that the roadway work group give the appropriate proceed signal. FWSO did not observe an incorrect signal from the escort but was encouraged to see train operators that were alert and cautious. Radio communication was clear and repeat-backs were as required. 	Recommended Reinspection?	Yes
Remedial Action	WMATA should encourage RAIL QA and SAFE to conduct an audit of train speeds through work areas where roadway workers are present, since FWSO and SAFE personnel have observed trains that appear to be exceeding the 35 mph speed restriction through the work areas.		

Inspection Activity #	2	Inspection Subject	Work Zone inspection observations				Activity Code	TRK	GEN	OBS						
Job Briefing Employee Name/Title	Track Unit #634			Accompanied Inspector?	Yes	Out Brief Conducted	Yes – via email	Time	0700 – 1115	Outside Shift	Yes					
Related Reports	20160611 – WA – 1			Related CAPS / Findings												
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard			Other / Title		Checklist Reference						
	MSRPH															
	TRST 1000															
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
	X							X	X							
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)	From				To							
					K1 CM 283+55				K1 CM 409+04							
Vehicles	Head Car Number		Number of Cars		Equipment											
Description	<p>Key Points:</p> <ul style="list-style-type: none"> 30 mph speed restriction was put on the tracks by SAFE 19 for a rail end mismatch with a weld that was not completely ground. This was located at K1 CM 329+00. SAFE 19 worked through ROCC to impose the manual restriction. The ERT team was contacted to grind the weld. FWSO noted that the ERT team was on-site and working when inspector departed the work site. At K1 CM 371+00 two third rail return cables on the field side of the running rails was observed to be sticking up in a loop approximately 10" high. The third rail shoe assembly of passing trains barely missed contacting the cables. SAFE 19 reported the item to ROCC and MOC to have ATC come and correct the condition. A persistent condition exists that does not have inspection criteria within the WMATA 1000 Track Maintenance & Inspection Manual. Figure 7-4, Standard Boring and Spiking Pattern, Pandrol Lag Configuration does not include a reference diagram for the tie plates being used See figure 1 below) on the newly installed ties. The inspectors noted that WMATA was only using two screw spikes on each plate along with one cut spike in the center hole. This pattern was repeated on every new tie whether tangent, spiral or curve. FWSO inspector noted this in the 20160611-WA-1 report as well. The detail provided does not illustrate the actual plate being used but direct observation does not indicate that four (4) screw spikes were used in 						Number of Defects		13							
							Recommended Finding?		No							
							Remedial Action Required?		Yes							
							Recommended Reinspection?		Yes							



	<p>any of the curves. Follow-up is needed with WMATA TRST pertaining to this observation. It should be noted that there were at least four different lagging patterns observed in the work area. WMATA should consider revising the TRST 1000 illustration to capture the new plate.</p> <ul style="list-style-type: none">Between K1 CM 287+00 - K1 CM 291+80 the fasteners on the high rail were not replaced. FWSO will follow-up with TRST to determine when these fasteners will be replaced. <p>General Observations:</p> <ul style="list-style-type: none">At K1 CM 288+00 the third rail joint bar is missing a bolt and the other bolt is not the correct size for the joint.K1 CM 319+00 - Chain Marker sign is laying on the ground between the third railK1 CM 336+90 - the third rail return cable, noted on previous reports appears to have been repaired using a shrink sleeve with a sealant. FWSO to follow-up with engineering as to the adequacy of this sleeve to insulate the cable properly.K1 CM 361+50 - noted two (2) third rail stub up cables with the same shrink sleeve as indicated above. A follow-up with engineering at WMATA as to the adequacy of using this sleeve to insulate the cable properly is needed.K1 CM 362+30 - there is electrical tape wrapped around the third rail feeder cable - is this appropriate?K1 CM 392+10 - third rail expansion joint is using the incorrect bolts to secure the joint. The joint is using threaded bolts that have been cut to fit and an anodized bolt as well. Is this the standard?At Gate ID K1-393 the IDW cable is different than all of the others - will this be a permanent change?From K1 CM 394+00 to K1 CM 402+00 there is a large amount of materials (banding iron, metal plates, ties, etc) - all of this should be cleaned.The end approach at K05-02 signal is significantly worn and should be looked at by TRST for replacement		
Remedial Action	<ul style="list-style-type: none">WMATA should consider revising the TRST 1000 illustration to capture the new plate.Between K1 CM 287+00 - K1 CM 291+80 the fasteners on the high rail were not replaced. FWSO will follow-up with TRST to determine when these fasteners will be replaced.WMATA to replace bolt missing and incorrect sized bolt in third rail bar at K1 CM 288+00.WMATA to repair chain marker sign at K1 CM 319+00.WMATA to clear materials found at K1 CM 394+00 to K1 CM 402+00.WMATA to mitigate worn end approach at K05-02 signal, and replace if necessary.		

Field Sketch:

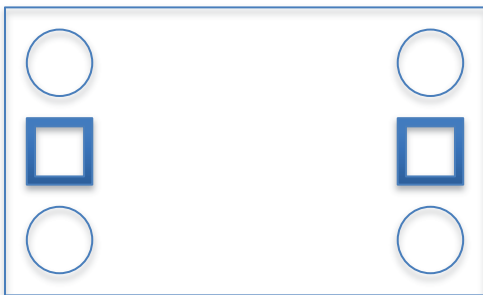


Figure 1 - Tie Plate Configuration on all new ties - Note: that the round holes are for screw spikes while the squares are for cut spikes



Photos:



Figure 2 - K1 CM 392+10 - incorrect bolts in the third rail expansion joint



Figure 3 - K1 CM 336+90 - third rail return cable with shrink wrap - requesting engineering check



Figure 4 - K1 CM 371+00 - 10" high return cables on field side of rail



Figure 5 - K1 CM 329+00 - Mismatched rail ends - unfinished weld



Figure 6 - Tie Plate Configuration - note two screw spikes and one cut spike



Figure 7 - Tie plate configuration on existing ties - note 4 screw spikes and 2 cuts spikes



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160620-WMATA-RPM-1		
	2016	06	20				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST Power	Sub- Department	Production and Maintenance
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D & G Junction SAFE Track work zone						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	2	1				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject			Roadway Worker Protection – Job Safety Briefing and Job Site Observations			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Track Unit #6047 SAFE #20			Accompanied Inspector?	No	Out Brief Conducted	Yes – via email	Time	0400 – 0715	Outside Shift	Yes	
Related Reports				Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM											
	MSRPH											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X									X		
Line(s)	D & G	Track Number	All Tracks	Chain Marker and/or Station(s)	From		To					
					D-Line 159+00		308+00					
					Junction		G-Line 311+52					
Vehicles	Head Car Number		Number of Cars		Equipment							
Description	• Briefing was received at D&G Junction from unit #6047							Number of Defects		0		

Inspector in Charge - Signature		WINSLOW L. POWELL <small>Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L. POWELL Date: 2016.06.23 10:18:17 -04'00'</small>	Date
Inspector in Charge – Name	Inspection Team		
Terrell Williams	Robert Maniuszko		



United States Department of Transportation
Federal Transit Administration

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	<ul style="list-style-type: none"> The briefing was very comprehensive Red Tags - 2016170502A and 2016170504A were in place MSRPH Rule - 4.24.2 was the rule of the day - rule pertained to Crane Operators daily inspection responsibilities Communication is on OPS 12 Mobile Command was the RWIC and is located at Stadium Armory Inaccessible Track (IT) was the form of protection D-Line Limits were CM159+00 - CM308+00 G-Line Limits - Track 1 - CM311+65, Track 2 - CM311+52 Discussion of all hazards and hot spots Numerous Roadway Maintenance Machines in the work area PG Hospital is the closest hospital Special focus on backpacks covering the X on the vest - workers were told to carry their backpacks. PPE and RWP Badges were checked prior to accessing the site Red Wrist Bands were distributed. 	Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	General Observations – Walking Inspection					Activity Code	TRK	GEN	OBS
Job Briefing Employee Name/Title	See Activity #1			Accompanied Inspector?		Out Brief Conducted		Time		Outside Shift	
Related Reports				Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference		
	MSRPH										
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X									X	
Line(s)	D & G	Track Number	All Tracks	Chain Marker and/or Station(s)	From			To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	General Comments:						Number of Defects		0		
	<ul style="list-style-type: none"> There was no observed work activities at the time due to a shift change and the union "pick" day. Workers began returning to the work area at approximately 0700. It should be noted that the observations included below are probably covered in the scope of work activities for the site. No exceptions were taken during this walk and a scope of the planned work activities was requested from TRST. General Observations: <ul style="list-style-type: none"> D1 CM271+00 - third rail jumper cables were being laid out in the third rail gap at the interlocking. FWSO to follow up with WMATA if this is permanent or temporary - why no ducts or covers? ETS box D75 - liquid tight is installed between the track 1&2 boxes, tie wrapped to the handrail and bridging the span between the two tracks. Is this temporary? D2 262+00 - 3rd rail expansion joint jumper cables are lying directly on the ground - will they be supported by kindorf? D2 260+50 - Drain is clogged - is drain cleaning a part of the project? D2 260+30 - third rail composite rail joint bar appears to have been struck by a third rail shoe. Will WMATA be checking third rail alignment as part of the project? D1 261+90 - two fasteners are on top of a broken grout pad and are 						Recommended Finding?		No		
							Remedial Action Required?		Yes		



	<p>deteriorated - will they be replaced as part of the project?</p> <ul style="list-style-type: none">• WMATA Flat Car 514 has a large plastic storage tank mounted to it. The tank is not marked as to the contents - should the tank have proper labeling applied?• D1 271+00 - the end approach appears to be heavily worn - will this be replaced as part of the project.• At 271+00 a scaffold is being installed. The scaffold is suspended below the bridge from steel beams that span the aerial structure separation. WMATA SAFE will return to take a look at the scaffold and whether fall protection considerations have been implemented.• On the shore below the aerial structure is a "Rescue Boat" - the boat had a life ring but no apparent means of propulsion such as a motor or oar. The presence of the boat is a positive observation. FWSO to inquire about the plan of use and propulsion of the boat? <p>Noted the following ongoing work:</p> <ul style="list-style-type: none">• New fasteners being installed D1 256+90• New grout pads being installed D1 255+60• Majority of the RMM's were chocked and secured by handbrake• WSAD's were in place and calibration dates were proper		
Remedial Action	WMATA to follow-up with a scope of work and information on items noted above at D1 CM271+00, ETS box D75, D2 262+00, D2 260+50, D2 260+30, D1 261+90, WMATA Flat Car 514, D1 271+00 and the Rescue Boat being utilized below the aerial structure.		

Photos:

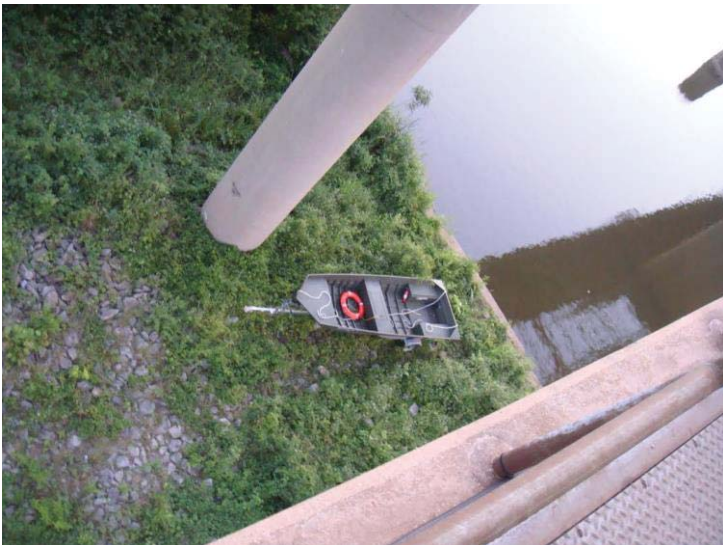


Figure 1 - Rescue Boat located around CM271+00



Figure 2 - New Fasteners ready for installation - track 1



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160621-WMATA-MRV-1		
	2016	06	21				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	SafeTrack Surge 2-D&G Junction						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK – RWP – OBS	TRK – GEN - OBS				
Inspection Units	1	1				
Inspection Subunits	2	1				
Defects (Number)	0	5				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Track Unit #6031					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000-1230	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X									X				
Line(s)	D-Line	Track Number	1 and 2	Chain Marker and/or Station(s)	From		To							
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	Job safety briefing was conducted by Track Unit #6031. The FWSO was also escorted by SAFE Officers [REDACTED] and [REDACTED]. The briefing was comprehensive and appropriate for this walking inspection. Inaccessible Track was our method of protection. WMATA has established mobile command center for the entire workzone at Stadium-Armory. WMATA had established uniform job safety briefing checklist to ensure all details are covered							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

Inspector in Charge - Signature		WINSLOW L. POWELL <small>Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L. POWELL Date: 2016.06.23 09:41:49 -04'00'</small>	Date
Inspector in Charge – Name	Inspection Team		
Terrell Williams	Mike Vitale		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	and established radio channel to be used for workzone communications, Ops 12. Upon receiving and signing off on briefing, all employees and contractors are issued wristband for easy identification of personnel who have received the briefing. WMATA has established a briefing point at each entrypoint to the workzone.		
Remedial Action	None		

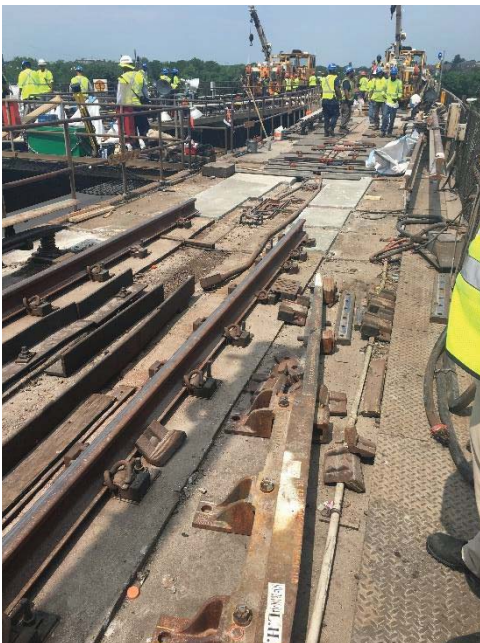
Inspection Activity #	2	Inspection Subject	Work zone inspection D&G Junction					Activity Code	TRK	GEN	OBS
Job Briefing Employee Name/Title	SAFE Officers Robinson and Suggs			Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1230	Outside Shift	No
Related Reports				Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference		
	TRST 1000										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X										X
Line(s)	D-Line	Track Number	1 and 2	Chain Marker and/or Station(s)	From			To			
					D&G Junction			Portal			
Vehicles	Head Car Number	Number of Cars			Equipment						
Description	<p>FWSO walked the SafeTrack Surge #2 workzone from the D&G Junction to the portal at Stadium-Armory. WMATA is undertaking a massive rebuild in this location across multiple disciplines to include the following items observed by FWSO during the walk:</p> <ul style="list-style-type: none"> • Interlocking replacement • Traction power cable replacement • Fastener renewal • ATC maintenance • Grout pad replacement <p>During the walk, FWSO noted many defects in need of repair that fit into these areas, as work progresses FWSO will follow-up to ensure completed areas are in compliance with WMATA's own track and systems maintenance standards. In addition to these items, FWSO noted several loose catwalk panels that should be secured as part of the maintenance surge.</p> <p>FWSO continued to monitor previous issues from SafeTrack Surge #1 related to RMM storage and workzone cleanliness. WMATA properly chocked all RMMs in the workzone, and has provided large bags to collect debris generated by workzones. However, in other areas of the shutdown there is debris restricting passage in safety walks.</p> <p>FWSO noted exposed ductwork and cable boots for traction power work currently in progress. WMATA should ensure that these items are appropriately sealed to protect system components from contaminants prior to completing the work.</p> <p>WMATA has established a rest area underneath the D&G Interlocking with work occurring overhead. There is no netting or signage installed on the aerial structure to indicate that there could be personnel below. WMATA must ensure either through netting, signage, or inclusion in safety briefing, that this area is protected from falling debris.</p> <p>During FWSO's visit, severe weather was in the forecast for the afternoon. FWSO clarified that the mobile command center is monitoring the weather while work is being performed on the aerial structure and will instruct employees to clear prior to severe weather approaching. WMATA must clarify where the shelter locations</p>						Number of Defects		5		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		



	<p>are for the D&G junction to ensure employees are safe during severe weather.</p> <p>Finally, FWSO noted that WMATA is providing water and gatorage to employees due to the excessive heat. WMATA must continue to ensure that there are fluids available and that break periods are provided as needed during hours with high temperatures and humidity.</p>		
Remedial Action	<ul style="list-style-type: none">• WMATA must ensure that safety catwalk panels are secured prior to completing SafeTrack Surge #2• WMATA should ensure that duct work and cables are appropriately sealed to protect system components from contaminants prior to completing installation.• WMATA must ensure, either through netting, signage, or inclusion in safety briefing, that the employee rest area is protected from falling debris.• WMATA must clarify where the shelter locations are for the D&G junction to ensure employees are safe during severe weather.• WMATA must continue to ensure that there are fluids available and that break periods are provided as needed during hours with high temperatures and humidity.• WMATA must continue to emphasize cleanliness in the workzone to mitigate tripping hazards.		

Photos:

Interlocking Replacement in progress



Boots sealed with Duct Tape



Exposed cables under aerial structure



Employee rest area under D&G Junction



Wristband provided to briefed personnel



Debris in work zone



Properly Chocked Vehicle



Access point to D&G midway between end of working limits and portal





Walkway to be secured





Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160621-WMATA-RPM-1		
	2016	06	21				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail	Sub- Department	Rail Operations
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Friendship Heights - platform						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS – GEN – OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	2					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject					SOP #40 – Trailing Car Cab Configuration			Activity Code		OPS	GEN	OBS
Job Briefing Employee Name/Title	N/A					Accompanied Inspector?	N/A	Out Brief Conducted	Yes – via email	Time	0915 – 1000	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	Permanent Order T-16-09		SOP #40											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X								X					
Line(s)	A-Line	Track Number	1	Chain Marker and/or Station(s)	From				To					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Inspector observed 15 trains for compliance with the trailing cab door configuration as described in SOP#40. The following rear car numbers were observed. The two that are underlined and in bold were non-compliant. 3119, <u>6120</u> , <u>3259</u> , 2060, 4051, 3008, 5143, 5036, 4011, 3052, 3245, 4049, 5102,								Number of Defects		2			
									Recommended Finding?		No			
									Remedial Action Required?		No			
									Recommended Reinspection?		No			

Inspector in Charge - Signature

WINSLOW L. POWELL

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L. POWELL
Date: 2016.06.23 09:48:04 -04'00'

Date

Inspector in Charge – Name
Terrell Williams

Inspection Team
Robert Maniuszko



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	5004 – all trains were inbound. Observation of an outbound train with last car 7010 was also compliant. Inspector spoke with [REDACTED] via phone to share observations.		
Remedial Action	No		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160621-WMATA-RPM-2		
	2016	06	21				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST, SMNT	Sub- Department	Maintenance and Production and Power
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Red Line – Track 1 – Friendship Heights – Bethesda						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK – RWP – OBS	TRK – GEN - OBS				
Inspection Units	1	1				
Inspection Subunits	2	1				
Defects (Number)	0	14				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject				Roadway Worker Protection Briefing and Field Observations			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Track Unit #687 SAFE Unit #202				Accompanied Inspector?	Yes	Out Brief Conducted	Yes – via email	Time	1000 – 1315	Outside Shift	No	
Related Reports					Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM												
	MSRPH												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X								X				
Line(s)	A-Line	Track Number	1	Chain Marker and/or Station(s)	From				To				
					A1 CM 305+00				A1 CM 388+00				
Vehicles	Head Car Number		Number of Cars		Equipment								

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L. POWELL Date: 2016.06.23 09:49:10 -0400		Date
Inspector in Charge – Name		Inspection Team				
Terrell Williams		Robert Maniuszko				



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	Job safety briefing was conducted by Track Unit #687. The FWSO team was also escorted by SAFE Unit #202. The briefing was comprehensive and appropriate for this walking inspection. Train approach warning was our method of protection. ROCC made the necessary announcements to trains. It should be noted that SAFE #202 requested additional announcements as well. The escort prepared for the two restricted view areas by walking ahead of the group to provide ample time for the group to clear.				Number of Defects	0
					Recommended Finding?	No
					Remedial Action Required?	No
					Recommended Reinspection?	No
Remedial Action	None					

Inspection Activity #	2	Inspection Subject	Track Inspection and Follow-up inspection track 1 from Friendship Heights to Bethesda				Activity Code	TRK	GEN	OBS	
Job Briefing Employee Name/Title	Track Unit #687		Accompanied Inspector?	Yes	Out Brief Conducted	Yes – via email	Time	1000 – 1315	Outside Shift	No	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A-Line	Track Number	1	Chain Marker and/or Station(s)	From			To			
					A1 CM 305+00			A1 CM 388+00			
Vehicles	Head Car Number		Number of Cars		Equipment						

Description	<p>General Comment:</p> <ul style="list-style-type: none">Progress has been made in this section of track.The upcoming effort in this area should address the remaining items.The areas where the majority of issues exist are all related to clogged drains, mud and water intrusion. <p>Key Items:</p> <ul style="list-style-type: none">A track inspection is needed in the area of A1 CM 374+80 - Right Rail - field side. There are at least eight fasteners that are corroded. These plates offer no stability on the field side of the rail. Pandrol clips are missing or corroded.A previous report identified the following area - A1 CM 385+00 - A1 CM 387+50 as having 4 missing pandrol clips in a row. The clips are still missing.At A1 CM 322+50 - a tie plate is missing causing approximately 60" of unsupported railAt A1 CM 349+00 - the area is wet and the left rail has a suspended joint for approximately 42" with approximately 7' between good fasteners.A1 CM 305+00 - Loose bolt in the left railFrom A1 329+00 to A1 CM 334+50 - portable radio did not work - OPS1 only "bonked"A1 CM 307+50 - Joint bar has a loose bolt <p>General Observations:</p> <ul style="list-style-type: none">Drain Cover at A1 CM 305+10 has multiple holes and missing slats causing a trip hazardETS Box A91 - no handleA1 CM 342+40 - mud piled under third rail				Number of Defects	14
					Recommended Finding?	No
					Remedial Action Required?	Yes
					Recommended Reinspection?	Yes



	<ul style="list-style-type: none">• A1 CM 345+00 - running rail surface defect - appears to be head checking• A1 CM 374+00 - clogged drain• A1 CM 377+80 Drain clogged• A1 CM 381+00 - cannot read chain marker and the drain is clogged with mud		
Remedial Action	<ul style="list-style-type: none">• WMATA to mitigate eight corroded fasteners, instable plates, and missing/corroded Pandrol clips found in the area of A1 CM 374+80.• WMATA to mitigate four missing Pandrol clips at A1 CM 385+00 - A1 CM 387+50, that were identified in a previous inspection report but not addressed.• WMATA to replace tie plate at A1 CM 322+50.• WMATA to mitigate wet and suspended joing on the left rail at A1 CM 349+00.• WMATA to tighten lose bolt in the left rail at CM 305+00.• WMATA to assess radio coverage at A1 329+00 to A1 CM 334+50.• WMATA to tighten loose bolt at CM 307+50.• WMATA to mitigate tripping hazard and holes/missing slats in the drain cover at A1 CM 305+10.• WMATA to replace handle on ETS Box A91.• WMATA to remove mud under third rail at A1 CM 342+40.• WMATA to mitigate running rail surface defect at A1 CM 345+00.• WMATA to unclog drains at A1 CM 374+00, A1 CM 377+80 and A1 CM 381+00.		

Photos:



Figure 1 - A1 CM 381+00 - drain cover fouled with mud - similar conditions at other noted drains covers



Figure 2 - A1 CM 349+00 - unsupported joint



Figure 3 - Drain cover at A1 CM 305+10



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160622-WMATA-MKD-1		
	2016	06	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track & Structures	Sub- Department	Track Inspection
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Track Geometry Vehicle – Orange Line from the K-05 (East Falls Church Station) to K-04 (Ballston) conducting Track Geometry testing on #1 track.						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-TGV-OBS	TRK-TGV-OBS				
Inspection Units	1	1				
Inspection Subunits	2	2				
Defects (Number)	12	14				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Track Geometry Testing			Activity Code		TRK	TGV	OBS
Job Briefing Employee Name/Title	[REDACTED]/RWIC Level 4					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200 to 0430	Outside Shift	Yes	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	TRST 1000													
	Safe Track													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		X	x					
Line(s)	K-05 to K-04 (Orange)		Track Number	1	Chain Marker and/or Station(s)	From			To					
						K1 405+00			K1 288+00					
Vehicles	Head Car Number		Number of Cars		Equipment	Track Geometry Vehicle (TGV)								
	N/A													
Description	FWSO accompanied the TGV/UT inspection team during its Track Geometry (TGV) testing on the Orange Line from K-05 (East Falls Church Station) to K-04 (Ballston-MU) testing on #1 track. WMATA conducts Track Geometry testing of its entire rail system a minimum of four (4) times a year. The TGV is capable of performing both track geometry and UT testing at the same time; however, each test was conducted individually thru this Safe Track area.										Number of Defects		12	
											Recommended Finding?		Yes	
											Remedial Action Required?		Yes	
											Recommended Re-inspection?		Yes	

Inspector in Charge - Signature

MEDENIA DASHIELL

Digitally signed by MEDENIA DASHIELL
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL
Date: 2016.06.23 16:29:10 -0400

Date

06/23/2016

Inspector in Charge – Name

Inspection Team

Medenia K. Dashiell

Medenia K. Dashiell



		<p>From June 4 to 16, 2016, WMATA has conducted its Safe Track maintenance program on the K Line between East Falls Church and Ballston-MU stations respectively. The TGV operated over these areas as a follow up to this maintenance program and two items of significance were notable and cited – Excess Elevation and Narrow Gage. Excess Elevation, was notable but did not fall into the red or black defective categories.</p> <p>Each defective black or red item was/must now be field verified by the TGV crew per the instructions of TGV management as of the start of the Safe Track initiative.</p> <p>There were 12 Narrow Gage defects found with two (2) cited as black defects (below 56 inches and circled on the inspection report); the other 10 locations were cited as red defects. WMATA management was notified but the track was not taken out of service.</p> <p>This significance of these defective items, as noted by FWSO, is that they were created and/or built into the track structure by the contractor performing the Safe Track maintenance work within these areas.</p>									
Remedial Action		WMATA should consistently re-inspect the maintenance work performed by its contractors for Quality Assurance in accordance to its TRST 1000 maintenance standards.									
Inspection Activity #	2	Inspection Subject	Track Geometry Testing				Activity Code	TRK	TGV	OBS	
Job Briefing Employee Name/Title	Please See Above		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200 to 0430	Outside Shift	Yes	
Related Reports		Related CAPS / Findings									
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	Safe Track										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		X	X		
Line(s)	K-08 (Orange)	Track Number	1	Chain Marker and/or Station(s)	From			To			
					K1 783+00			K1 767+00			
Vehicles	Head Car Number		Number of Cars		Equipment	Track Geometry Vehicle (TGV)					
	N/A										
Description	<p>FWSO accompanied the TGV/UT inspection team during its Track Geometry and Ultrasonic (UT) testing on the K line (Orange). The initial scope of work was to conduct both tests from K-05 (East Falls Church Station) to K-04 (Ballston-MU) on #1 track, and only the Track Geometry from K 08 (Vienna-Fairfax/GMU) to C 05 (Rosslyn).</p> <p>14 defects were cited at K 08 (Vienna-Fairfax/GMU) and three (3) were black out of service locations. The track was taken out of service and ROCC was notified of the conditions.</p> <p>Each defective black or red item was/must now be field verified by the TGV crew per the instructions of TGV management as of the start of the Safe Track initiative.</p> <p>There was not a chase team assigned to accompany this inspection; chase team and supervisor had to be called to the location. Upon arrival, the TGV crew informed them of the defective locations and the inspection was concluded.</p>						Number of Defects		14		
							Recommended Finding?		Yes		
							Remedial Action Required?		Yes		
							Recommended Re-inspection?		Yes		



	<p>In total, 26 narrow gage defects were cited and field verified by the TGV crew. The full inspection criteria could not be conducted because of the timeliness it took to perform the field verifications by the TGV crew. The crew stated that it now takes them twice as long to complete an assigned inspection line (up to four additional inspections) where they could usually complete an inspection in one operation without stopping.</p>		
Remedial Action	<p>Recommendations: FWSO recommends the following for remedial actions:</p> <ul style="list-style-type: none">• Assign chase crew and supervisor to the TGV to do field verifications to eliminate the timeliness it takes from the TGV crew to conduct continuous inspections• Assign the TRST supervisor responsible for the inspection territory to the TGV car for that run so that he can immediately schedule corrective/remedial actions per the results cited from the TGV survey reports• Have QA to re-inspect TGV survey findings prior to the next scheduled survey to assure that deficiencies previously found have been corrected to eliminate repetitive findings.		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information


Inspection Date	YYYY	MM	DD	Report Number	20160622-WMATA-MKD-2		
	2016	06	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track & Structures	Sub- Department	Track Inspection
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Track Geometry Vehicle – Orange Line from the K-05 (East Falls Church Station) to K-04 (Ballston) conducting Ultrasonic Track testing on #1 track.						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-UT-RC	TRK-UT-OBS				
Inspection Units	1	1				
Inspection Subunits	2	2				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Rules Compliance				Activity Code		TRK	TGV	RC
Job Briefing Employee Name/Title	/RWIC Level 4		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200 to 0430	Outside Shift	Yes	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH	3.87.1, 3.122, 3.67,									
	Safe Track	SOP #23.5.5.3									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		X	x		
Line(s)	K Line (Orange)	Track Number	1	Chain Marker and/or Station(s)	From		To				
					K1 405+00		K1 288+00				
Vehicles	Head Car Number		Number of Cars		Equipment	Track Geometry Vehicle (TGV/UT)					
	N/A										
Description	FWSO team monitored the Track Geometry Vehicle/UT crew and their compliance with MSRPH rules: 3.87.1 – sounding of horns when exiting or entering tunnels 3.122 – sounding of the horn in short blasts when operated against the normal direction of traffic							Number of Defects		0	
								Recommended Finding?		No	
								Remedial Action Required?		No	
								Recommended Re-inspection?		No	

Inspector in Charge - Signature		 Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.06.23 16:53:14 -04'00'	Date
Inspector in Charge – Name			06/23/2016
Medenia K. Dashiell		Inspection Team	



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	SOP #23 – 23.5.5.3 – Class II operators shall sound horns through stations.													
	No deficiencies were noted.													
Remedial Action	N/A													
Inspection Activity #	2	Inspection Subject	Track Ultrasonic (UT) Testing					Activity Code	TRK	UT	OBS			
Job Briefing Employee Name/Title	Please See Above			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200 to 0430	Outside Shift	Yes			
Related Reports				Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference					
	TRST 1000													
	Safe Track													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		X	X					
Line(s)	K Line (Orange)	Track Number	1	Chain Marker and/or Station(s)	From			To						
					K1 405+00			K1 288+00						
Vehicles	Head Car Number	Number of Cars			Equipment	Track Geometry Vehicle (TGV/UT)								
	N/A													
Description	FWSO accompanied the TGV/UT inspection team during its Track Geometry (TGV) testing on the Orange Line from K-05 (East Falls Church Station) to K-04 (Ballston-MU) testing on #1 track. WMATA conducts Ultrasonic (UT) testing of its entire rail system a minimum of two (2) times a year. The TGV is capable of performing both track geometry and UT testing at the same time; however, each test was conducted individually thru this Safe Track area. No exceptions taken.							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Re-inspection?		No				
Remedial Action	Recommendations:													



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160623-WMATA-MRV-1		
	2016	06	23				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		
Inspection Location	SafeTrack Surge 2-D&G Junction						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK – RWP – OBS	TRK – GEN - OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	9				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Track Unit #334					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1200-1600	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X									X				
Line(s)	D-Line	Track Number	1 and 2	Chain Marker and/or Station(s)	From		To							
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	Job safety briefing was conducted by Track Unit #334. The FWSO was also escorted by SAFE Unit 206. The briefing was comprehensive and appropriate for this walking inspection. Inaccessible Track was our method of protection. WMATA has established mobile command center for the entire workzone at Stadium-Armory. WMATA had established uniform job safety briefing checklist to ensure all details are covered							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

Inspector in Charge - Signature	TERRELL A WILLIAMS		Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTA HQ, cn=TERRELL A WILLIAMS Date: 2016.07.19 10:03:09 -04'00'	Date 06/23/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Mike Vitale			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	and established radio channel to be used for workzone communications, Ops 12. Upon receiving and signing off on briefing, all employees and contractors are issued wristband for easy identification of personnel who have received the briefing. WMATA has established a briefing point at each entrypoint to the workzone.		
Remedial Action	None		

Inspection Activity #	2	Inspection Subject	Work zone inspection - D&G Junction to Potomac Ave.				Activity Code	TRK	GEN	OBS							
Job Briefing Employee Name/Title	SAFE Unit 206			Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1200-1600	Outside Shift	No						
Related Reports				Related CAPS / Findings													
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference								
	TRST 1000																
	MSRPH																
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A						
	X								X	X							
Line(s)	D-Line	Track Number	1 and 2	Chain Marker and/or Station(s)	From			To									
					D&G Junction			Potomac Ave									
Vehicles	Head Car Number		Number of Cars		Equipment												
Description	<p>FWSO walked the SafeTrack Surge #2 workzone from the D&G Junction to Potomac Avenue Station. WMATA is undertaking a massive rebuild in this location across multiple disciplines to include the following items observed by FWSO during the walk:</p> <ul style="list-style-type: none"> Interlocking replacement Traction power cable replacement Fastener renewal ATC maintenance Grout pad replacement <p>WMATA has made significant progress since Tuesday, especially in interlocking replacement.</p> <p>FWSO continued to monitor previous issues from SafeTrack Surge #1 related to RMM storage and workzone cleanliness. WMATA properly chocked all RMMs in the workzone, and has provided large bags to collect debris generated by workzones. However, in other areas of the shutdown, there is debris restricting passage in safety walks as well as 3rd rail joints that had been eliminated laying in the trackbed. WMATA must ensure that safe passage is available at each worksite in the event of an emergency.</p> <p>FWSO noted several drainage issues on both the aerial and in the tunnel. WMATA must ensure proper drainage as part of SafeTrack efforts. FWSO noted a completely clogged drain near the portal on track 1 (D1 220+50) as well as several drainage trenches on the aerial that were blocked by sealant for bridge expansion joints. WMATA must address both conditions, as well as clear other clogs to ensure standing water is eliminated.</p> <p>FWSO noted multiple locations along the aerial where collector shoes had been knocked off. WMATA must inspect 3rd rail gauge and height prior to completing SafeTrack work. FWSO also noted various installations of shims for 3rd rail insulators to maintain height during a super-elevation. Some shims were large black squares, while others were form-fit white gaskets, and in some instances a</p>						Number of Defects		9								
							Recommended Finding?		No								
							Remedial Action Required?		Yes								
							Recommended Reinspection?		Yes								



	<p>taller groutpad was installed. WMATA should clarify what the appropriate installation is and ensure it is consistently established throughout the workzone.</p> <p>FWSO noted a segment of rail near D2 242+50 marked as having failed UT testing. FWSO will verify that this rail has been removed prior to SafeTrack completion.</p> <p>WMATA has eliminated 4 expansion gaps in the third rail between Stadium Armory and Potomac Avenue in addition to insulator replacement. In addition, WMATA has nearly completed the repainting of the Potomac Avenue Station and made significant progress installing bracketing for communications system upgrades.</p> <p>Other defects noted:</p> <ul style="list-style-type: none">• Unusual wear pattern noted on end approach at D2 271+50• Tunnel lights out at D2 234+00• ETS Box blue light out at box ETSD62• Unusual wear pattern noted on end approach at D1 187+50		
Remedial Action	<ul style="list-style-type: none">• WMATA must ensure that safe passage is available at each worksite in the event of an emergency.• WMATA must address all drainage issues within the work zone, including blocked drain at D1 220+50 and water stopped by expansion joints.• WMATA must inspect 3rd rail gauge and height prior to completing SafeTrack work.• WMATA to mitigate tunnel lights out at D2 234+00.• WMATA to repair light out in ETS Box ETSD62.		

Photos:

New Switch installed at D&G



Standing Water on Aerial



Wear on End approach





Removed 3rd rail expansion



Removed 3rd Rail

Painting at Potomac Avenue





Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160624-WMATA-WA-1		
	2016	06	24				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST SMNT	Sub- Department	Production and Maintenance ATC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D&G Junction – Minnesota Avenue – Eastern Market Stations						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	5				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject				Roadway Worker Protection – Job Safety Briefing and General Observations On-site				Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Track Unit #334 RWIC – Mobile Command Center				Accompanied Inspector?	No	Out Brief Conducted	Yes – via email	Time	0600 – 1100	Outside Shift	No		
Related Reports					Related CAPS / Findings									
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X	X	X				
Line(s)	D&G	Track Number	1&2	Chain Marker and/or Station(s)	From			To						
Vehicles	Head Car Number		Number of Cars		Equipment									

Inspector in Charge - Signature

TERRELL A WILLIAMS

Digitally signed by TERRELL A WILLIAMS
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ,
cn=TERRELL A WILLIAMS
Date: 2016.06.28 10:38:01 -04'00'

Date

06/24/2016

Inspector in Charge – Name
Terrell Williams

Inspection Team
Wes Albright



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	Job Safety Briefing: <ul style="list-style-type: none"> The briefing was organized and monitored by an assistant who ensured that all employees working in the surge area received the safety briefing One of the best safety briefings received by FWSO inspector Briefer – Unit #334, RWIC – Mobile Command Red tag and work locations were identified Safety rules 4.29 and 1.17 were discussed PPE requirements were discussed during safety briefing 	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Work Zone – General Observations and Inspection findings					Activity Code	TRK	GEN	OBS							
Job Briefing Employee Name/Title	See above			Accompanied Inspector?		Out Brief Conducted		Time		Outside Shift								
Related Reports				Related CAPS / Findings														
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference									
	TRST 1000																	
	MSRPH																	
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A							
	X							X	X	X								
Line(s)	D&G	Track Number	1&2	Chain Marker and/or Station(s)	From			To										
Vehicles	Head Car Number		Number of Cars		Equipment													
Description	General Comments from On-Site Inspection							Number of Defects		5								
	Key Concerns:							Recommended Finding?		No								
	<ul style="list-style-type: none"> Failure to wear required PPE <ul style="list-style-type: none"> Numerous examples of unapproved or absent eye protection Absence of WMATA departmental oversight and enforcement of PPE requirements Observed a five-person ATC crew working less than 20-feet from a TRST crew cleaning concrete debris from grout pads with forced air. This resulted in airborne debris directed toward the ATC crew. Only the ATC crew leader was wearing eye protection. Department of System Safety (SAFE) personnel were not evident in the working limits Prime mover crane was operating in close proximity to overhead lines while lifting running rail sections from the ground to the aerial guideway. FWSO estimates the crane to be within 20-feet of the energized lines. (Location – adjacent to the first switch being replaced at the D&G) Lack of Project Coordination <ul style="list-style-type: none"> Project scope of work was not provided; TRST management could only identify their own work locations C3M contractor was cad-welding third rail cables less than 20-feet from a major turnout replacement Mobile Command had no specific information about the active location of moving track equipment in the working limits ATC and Power crews at the D&G Junction had no coordinated point of contact to establish the scope of work 							Remedial Action Required?		Yes								
	Additional Identified Defects:							Recommended Reinspection?		Yes								
	<ul style="list-style-type: none"> There was indication of contaminated ballast conditions in the tie 																	



	<p>replacement location on Track #1</p> <ul style="list-style-type: none">• Electrical junction box at D1 CM 265+20 (ETS Box location) was broken with exposed wiring. Note that the OB1 Project Manager was notified. <p>General Notes:</p> <ul style="list-style-type: none">• Escorted through the work area by TRST #5• Work completed:<ul style="list-style-type: none">○ Tie replacement at G-Line portal area○ Ballast and tamping operations were in progress• Work Underway:<ul style="list-style-type: none">○ Fastener renewal on tracks #1&#2 between D&G and Stadium portal○ Turnout replacement – four #8 guarded turnouts at the D&G○ Third rail – cad welding of traction power cables to third rail○ Restraining rail welding at Potomac Ave (Orgo-thermite manufacturer)○ Preparation for grout pad renewal in turnout areas at D&G○ Station enhancement at the Potomac Avenue station• Notes –<ul style="list-style-type: none">○ Observations of the rail and rail fasteners removed from the restraining rail area near the Potomac Avenue and Eastern Market stations indicate evidence of corrosion, wear and fatigue that justifies the replacement○ Running rail removed exhibited base corrosion and head wear○ Rail fasteners removed exceeds life expectancy of a WMATA rail fastener (Hixson and Lord manufactures – 1970-80's material)		
Remedial Action	<p>FWSO Requests the following:</p> <ol style="list-style-type: none">1. Request work procedures for anchor bolt replacement on Aerial guideway (Drilling through cutting) embedded structural rebar.2. Request quality report of observed contaminated ballast in new tie location3. Request work order for replacement of rail fasteners on aerial guideway. Some of these fasteners were replaced 2-years ago; what is the justification for the renewal?4. Request an audit of training records of C3M contractors pertaining to cad-welding traction power cables to third rail.5. Request project scope of work identifying work locations and purpose6. PPE – a) Requirement for hard hats or equivalent – what is equivalent. b) Request minimum requirements for “eye and face protection”. c) Request enforcement policy for safety violations7. Request crane lifting procedures near overhead electrical lines8. WMATA should consider a safety stand down to review and enforce safety violations9. WMATA should consider assigning employees from various operating departments to focus attention on PPE use		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160626-WMATA-RPM-1		
	2016	06	26				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Production & Maintenance
Rail Agency Department Contact Information	Name			Email		Office Phone	Mobile Phone
	[REDACTED]			[REDACTED]		[REDACTED]	[REDACTED]
	[REDACTED]			[REDACTED]		[REDACTED]	[REDACTED]
	[REDACTED]			[REDACTED]		[REDACTED]	[REDACTED]
	[REDACTED]			[REDACTED]		[REDACTED]	[REDACTED]
Inspection Location	D&G Junction to Potomac Avenue Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	5				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject				Roadway Worker Protection – Job Safety Briefing and On-site observations			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Track Unit #6271 provided the briefing				Accompanied Inspector?	No	Out Brief Conducted	Yes – verbal and email	Time	0600 – 1000	Outside Shift	Yes	
Related Reports					Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP				Standard			Other / Title		Checklist Reference		
	RWPM												
	MSRPH												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X							X	X	X			
Line(s)	D-Line	Track Number	1	Chain Marker and/or Station(s)	From				To				
					D1 CM 283+00				D1 CM 177+00				
Vehicles	Head Car Number		Number of Cars		Equipment								

Inspector in Charge - Signature	TERRELL A WILLIAMS		Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.06.28 10:21:01 -04'00'	Date 06/26/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Robert Maniuszko, Mike Vitale			



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Description	<p>The job safety briefing was very comprehensive. The following was discussed during the briefing and actively checked prior to entering the track area:</p> <ul style="list-style-type: none"> Track Unit #6271 presented the briefing The RWIC was the Mobile Command Center located at Minnesota Ave Orange Wrist bands were distributed to all that were briefed MSRPH Rule of the day was 4.31 – the rule deals with ladder safety Weather was expected to be in the mid-80's. Hydration was emphasized and coolers were located throughout the work zone Red tags 20161705028 and 20161705048 were in place within the work area All Communication was on OPS 12 Inaccessible Track was the method of protection – wood ties chained to the running rails with red lights ensure the protection The working limits were provided Hot Spots, Portals, Restricted View, Blind Spots and Emergency Exits were discussed Hazards in the area were discussed to include roadway maintenance machines, debris, and scaffolds All Roadway maintenance machines that were left unattended were required to be secured by handbrakes and chocks All roadway workers were required to wear their PPE and the briefer checked it prior to accessing the roadway An opportunity was provided for questions <p>On-site observation:</p> <ul style="list-style-type: none"> One Prime Mover shoving two flat cars was observed moving toward the portal. There was a flagman at the rear of the flat car to provide flagging protection for the operator. 	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	General observations within the working limits					Activity Code	TRK	GEN	OBS
Job Briefing Employee Name/Title	See above		Accompanied Inspector?	No	Out Brief Conducted	Yes – verbal and email	Time	0600 – 1000	Outside Shift	Yes	
Related Reports	Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	D-Line	Track Number	1	Chain Marker and/or Station(s)	From		To				
					D1 CM 283+00		D1 CM 177+00				
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	<p>General Comments:</p> <ul style="list-style-type: none"> TRST #5 walked the entire work area with FWSO Work activities were ongoing at the time of the walkthrough Grout pad repairs were progressing Third Rail cables, ducts, expansion joint, kindorf supports and boot work has significant progress Fasteners being replaced are progressing Leak mitigation between Stadium Armory and Potomac Ave is progressing 						Number of Defects	5			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			



	<ul style="list-style-type: none">Potomac Ave Station has been completely repainted <p>Noted Defects:</p> <ul style="list-style-type: none">D1 CM232+00 – this area has water, mud, debris and loose stud bolt nuts that need to be addressedD1 CM227+00 – the end approach appears to have been struck and there are broken shoes in the areaFrom D1 CM221+00 to D1 CM191+00 there are sections of removed rail that need to be removed from the ROWD1 CM220+50 – Clogged Drain – completely full of waterFrom D1 CM202+00 to D1 CM206+00 almost every stub bolt that has been installed on the right rail is greater than 3” high from the base of the rail. There was evidence of stud bolts that had been cut in the area. FWSO concern is the amount of penetration of the stud bolt into plenth.		
Remedial Action	<ul style="list-style-type: none">WMATA to mitigate water, mud, debris and loose stud bolt nuts found at D1 CM 232+00 prior to completion of the SAFETRACK outage.WMATA to review and correct end approach height in the area of D1 CM 227+00 prior to completion of the SAFETRACK outage.WMATA to remove rail from the ROW from D1 CM 221+00 to D1 CM 191+00 prior to completion of the SAFETRACK outage.WMATA to remove water/repair clogged drain at D1 CM 220+50.WMATA to review and replace stud bolts installed greater than 3” high from the base of the rail found from D1 CM 202+00 to D1 CM 206+00; WMATA should address the issues notes prior to completion of the SAFETRACK outage and QICO follow-up in the area of raised stud bolts is encouraged.		

Photos:



Figure 1 - New Third Rail Stub-up cables - note the shrink sleeves covering the ducts



Figure 2 - New Grout Pads formed and awaiting concrete pour



Figure 3 - Freshly painted walls at Potomac Ave



Figure 4 - Long Stud Bolts – evidence of cut bolts, both sides of fastener



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160627-WMATA-MKD-1		
	2016	06	27				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub- Department	ROCC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Eastern Market Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-GEN-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Safe Track Observation		Activity Code		OPS	Gen	OBS
Job Briefing Employee Name/Title	N/A					Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	0620 to 0830	Outside Shift	No
Related Reports						Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	Safe Track		N/A		N/A		N/A		N/A				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Line(s)	D Line (Orange, Blue, Silver)		Track Number	1 & 2	Chain Marker and/or Station(s)		From		To				
							Eastern Market		N/A				
Vehicles	Head Car Number		Number of Cars		Equipment								
Description	FWSO conducted Safe Track observations at Eastern Market Station on June 27, 2017 from 6:20a to 8:30 a.m. Due to the shutdown between Eastern Market and Minnesota Ave. on the Orange Line and Benning Road Station on the Blue line, shuttle buses are used as a bridge to Minnesota Ave. and Benning Road Stations from Eastern Market. In addition, trains initiate and terminate going further into the city and into Virginia from this location.							Number of Defects		0			
								Recommended Finding?		No			
								Remedial Action Required?		No			
								Recommended Re-inspection?		Yes			

Inspector in Charge – Signature		MEDENIA DASHIELL <small>Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.06.28 12:13:36 -04'00'</small>	Date
Medenia K. Dashiell			06/28/2016
Inspector in Charge – Name		Inspection Team	



	<p>Below are the findings:</p> <ul style="list-style-type: none">• Trains arrive and terminate into Eastern Market on #1 track and the passengers are off boarded• Rail "drop back" personnel are boarded on each end of the train. Upon clearance from ROCC, the front drop back moves the train forward to crossover from #1 track to #2 track; once it clears the switch and receives the signal, the rear drop back moves the train forward on #2 track to the platform to board passengers to begin its operations on the line. This procedure/rotation is conducted for all line (Orange, Blue and Silver) that operate thru that area.• Rail Operations Managers were on hand to maintain smooth operations and provide relief for operators if needed.• Trains arrived in most cases every 2 minutes and the train was off loaded and reversed as well within 2 to 3 minutes. There were no significant delays.• Purple vest employees were on hand to answer questions for bus and train operations.• WMATA personnel stated that operations were a lot smoother this week than last week.		
Remedial Action			



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160628-WMATA-RPM-1		
	2016	06	28				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST SMNT	Sub- Department	Production, Structures POWR
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D&G Junction – Minnesota Avenue Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject				Roadway Worker Protection – Job Safety Briefing				Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Track Unit #6014 RWIC was Mobile Command Center				Accompanied Inspector?	No	Out Brief Conducted	No	Time	2000 – 2200	Outside Shift	Yes		
Related Reports					Related CAPS / Findings									
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X	X	X				
Line(s)	D&G	Track Number	1&2	Chain Marker and/or Station(s)	From				To					
					D Line 159+00				308+00					
					G1				311+15					
					G2				311+02					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	Inspector attended the briefing held at the D&G Junction.								Number of Defects		0			

Inspector in Charge - Signature	TERRELL A WILLIAMS		Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.07.19 10:00:07 -04'00'	Date 06/28/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Robert Maniuszko			



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	<p>The following are key points of the briefing:</p> <ul style="list-style-type: none"> Safety Rule 4.33 pertaining to wearing prescribed safety equipment was discussed. RWP Rule 2.5 pertaining to communication responsibilities for level II employees with ROCC was discussed. Weather was discussed – currently clear but storms were in the area. Reminder to hydrate. Red Tags 2016170502A & 2016170504A were in effect Mobile Command was the RWIC and were on OPS #12. Phone Number was [REDACTED]. Located at Minnesota Avenue. No access to ROW without contacting MCC. Inaccessible Track through the use of Railroad tie chained to the running rails. Hot spots, portals, emergency exits and hazards were discussed RMM's parked in the site had to have chocks and parking brakes applied Briefer asked for signatures and checked all of our safety gear and ID's FWSO was escorted by SAFE Unit 203 SAFE Unit #203 registered his radio with the briefer and performed a radio test prior to entering the roadway 	Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	General Observations					Activity Code		TRK	GEN	OBS
Job Briefing Employee Name/Title	Track Unit #6014 RWIC was Mobile Command Center		Accompanied Inspector?	No	Out Brief Conducted	No	Time	2000 – 2200	Outside Shift	Yes		
Related Reports			Related CAPS / Findings									
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X							X	X	X		
Line(s)	D&G	Track Number	1&2	Chain Marker and/or Station(s)	From				To			
Vehicles	Head Car Number		Number of Cars		Equipment							
Description	<p>General Observations: At approximately 2030 hrs. Mobile Command addressed each team leader via radio to order all personnel off of the roadway due to an electrical storm and rain that was expected in short order. Each unit responded, individually acknowledging the order to Mobile Command, and also announced when all personnel were clear of the roadway. FWSO remained on-site with SAFE #203 until 2200 hrs. The workers were still clear of the roadway at the time of departure. FWSO was unable to observe work activities during the visit due to the order to clear.</p>						Number of Defects		0			
							Recommended Finding?		No			
							Remedial Action Required?		No			
							Recommended Reinspection?		No			
Remedial Action	N/A											



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160630-WMATA-TW-1		
	2016	06	30				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		
Inspection Location	SafeTrack Surge 2-D&G Junction						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK – RWP – OBS	TRK – GEN - OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	8				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Track Unit #334					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1200-1600	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X									X				
Line(s)	D-Line	Track Number	1 and 2	Chain Marker and/or Station(s)	From		To							
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	Job safety briefing was conducted by Track Unit #334. The FWSO was also escorted by SAFE Unit 206. The briefing was comprehensive and appropriate for this walking inspection. Inaccessible Track was our method of protection. WMATA has established mobile command center for the entire work zone at Minnesota Avenue. WMATA had established uniform job safety briefing checklist to ensure all details are covered							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

Inspector in Charge - Signature	TERRELL A WILLIAMS <small>Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.07.05 09:25:22 -04'00'</small>	Date
Inspector in Charge – Name Terrell Williams	Inspection Team Terrell Williams, Shane Richardson, Mike Vitale	



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	and established radio channel to be used for work zone communications, Ops 12. Upon receiving and signing off on briefing, all employees and contractors are issued wristband for easy identification of personnel who have received the briefing. WMATA has established a briefing point at each entry point to the work zone.		
	Unit 334 noted complaints from the Pepco facility regarding speed in the parking lot and litter from the ROW during the job safety briefing and reminded all employees to obey all safety rules on and off the jobsite.		
Remedial Action	None		

Inspection Activity #	2	Inspection Subject	Work zone inspection – SafeTrack Surge #2 Work Zone				Activity Code	TRK	GEN	OBS						
Job Briefing Employee Name/Title	SAFE Unit 206		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1200-1600	Outside Shift	No						
Related Reports	Related CAPS / Findings															
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference							
	TRST 1000															
	MSRPH															
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
	X								X	X						
Line(s)	D-Line	Track Number	1 and 2	Chain Marker and/or Station(s)	From			To								
					159+50			308+00								
Vehicles	Head Car Number		Number of Cars		Equipment											
Description	<p>FWSO walked the SafeTrack Surge #2 work zone from D1- 308+00 to D1 159+50</p> <p>WMATA has continued to progress through the work area, specifically in the areas of fastener renewal, joint elimination, 3rd rail expansion gap elimination, and communications infrastructure.</p> <p>FWSO noted many stud bolts that were installed improperly on the aerial structure from D1 287+00 to 288+90. WMATA must conduct a comprehensive track inspection prior to returning this section of track to revenue service to ensure that all fasteners comply with their own TRST 1000 track standards. FWSO also noted this issue sporadically throughout the work zone, in both new and old installations of stud bolts.</p> <p>FWSO noted what appeared to be the preparations for new grout pads for 3rd rail insulators on both tracks between the D&G junction and the end of the Work zone at 308+00.</p> <p>FWSO noted multiple instances of unsecured bridge emergency guard rails, including multiple instances where the guard rail had been cut and was not supported at all. WMATA must secure these rails prior to return the track to revenue service.</p> <p>FWSO continued to note clogged drains and mud in the tunnels. This includes a completely clogged drain at D1 220+50 and mud and debris accumulating under ATC equipment at D1 187+70. WMATA must ensure these drains are cleared to ensure water and mud do not build up.</p> <p>Other Defects:</p> <ul style="list-style-type: none"> D2 305+50- Replace Insulator 						Number of Defects		9							
							Recommended Finding?		No							
							Remedial Action Required?		Yes							
							Recommended Reinspection?		Yes							



	<ul style="list-style-type: none">• D1 293+50-Bridge Emergency Guard Rail with only one bolt• D1 298+22-Defective Fastener, no stud bolt.• D2 295+00-Broken Chain Marker Sign• D2 298+20- Bridge Emergency Guard Rail not present• D98 38 Signal-Top Red Signal Light out		
Remedial Action	<ul style="list-style-type: none">• WMATA must conduct a comprehensive track inspection prior to returning this section of track to revenue service to ensure that all fasteners comply with their own TRST 1000 track standards. FWSO also noted this issue sporadically throughout the work zone, in both new and old installations of stud bolts.• WMATA must ensure all emergency bridge guard rails are secured.• WMATA must clear all drains and debris from the roadway.• WMATA must replace broken chain marker sign at D2 295+00.• WMATA must replace signal light at D98 38 Signal.• WMATA must replace insulator at D2 305+50.		

Photos:

Grout Pad Replacement



High Stud Bolts





Unsecured or Missing Bridge Emergency Guard Rails



Broken Insulator D2 305+50



Red Signal Light Out D98-38 Signal





Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160630-WMATA-MKD-1		
	2016	06	30				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track & Structures	Sub- Department	TRST
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Alexandria Yard – TRST HQ						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-GEN-RR					
Inspection Units	1					
Inspection Subunits	3					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Records Review			Activity Code		TRK	GEN	RR
Job Briefing Employee Name/Title						Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 to 1330	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	TRST 1000													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Line(s)	N/A	Track Number			Chain Marker and/or Station(s)	From			To					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	On June 30, 2016 FWSO met with [REDACTED], Assistant Director, Planning & Capital Projects at Alexandria Yards to discuss the status of WMATA's track and maintenance programs. Below is the status of WMATA's track and maintenance programs as of June 30, 2016: <ul style="list-style-type: none">To date, there are 18,903 defects in Maximo (system wide); 2889 have been closed since January to June 30, 2016 (15.2% total).							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		Yes				

Inspector in Charge - Signature	MEDENIA DASHIELL	Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.07.06 13:32:52 -04'00'	Date	07/01/2016
Inspector in Charge – Name	Medenia K. Dashiell			
Inspection Team				



	<ul style="list-style-type: none">• FTA defects are not tracked in Maximo<ul style="list-style-type: none">◦ [REDACTED] is the Point of Contact (POC) and is responsible for distributing all defects identified by FTA (including the Safety Blitz and Safe Track) to the appropriate maintenance manager for remedial action.◦ An Emergency Response Team (ERT) is dispatched and the defect is remediated at that time.• To date, 995 defects have been closed between June 4, 2016 and June 30, 2016 (SAFE TRACK) based on all work and regular maintenance• 9 crews have been formed for system wide continual regular routine maintenance during SAFE TRACK<ul style="list-style-type: none">◦ 3 crews for station cleaning (maintaining water/drainage issues)◦ 6 crews for scheduled routine track maintenance performed after revenue service.<ul style="list-style-type: none">▪ Also on hand to as chase workers for TGV car if needed• Scheduled preventative maintenance is occurring (per the 9 crews) and none is being deferred due to SAFE TRACK resource needs• WMATA has reached to the University of Tennessee in an effort to rebuild/redefine its track inspection/maintenance training program based on its TRST 1000 standards; program still under development.<ul style="list-style-type: none">◦ All track supervisory and maintenance personnel will be required to attend classes to maintain certifications.• Track and Structures has requested 10 new hires for the division/system. These new hires will be required to have two (2) years of previous track experience from a rail entity (transit, freight, other private industry with rail facilities) and will be required to attend the aforementioned training.		
Remedial Action	Continue periodic inspections as warranted.		