



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 | 20160901-WMATA-TW-1 | | |
| | 2016 | 09 | 01 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | ROCC | Sub- Department | |
| Rail Agency Department Contact Information | Name | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] |
| Inspection Location | Carmen Turner Facility – Technical Training | | | | | | |

Inspection Summary

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

Activity Summaries

| | | | | | | | | | | | | | | |
|--|-----------------|--------------------|--------------------------------|-----|--------------|-------------------------|--|---------------------|---------------|---------------|---------------------|---------------|-----|-----|
| Inspection Activity # | 1 | Inspection Subject | | | | | Inspection of Track Walkers Inspection Refresher Class | | | Activity Code | | OPS | TNG | OBS |
| Job Briefing Employee Name/Title | | | | | | Accompanied Inspector? | No | Out Brief Conducted | No | Time | 0900 - 1230 | Outside Shift | No | |
| Related Reports | | | | | | Related CAPS / Findings | | FTA-Rail-2-16-A | | | | | | |
| 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) | Track Number | | 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: 2016.09.06 10:46:49 -04'00' | Date 9/06/2016 |
| Inspector in Charge – Name Terrell Williams | Inspection Team Terrell Williams, Patrick Richardson | | | |



| | | | |
|-----------------|--|-------------------|----|
| Description | <p>FWSO Inspectors observed the last day of the 4 day Track Walker Inspection refresher course taught at Carmen Turner Training Facility. The course was taught by a very experienced instructor who had worked in maintenance, track inspections and construction in his career. The 4 day refresher consisted of classroom lectures and hands on lessons in the field.</p> <p>Eight students went over materials regarding;</p> <ul style="list-style-type: none">• Gauge Rods Course• Combination Track Gauge and Level• String Lining Course• Personal Protection Equipment• Working around live 3rd rail• Matching track terminology• Parts of the Gauge• Installing a Gauge• How to check a Gauge• How to check Guard Check Gauge• How to check Flange Way• Different measurement that the gauge can perform <p>The eight track walkers varied in experience with some having inspected track with WMATA over 15 years. Of interest was an article in the daily Express newspaper that claimed WMATA hires track inspectors off the street. The article also states “What does it take to become a track inspector at Metro, where inspections have failed to detect some serious problems for years? Little experience and an application”. Some track inspectors were trained between 2 weeks and 15 weeks after being transferred from another WMATA department into track & structures. The level of training depended on the amount of prior experience on the roadway.</p> <p>The track walkers used the Metro Safety Rules & Performance Handbook and TRST 1000 to identify specific rules and standards while in the class.</p> <p>The class materials didn’t appear to be structured, but we later realized they were in the review stage of the course before taking the written examination. All eight students pass the examination.</p> <p>The course materials for this refresher class is being updated and revised. The new class will be taught by [REDACTED], who is very experienced with all things WMATA. There will also be train the trainer sessions for future classes.</p> | Number of Defects | 0 |
| | Recommended Finding? | | No |
| | Remedial Action Required? | | No |
| | Recommended Reinspection? | | No |
| Remedial Action | | | |



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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 | 20160906-WMATA-TL-1 | | |
| | 2016 | 09 | 06 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | TRST | Sub- Department | Maintenance |
| Rail Agency Department Contact Information | Name | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] |
| Inspection Location | Alexandria Yard, Storage Track 18 (Derailment Site) | | | | | | |

Inspection Summary

| Inspection Activity # | 1 | 2 | 3 | 4 | 5 | 6 |
|--------------------------|-------------|------------|---|---|---|---|
| Activity Code | TRK-RWP-OBS | TRK-GEN-WI | | | | |
| 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 | TRST Unit # 70 | | | | | Accompanied Inspector? | No | Out Brief Conducted | No | Time | 1000 – 1400 | 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) | OTMT | Track Number | 18 | Chain Marker and/or Station(s) | From | | | | To | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | | Equipment | | | | | | | | |
| | | | | | | | | | | | | | | |
| Description | Supervisor Unit #70 provided the Job Safety Briefing. The briefing was comprehensive and included obstructions, hot spots, curves and other concerns. Form of protection was TAW. No exceptions were taken to the job safety briefing or the escort duties as performed. | | | | | | | | Number of Defects | | 0 | | | |
| | | | | | | | | | Recommended Finding? | | No | | | |
| | | | | | | | | | Remedial Action Required? | | No | | | |
| | | | | | | | | | Recommended Reinspection? | | No | | | |
| Remedial Action | N/A | | | | | | | | | | | | | |

| | | | | | | | |
|--|--|--|--|---|--|------|--|
| Inspector in Charge - Signature | | TERRELL A WILLIAMS | | Digitally signed by TERRELL A WILLIAMS DN: cn=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.09.16 07:37:17 -0400 | | Date | |
| Inspector in Charge – Name Troy Lloyd | | Inspection Team Troy Lloyd, Phil Herbert, Robert Maniuszko, Al Nepa | | | | | |

United States Department of Transportation
Federal Transit Administration

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|--|--|--------------------|--------------------------|--------------------------------|--------------|---------------------|---------------|---------------------------|---------------------|---------------|-----|----|
| Inspection Activity # | 2 | Inspection Subject | Track Walking Inspection | | | | | Activity Code | | TRK | WI | PI |
| Job Briefing Employee Name/Title | TRST Unit # 70 | | | Accompanied Inspector? | No | Out Brief Conducted | No | Time | 1000-1400 | 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) | OTMT | Track Number | 18 | Chain Marker and/or Station(s) | From | | To | | | | | |
| | | | | | N/A | | N/A | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | N/A | | | | | | |
| | N/A | | N/A | | | | | | | | | |
| Description | FWSO Inspection team performed an inspection of storage track 18 in Alexandria Yard, where a derailment occurred on September 1, 2016. Track, rail, ties and track geometrey were repaired and compliant with WMATA TRST 1000 standards. | | | | | | | Number of Defects | | 0 | | |
| | | | | | | | | Recommended Finding? | | No | | |
| | | | | | | | | Remedial Action Required? | | No | | |
| | | | | | | | | Recommended Reinspection? | | No | | |
| Remedial Action | N/A | | | | | | | | | | | |



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Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

| | | | | | | | |
|--|---|----|------------|------------------------|---------------------|-----------------|--------------|
| Inspection Date | YYYY | MM | DD | Report Number | 20160906-WMATA-TL-2 | | |
| | 2016 | 09 | 06 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | TRST | Sub- Department | Maintenance |
| Rail Agency Department Contact Information | Name | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] |
| Inspection Location | Alexandria Yard, Storage Track 18 (Derailment Site) | | | | | | |

Inspection Summary

| Inspection Activity # | 1 | 2 | | 4 | 5 | 6 |
|--------------------------|-------------|------------|--|---|---|---|
| Activity Code | TRK-RWP-OBS | TRK-GEN-WI | | | | |
| Inspection Units | 1 | 1 | | | | |
| Inspection Subunits | 1 | 2 | | | | |
| Defects (Number) | 0 | 2 | | | | |
| 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 | | | Activity Code | | TRK | RWP | OBS |
| Job Briefing Employee Name/Title | TRST Unit # 70 | | | | | Accompanied Inspector? | No | Out Brief Conducted | No | Time | 1000 – 1400 | 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) | OTMT | Track Number | 18 | Chain Marker and/or Station(s) | From | | | To | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | | Equipment | | | | | | | | |
| | | | | | | | | | | | | | | |
| Description | TRST Unit #70 provided the Job Safety Briefing. The briefing was comprehensive and included obstructions, hot spots, curves and other concerns. Form of protection was TAW. No exceptions were taken to the job safety briefing or the escort duties as performed. | | | | | | | Number of Defects | | 0 | | | | |
| | | | | | | | | Recommended Finding? | | No | | | | |
| | | | | | | | | Remedial Action Required? | | No | | | | |
| | | | | | | | | Recommended Reinspection? | | No | | | | |
| Remedial Action | N/A | | | | | | | | | | | | | |

| | | | | |
|---------------------------------|--|---|------|------------|
| 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: 2016.09.16 07:39:43 -04'00' | Date | 09/06/2016 |
| Inspector in Charge – Name | Troy Lloyd | | | |
| Inspection Team | Troy Lloyd, Phil Herbert, Al Nepa, Bob Maniuszko | | | |



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

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|---|--|---------------------------|--------------------------------|---------------------------------------|----------------------------|------------|----------------------------------|----------------------|----------------------|----------|-----|
| Inspection Activity # | 2 | Inspection Subject | Track Walking Inspection | | | | | Activity Code | TRK | GEN | WI |
| 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 | | | |
| Line(s) | OTMT | Track Number | 18 | Chain Marker and/or Station(s) | From | | | To | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | | | | | |
| | | | | | | | | | | | |
| Description | <p>FWSO inspection team performed an inspection of track between the frog at switch 157 and 159 switch. In the 39 feet examined, total number of non-defective supporting ties were not effectively distributed to support a 39 foot segment of track, allowing gauge deviation of ¼ to 5/8 inches.</p> <p>On track 21 between signal C99-188 and switch 181, through the curve, gauge, in two locations, measured 57-1/2 inch static with ¾ inch dynamic movement totalling 58-1/4 inch sub-class condition. This location was taken out-of-service by WMATA Supervision.</p> | | | | | | Number of Defects | | 2 | | |
| | | | | | | | Recommended Finding? | | No | | |
| | | | | | | | Remedial Action Required? | | Yes | | |
| | | | | | | | Recommended Reinspection? | | Yes | | |
| Remedial Action | <ol style="list-style-type: none"> WMATA must replace ties between frog at switch 157 and switch 159 in C99. WMATA must correct gauge between Signal C99-188 and switch 181. | | | | | | | | | | |

Photos: None attached



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 | 20160906-WMATA-TW-1 | | |
| | 2016 | 09 | 06 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | Track and Structures | Sub- Department | Structures |
| Rail Agency Department Contact Information | Name | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] |
| Inspection Location | Rhode Island Ave. Station (B04) | | | | | | |

Inspection Summary

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

Activity Summaries

| | | | | | | | | | | | | | | |
|--|--|--------------------|----------------|-----|--------------------------------|-------------------------|---|---------------------------|---------------------|---------------|-----------|---------------|-----|----|
| Inspection Activity # | 1 | Inspection Subject | | | | | Rhode Island Ave. Station structural inspection | | | Activity Code | | STR | GEN | PI |
| Job Briefing Employee Name/Title | N/A | | | | | Accompanied Inspector? | No | Out Brief Conducted | No | Time | 1330-1430 | 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) | B | Track Number | N/A | | Chain Marker and/or Station(s) | | From | | To | | | | | |
| | | | | | | | B04 | | B04 | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | N/A | | | | | | | |
| | N/A | | N/A | | | | | | | | | | | |
| Description | FWSO inspectors visited the Rhode Island Avenue Station (B04) to review WMATA actions taken following two separate incidents of debris falling from the ceiling. On August 31, 2016 a support beam from underneath an escalator fell onto the mezzanine below, causing damage to the escalator below. On September 1, 2016, a piece of concrete fell from the ceiling onto the mezzanine floor. FWSO did not observe any major damage as a result of this event. | | | | | | | Number of Defects | | 2 | | | | |
| | | | | | | | | Recommended Finding? | | Yes | | | | |
| | | | | | | | | Remedial Action Required? | | Yes | | | | |
| | | | | | | | | Recommended Reinspection? | | No | | | | |

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

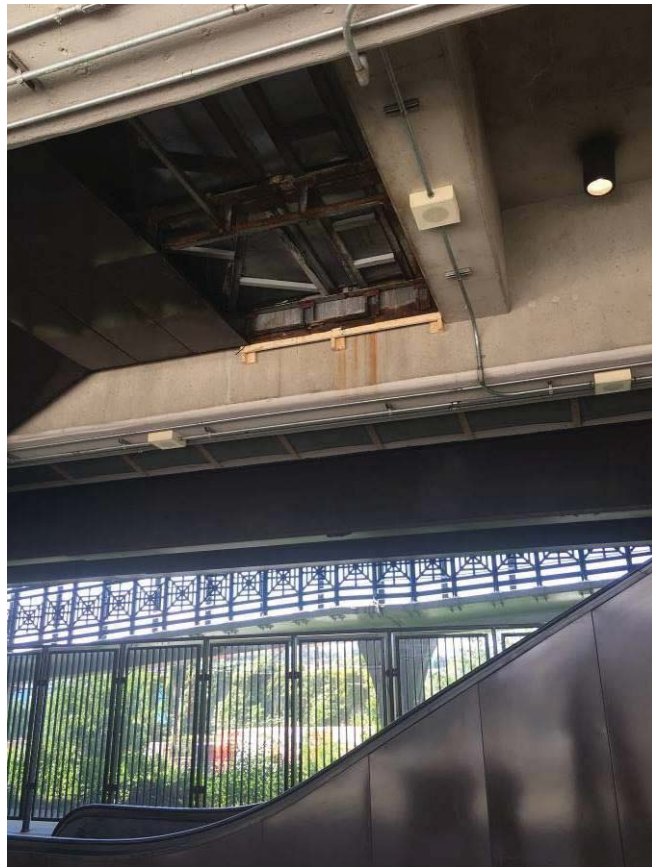
| | | | | |
|--|---|--|--|--------------------|
| Inspector in Charge - Signature | TERRELL A WILLIAMS | | Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTA HQ, cn=TERRELL A WILLIAMS Date: 2016.09.12 07:54:23 -04'00' | Date 09/06/2016 |
| Inspector in Charge - Name Terrell Williams | Inspection Team Terrell Williams, Michael Vitale | | | |



| | | | |
|------------------------|---|--|--|
| | <p>WMATA has installed new safety netting on all customer areas within the mezzanine, and has put a new skim coat of mortar on the concrete to help mitigate spalling conditions. WMATA has also had a contractor come to the station to do an assessment to ensure there are no structural issues. FWSO requests a copy of this assessment report, as well as any actions taken by WMATA as a result of the findings.</p> <p>FWSO observed significant corrosion in the portion of the escalator which is directly exposed to the weather and is flat, as shown in the attached photos. This design does not allow for water which penetrates the escalator to flow easily out of the compartment. WMATA should add an inspection of this area to their existing structural inspection program to ensure that adequate measures are taken to prevent corrosion and structural failure in the future.</p> | | |
| Remedial Action | <p>WMATA should provide FWSO with the results of the structural assessment report, and any actions resulting from findings.</p> <p>WMATA should incorporate the inspection of escalator supports into the station structural inspection program.</p> | | |

Photos:

Top and Bottom view of flat portion of escalator. Water and other chemical (deicing) penetration through black panels on station platform can cause corrosion in support structure underneath.





Damage from falling debris



Newly installed netting over Mezzanine





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 | 20160907-WMATA-PH-1 | | |
| | 2016 | 09 | 07 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | TRST | Sub- Department | Maintenance |
| Rail Agency Department Contact Information | Name | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] |
| Inspection Location | West Falls Church Yard Lead Tracks 1 & 2 | | | | | | |

Inspection Summary

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

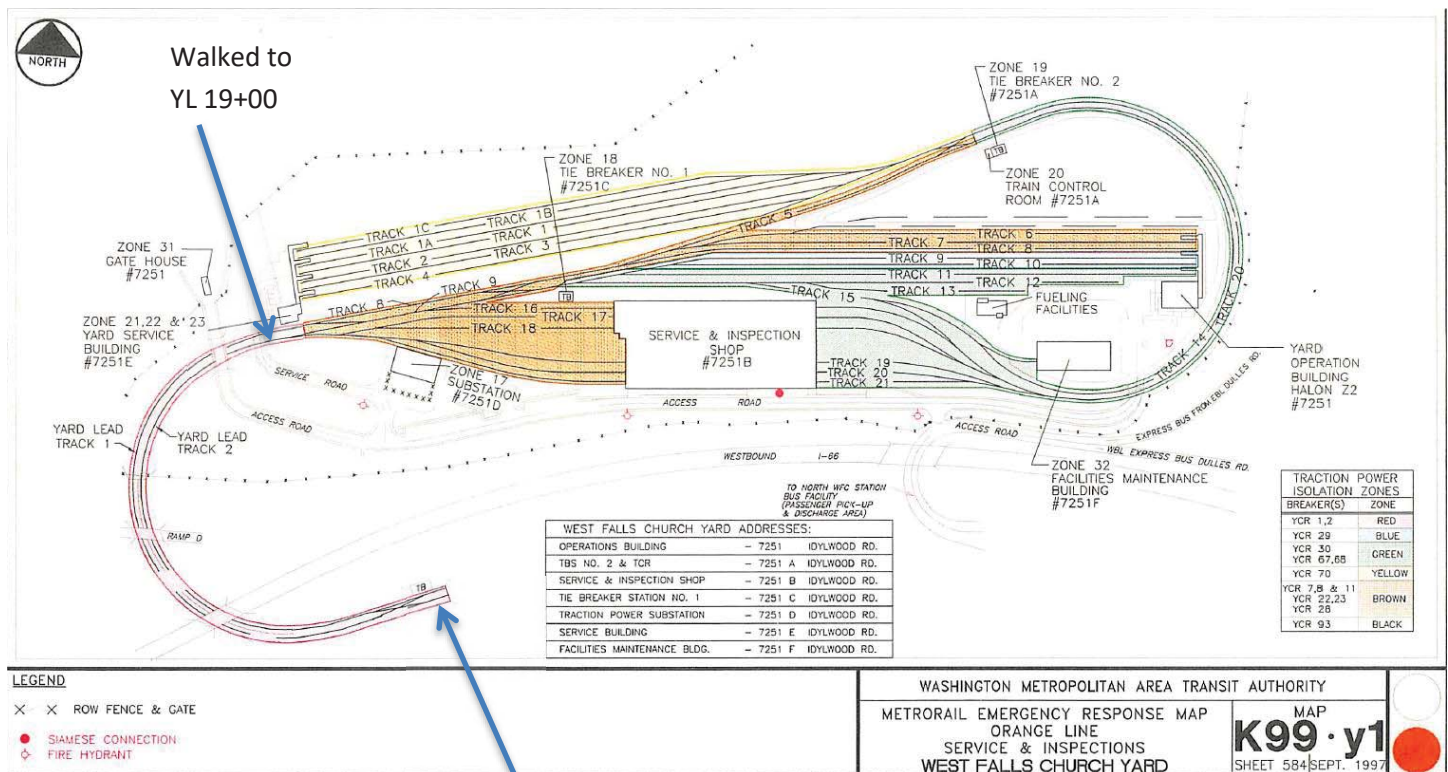
Activity Summaries

| | | | | | | | | | | | | | | |
|--|--|--------------------|----------------|--------------------------------|--------------|-------------------------|--------------------------------------|---------------------------|---------------|---------------|---------------------|---------------|-----|-----|
| Inspection Activity # | 1 | Inspection Subject | | | | | General Track Condition Observations | | | Activity Code | | TRK | GEN | OBS |
| Job Briefing Employee Name/Title | Track Unit #601 | | | | | Accompanied Inspector? | Yes | Out Brief Conducted | Yes | Time | 0930 – 1230 | Outside Shift | No | |
| 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 | X | | | | | |
| Line(s) | K-Line | Track Number | YL 1&2 | Chain Marker and/or Station(s) | From | | | | To | | | | | |
| | | | | | CM528+47 | | | | CM17+70 | | | | | |
| | | | | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Description | General Observations: YL1 Track – <ul style="list-style-type: none">75% of the ties in this area have been replaced. The ties are in good shape. The remaining 25% of the crossties are defective. There is no sign of lateral movement on YL1 track and gage measurements were no greater than 57 7/16" on the curve.At CM17+70 there is side wear that ranges between 7/16" inch and 3/8" inch. Per table 5-3 this would be considered a yellow condition. | | | | | | | Number of Defects | | 0 | | | | |
| | | | | | | | | Recommended Finding? | | No | | | | |
| | | | | | | | | Remedial Action Required? | | No | | | | |
| | | | | | | | | Recommended Reinspection? | | Yes | | | | |

| | | | |
|---|--|---|---------------------------|
| Inspector in Charge - Signature Philip A. Herbert | | <small>Digitally signed by Philip A. Herbert DN: cn=Philip A. Herbert, o=Federal Transit Administration, ou=Accident Investigations, email=philip.herbert@dot.gov, c=US Date: 2016.09.08 07:56:23 -0400</small> | Date 09/08/2016 |
| Inspector in Charge – Name Philip Herbert | Inspection Team Philip Herbert, Mike Vitale, Robert Maniuszko | | |



| | | |
|-----------------|--|--|
| | <p>Due to track speeds on the yard lead trains already operate at slow speed.</p> <ul style="list-style-type: none">At CM16+90 there were two (2) restraining rail bolts that were loose. Track came and repaired these and others that were found throughout the area.At CM544+50 the 3rd rail anchor arm is broken.The rails throughout the tunnel had evidence of corrugation on them. <p>YL2 Track –</p> <ul style="list-style-type: none">At CM528+47 there is side wear of ½". This would be a yellow condition but due to track speed through the area the restriction is not necessary.Breaker Room door at YL8+30 was found unsecure. It was locked upon our departure.At YL13+00 the rail is not seated in the tie plate – there is lateral movement on the rail at this location.The restraining rail at YL13+00 is corroded and missing a number of bolts.The track maintenance crew for this area was working on making repairs to the ties and restraining rail at the time of our visit.There were direct fixation fasteners missing on the right rail through this area. The team noted spotty 3 and 4 in a row without stud bolts. | |
| Remedial Action | No remedial actions are recommended as the track gang was addressing our issues while we were there. | |





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 | 20160907-WMATA-TL-1 | | |
| | 2016 | 09 | 07 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | TRST | Sub- Department | 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 | Shady Grove Yard | | | | | | |

Inspection Summary

| Inspection Activity # | 1 | 2 | 3 | 4 | 5 | 6 |
|--------------------------|-------------|------------|------------|---|---|---|
| Activity Code | TRK-RWP-OBS | TRK-GEN-WI | TRK-TOY-WI | | | |
| Inspection Units | 1 | 1 | 1 | | | |
| Inspection Subunits | 1 | 1 | 14 | | | |
| Defects (Number) | 0 | 8 | 0 | | | |
| Recommended Finding | No | No | No | | | |
| Remedial Action Required | No | Yes | No | | | |
| Recommended Reinspection | No | Yes | No | | | |

Activity Summaries

| | | | | | | | | | | | |
|--|--|--------------------|---|--------------------------------|---------------------|---------------|---------------------------|---------------------|---------------|----------|-----|
| Inspection Activity # | 1 | Inspection Subject | Roadway Worker Protection – Job Safety Briefing | | | | Activity Code | TRK | RWP | OBS | |
| Job Briefing Employee Name/Title | SAFE 202 TRST 6037 | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 0900 1400 | 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) | OTMT | Track Number | Shady Grove Yard | Chain Marker and/or Station(s) | From | | To | | | | |
| | | | | | N/A | | N/A | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | N/A | | | | | |
| | N/A | | | | | | | | | | |
| Description | TRST 6037 provided a complete comprehensive job briefing, which included inspection of WMATA level badges, daily safety rule, hot spot locations method of on-track protection, hospital locations and designated locations for safety. Also accompanying was SAFE representative 202. No exceptions were taken to the job safety briefing or the escort duties as performed. | | | | | | Number of Defects | | 0 | | |
| | | | | | | | Recommended Finding? | | No | | |
| | | | | | | | Remedial Action Required? | | No | | |
| | | | | | | | Recommended Reinsertion? | | No | | |
| Remedial Action | N/A | | | | | | | | | | |

| | | | | | |
|---------------------------------|----------------------|--|---|------|------------|
| Inspector in Charge - Signature | | | Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.10.04 11:03:09 -04'00' | Date | 09/07/2016 |
| Inspector in Charge – Name | Troy Lloyd | | | | |
| Inspection Team | Alex Nepa Troy Lloyd | | | | |



| | | | | | | | | | | | |
|--|---|--------------------|--------------------------------|--------------------------------|--------------|---------------------|---------------------------|---------------|---------------------|---------------|-----|
| Inspection Activity # | 2 | Inspection Subject | Walking Inspection | | | | | Activity Code | TRK | GEN | WI |
| 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 | | | |
| Line(s) | OTMT | Track Number | Front Loop Shady Grove Yard | Chain Marker and/or Station(s) | From | | | To | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| Vehicles | Head Car Number | Number of Cars | | Equipment | | | | | | | |
| Description | <ol style="list-style-type: none"> TRST 1000 defect, 5.26.2.2 measurement between restraining rail and running rail measured 2-5/8 inches with 5/8 dynamic deflection in running rail plate. TRST 1000, defect 11.3 gauge, at the front loop of black-top crossing at YRC 11, gauge measured 57-1/2 static with 5/8 deflection in the tie plates. TRST 1000, defect 6.9 crossties, at the front loop off of the black-top crossing through the curve, seven (7) non-defective ties were counted in a measured 39-foot segment. TRST 1000, defect 5.27.13 through-out the curve at the front loop indication of movement within the running rail was noted. Additionally, loose and/or broken lag screws, loose braces and loose bolts were noted. TRST 1000, defect 6.9 crossties, at the front loop by the greaser through the curve, nine (3) non-defective ties were counted in a measured 39-foot segment. TRST 1000, defect 6.9 crossties, at the end of the timbers in switch 75 through the left hand curve to signal 99.124, seven (7) non-defective ties were counted in a measured 39-foot segment. TRST 1000, defect 6.9 crossties, from the insulated joint at signal 99. 124 through the right hand curve to the weld in the rail at YA99.96 five (5) non-defective ties were counted in a measured 39-foot segment. TRST 1000, defect 6.9 crossties, from the weld in the rail at YA99.96 at the above location to switch 107, seven (7) non-defective ties were counted in a measured 39-foot segment. <p>NOTATIONS: Wide gauge location was removed from service by the inspector, WMATA personnel are currently making repairs to this location.</p> | | | | | | Number of Defects | | 8 | | |
| | | | | | | | Recommended Finding? | | No | | |
| | | | | | | | Remedial Action Required? | | Yes | | |
| | | | | | | | Recommended Reinspection? | | Yes | | |
| Remedial Action | <ol style="list-style-type: none"> Restraining rail, plates, braces and components should be examined and accessed for replacement. Defective non-holding ties must also be assessed for replacement for securement of the restraining rail. | | | | | | | | | | |



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

| | | | | | | | | | | | | | | | | | | |
|---|--|---------------------------|----------------------------------|---------------------------------------|------------------|----------------------------|-------------------|---------------------------------|--------|----------------------------------|-----|--|--|--|--|--|--|--|
| | <p>2. Per WMATA standards in TRST 1000 11.3 a minimum number of supporting non defective crossties must be installed to maintain recommended gauge standards. Due to the degree of curve, caution suggests the use of gauge rods.</p> <p>3. Per WMATA TRST 1000 standards for a 39-foot track segment. Depending upon the locations identified, non-defective supporting and properly space ties should be installed to bring the minimum number of supporting ties to 11.</p> | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| Inspection Activity # | 3 | Inspection Subject | Turn-Out Yard Switch inspections | | | | | Activity Code | ROCC | TOY | WI | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| Inspection Location | Main Track | Yard | Station | OCC | RTA Facility | FTA Office | Track Type | At-grade | Tunnel | Elevated | N/A | | | | | | | |
| | | X | | | | | | X | | | | | | | | | | |
| Line(s) | OTMT | Track Number | Shady Grove Yard | Chain Marker and/or Station(s) | From | | | To | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| Description | A total of 14 switches were randomly selected. Switch points, frogs, components and timbers were inspected. Some frog points indicated evidence of minor wear but were within WMATA standards, the general condition of the turn-outs examined were acceptable. No defects noted. | | | | | | | Number of Defects | | 0 | | | | | | | | |
| | | | | | | | | | | Recommended Finding? | | | | | | | | |
| | | | | | | | | | | No | | | | | | | | |
| | | | | | | | | | | Remedial Action Required? | | | | | | | | |
| Remedial Action | N/A | | | | | | | Recommended Reinsertion? | | No | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

| | | | | | | | |
|--|--|----|------------|------------------------|----------------------|-----------------|------------------|
| Inspection Date | YYYY | MM | DD | Report Number | 20160907-WMATA-MKD-1 | | |
| | 2016 | 09 | 07 | | | | |
| 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 | B Line - Glenmont to Metro Center | | | | | | |

Inspection Summary

| | | | | | | |
|--------------------------|-------------|---|---|---|---|---|
| Inspection Activity # | 1 | 2 | 3 | 4 | 5 | 6 |
| Activity Code | TRK-TGV-OBS | | | | | |
| Inspection Units | 1 | | | | | |
| Inspection Subunits | 1 | | | | | |
| Defects (Number) | 0 | | | | | |
| Recommended Finding | No | | | | | |
| Remedial Action Required | No | | | | | |
| Recommended Reinspection | 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 0600 | 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 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 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) | B Line (Red) | | Track Number | 2 | Chain Marker and/or Station(s) | | From | | To | | | | | |
| | | | | | | | B2 727+00 | | B2 00+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 Red Line (Glenmont to Metro Center) from B2 727+00 to 0 (descending chain), testing on #2 track. | | | | | | | Number of Defects | | 0 | | | | |
| | | | | | | | | Recommended Finding? | | No | | | | |
| | | | | | | | | Remedial Action Required? | | No | | | | |
| | | | | | | | | Recommended Re-inspection? | | No | | | | |

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: 2016.09.12 13:44:36 -04'00'

Date

09/09/2016

Inspector in Charge - Name

Inspection Team

Medenia K. Dashiell

Medenia K. Dashiell



| | | | |
|-----------------|--|--|--|
| | <p>Each potential defective black 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>A total of three (3) Narrow Gage conditions were cited initially as Black conditions; however, upon actual field verification, they were found to be Red conditions as follows:</p> <ul style="list-style-type: none">• 168+82 – 55.81 – Black to Red– field verified• 124+05 – 55.85 – Black to Red – field verified• 119+05 – 55.85 – Black to Red – field verified | | |
| Remedial Action | WMATA should review previous TGV inspection reports for this location to note the conditions of this area for historical significance. | | |



Exception Report
Exception List Section
Chain 548 to Chain 570

Page 2 of 2
2016-08-19
Run ID: 2016081901

J2 573+00 to J2 548+00

| CH | FT | Parameter | Value | Length | Speed | TSC | LC | PC | Track | Peak Lat/Long |
|-----|----|-------------|--------|--------|-------|-----|----|----|-------|------------------------|
| 561 | 95 | Gage Narrow | 55.80 | 15 | 13 | T | 0 | 5 | 2 | 38.805108 -77.085678 |
| 562 | 25 | Gage Narrow | 56.01 | 1 | 13 | T | 3 | 5 | 2 | 38.805114 -77.085783 |
| 562 | 50 | Gage Narrow | 55.98 | 2 | 13 | T | 1 | 5 | 2 | 38.805118 -77.085870 |
| 562 | 66 | Gage Narrow | 55.92 | 6 | 13 | T | 1 | 5 | 2 | 38.805121 -77.085926 |
| 562 | 74 | Gage Narrow | 56.01 | 2 | 12 | T | 3 | 5 | 2 | 38.805122 -77.085953 |
| 563 | 99 | Up Marker | 563.00 | | 12 | T | | 5 | 2 | 38.805127 -77.086047 |
| 563 | 13 | Gage Narrow | 55.95 | 3 | 12 | T | 1 | 5 | 2 | 38.805129 -77.086093 |
| 563 | 49 | Gage Narrow | 55.95 | 3 | 11 | T | 1 | 5 | 2 | 38.805136 -77.086218 |
| 564 | 82 | Gage Narrow | 55.92 | 5 | 6 | T | 1 | 5 | 2 | 38.805160 -77.086682 |
| 565 | 22 | Up Marker | 565.00 | | 4 | T | | 5 | 2 | 38.805165 -77.086829 |
| 565 | 43 | Gage Narrow | 55.99 | 7 | 9 | T | 1 | 5 | 2 | 38.805162 -77.086929 |
| 565 | 53 | Gage Narrow | 55.99 | 7 | 9 | T | 1 | 5 | 2 | 38.805163 -77.086964 |
| 565 | 94 | Gage Narrow | 55.98 | 4 | 10 | T | 1 | 5 | 2 | 38.805170 -77.087102 |
| 566 | 0 | Gage Narrow | 56.01 | 1 | 10 | T | 3 | 5 | 2 | 38.805171 -77.087123 |
| 566 | 51 | Frog | | | 10 | T | | 5 | 2 | 38.805181 -77.087300 |
| 567 | 28 | Switch Pt | | | 10 | T | | 5 | 2 | 38.805191 -77.087569 |
| 568 | 33 | Gage Narrow | 55.93 | 10 | 8 | T | 1 | 5 | 2 | 38.805213 -77.087933 |
| 568 | 54 | Gage Narrow | 55.79 | 19 | 7 | T | 0 | 5 | 2 | 38.805220 -77.088007 |
| 569 | 14 | Gage Narrow | 56.00 | 2 | 7 | T | 3 | 5 | 2 | 38.805233 -77.088216 |
| 569 | 75 | Gage Narrow | 56.01 | 1 | 8 | T | 3 | 5 | 2 | 38.805247 -77.088428 |
| 570 | 98 | Up Marker | 570.00 | | 8 | T | | 5 | 2 | 38.805248 -77.088515 |
| 570 | 97 | Gage Narrow | 55.95 | 8 | 9 | T | 1 | 5 | 2 | 38.805276 -77.088853 |
| 571 | 73 | Gage Narrow | 55.99 | 5 | 9 | T | 1 | 5 | 2 | |

Notes:

Cant Exceptions are in degrees
The following fields are irrelevant for Cant Exceptions: LC, PC

verified Red defect



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

| | | | | | | | |
|--|--|----|------------|------------------------|----------------------|-----------------|------------------|
| Inspection Date | YYYY | MM | DD | Report Number | 20160908-WMATA-MKD-1 | | |
| | 2016 | 09 | 08 | | | | |
| 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 | E Line - Greenbelt Yard to Gallery Place - Chinatown | | | | | | |

Inspection Summary

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

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 0400 | 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 | | | | | | | | | | | | | |
| Inspection Location | Main Track | Yard | Station | OCC | RTA Facility | FTA Office | Track Type | At-grade | Tunnel | Elevated | N/A | | | |
| | X | | X | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | X | X | | | | | |
| Line(s) | E Line (Green/Yellow) | | Track Number | 1 & 2 | Chain Marker and/or Station(s) | From | | | To | | | | | |
| | | | | | | E1 26+00 | | | E1 679+00 | | | | | |
| | | | | | | E2 679+00 | | | E2 00+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 E (Green/Yellow) Line from Greenbelt Yard to Gallery Place - Chinatown from E2 679+00 to 26+00 (descending chain) testing on #2 track and E1 26+00 to 679+00 testing on #1 track. No exceptions were noted on #2 track. | | | | | | | | Number of Defects | | 1 | | | |
| | | | | | | | | | Recommended Finding? | | No | | | |
| | | | | | | | | | 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: 2016.09.12 13:42:08 -04'00'

Date

09/09/2016

Inspector in Charge - Name

Inspection Team

Medenia K. Dashiell

Medenia K. Dashiell



| | | | |
|-----------------|---|--|--|
| | <p>On #1 track, one (1) Narrow Gage condition was cited as a Black condition and one (1) Wide Gage condition was cited as Red; however, upon actual field verification, the Red condition was were found to be a Yellow condition as follows:</p> <ul style="list-style-type: none">• 261+63 – 55.83 – Black– field verified<ul style="list-style-type: none">○ This condition was found and field verified at Ft. Totten Station Platform. The narrow gage measurements varied from 55 ½ inches to 55 15/16 inches within a distance of 40 ft. The track was taken out of service and the chase crew was called to repair the conditions. ROCC was informed.• 409+32 – 57.06 – Red to Yellow – field verified <p>Each potential defective black 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. In addition, all Wide Gage indications; Red conditions beginning at 57 inches and above are now field verified.</p> | | |
| Remedial Action | WMATA should review previous TGV inspection reports for this location to note the conditions of this area for historical significance. | | |



Exception Report
Exception List Section
Chain 548 to Chain 570

Page 2 of 2
2016-08-19
Run ID: 2016081901

J2 573+00 to J2 548+00

| CH | FT | Parameter | Value | Length | Speed | TSC | LC | PC | Track | Peak Lat/Long |
|-----|----|-------------|--------|--------|-------|-----|----|----|-------|------------------------|
| 561 | 95 | Gage Narrow | 55.80 | 15 | 13 | T | 0 | 5 | 2 | 38.805108 -77.085678 |
| 562 | 25 | Gage Narrow | 56.01 | 1 | 13 | T | 3 | 5 | 2 | 38.805114 -77.085783 |
| 562 | 50 | Gage Narrow | 55.98 | 2 | 13 | T | 1 | 5 | 2 | 38.805118 -77.085870 |
| 562 | 66 | Gage Narrow | 55.92 | 6 | 13 | T | 1 | 5 | 2 | 38.805121 -77.085926 |
| 562 | 74 | Gage Narrow | 56.01 | 2 | 12 | T | 3 | 5 | 2 | 38.805122 -77.085953 |
| 563 | 99 | Up Marker | 563.00 | | 12 | T | | 5 | 2 | 38.805127 -77.086047 |
| 563 | 13 | Gage Narrow | 55.95 | 3 | 12 | T | 1 | 5 | 2 | 38.805129 -77.086093 |
| 563 | 49 | Gage Narrow | 55.95 | 3 | 11 | T | 1 | 5 | 2 | 38.805136 -77.086218 |
| 564 | 82 | Gage Narrow | 55.92 | 5 | 6 | T | 1 | 5 | 2 | 38.805160 -77.086682 |
| 565 | 22 | Up Marker | 565.00 | | 4 | T | | 5 | 2 | 38.805165 -77.086829 |
| 565 | 43 | Gage Narrow | 55.99 | 7 | 9 | T | 1 | 5 | 2 | 38.805162 -77.086929 |
| 565 | 53 | Gage Narrow | 55.99 | 7 | 9 | T | 1 | 5 | 2 | 38.805163 -77.086964 |
| 565 | 94 | Gage Narrow | 55.98 | 4 | 10 | T | 1 | 5 | 2 | 38.805170 -77.087102 |
| 566 | 0 | Gage Narrow | 56.01 | 1 | 10 | T | 3 | 5 | 2 | 38.805171 -77.087123 |
| 566 | 51 | Frog | | | 10 | T | | 5 | 2 | 38.805181 -77.087300 |
| 567 | 28 | Switch Pt | | | 10 | T | | 5 | 2 | 38.805191 -77.087569 |
| 568 | 33 | Gage Narrow | 55.93 | 10 | 8 | T | 1 | 5 | 2 | 38.805213 -77.087933 |
| 568 | 54 | Gage Narrow | 55.79 | 19 | 7 | T | 0 | 5 | 2 | 38.805220 -77.088007 |
| 569 | 14 | Gage Narrow | 56.00 | 2 | 7 | T | 3 | 5 | 2 | 38.805233 -77.088216 |
| 569 | 75 | Gage Narrow | 56.01 | 1 | 8 | T | 3 | 5 | 2 | 38.805247 -77.088428 |
| 570 | 98 | Up Marker | 570.00 | | 8 | T | | 5 | 2 | 38.805248 -77.088515 |
| 570 | 97 | Gage Narrow | 55.95 | 8 | 9 | T | 1 | 5 | 2 | 38.805276 -77.088853 |
| 571 | 73 | Gage Narrow | 55.99 | 5 | 9 | T | 1 | 5 | 2 | |

Notes:

Cant Exceptions are in degrees
The following fields are irrelevant for Cant Exceptions: LC, PC

verified Red defect



Inspection Form

Form FTA-IR-1

United States Department of Transportation FOIA Exemption: All (b)(6)
Federal Transit Administration

Agency/Department Information

| | | | | | | | |
|--|--|----|------------|------------------------|----------------------|-----------------|---------------------------------------|
| Inspection Date | YYYY | MM | DD | Report Number | 20160909-WMATA-AAN-1 | | |
| | 2016 | 09 | 09 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | TRST | Sub- Department | Production & Maintenance RTRA/RAIL |
| Rail Agency Department Contact Information | Name | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] |
| Inspection Location | West Falls Church Yard | | | | | | |

Inspection Summary

| Inspection Activity # | 1 | 2 | 3 | 4 | 5 | 6 |
|--------------------------|-------------|-----------|------------|---|---|---|
| Activity Code | TRK-RWP-OBS | TRK-WI-PI | TRK-TOY-PI | | | |
| Inspection Units | 1 | 1 | 1 | | | |
| Inspection Subunits | 2 | 18 | 1 | | | |
| Defects (Number) | 0 | 16 | 0 | | | |
| Recommended Finding | No | No | No | | | |
| Remedial Action Required | No | Yes | No | | | |
| Recommended Reinspection | No | Yes | No | | | |

Activity Summaries

| | | | | | | | | | | | |
|--|---|--------------------|---|--------------------------------|---------------------|---------------|----------------------|---------------------|---------------|----------|-----|
| Inspection Activity # | 1 | Inspection Subject | Roadway Worker Protection – Job Safety Briefing | | | | Activity Code | TRK | RWP | OBS | |
| Job Briefing Employee Name/Title | SAFE 202 TRST 334 | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 0900 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) | OTMT | Track Number | West Falls Church Yard | Chain Marker and/or Station(s) | From | | To | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| Vehicles | Head Car Number | Number of Cars | | Equipment | | | | | | | |
| | | | | | | | | | | | |
| Description | TRST 334 provided a complete comprehensive job briefing, which included inspection of WMATA level badges, daily safety rule, hot spot locations method of | | | | | | Number of Defects | | 0 | | |
| | | | | | | | Recommended Finding? | | No | | |

| | | | | |
|---------------------------------|---|--|------|------------|
| Inspector in Charge - Signature | TERRELL A WILLIAMS <small>Digitally signed by TERRELL A WILLIAMS DN: cn=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.10.04 10:47:34 -0400</small> | | Date | 09/09/2016 |
| Inspector in Charge – Name | Terrell Williams | | | |
| Inspection Team | Alex Nepa Mike Vitale | | | |



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

| | | | |
|-----------------|--|---------------------------|----|
| | on-track protection, hospital locations and designated locations for safety. Also accompanying was SAFE representative 202. No exceptions were taken to the job safety briefing or the escort duties as performed. | Remedial Action Required? | No |
| | | Recommended Reinsertion? | No |
| Remedial Action | N/A | | |

| | | | | | | | | | | | | | | | | | |
|--|--|--------------------|------------------------|--------------------------------|---------------------|---------------|---------------------------|---------------------|---------------|----------|-----|--|--|--|--|--|--|
| Inspection Activity # | 2 | Inspection Subject | Walking Inspection | | | | Activity Code | TRK | WI | PI | | | | | | | |
| Job Briefing Employee Name/Title | SAFE 202 TRST 334 | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 0900 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) | OTMT | Track Number | West Falls Church Yard | Chain Marker and/or Station(s) | From | | | To | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| Description | 1. TRST 1000 defect, 5.26.2.2 , at the joint off of the crossing, inner loop track 2, measurement between restraining rail and running rail measured 2-3/4 inches. 2. TRST 1000 defect, 5.26.2.2, at inner loop track 2 at the K-99-68 signal, measurement between running rail and restraining rail measured 3-3/8 inches. 3. TRST 1000 defect, 5.26.2.2, through-out inner loop track 2, measurements adverared 3 inches between running rail and running rail. 4. TRST 1000 defect, 5.27.13 through-out inner loop track 2, loose wedges, loose brace bolts and fasteners were identified. 5. TRST 1000 9.27.20, OBSERVATION, switch number 207, left point, gapped between 1/8 inch between point and stock rail. 6. TRST 1000 defect, 9.27.20, , switch 207 left point, 23 inches back, unusually chipped and worn. 7. TRST 1000 9.27.20, OBSERVATION, switch number 63-B, right point gapped 5.32 inch. When switched was oerated, it appeared to tighten but a gap still existed 8. TRST 1000, 6.9 OBSERVATION, crossties, at YRC 21 track between K99-70 signal and the beginning of the third rail, six (6) defective non-holding ties in a row allowing 57 inch gage. 9. TRST 1000, defect 6.9 crossties, at YRC 19 track, between K-99-70 signal to the wing rail joint, nine (4) non-defective ties were counted in a measured 39 foot segment. 10. TRST 1000, defect 9.27.20 switch 73A, left point 22 inches back chipped out 14 inches in length and ¼ inch blunt. | | | | | | Number of Defects | | 16 | | | | | | | | |
| | | | | | | | Recommended Finding? | | No | | | | | | | | |
| | | | | | | | Remedial Action Required? | | Yes | | | | | | | | |
| | | | | | | | Recommended Reinsertion? | | Yes | | | | | | | | |



United States Department of Transportation
Federal Transit Administration

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| | | | |
|------------------------|--|--|--|
| | <p>11. TRST 1000, defect 9.27.20 switch 71A, right point broken out 15 inches back 16 inches in length.</p> <p>12. TRST 1000 defect, 6.9 crossties, YRC 28 track at the K99-72 signal from joint to joint, eight (8) non defective ties were counted in a measured 39 foot segment.</p> <p>13. TRST 1000 defect 6.9 crossties, YRC 28 track between 153 switch and rail joint identified above, five (5) non defective ties were counted in a measured 39 foot segment.</p> <p>14. TRST 1000 OBSERVATION 9.13 switch inspection, switch number 149 right heel block insecure, 2 loose bolts.</p> <p>15. TRST 1000, OBSERVATION 6.9 crossties, YRC 42 between switch 149 and shop marginal defective tie condition.</p> <p>16. TRST 1000, defect 11.3 track gauge, YRC 42 track at K99-126 signal, 57-3/4 inch static with an additional 1/4 dynamic deflection was measured.</p> <p>NOTATIONS: During this inspection there was no TRST individual to verify and take corrective action to items identified.</p> | | |
| Remedial Action | <p>1. Restraining rail, plates, braces and components should be examined and assessed for replacement. Defective non-holding ties must also be assessed for replacement for securement of the restraining rail.</p> <p>2. Switch points should be examined, welding and grinding on the defective switch points. Stock rails may require grinding to eliminate any metal flow affecting closure.</p> <p>3. Wide gage must be brought to WMATA TRST 1000 requirements.</p> <p>4. Per WMATA TRST 1000 standards for a 39-foot track segment. Depending upon the locations identified, non-defective supporting and properly space ties should be installed to bring the minimum number of supporting ties to 11.</p> <p>5. Heel block should be tightened and secured.</p> | | |

| | | | | | | | | | | | | | | | | |
|---|--|---------------------------|----------------------------------|---------------------------------------|----------------------------|---------------|----------------------------------|---------------------|----------------------|----------|-----|--|--|--|--|--|
| Inspection Activity # | 3 | Inspection Subject | Turn-Out Yard Switch inspections | | | | Activity Code | TRK | TOY | PI | | | | | | |
| 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 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Inspection Location | Main Track | Yard | Station | OCC | RTA Facility | FTA Office | Track Type | At-grade | Tunnel | Elevated | N/A | | | | | |
| | | X | | | | | | X | | | | | | | | |
| Line(s) | OTMT | Track Number | West Grove Church Yard | Chain Marker and/or Station(s) | From | | | To | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Description | A total of 1 switches were randomly slected. With the exception of the outlined above, all remaining switch points, frogs, components and timbers were inspected. Evidence of minor wear was appearant but was within WMATA standards. | | | | | | Number of Defects | | 0 | | | | | | | |
| | | | | | | | Recommended Finding? | | No | | | | | | | |
| | | | | | | | Remedial Action Required? | | No | | | | | | | |
| | | | | | | | Recommended Reinsertion? | | No | | | | | | | |
| Remedial Action | N/A | | | | | | | | | | | | | | | |



Inspection Form

Form FTA-IR-1

United States Department of Transportation FOIA Exemption: All (b)(6)
Federal Transit Administration

Agency/Department Information

| | | | | | | | |
|--|--|----|------------|------------------------|----------------------|-----------------|--------------|
| Inspection Date | YYYY | MM | DD | Report Number | 20160910-WMATA-RPM-1 | | |
| | 2016 | 09 | 10 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | TRST | Sub- Department | 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 | Surge #8 – Tracks 1 & 2 – Franconia-Springfield (J03) – Van Dorn (J02) | | | | | | |

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 | 1 | | | | |
| Recommended Finding | No | No | | | | |
| Remedial Action Required | No | Yes | | | | |
| Recommended Reinspection | No | No | | | | |

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 | TRST Unit #618 provided the briefing | | | | | Accompanied Inspector? | No | Out Brief Conducted | Yes | Time | 0600 – 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 | | | | | | | | | | | | | |
| Inspection Location | Main Track | Yard | Station | OCC | RTA Facility | FTA Office | Track Type | At-grade | Tunnel | Elevated | N/A | | | |
| | X | | | | | | | X | | | | | | |
| Line(s) | J-Line | Track Number | 1 & 2 | Chain Marker and/or Station(s) | From | | | To | | | | | | |
| | | | | | J1 CM874+00 | | | J1 CM783+00 | | | | | | |
| | | | | | J2 CM783+00 | | | J2 CM874+00 | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Description | Job Safety Briefing: <ul style="list-style-type: none">The briefing was held at Franconia-Springfield mezzaninePrior to the briefing all PPE and ID's were checked | | | | | | | | Number of Defects | | 0 | | | |
| | | | | | | | | | Recommended Finding? | | No | | | |
| | | | | | | | | | Remedial Action Required? | | 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: 2016.09.12 11:01:07 -04'00' | Date 09/10/2016 |
| Inspector in Charge – Name Terrell Williams | Inspection Team Robert Maniuszko | | | |



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

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|------------------------|--|----------------------------------|----|
| | <ul style="list-style-type: none">The briefing was goodSafety Rule 4.176 was discussed – this rule states that employees shall not lean on standing vehiclesMobile Command was the RWIC – they were on OPS #12 and could be reached by phone at [REDACTED]Tracks were both out of service during the weekend.Inaccessible track was in place using wood ties chained to the railsTemperature was expected to be hot – hydration was a focus and coolers were present on the mezzanine and on the flatsRed Tags were in place: 2016247504A and 2016254501AThe briefing covered hot spots and hazardsThere are multiple Roadway Maintenance Machines in the work areaThere were multiple work groups in the area (TRST, GWP, Power, ATC, CTEM, etc.)Closest Hospitals were Inova Alexandria and Inova Mt. Vernon <p>Field Observations:</p> <ul style="list-style-type: none">We observed moving roadway maintenance machines. Operators were reminded by MCC that 5mph was the required speed through the work area.Operators were also reminded that chocks and handbrakes were required when equipment was standing.Flagpersons were located at the rear of equipment when being shovedThe presence of roadway workers on the roadway was acknowledged by use of the airhorn <p>Note: SAFE #303 accompanied FWSO through the work area along with TRST #6392. SAFE #303 had a number of positive interactions with workers encouraging compliance with PPE rules and RMM movement through the work area.</p> | Recommended Reinspection? | No |
| Remedial Action | N/A | | |

| | | | | | | | | | | | |
|---|--|---------------------------|-----------------------|---------------------------------------|------------------|----------------------------|----------------------------------|----------------------|---------------------|----------------------|-----|
| Inspection Activity # | 2 | Inspection Subject | Track Observations | | | | | Activity Code | TRK | GEN | OBS |
| Job Briefing Employee Name/Title | TRST Unit #618 provided the briefing | | | Accompanied Inspector? | No | Out Brief Conducted | Yes | Time | 0600-1100 | 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 | | | |
| Line(s) | J-Line | Track Number | 1 & 2 | Chain Marker and/or Station(s) | | | From | | To | | |
| | | | | | | | J1 CM874+00 | | J1 CM783+00 | | |
| | | | | | | | J2 CM783+00 | | J2 CM874+00 | | |
| | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | | | | | |
| | | | | | | | | | | | |
| Description | Safety Concern: <ul style="list-style-type: none">The Trackside Heater Control Box labeled HC-J03-52-3 has been smashed. The internal electrical components are exposed. Liquidtite leading from the box into the conduit indicates 480V. The box should be secured when able. General Observations: <p>It should be noted that Track Unit #6392 has performed numerous inspections through the work area and has provided WMATA TRST leadership with an accounting of his observations. The observations below have been noted in his report.</p> | | | | | | Number of Defects | | 1 | | |
| | | | | | | | Recommended Finding? | | No | | |
| | | | | | | | Remedial Action Required? | | Yes | | |
| | | | | | | | Recommended Reinspection? | | No | | |



| | | | |
|-----------------|---|--|--|
| | <ul style="list-style-type: none">To date TRST has replaced approximately 4000 crossties on Track #1 and approximately 3000 crossties on Track #2Work is on-going on track #1. Tamping operations were concluded.Ballast will be added as needed throughout the areaThe regulator will be making passes through the area during the next 36 hours.The shoulder ballast on track #1 should be examined to ensure that it is in accordance with figure 8-4 of the TRST 1000 manual. The shoulder does not consistently measure 10-inches from the end of tieAt J1 CM826+30 the distance from the insulator to the end of the end approach is 40-inches. The TRST 1000 does not specify a maximum distance an insulator can be from the end of the approach.At J2 CM826+60 new insulators have been placed under the end approach. The insulators have multiple shims placed under them. Upon further inspection the tie plate on the left rail has greater than $\frac{3}{4}$" between the surface of the crosstie and the bottom of the tie plate. If the tie were re-tamped the shims could be removed and the tie plate properly secured.At J1 CM783+20 the end approach is unsupported. The closest insulator is 70" from the end of the end –approach.All ETS boxes have new labels and the red push buttons all appear newVegetation has been cleaned, trimmed and removed along the fenceline on the Track 1 sidePower Cables at the third rail expansion joints have been replaced or re-secured and placed on fiberglass kindorf to keep the cables off of the ground | | |
| Remedial Action | 1) WMATA should repair or secure the Trackside Heater Control Box labeled HC-J03-52-3 which has been smashed. The internal electrical components are exposed. Liquidtite leading from the box into the conduit indicates 480V. | | |

Photos:



Figure 1 - J2 CM826+60 - shimmed insulator with 3/4" gap under the tie plate



Figure 2 - 70-inch unsupported end approach at J1 CM783+20



Figure 3 - Damaged Heater Control Box



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

| | | | | | | | |
|--|---|----|------------|------------------------|---------------------|-----------------|-----------------|
| Inspection Date | YYYY | MM | DD | Report Number | 20160912-WMATA-PH-1 | | |
| | 2016 | 09 | 12 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | TRST RAIL | Sub- Department | Maintenance OPS |
| Rail Agency Department Contact Information | Name | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | [REDACTED] | | | | |
| | [REDACTED] | | [REDACTED] | | | | |
| | [REDACTED] | | [REDACTED] | | | | |
| Inspection Location | A-Line – Track 1 – Friendship heights to Bethesda | | | | | | |

Inspection Summary

| Inspection Activity # | 1 | 2 | 3 | 4 | 5 | 6 |
|--------------------------|-------------|-------------|-----------------------|---|---|---|
| Activity Code | TRK-RWP-OBS | TRK-GEN-OBS | OPS-RC-OBS T-16-07 | | | |
| Inspection Units | 1 | 1 | 1 | | | |
| Inspection Subunits | 1 | 1 | 32 | | | |
| Defects (Number) | 0 | | 10 | | | |
| Recommended Finding | No | | No | | | |
| Remedial Action Required | No | Yes | Yes | | | |
| Recommended Reinspection | No | Yes | Yes | | | |

Activity Summaries

| | | | | | | | | | | | | | | |
|--|--|--------------------|----------------|--------------------------------|------------------------|---|---------------------|----------|----------------------|---------------|---------------------|-----|-----|-----|
| Inspection Activity # | 1 | Inspection Subject | | | | Roadway Worker Protection – Job Safety Briefing | | | | Activity Code | | TRK | RWP | OBS |
| Job Briefing Employee Name/Title | TRST Unit #6431 provided the briefing along with Unit #641 | | | | Accompanied Inspector? | Yes | Out Brief Conducted | Yes | Time | 1000 – 1430 | 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 CM304+00 | | | | A1 CM389+00 | | | | | |
| | | | | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Description | General Observations: • JSB was provided by TRST Unit #6431 | | | | | | | | Number of Defects | | 0 | | | |
| | | | | | | | | | Recommended Finding? | | No | | | |

Inspector in Charge - Signature

Philip A. Herbert

Digitally signed by Philip A. Herbert
DN: cn=Philip A. Herbert, o=Federal Transit Administration,
ou=Accident Investigations, email=philip.herbert@dot.gov, c=US
Date: 2016.09.13 13:53:58 -04'00'

Date

09/13/2106

Inspector in Charge – Name
Philip Herbert

Inspection Team
Philip Herbert, Wesley Albright, Robert Maniuszko



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

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|-----------------|--|----------------------------|----|
| | <ul style="list-style-type: none"> The briefing was provided to the two teams for the area from Grosvenor to Friendship Heights Tracks 1&2. The briefing noted the hot spots and hazards The form of protection was TAW – if inspection was needed the group would clear and ITD would be used No exceptions were taken to the briefing. | Remedial Action Required? | No |
| | | Recommended Re-inspection? | No |
| Remedial Action | N/A | | |

| | | | | | | | | | | | | | | | | | |
|--|--|--------------------|---|--------------------------------|---------------------|---------------|----------------------------|---------------------|---------------|----------|-----|--|--|--|--|--|--|
| Inspection Activity # | 2 | Inspection Subject | General Observations for Track #1 between Friendship Heights and Bethesda | | | | Activity Code | TRK | GEN | OBS | | | | | | | |
| Job Briefing Employee Name/Title | See Above | | Accompanied Inspector? | Yes | Out Brief Conducted | Yes | Time | 1000 – 1430 | 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 CM304+00 | | | A1 CM389+00 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| Description | General Observations: <ul style="list-style-type: none"> In A08X, a large amount of fastener anchor bolts and clips are loose, area is wet, third rail insulators required cleaning or replacement. Third rail height in floating slab area needs further examination, Point of Frog 3A should be examined for wear. A1 CM307+00 – A1 CM308+00 there were loose fasteners that need to be tightened. The third rail gage needs to be checked as well – there is only minimal contact evident on the running surface of the contact railce A1 CM309+30 – the drainage pump is missing a cover. From A1 CM315+00 to A1 CM319+00 the area is wet. ETS Box A87 is missing the fire extinguisher. From A1 CM323+00 to A1 CM324+00 there is evidence of corrosion on the left rail. At fan shaft 11, (A1 327+00), control panel in disarray. At A1 CM328+00 the right rail has 5 defective fasteners in a row. The space between effective fasteners is >120" (Track walker #6357 addressed). In the vicinity of A1 CM334+00 there was no radio communication At A1 CM338+00 there are 4 fasteners in a row on the right rail that are defective. The track is tangent through this area. At A1 CM338+50 the area is wet and the right rail has 3 defective fasteners in a row. At A1 CM339+00 the left rail has 4 defective fasteners in a row. From A1 CM340+00 to A1 CM345+00 the area is wet with signs of corrosion on the rail and fasteners. At A1 CM345+00 the right rail has approximately 20-feet of head checking evident. From A1 CM347+00 to A1 CM389+00 only every fourth flourescent fixture is working – the tunnel is very dark. Emergency tunnel lighting only from A1 347+00 to A1 389+-00. | | | | | | Number of Defects | | | | | | | | | | |
| | | | | | | | Recommended Finding? | | | | | | | | | | |
| | | | | | | | Remedial Action Required? | | Yes | | | | | | | | |
| | | | | | | | Recommended Re-inspection? | | Yes | | | | | | | | |



| | | | |
|------------------------|---|--|--|
| | <ul style="list-style-type: none"> At A1 CM348+00 the left rail has 4 fasteners in a row that are defective. At A1 CM350+00 only one (1) of 7 stud bolts are holding on the right rail. At A1 CM352+00 to A1 CM353+00 the right rail has 9 loose fasteners. The left rail joint located at A1 CM357+70 has no effective support for 59 ½". From A1 CM371+00 to A1 CM375+00 there are ineffective Lord fasteners that need to be changed out. (Photo #2) At A1 CM383+00 there are 8 corroded, loose fasteners in a row on the right rail that need to be tightened. At A1 CM383+00 there are 8 corroded, loose fasteners in a row on the right rail that need to be tightened. Third rail insulators through out entire inspection area have recently been replaced. Area between A1 309+00 to 327+00, Insulator cleaning can be accomplished in one pass. (See Photo #1) Throughout inspection area, fastener looseness is concerning, anchor bolt and fastener maintenance and/or replacement should be considered. <ul style="list-style-type: none"> Track gauge in all area checked are within track tolerances. There is no evidence of rail movement in any location noted as "loose." In curve area between A1 352+00 to A1 376+00, many locations noted with 5-9 loose fasteners in a row, particularly on right (low) rail of curve. Suggest immediate attention. Track drainage appeared free of obstructions. | | |
| Remedial Action | WMATA should have a detailed track inspection performed in this area and address the items noted above. | | |

| | | | | | | | | | | | |
|---|--|---------------------------|--------------------------------------|---------------------------------------|----------------------------|-----------------------------------|--------------------------|-------------|----------------------|----------|-----|
| Inspection Activity # | 3 | Inspection Subject | T-16-07 – Permanent Order Compliance | | | | Activity Code | OPS | | RC | OBS |
| Job Briefing Employee Name/Title | See Above | | Accompanied Inspector? | No | Out Brief Conducted | Yes | Time | 1000 – 1430 | Outside Shift | No | |
| Related Reports | Related CAPS / Findings | | | | | | | | | | |
| Related Rules, SOPs, Standards, or Other | Ref | Rule or SOP | | | Standard | | Other / Title | | Checklist Reference | | |
| | T-16-07 | | | | | | | | | | |
| 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 CM304+00 | A1 CM389+00 | | | |
| | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | | | | | |
| | | | | | | | | | | | |
| Description | The following trains were in compliance: | | | | | | Number of Defects | | 10 | | |
| | Lead Car | Time | | Comment | | Recommended Finding? | | No | | | |
| | 3054 | 1109 | | | | Remedial Action Required? | | Yes | | | |
| | 4091 | 1112 | | | | Recommended Re-inspection? | | Yes | | | |
| | 5039 | 1120 | | | | | | | | | |
| | 3008 | 1142 | | | | | | | | | |
| | 5027 | 1150 | | | | | | | | | |
| | 7184 | 1158 | | | | | | | | | |
| | 5136 | 1200 | | | | | | | | | |
| | 5145 | 1206 | | | | | | | | | |
| | 7038 | 1209 | | | | | | | | | |
| | 7164 | 1221 | | | | | | | | | |



| | | | |
|-----------------|---|--|---|
| | 3259 | 1223 | |
| | 7146 | 1238 | |
| | 3039 | 1251 | |
| | 2063 | 1253 | |
| | 4096 | 1255 | |
| | 3288 | 1311 | |
| | 3054 | 1316 | |
| | 2009 | 1321 | |
| | 4026 | 1323 | |
| | 4091 | 1342 | |
| | 6084 | 1350 | |
| | 5027 | 1402 | |
| | The following trains were not in compliance: | | |
| | Lead Car | Time | Comment |
| | 7042 | 1102 | Slowed but sped up prior to passing the entire consist |
| | 7150 | 1104 | Slowed but sped up prior to passing the entire consist |
| | 3094 | 1129 | Slowed but sped up prior to passing the entire consist |
| | 4075 | 1133 | Work group was in a curve – may not have seen the group in time |
| | 7178 | 1156 | Slowed but sped up prior to passing the entire consist |
| | 3017 | 1240 | Slowed but sped up prior to passing the entire consist |
| Unknown | 1242 | Passed too fast, slowed but then sped up prior to passing the entire consist | |
| 4036 | 1246 | Slowed but sped up prior to passing the entire consist | |
| 4081 | 1304 | Too fast | |
| 4075 | 1338 | Slowed but sped up prior to passing the entire consist | |
| Remedial Action | 1) WMATA should ensure that the Permanent Order is clearly explained to all operators to ensure compliance. | | |



Photo #1 - Common condition of Third rail insulators



Photo #2 - Common Condition of defective Lord's fasteners



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 | 20160912-WMATA-TL-1 | | |
| | 2016 | 09 | 12 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | Track and Structures | Sub- Department | Track Inspection |
| Rail Agency Department Contact Information | Name | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | [REDACTED] | | | | |
| | [REDACTED] | | [REDACTED] | | | | |
| | [REDACTED] | | [REDACTED] | | | | |
| Inspection Location | A-Line Grosvenor to Friendship Heights | | | | | | |

Inspection Summary

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

Activity Summaries

| | | | | | | | | | | | | | | |
|--|--|--------------------|----------------|--------------------------------|---------------|-------------------------|------------------------------------|---------------------------|--------|---------------------|-----------|---------------|-----|-----|
| Inspection Activity # | 1 | Inspection Subject | | | | | Roadway Worker Protection Briefing | | | Activity Code | | TRK | RWP | OBS |
| Job Briefing Employee Name/Title | TRST 641 TRST 6341 | | | | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 1015-1030 | 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 | | | | |
| | MSRPH | | | | | | | | | | | | | |
| | RWPM | | | | | | | | | | | | | |
| 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 | | | | | | |
| | | | | | A11-Grosvenor | | | A08-Friendship Heights | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | N/A | | | | | | | | |
| | N/A | | N/A | | | | | | | | | | | |
| Description | <ul style="list-style-type: none">Briefing provided by TRST Unit 6341Inspection area defined at A11-A08 | | | | | | | Number of Defects | | 0 | | | | |
| | | | | | | | | Recommended Finding? | | No | | | | |
| | | | | | | | | Remedial Action Required? | | No | | | | |

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

| | | | |
|--|---|---|--------------------|
| Inspector in Charge - Signature | TERRELL A WILLIAMS | Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHO, cn=TERRELL A WILLIAMS Date: 2016.09.23 09:33:36 -04'00' | Date 09/12/2016 |
| Inspector in Charge - Name Terrell Williams | Inspection Team Troy Lloyd, Al Nepa, Mike Vitale | | |



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

| | | | |
|-----------------|--|---------------------------|----|
| | <ul style="list-style-type: none"> Protection in place was train approach warning All curves and limited sight areas were identified | Recommended Reinspection? | No |
| Remedial Action | N/A | | |

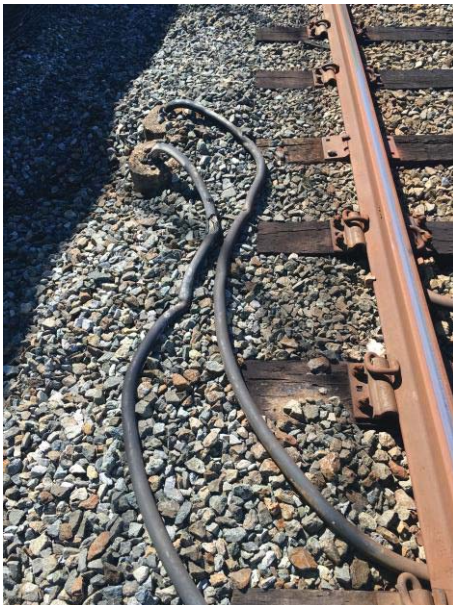
| | | | | | | | | | | | |
|--|--|--------------------|--------------------------|--------------------------------|---------------------|---------------|---------------------------|---------------------|---------------|----------|-----|
| Inspection Activity # | 2 | Inspection Subject | Walking Inspection of A2 | | | | | Activity Code | TRK | WI | PI |
| Job Briefing Employee Name/Title | TRST 641 | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 1030-1500 | 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 | | | |
| | MSRPH | | | | | | | | | | |
| | RWPM | | | | | | | | | | |
| 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 | | | | |
| | | | | | A11-Grosvenor | | A08-Friendship Heights | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | N/A | | | | | |
| | N/A | | N/A | | | | | | | | |
| Description | FWSO conducted a walking track inspection from A11 to A08 to evaluate track conditions. Observations: <ul style="list-style-type: none"> A1-556+80- Missing end approach cover board A2-556+30- Missing end approach cover board 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 A2 537+00-538+00 Loose nuts and track pumping A2 536+10- 3rd Rail Expansion cables connect on gauge side. A1/A2-531+40- ETS Box with inoperable Blue Light A1/A2-523+35- ETS Box with inoperable Blue Light A2-516+00- Missing end approach cover board 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) Friendship Heights Interlocking #1B switch- Straight closure rail has head checking and corrugation causing spalling and cracks nearing the gauge corner of the rail A2-485+00- Mud and Water standing in track bed causing fasteners and rail to corrode A2 424+00- ETS Box with No Door A2-343+10-A2-343+40 (RR) - 12 consecutive F20 Fasteners with loose serrated washers and stud nuts. Fasteners are also pumping ¼". <ul style="list-style-type: none"> Fasteners need replaced or torqued ASAP | | | | | | Number of Defects | | 2 | | |
| | | | | | | | Recommended Finding? | | Yes | | |
| | | | | | | | Remedial Action Required? | | Yes | | |
| | | | | | | | Recommended Reinspection? | | Yes | | |



| | | | |
|------------------------|---|--|--|
| | <ul style="list-style-type: none">• A2 342+70- ETS Box with No Door• A2- 341+00 (RR) - 3 consecutive F20 Fasteners with loose serrated washers and stud nuts.• Fasteners are also pumping ¼". Fasteners need to be replaced or torqued ASAP• A2-325+00-A2-325+40 (RR) – 14 consecutive F20 Fasteners with loose serrated washers and stud nuts. Fasteners are pumping ¼" and fasteners also have 3/16"-1/4" lateral underload push.<ul style="list-style-type: none">◦ Fasteners need replaced or torqued ASAP• Medical Interlocking #1B Switch- Loose bolts at frog leg joint due to broken Spring Washers on heel of frog DF plate- Heel of frog DF plate is pumping causing bolts to strip out• Friendship Heights Interlocking #1B switch- LH straight switch point has head checking with cracks and spalling nearing gauge corner of switch point• Friendship Heights Interlocking- between the #1B and #3B switches (LR) has a suspended joint with loose stripped bolts <p>Noted Defects:</p> <ul style="list-style-type: none">• A2 527+60- 1 bolt missing from Joint Bar (ERT Dispatched)• Train with lead car 7012 did not slow to 10mph as required by T-16-07 | | |
| Remedial Action | <ul style="list-style-type: none">• WMATA should continue to reinforce compliance with T-16-07.• WMATA should make required repairs to Joint Bar at A2 527+60.• WMATA should torque nuts throughout this area (Grosvenor to Friendship Heights). | | |

Photos:

Cut/Frayed Negative Return Cables



Expansion Cables on gauge side of 3rd rail



ETS Boxes with missing doors





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 | 20160913-WMATA-TL-1 | | |
| | 2016 | 09 | 13 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | Track and Structures | Sub- Department | Track Inspection |
| Rail Agency Department Contact Information | Name | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | [REDACTED] | | | | |
| | [REDACTED] | | [REDACTED] | | | | |
| | [REDACTED] | | [REDACTED] | | | | |
| Inspection Location | A-Line Bethesda-Grosvenor | | | | | | |

Inspection Summary

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

Activity Summaries

| | | | | | | | | | | | | | |
|--|---|--------------------|----------------|--------------------------------|-------------------------|------------------------------------|---------------------|---------------------------|---------------------|-----------|---------------|-----|-----|
| Inspection Activity # | 1 | Inspection Subject | | | | Roadway Worker Protection Briefing | | | Activity Code | | TRK | RWP | OBS |
| Job Briefing Employee Name/Title | TRST 675 | | | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 1045-1100 | 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 | | | | |
| | MSRPH | | | | | | | | | | | | |
| | RWPM | | | | | | | | | | | | |
| 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 | 1 | Chain Marker and/or Station(s) | | From | | To | | | | | |
| | | | | | | A09-Bethesda | | A11-Grosvenor | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | N/A | | | | | | | |
| | N/A | | N/A | | | | | | | | | | |
| Description | <ul style="list-style-type: none">Briefing provided by TRST Unit 675Inspection area defined at A09-A11 | | | | | | | Number of Defects | | 0 | | | |
| | | | | | | | | Recommended Finding? | | No | | | |
| | | | | | | | | Remedial Action Required? | | No | | | |

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

| | | | |
|--|---|--|--------------------|
| 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: 2016.09.23 09:46:18 -04'00' | Date 09/13/2016 |
| Inspector in Charge - Name Troy Lloyd | Inspection Team Troy Lloyd, Al Nepa, Mike Vitale | | |

Form FTA-IR-1

Version date: 8/26/16



United States Department of Transportation
Federal Transit Administration

| | | | | | | | | |
|------------------------|--|--|--|--|--|--|----------------------------------|----|
| | <ul style="list-style-type: none"> Protection in place was train approach warning All curves and limited sight areas were identified | | | | | | Recommended Reinspection? | No |
| Remedial Action | N/A | | | | | | | |

| | | | | | | | | | | | | | | | |
|---|---|---------------------------|--------------------------|---------------------------------------|---------------------|----------------------------|----------------------|--------------------------|----------------------|----------------------------------|----------------------------|----------------------------------|--|-----|--|
| Inspection Activity # | 2 | Inspection Subject | Walking Inspection of A1 | | | | Activity Code | | TRK | WI | PI | | | | |
| Job Briefing Employee Name/Title | TRST 641 | | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 1100-1500 | 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 | | | | |
| | MSRPH | | | | | | | | | | | | | | |
| | RWPM | | | | | | | | | | | | | | |
| 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 | 1 | Chain Marker and/or Station(s) | | | From | | To | | | | | | |
| | | | | | | | A09-Bethesda | | A11-Grosvenor | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | | Equipment | N/A | | | | | | | | |
| | N/A | | N/A | | | | | | | | | | | | |
| Description | <p>FWSO conducted a walking track inspection from A09 to A11 to evaluate track conditions.</p> <p>Observations:</p> <ul style="list-style-type: none"> Bethesda Station – Medical Station, Track #2- general track condition assessments were satisfactory between these 2- stations (minor clip replacement and torquing of the stud nuts will bring this segment of track back into top notch compliance) <ul style="list-style-type: none"> New insulators installed New composite 3rd rail Sporadically there were minor direct fixation fastener concerns with loose serrated washers and broken Pandrol clips due to corrosion and swelling of the Pandrol clips Rail base corrosion existed sporadically throughout the area due to older water and mud conditions that have been cleaned up Coverboards are missing throughout the area Medical Interlocking- At A10-02 Signal (LR); 7- consecutive non-supporting directive fixation Lord Fasteners not holding gauge or cross-level. Area is tangent track with 1" vertical deflection on left rail. There are 2- gauge rods installed in this area with only one holding. The other gauge rod vibrated off the base of rail. Left rail also has corrugation on the head of rail which is causing the Lord Fastener clips to work loose. Medical Interlocking-Multiple leaks and standing water in the area. A1-451+50- There is a severe water leak from a pipe that extends from the tunnel ceiling to the tunnel invert that is causing the rail and fasteners to corrode. Medical Platform – A1-459+00- There is a 390' old stringer rail that is lying between the left rail and safety catwalk that is causing an extreme tripping and clearing hazard for personnel clearing for trains. A1 465+20 – ETS Box with missing door. A1-468+00 – A1-471+00 (LR/RR)- There are defective F20 direct fixation fasteners with loose serrated washers that exist on both rail. Fasteners are non-supportive with over 5/16" vertical deflection and ¼" lateral movement underload. A1-468+70 (RR) - Ten feet of rail has advanced head checking and spalling conditions on the head of rail. Vibration from rail head condition is causing serrated washers on the F20 fasteners to work loose. A1 474+00 – Expansion joint with 3rd rail cables on the gauge side. A1 474+00-482+00 No Functioning ETS Phones A1 487+00-513+00 All tunnel lights out | | | | | | | Number of Defects | | 2 | | | | | |
| | | | | | | | | | | Recommended Finding? | | Yes | | | |
| | | | | | | | | | | Remedial Action Required? | | Yes | | | |
| | | | | | | | | | | | | Recommended Reinspection? | | Yes | |



| | | | |
|-----------------|---|--|--|
| | <ul style="list-style-type: none">A1-491+30 (LR/RR) – Cluster of consecutive defective F20 fasteners with a gauge rod installed that has fallen off the base of rail. Fasteners have over ½” vertical deflection and ¼” lateral movement underload.A1 515+00 Deviation in uniform rail profile, right rail, 1.5 inch deflection. <p>Noted Defects:</p> <ul style="list-style-type: none">***A1-474+00 – A1-475+00 (LR/RR) - There are 15- consecutive defective F20 fasteners that are non-supportive. The fasteners are not holding gauge or cross-level. Several of the fasteners on the left rail had opposing defective fasteners on the right rail as well. Fasteners have over ½” vertical deflection and 5/16” lateral movement underload. Both rail easily move laterally over ½” by pushing on it with your foot. This area was restricted to 10 MPH and was considered a “Black Condition”.Train with trailing car 7041 did not slow to 10mph as required by T-16-07 or manual speed restriction. | | |
| Remedial Action | <ul style="list-style-type: none">WMATA should continue to reinforce compliance with T-16-07.WMATA should make required repairs to Joint Bar at A1 474+00.WMATA should torque nuts throughout this area (Bethesda to Grosvenor). | | |

Photos:

Loose gauge rod and defective fasteners in Medical Interlocking





Tunnel Wall Light ripped off wall



Standing Water at Medical Center Interlocking





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 | 20160914-WMATA-TL-1 | | |
| | 2016 | 09 | 14 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | TRST | Sub- Department | Production & Maintenance RTRA/RAIL |
| Rail Agency Department Contact Information | Name | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] |
| Inspection Location | Red Line between Friendship Heights (A08) and DuPont Circle (A03) | | | | | | |

Inspection Summary

| Inspection Activity # | 1 | 2 | 3 | 4 | 5 | 6 |
|--------------------------|-------------|------------|-------------|---|---|---|
| Activity Code | TRK-RWP-OBS | TRK-GEN-WI | TRK-COM-OBS | | | |
| Inspection Units | 1 | 1 | 1 | | | |
| Inspection Subunits | 1 | 11 | 2 | | | |
| Defects (Number) | 0 | 12 | 0 | | | |
| Recommended Finding | No | No | No | | | |
| Remedial Action Required | No | Yes | No | | | |
| Recommended Reinspection | No | Yes | No | | | |

Activity Summaries

| | | | | | | | | | | | | | | |
|--|--|--------------------|----------------|--------------------------------|--------------|-------------------------|---|---------------------------|---------------------|---------------|--------------|---------------|-----|-----|
| Inspection Activity # | 1 | Inspection Subject | | | | | Roadway Worker Protection – Job Safety Briefing | | | Activity Code | | TRK | RWP | OBS |
| Job Briefing Employee Name/Title | TRST UNIT 675 | | | | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 1100 1530 | 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 | | | | | |
| | 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 | Track Number | 2 | Chain Marker and/or Station(s) | From | | To | | | | | | | |
| | | | | | A08 | | A03 | | | | | | | |
| | | | | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | N/A | | | | | | | | |
| | N/A | | N/A | | | | | | | | | | | |
| Description | TRST 675 provided a complete comprehensive job briefing, which included inspection of WMATA level badges, daily safety rule, hot spot locations method of on-track protection, hospital locations and designated locations for safety. | | | | | | | Number of Defects | | 0 | | | | |
| | | | | | | | | Recommended Finding? | | No | | | | |
| | | | | | | | | Remedial Action Required? | | 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: 2016.10.04 10:24:59 -04'00' | Date 09/14 /2016 |
| Inspector in Charge – Name Terrell Williams | Inspection Team Alex Nepa Troy Lloyd | | |



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

| | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--------------------------|--|----|--|
| | No exceptions were taken to the job safety briefing or the escort duties as performed. | | | | | | Recommended Reinsertion? | | No | |
| Remedial Action | N/A | | | | | | | | | |

| | | | | | | | | | | | | | |
|--|--|--------------------|----------------|--------------------------------|--------------|-------------------------|--------------------|---------------------------|---------------|----------|---------------------|---------------|----|
| Inspection Activity # | 2 | Inspection Subject | | | | | Walking Inspection | | Activity Code | | TRK | WI | PI |
| Job Briefing Employee Name/Title | TRST UNIT 675 | | | | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 1100-1530 | 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 | | |
| | 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 | Track Number | 2 | Chain Marker and/or Station(s) | From | | | To | | | | | |
| | | | | | A08 | | | A03 | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | N/A | | | | | | | |
| | N/A | | N/A | | | | | | | | | | |
| Description | <p>FWSO personnel conducted an assesment of Red Line, Main Track 2 between Friendship Heights (A08) and DuPont Circle (A03). The following exceptions were noted.</p> <ol style="list-style-type: none"> TRST 1000 defect, 10.17.4.1. at CM A2-278+00, relay rail and material between the catwalk and running rail creating a walking/tripping hazard for roadway workers clearing for trains and customers in the event of an evacuation. TRST 1000, defect 10.15 between many section of Friendship Heights Station and DuPont Circle Station, tunnel lighting was non-operative, other areas were found to be in-adequate due to burnt out bulbs and dirty lenses TRST 1000, defect 3.1.2.2, A2-277+00. Main track center drain clogged. Condition allowing standing water around rail and fastening components. TRST 1000, defect 3.1.2.2, A2-263+50. Main track center drain clogged. Condition allowing standing water around rail and track fastening components. TRST 1000 defect 3.1.2.2, A2-264+00. Main track center drain clogged. Condition allowing standing water around rail and fastening components. TRST 1000 defect 3.1.2.2 at Tenleytown platform track 2. Main track center drain clogged. Condition allowing standing water around rail and fastening components. TRST 1000 defect 3.1.2.2, A2-259+00. Main track center drain clogged. Condition allowing standing water around rail and fastening components. TRST 1000 defect 3.1.2.2, at Van Ness platform track 2, main track center darin clogged. Condition allowing standing water around rail and fastening components. TRST 1000 defect 3.2.2.4, Tunnel Section, A2-261-50, right rail. Water leaking onto rail allowing a checking/spalling condition on the running surface of the rail to develop 10 feet in length. | | | | | | | Number of Defects | | 12 | | | |
| | | | | | | | | Recommended Finding? | | No | | | |
| | | | | | | | | Remedial Action Required? | | Yes | | | |
| | | | | | | | | Recommended Reinsertion? | | Yes | | | |



| | | | |
|-----------------|---|--|--|
| | <p>10. TRST defects 7.7 – 7.9.2.1 – 7.9.2.3 – 7.9.2.4. A2-106+00 left rail, 12 consecutive defective F-20 fasteners with non-holding loose serrated washers and broken studs. This condition is allowing 56-5/8 inch static gauge with an additional ½ dynamic movement. Additionally, 1 inch dynamic vertical deflection was noted under load. Inspection of grout pad conditions under the defective fasteners, in some locations were found to be broken and or cracked allowing movement in the studs. This condition was deemed a “black condition”, a 10 MPH speed restriction between CM A2-098+00 and CM A2-115+00 was placed to protect the condition.</p> <p>11. TRST 1000 defect 13.5.2, A2-083+60, third rail insulator arcing.</p> <p>12. TRST 1000 defect 5.22.9.2, A2-082+50 left rail, damaged rail head, on the running surface a 2 inch by 2 inch by ¼ deep was identified.</p> <p>NOTATIONS: Item 10 was protected with a 10 MPH slow order by TRST unit 675. ROCC was notified and speed couplers were requested.</p> | | |
| Remedial Action | <ol style="list-style-type: none"> Relay rail and material between the catwalk and running rail creating a walking/tripping hazard for roadway workers clearing for trains and customers in the event of an evacuation should be removed at A2-278+00. Lighting should be repaired and lenses cleaned between Friendship Height and DuPont Circle Drains should be cleaned at A2 227+00 and at the Van Ness Platform (Track 2). Mitigate leak at A2 261+50. Repair and replace fastening system at A2 106+00 Repair and/or replace insulator at A2 83+60 Replace rail or drill and bar defective area to protect against any potential internal defects at A2 82+50. | | |

| | | | | | | | | | | | | | | | | |
|--|--|--------------------|---------------------------------|--------------------------------|--------------|---------------------|---------------------------|----------|---------------------|---------------|-----|--|--|--|--|--|
| Inspection Activity # | 3 | Inspection Subject | Radio Communication Observation | | | | Activity Code | ROCC | COM | OBS | | | | | | |
| Job Briefing Employee Name/Title | TRST UNIT 675 | | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 1100 1530 | 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 | | | | | | | |
| | MRSPH | | | | | | | | | | | | | | | |
| | RWPM | | | | | | | | | | | | | | | |
| 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 | | | | | | | | |
| | | | | | A08 | | | A03 | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | N/A | | | | | | | | | | |
| | N/A | | N/A | | | | | | | | | | | | | |
| Description | FWSO inspection team listened to radio communications between TRST unit 675 and ROCC. All communication were clear, precise and without error. No exceptions take. | | | | | | Number of Defects | | 0 | | | | | | | |
| | | | | | | | Recommended Finding? | | No | | | | | | | |
| | | | | | | | Remedial Action Required? | | No | | | | | | | |
| | | | | | | | Recommended Reinsertion? | | No | | | | | | | |
| Remedial Action | N/A | | | | | | | | | | | | | | | |



Inspection Form

Form FTA-IR-1United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

| | | | | | | | | |
|--|---|----|----|------------------------|----------------------|-----------------|------------|--------------|
| Inspection Date | YYYY | MM | DD | Report Number | 20160914-WMATA-TW-1 | | | |
| | 2016 | 09 | 14 | | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | Track and Structures | Sub- Department | Structures | |
| Rail Agency Department Contact Information | Name | | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | | [REDACTED] | | | | |
| | [REDACTED] | | | [REDACTED] | | | | |
| | [REDACTED] | | | [REDACTED] | | | | |
| | [REDACTED] | | | [REDACTED] | | | | |
| Inspection Location | Surge #9 Pre-Inspection Vienna (K08) to West Falls Church Station (K06) | | | | | | | |

Inspection Summary

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

Activity Summaries

| | | | | | | | | | | | | | | |
|--|-----------------|--------------------|----------------|--------------------------------|-------------------------|-------------------------|--|---------------------|---------------|---------------|---------------------|---------------|-----|----|
| Inspection Activity # | 1 | Inspection Subject | | | | | Pre-Surge #9 Inspection Vienna to West Falls Church Stations | | | Activity Code | | STR | GEN | PI |
| Job Briefing Employee Name/Title | N/A | | | | | Accompanied Inspector? | No | Out Brief Conducted | No | Time | 1030-1300 | 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) | K | Track Number | N/A | Chain Marker and/or Station(s) | From | | | To | | | | | | |
| | | | | | West Falls Church (K06) | | | Vienna (K08) | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | N/A | | | | | | | |

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

| | | | | |
|--|---|--|---|---------------------------|
| 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: 2016.09.16 10:08:12 -04'00' | Date 09/14/2016 |
| Inspector in Charge - Name Terrell Williams | Inspection Team Terrell Williams, Medenia Dashiell | | | |



| | | | | |
|-----------------|---|---------------------------|--|---------------------------|
| | N/A | N/A | | |
| Description | <p>FWSO inspectors conducted a pre-Surge #9 inspection of stations affected by the upcoming 42 day continuous single tracking between West Falls Church station (K06) and Vienna station (K08). Inspectors were checking to ensure proper signage was in place to inform passengers of the upcoming SafeTrack activity.</p> <p>The signage warns passengers of station closures on the weekends of September 24-25 and October 1-2, October 8-9 and October 15-16. Free shuttle bus service will replace trains between these stations during these complete station closures.</p> <p>The following is an assessment of each stations preparation for Surge #9.</p> <ul style="list-style-type: none">• West Falls Church Station - SafeTrack signage was seen on the platforms as well as on the mezzanine level near the Station Managers kiosk.• Dunn Loring Station – There was no SafeTrack signage on the platforms informing passengers of the upcoming surge. There was SafeTrack signage outside the faregates at 5 locations.• Vienna Station - SafeTrack signage was seen on one side of the platform but at several locations on the mezzanine level near the Station Managers kiosk. Station Managers were very engaged with passengers and had boxed Surge flyers available for passengers the next day. These flyers should have been distributed to passengers well in advance of the surge activities | Number of Defects | | 0 |
| | | Recommended Finding? | | Yes |
| | | Remedial Action Required? | | No |
| | | | | Recommended Reinspection? |
| Remedial Action | WMATA should place more SafeTrack signage on station platforms and have flyers available for passengers <i>in advance</i> of the continuous single tracking and station shutdowns. | | | |



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 | 20160915-WMATA-CDF-1 | | |
| | 2016 | 09 | 15 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | Track and Structures | Sub- Department | TRST |
| 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 | West Falls Church/Dunn Loring/Vienna Stations | | | | | | |

Inspection Summary

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

Activity Summaries

| | | | | | | | | | | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------------|--------------------------|-----------------------------------|--------------------------|--------------------------|-------------------------------|--------------------------|--------------------------|-----|-----|
| Inspection Activity # | 1 | Inspection Subject | | | | | Safe Track Observation – Surge #9 | | | Activity Code | | OPS | Gen | OBS |
| Job Briefing Employee Name/Title | N/A | | | | | Accompanied Inspector? | N/A | Out Brief Conducted | N/A | Time | 0530 to 1330 | 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 | | 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 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"/> | | |
| Line(s) | K Line (Orange) | Track Number | 1 & 2 | | Chain Marker and/or Station(s) | | From | | | To | | | | |
| | | | | | | | West Falls Church | | | Dunn Loring & Vienna Stations | | | | |
| 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: 2016.09.22 14:09:04 -04'00'

Date

09/15/2016

Corwyn Foster

Inspector in Charge – Name

Inspection Team

Corwyn Foster

Corwyn Foster and Medenia K. Dashiell

Form FTA-IR-1

Version date: 1/19/16

| | | | |
|------------------------|---|-----------------------------------|-----|
| Description | <p>FWSO conducted a Safe Track observation and job briefing with the maintenance supervisor at Dunn Loring. During the observation and job briefing the maintenance supervisor explained the method of track protection being used while working on or near the tracks. He also explained and completed the steps for shutting the power off on the third rail. Once the power was off he tested for current by connecting voltage monitors/testers on two different locations on the third rail. He discussed the proper methods that should be used by the two assigned watchmen lookout personnel while providing protection for the Maintenance of Way (MoW) employees. We also discussed some dos and don'ts safety practices and rules that should be followed while working on or near a live track as well as a track which has been removed from service for maintenance.</p> <p>Below are the findings:</p> <ol style="list-style-type: none"> 1. The Roadway Flag Persons (RFP) position themselves in the center of the work group. During my observation I watched the RFPs engaged themselves in conversation with the men in the work group. In according with WMARTA Roadway Worker Protection (RWP) standard 3.4 the RFP should have been positioned a minimum of 500 feet from the actual work zone. 3.4. A RFP shall remain in a place of safety at all times and shall be located at the oncoming side of normal traffic flow at the location of the installed shunts and lanterns; a minimum of 500 feet from the actual work zone. 2. The RFP could not be reached by the company radio when one the employee tried to for observation. He was able to communication with him on his cell phone. 3.8. A RFP shall use and monitor an Authority approved working radio, set on the proper channel, at all times, while performing flagging duties. 3. The RFP was less than 150 yards from the platform but could not but reach by the employee on the radio. 3.14. RFPs shall be permitted to use their cell phones to contact the RWIC when radio communications are disrupted. At no other time shall the RFP use their cell phone. | Number of Defects | 3 |
| | | Recommended Finding? | No |
| | | Remedial Action Required? | Yes |
| | | Recommended Re-inspection? | Yes |
| Remedial Action | WMATA Roadway Flag Persons should review the Roadway Worker Protection Manual to ensure compliance with RWP Manual. | | |



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 | 20160915-WMATA-PSR-1 | | |
| | 2016 | 09 | 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 |
| | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] |
| Inspection Location | Shady Grove | | | | | | |

Inspection Summary

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

Activity Summaries

| | | | | | | | | | | | | | | | |
|--|--|--------------------|----------------|--------------------------|--------------|--------------------------|---|--------------------------|--------------------------|--------------------------|---------------------------|-----|---------------|-----|-----|
| Inspection Activity # | 1 | Inspection Subject | | | | | Pre-Trip inspections and departure by train operators | | | | Activity Code | OPS | | GEN | OBS |
| Job Briefing Employee Name/Title | None | | | Accompanied Inspector? | N/A | | Out Brief Conducted | N/A | | Time | 0500-1100 | | Outside Shift | Yes | |
| Related Reports | | | | Related CAPS / Findings | | | | | | | | | | | |
| Related Rules, SOPs, Standards, or Other | Ref | | Rule or SOP | | Standard | | Other / Title | | Checklist Reference | | | | | | |
| | MSRPH | | 3.19 | | | | | | | | | | | | |
| 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) | | | Track Number | | | Chain Marker | From | | To | | | | | | |
| | | | | Shady Grove Yard | | | Shady Grove Yard | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Description | FWSO was on-site at Shady Grove yard to observe train operators performing their pre-inspection and departure. The following was observed: <ul style="list-style-type: none">All Operators observed, did a proper external and internal inspection of their train.Operators arrived at work on time and with proper PPE.Radio communication between train operator and interlocking tower was good, with proper repeat backs.4 trains were observed departing without sounding their horn and | | | | | | | | | | Number of Defects | | 4 | | |
| | | | | | | | | | | | Recommended Finding? | | No | | |
| | | | | | | | | | | | Remedial Action Required? | | YES | | |
| | | | | | | | | | | | Recommend Re-inspection? | | YES | | |

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



| | | | |
|-----------------|--|--|--|
| | waiting the required 5 seconds before moving. They departed from tracks 13, 16, 17, and 18. This is in violation of MSRPH 3.19 which states employees shall always sound horn and wait five seconds prior to moving rail vehicles in the shop, the yard, or any area where personnel may be present. | | |
| Remedial Action | Recommend WMATA contact train operators at all yard locations to ensure operators understand rule 3.19. Also recommend WMATA perform rules testing at all yard to ensure that crews are in compliance with all pre-departure requirements. | | |



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 | 20160915-WMATA-TL-1 | | |
| | 2016 | 09 | 15 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | Track and Structures | Sub- Department | Track Maintenance |
| Rail Agency Department Contact Information | Name | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] |
| | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] |
| Inspection Location | A2 106+00 | | | | | | |


Inspection Summary

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

Activity Summaries

| | | | | | | | | | | | | | |
|--|---|--------------------|----------------|--------------------------------|-------------------------|----------------------------------|---------------------|---------------------------|---------------------|-----------|---------------|-----|-----|
| Inspection Activity # | 1 | Inspection Subject | | | | Observation of Track Maintenance | | | Activity Code | | TRK | MTN | OBS |
| Job Briefing Employee Name/Title | TRST 649 | | | | Accompanied Inspector? | No | Out Brief Conducted | No | Time | 1100-1300 | 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 | | | | |
| | MSRPH | | | | | | | | | | | | |
| | RWPM | | | | | | | | | | | | |
| 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 | | | | | |
| | | | | | | 106+00 | | 107+00 | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | N/A | | | | | | |
| | N/A | | N/A | | | | | | | | | | |
| Description | FWSO observed track maintenance crew performing nuts torquing and gauge rod installation at A1 106+00. A 10 mile per hour speed restriction was in place at the time of this work due to non-supporting fasteners. No exceptions were taken to the safety and quality of the work performed. WMATA will schedule track rights to replace the fasteners at a later date. | | | | | | | Number of Defects | | 1 | | | |
| | | | | | | | | Recommended Finding? | | Yes | | | |
| | | | | | | | | Remedial Action Required? | | Yes | | | |
| | | | | | | | | Recommended Reinspection? | | Yes | | | |
| Remedial Action | WMATA must complete replacement of non-supporting fasteners and stud bolts at A1 106+00 | | | | | | | | | | | | |

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

| | | | | | |
|---------------------------------|---|--|---|------|------------|
| Inspector in Charge - Signature |  | | Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.10.04 10:27:02 -04'00' | Date | 09/15/2016 |
| Inspector in Charge - Name | Troy Lloyd | | Inspection Team Troy Lloyd, Phil Herbert, Mike Vitale | | |

Form FTA-IR-1

Version date: 8/26/16



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

| | | | | | | | | |
|--|--|----|----|------------------------|----------------------|-----------------|------|--------------|
| Inspection Date | YYYY | MM | DD | Report Number | 20160920-WMATA-TL-1 | | | |
| | 2016 | 09 | 20 | | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | Track and Structures | Sub- Department | TKIN | |
| 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 | B Line Forest Glen to Takoma Interlocking | | | | | | | |

Inspection Summary

| | | | | | | |
|---------------------------------------|-------------|-----------|---|---|---|---|
| Inspection Activity # | 1 | 2 | 3 | 4 | 5 | 6 |
| Activity Code | TRK-RWP-OBS | TRK-WI-PI | | | | |
| Inspection Units | 1 | 1 | | | | |
| Inspection Subunits | 1 | 1 | | | | |
| Defects (Number) | 0 | 3 | | | | |
| Recommended Finding | No | Yes | | | | |
| Remedial Action Required ¹ | 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 | TRST 641 | | | | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 1000-1015 | 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 | | | |
| | 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) | B | Track Number | 1 | Chain Marker and/or Station(s) | | | From | | To | | | | | |
| | | | | | | | B1 540+20 | | B1 355+00 | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | | Equipment | N/A | | | | | | | |
| | N/A | | N/A | | | | | | | | | | | |
| Description | <ul style="list-style-type: none">JSB was provided by TRST Unit #641The briefing was provided to the team from Forest Glen to Takoma Track 1. | | | | | | | | Number of Defects | | 0 | | | |
| | | | | | | | | | Recommended Finding? | | No | | | |

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

| | | | |
|---------------------------------|--|---|--------------------|
| 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: 2016.09.23 10:16:54 -04'00' | Date 09/20/2016 |
| Inspector in Charge - Name | Inspection Team Troy Lloyd, Phil Herbert, Mike Vitale | | |



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

| | | | | | | | | | | |
|------------------------|--|--|--|--|--|--|----------------------------------|--|----|--|
| | <ul style="list-style-type: none"> The briefing noted the hot spots and hazards The form of protection was TAW – if inspection was needed the group would clear and ITD would be used No exceptions were taken to the briefing. | | | | | | Remedial Action Required? | | No | |
| | | | | | | | Recommended Reinspection? | | No | |
| Remedial Action | N/A | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|---|--|---------------------|---------------------------|---------------------------------------|--------------------------------|------------|----------------------------------|----------|----------------------------|----------|----------------------|--|---------------------|-----------|----------------------|----|
| Inspection Activity # | 2 | | Inspection Subject | | | | Walking Track Inspection | | | | Activity Code | | TRK | WI | PI | |
| Job Briefing Employee Name/Title | TRST 641 | | | | Accompanied Inspector? | | Yes | | Out Brief Conducted | | No | | Time | 1000-1500 | 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 | | | |
| | 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) | B | Track Number | 1 | Chain Marker and/or Station(s) | From | | | | To | | | | | | | |
| | | | | | B1 540+20 | | | | B1 355+00 | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | N/A | | | | | | | | | | |
| | N/A | | N/A | | | | | | | | | | | | | |
| Description | <p>General Observations:</p> <p>FWSO personnel performed a track condition assessment between Forest Glen and Takoma Interlocking, Track #1 and from Takoma Interlocking to Takoma Station, Track #2.</p> <ul style="list-style-type: none"> Track B1 at Silver Spring Portal- there is a total of 22- F20 fasteners with loose serrated washers and stud nuts. 11- consecutive on the left rail and 11- consecutive on the right rail. Fasteners, serrated washers and studs are in good condition. These nuts should be properly torqued. Track B1 at B08-28 Signal (Back Interlocking at Silver Spring) - there is a total of 1 ½" variation in cross level at the insulated joints. Joints are ¾" low with ¾" vertical deflection. Track B1 at Takoma Interlocking- at Signal #B07-04 there are 6- consecutive defective ties with a tight gauge of 56". Track B1 at Takoma Interlocking- at Signal #B07-04 there is a 1 ¼" profile spot at the insulated joints. Joints are 1" low static with over ¼" vertical deflection Track B1 at Takoma Interlocking- at the #3A Switch the follow conditions were observed <ul style="list-style-type: none"> Frog panel has over 1" vertical deflection and pounding hard Frog timber screw spikes are loose/missing Main side guardrail has loose bolts Loose frog bolts Track B1 at Takoma Interlocking- between the #3A Switch and Signal #B07-04 defective ties exist with 3- consecutive defective ties in several locations within 40 feet. Ties are plate cut, split with ballast working through the center of the ties. Ties are not holding the cut spikes and ¼" lateral deflection is apparent at the end of the tie plates. <p>Noted Defects:</p> <ul style="list-style-type: none"> Track B2 between Chain Markers B2-371+00 – B2-370+00 – there are 6- consecutive defective ties with 2- of the defective ties being under a suspended joint on the left rail at B2-370+90. All the screw spikes are missing and the bored/drilled screw spike holes are oblong due to the 2" vertical deflection at the joint. There is also a Thermanite Weld at B2-370+00 on the right rail that is 2" low with an additional 1" vertical deflection underload. The train cars are rocking back in forth due to the over 2" harmonic surface condition that exists within the 20 foot span | | | | | | Number of Defects | | 3 | | | | | | | |
| | | | | | | | Recommended Finding? | | Yes | | | | | | | |
| | | | | | | | Remedial Action Required? | | Yes | | | | | | | |
| | | | | | | | Recommended Reinspection? | | Yes | | | | | | | |



| | | | |
|------------------------|--|--|--|
| | <p>between the suspended joint (LR) and the Thermite Weld (RR). Track Unit #641 placed a manual speed restriction over the area to protect the track.</p> <ul style="list-style-type: none">• From Forest Glen Station (CM B1 540 +20) to the Portal at CM B1 480+40, general life-safety lighting conditions are poor.• Track B1- (Back Interlocking at Silver Spring) – from the #9 Switch to Signal #B08-28 defective ties exist with 3- consecutive defective ties in several locations within 40 feet. Track is tangent and a 35MPH Speed Restriction is already in place. Area has several gauge rods installed to support the defective tie condition. | | |
| Remedial Action | <ol style="list-style-type: none">1. Attention is needed on functioning lights to clean and/or replace lighting covers between Forest Glen Station (CM B1 540 +20) to the Portal at CM B1 480+40.2. WMATA should tamp ballast and re-spike tie plates at B2-371+00 – B2-370+00 to mitigate track pumping.3. WMATA should replace defective ties at signal B08-28. | | |



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 | 20160920-WMATA-TW-1 | | |
| | 2016 | 09 | 20 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | IT | Sub- Department | NCS |
| Rail Agency Department Contact Information | Name | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] |
| Inspection Location | Jackson Graham Building – 3F Corridor | | | | | | |

Inspection Summary

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

Activity Summaries

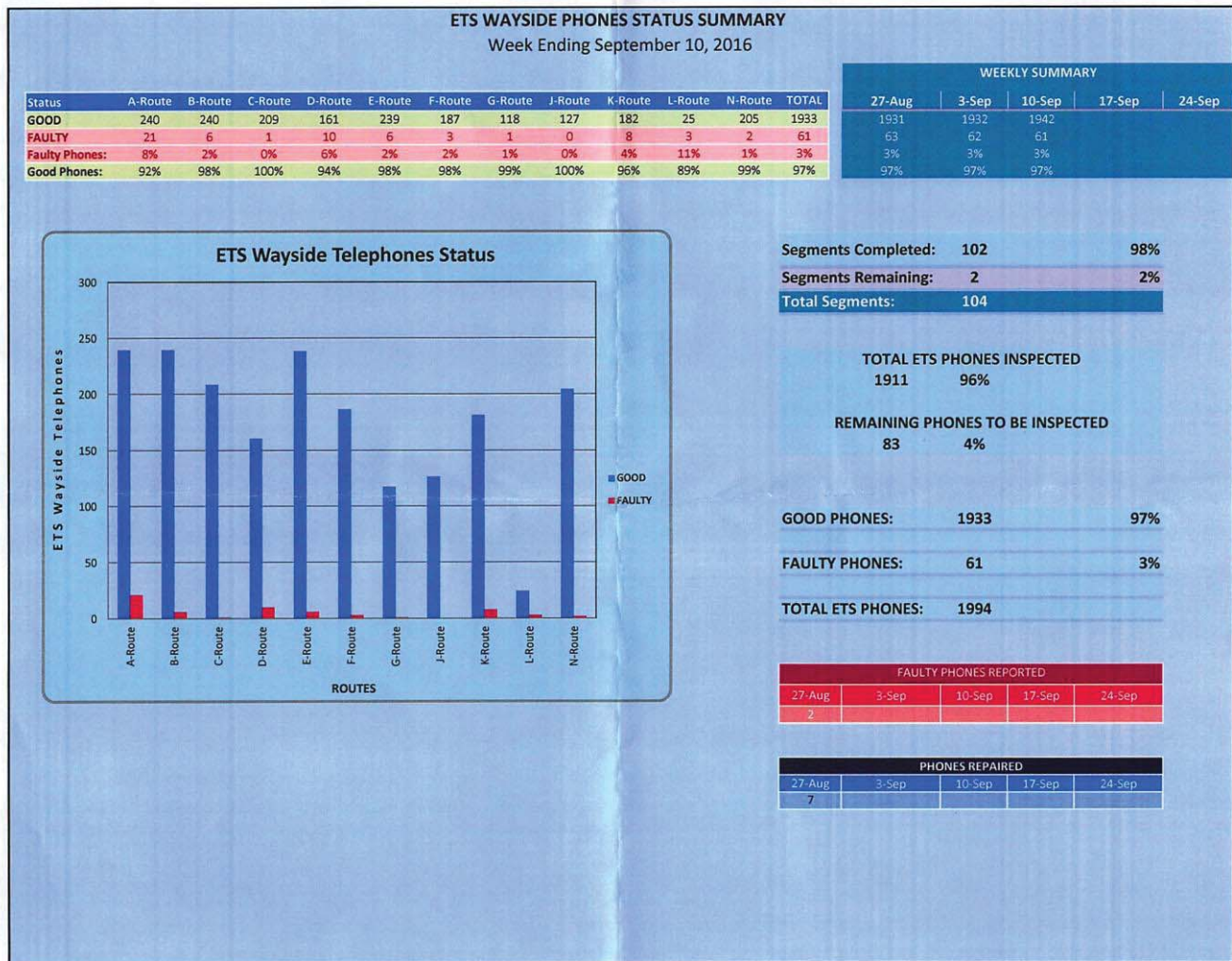
| | | | | | | | | | | | |
|--|--|--------------------|---|--------------------------------|---------------------|------------|---------------------------|-------------|---------------------|----------|-----|
| Inspection Activity # | 1 | Inspection Subject | General Meeting with the IT-Network Communication Systems (NCS) Group pertaining to the ETS Phones – Maintenance and Inspection | | | | Activity Code | IT | GEN | MTG | |
| Job Briefing Employee Name/Title | N/A | | Accompanied Inspector? | N/A | Out Brief Conducted | N/A | Time | 1100 – 1215 | 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 | | | | | X |
| Line(s) | N/A | Track Number | N/A | Chain Marker and/or Station(s) | | From | | To | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | N/A | | | | | |
| | N/A | | N/A | | | | | | | | |
| Description | FWSO met with the Information Technology Network Communication Services (IT-NCS) group to discuss the maintenance and inspection practices related to the ETS phones located along the right of way throughout the WMATA system. The following is an overview of the topics discussed: <ul style="list-style-type: none">The meeting was attended by [REDACTED] from IT-NCS. | | | | | | Number of Defects | | 0 | | |
| | | | | | | | Recommended Finding? | | No | | |
| | | | | | | | Remedial Action Required? | | No | | |
| | | | | | | | Recommended Reinspection? | | No | | |

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

| | | | |
|--|---|---|--------------------|
| 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: 2016.09.26 13:43:09 -04'00' | Date 09/20/2016 |
| Inspector in Charge – Name Terrell Williams | Inspection Team Terrell Williams, Robert Maniuszko | | |



| | | | |
|-----------------|--|--|--|
| | <ul style="list-style-type: none">• [REDACTED] provided and overview of the departments responsibilities.• The group currently inspects and maintains 1996 ETS phones and associated cable infrastructure• Dulles Phase II will add approximately 400 additional phones• ETS phones are fed from a Public Exchange (PBX) located in the Jackson Graham Building.• The newer boxes installed on the Silver line have individual phone numbers. The phones located on the older sections of the system share extensions.• The IT-NCS group prefers the Silver Line set up because only one box is affected by a bad dial line.• IT-NCS is preparing a presentation for the WMATA Executive Leadership Team pertaining to the need for a cable infrastructure replacement due to the deteriorating condition of the cables. The work will be done internally at a cost of approximately \$18,000,000 dollar. The team notes they can do the work in-house at an aggressive pace. They noted that the cables are currently terminated onto Carbon Protection blocks to protect the system. The upgrade will allow them to terminate the cables onto Gas protection blocks. The gas blocks will be less susceptible to break down.• The team is also proposing a \$3,000,000 phone upgrade as a part of this project.• The IT-NCS team is responsible for the ETS phones and cabling• The SMNT-POWR group is responsible for the Box, the power disconnect buttons, and the Blue Lights.• All phones are inspected twice per year. The September 10, 2016 report indicates that they have 1933 good phones and 61 faulty phones. (See attached)• The IT-NCS group has installed Smart Phones in Areas of Refuge and Parking Garages. These phones can be remotely tested and diagnosed. The hope will be to upgrade to this technology in the future.• The IT-NCS group is also about to pilot a handheld inspection tool that will allow for a web-based tracking and reporting system. Currently each field technician calls in the troubles to the Central Office. The Central Office then enters the Maximo ticket into the system.• The group explained the challenges of repairing the phones during revenue operations. According to the group the current RWP rule 3.1 only allows 3-minutes of foul time. The group explained that repairing the phones has a potential to foul the right of way so they only repair phones during non-revenue hours.• Approximately 35 individuals are assigned to the group. They cover 3-shifts. Two (2) crews are assigned to inspections. <p>Next Steps:</p> <ul style="list-style-type: none">• FWSO will set up a meeting with SMNT-POWR to get an overview of the responsibilities and challenges.• FWSO will set up inspection days to observe field technicians and the central office interface with Maximo. | | |
| Remedial Action | N/A | | |





Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

| | | | | | | | |
|--|--|----|------------|------------------------|----------------------|-----------------|--------------|
| Inspection Date | YYYY | MM | DD | Report Number | 20160921-WMATA-TL-1 | | |
| | 2016 | 09 | 21 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | Track and Structures | Sub- Department | TKIN |
| Rail Agency Department Contact Information | Name | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] |
| Inspection Location | E Line Greenbelt to College Park | | | | | | |


Inspection Summary

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

Activity Summaries

| | | | | | | | | | | | | | | |
|--|--|--------------------|----------------|--------------------------------|--------------|-------------------------|---------------------|---------------------|---------------------|---------------|---------------------------|---------------|-----|-----|
| Inspection Activity # | 1 | Inspection Subject | | | | | Job Safety Briefing | | | Activity Code | | TRK | RWP | OBS |
| Job Briefing Employee Name/Title | TRST 641 | | | | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 1000-1015 | 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 | | | | | |
| | 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) | E | Track Number | 1 | Chain Marker and/or Station(s) | | From | | | To | | | | | |
| | | | | | | E10-Greenbelt | | | E09-College Park | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | N/A | | | | | | | | |
| | N/A | | N/A | | | | | | | | | | | |
| Description | <ul style="list-style-type: none"> JSB was provided by TRST Unit #641 The briefing was provided to the team from Greenbelt to College Park, Track 1. The briefing noted the hot spots and hazards | | | | | | | | | | Number of Defects | | 0 | |
| | | | | | | | | | | | Recommended Finding? | | No | |
| | | | | | | | | | | | Remedial Action Required? | | No | |
| | | | | | | | | | | | Recommended Reinspection? | | No | |

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

| | | | | | |
|---------------------------------|---|--|---|------|------------|
| Inspector in Charge - Signature |  | | Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.09.23 10:09:41 -04'00' | Date | 09/21/2016 |
| Inspector in Charge - Name | Inspection Team Troy Lloyd, Phil Herbert, Al Nepa, Mike Vitale | | | | |

Form FTA-IR-1

Version date: 8/26/16



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

| | | | | | | | | | | |
|-----------------|---|--|--|--|--|--|--|--|--|--|
| | <ul style="list-style-type: none">The form of protection was TAW – if inspection was needed the group would clear and ITD would be usedNo exceptions were taken to the briefing. | | | | | | | | | |
| Remedial Action | N/A | | | | | | | | | |

| | | | | | | | | | | | | | | |
|--|--|--------------------|----------------|--------------------------------|---------------|-------------------------|--------------------------|---------------------------|---------------|---------------|---------------------|---------------|----|----|
| Inspection Activity # | 2 | Inspection Subject | | | | | Walking Track Inspection | | | Activity Code | | TRK | WI | PI |
| Job Briefing Employee Name/Title | TRST 641 | | | | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 1000-1230 | 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 | | | |
| | 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) | E | Track Number | 1 | Chain Marker and/or Station(s) | From | | | To | | | | | | |
| | | | | | E10-Greenbelt | | | E09-College Park | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | N/A | | | | | | | | |
| | N/A | | N/A | | | | | | | | | | | |
| Description | <p>General Observations: FWSO personnel performed a track condition assessment between Greenbelt and College Park, Track #1.</p> <ul style="list-style-type: none">Greenbelt Interlocking- there are defective timbers with apparent ¼" lateral movement noted at the diamond frogs- timbers are marked out with white "X's" for replacement.Track E2- 591+00 – 597+00- there are defective ties noted for a 600 foot span of track. Defective ties are sporadic throughout this location with 3- consecutive defective ties in several locations. Ties have standard tie plates with cut spikes and have apparent 1/8" – ¼" lateral movement noted. Ties also have ¼" vertical deflection throughout the area.Track E2- 555+00 – 557+00- there are defective ties noted for a 200 foot span of track. Defective ties are in clusters with 3- consecutive defective ties in several locations. Ties have standard tie plates with cut spikes and have apparent 1/8" – ¼" lateral movement noted. Ties also have ¼" vertical deflection throughout the area. This area is a wall area.Track E2- 548+80 – 550+00- there are defective ties noted for a 200 foot span of track. Defective ties are in clusters with 3- consecutive defective ties in several locations. Ties have standard tie plates with cut spikes and have apparent 1/8" – ¼" lateral movement noted. Ties also have ¼" vertical deflection throughout the area. Some locations the track gauge is at 57" static with ¼" lateral movement. | | | | | | | Number of Defects | | 0 | | | | |
| | | | | | | | | Recommended Finding? | | No | | | | |
| | | | | | | | | Remedial Action Required? | | No | | | | |
| | | | | | | | | Recommended Reinspection? | | No | | | | |
| Remedial Action | N/A | | | | | | | | | | | | | |



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

| | | | | | | | |
|--|---|----|------------|------------------------|----------------------|-----------------|--------------|
| Inspection Date | YYYY | MM | DD | Report Number | 20160924-WMATA-RPM-1 | | |
| | 2016 | 09 | 24 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | TRST | Sub- Department | 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 | West Falls Church (K06) to Dunn Loring (K07) – 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 | 1 | 1 | | | | |
| Defects (Number) | 0 | 4 | | | | |
| Recommended Finding | No | No | | | | |
| Remedial Action Required ¹ | No | Yes | | | | |
| Recommended Reinspection | No | Yes | | | | |

Activity Summaries

| | | | | | | | | | | | | |
|--|---|--------------------|----------------|--------------------------------|---|---------------------|---------------|---------------------------|---------------------|---------------|-----|-----|
| Inspection Activity # | 1 | Inspection Subject | | | Roadway Worker Protection – Job Safety Briefing | | | Activity Code | | TRK | RWP | OBS |
| Job Briefing Employee Name/Title | COMM #318 | | | Accompanied Inspector? | No | Out Brief Conducted | Yes | Time | 0715 – 1215 | 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 | | 1.67 | | | | | | | | | |
| 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 | 2 | Chain Marker and/or Station(s) | | From | | To | | | | |
| | | | | | | K2 CM525+00 | | K2 CM653+00 | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | N/A | | | | | | |
| | N/A | | N/A | | | | | | | | | |
| Description | Job Safety Briefing Observations: <ul style="list-style-type: none">The briefing was provided by Comm Unit #318 at WFCThe RWIC for the Surge is Mobile Command | | | | | | | Number of Defects | | 0 | | |
| | | | | | | | | Recommended Finding? | | No | | |
| | | | | | | | | Remedial Action Required? | | No | | |

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

| | | | | |
|--|-------------------------------------|--|--|--------------------|
| 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: 2016.10.04 11:09:58 -04'00' | Date 09/24/2016 |
| 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"> Mobile Command is on Ops #12 and can be contacted at [REDACTED] MSRPH Rule of the day was 1.67 – this rule reminds any WMATA employee that operates a WMATA vehicle to obey all laws There is no train service in the surge area Red Tags are in place. 20166259523 and 2016268502A Inaccessible Track is the form of protection. There are wood ties and strobes at either end of the work zone The hazards were discussed Multiple work groups are also in the area – (IT, TRST, POWR, CTEM and ATC) The closest hospital is Inova Fairfax <p>Note: The briefing is provided using a prepared document to ensure all aspects are covered. The presentation was comprehensive.</p> | Recommended Reinspection? | No |
| Remedial Action | N/A | | |

| | | | | | | | | | | | | |
|--|---|--------------------|----------------------------|--------------------------------|--------------|---------------------|------------|---------------------------|-------------|---------------------|-----|-----|
| Inspection Activity # | 2 | Inspection Subject | Track General Observations | | | | | Activity Code | | TRK | GEN | OBS |
| Job Briefing Employee Name/Title | COMM #318 | | | Accompanied Inspector? | No | Out Brief Conducted | Yes | Time | 0715 – 1215 | 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 | 1.67 | | | | | | | | | | |
| 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 | 2 | Chain Marker and/or Station(s) | From | | | To | | | | |
| | | | | | K2 CM525+00 | | | K2 CM653+00 | | | | |
| Vehicles | Head Car Number | Number of Cars | | | Equipment | N/A | | | | | | |
| | N/A | N/A | | | | | | | | | | |
| Description | <p>Note: All of the items listed below have been noted within the report prepared by Track Unit #6392. The items should be addressed as a part of the Surge #9 activities.</p> <p>General Observations:</p> <ul style="list-style-type: none"> <i>The left rail through the station up to K06-32 signal appears to have head loss. WMATA should have this rail inspected.</i> The Straight closure rail at switch 17B has head checking. The replacement point is located adjacent to the area. In the past WMATA has replaced both points at the same time to avoid any mismatch. <i>The stock rail through the switch has significant head checking – the left and right rail should be inspected during the surge.</i> ETS Box 118A has no sticker inside to identify the affected area. The outside of the box needs identification as well <i>In the area between K2 CM539+00 through CM541+70 there appears to be head loss. The rail is marked 1982. WMATA should inspect this rail to determine if replacement should be done during surge activities.</i> At K2 CM545+00 the bridge guardrail has been removed. This rail should be put back in placed prior to the completion of the surge ETS Box K124 – the entire communication cable box has been removed and the wires are exposed. Should be re-checked prior to surge completion. Throughout the surge the third rail expansion joint cables are still present on the gage side of the third rail. At K2 CM562+00 the IDW cable is damaged The IDW cable is pulled out of the box at Gate JJ K2-581 The ETS box located at gate KK-K1-589 is missing the door From K2 CM525+00 through K2 CM603+00 there are hydraulic fluid stains running the entire length of the area. | | | | | | | Number of Defects | 4 | | | |
| | | | | | | | | Recommended Finding? | No | | | |
| | | | | | | | | Remedial Action Required? | Yes | | | |
| | | | | | | | | Recommended Reinspection? | Yes | | | |



| | | | |
|-----------------|--|--|--|
| | <ul style="list-style-type: none">• At K2 CM605+05 the gage measured 57"• <i>At K2 CM609+50 the left rail has ½" of side wear – per table 5-3 this is a green condition. WMATA should check the area to ensure that the side wear is not greater than ½".</i>• The ETS box at Gate OO K1-617 is missing the door• ETS Boxes located at CM623+00 track 1 and 2 are missing the doors• ETS Boxes located at CM630+00 track 1 and 2 are missing the doors <p>Comment: The WMATA TRST 1000 section 6.4.4 states "The latest specifications for switch ties, issued by the AREMA in 1987 specify switch timber to be 7 inches thick by 9 inches wide in cross section with an 8 inch minimum face. (Lengths are to be specified by the customer.) All ties shall be straight well sawed and cut square at the ends, have bottom and top parallel and the bark completely removed." FWSO has consistently noted WMATA crossties that are 7.5" being used on mainline track. To date WMATA has not responded to questions regarding the use of crossties of this size on mainline track. The photo in figure 7.4 illustrates the concern. WMATA should provide a response to this concern.</p> | | |
| Remedial Action | <ol style="list-style-type: none">1. WMATA should inspect the areas noted above to ensure the condition noted in bold italic are within standard established in the TRST1000.2. WMATA should provide a response to the concern noted in the comment above. Did engineering approve the procurement of crossties less than 8" in width? If so the TRST1000 needs to be revised to acknowledge this change. | | |

Photos:



Figure 1 - Switch 17B Head Checking



Figure 2 - Switch 17B Stock Rail Head Checking and Missing House Top Bolt

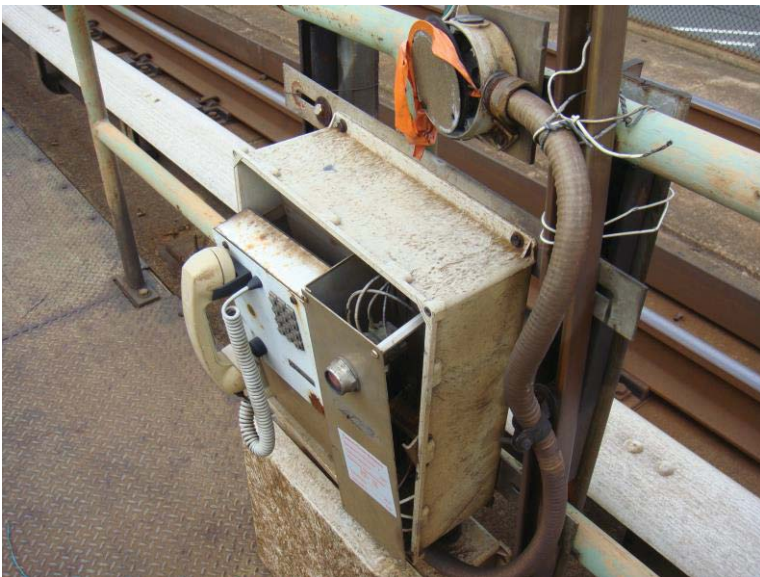


Figure 3 - ETS Boxes at CM630+00 Tk 1&2



Figure 4 - 7 1/2" tie - note the split at 2" where the screw spike is



United States Department of Transportation
Federal Transit Administration

Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

Agency/Department Information

| | | | | | | | |
|--|---|----|------------|------------------------|------------------------|-----------------|--------------------------|
| Inspection Date | YYYY | MM | DD | Report Number | 20160927-WMATA-TW-1 | | |
| | 2016 | 09 | 27 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | Information Technology | Sub- Department | Network & Communications |
| Rail Agency Department Contact Information | Name | | Email | | Office Phone | | Mobile Phone |
| | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] |
| Inspection Location | ETS Phone Inspection; L'Enfant Plaza station to Navy Yard Station | | | | | | |

Inspection Summary

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

Activity Summaries

| | | | | | | | | | | | | | | |
|--|--|--------------------|----------------|--------------------------------|--------------|-------------------------|------------------------------------|---------------------|---------------------------|---------------|---------------------|---------------|-----|-----|
| Inspection Activity # | 1 | Inspection Subject | | | | | Roadway Worker Protection Briefing | | | Activity Code | | COMM | RWP | OBS |
| Job Briefing Employee Name/Title | [REDACTED] | | | | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 1000-1200 | 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 | | | |
| | RWP Handbook | | 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) | F | Track Number | 1 | Chain Marker and/or Station(s) | | | From | | To | | | | | |
| | | | | | | | L'Enfant Plaza Station | | Navy Yard Station | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | | Equipment | N/A | | | | | | | |
| | N/A | | N/A | | | | | | | | | | | |
| Description | FWSO Inspectors were provided a Roadway Worker Protection briefing by the lead ETS Inspector. <ul style="list-style-type: none">Crew was protected by Train Approach Warning (TAW)One crew member signalled approaching trains to slow downInspection area is from CM 51+00 to CM 121+00L'Enfant Plaza (F03) to Navy Yard (F05) | | | | | | | | Number of Defects | | 0 | | | |
| | | | | | | | | | Recommended Finding? | | No | | | |
| | | | | | | | | | Remedial Action Required? | | No | | | |
| | | | | | | | | | Recommended Reinspection? | | No | | | |

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

| | | | |
|--|---|---|--------------------|
| 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: 2016.09.28 11:06:57 -04'00' | Date 09/27/2016 |
| Inspector in Charge - Name Terrell Williams | Inspection Team Terrell Williams, Patrick Richardson | | |



United States Department of Transportation
Federal Transit Administration

| | | | |
|-----------------|--|--|--|
| | <ul style="list-style-type: none"> Track 1 on the F Line Warned of tripping hazards Warned of low visibility We were warned about limited site lines around curves | | |
| Remedial Action | | | |

| | | | | | | | | | | | |
|--|--|--------------------|---|--------------------------------|----------------------|---------------|---------------------------|---------------------|---------------|----------|-----|
| Inspection Activity # | 2 | Inspection Subject | ETS Phone Inspection from L'Enfant to Navy Yard | | | | Activity Code | COMM | WI | OBS | |
| Job Briefing Employee Name/Title | | | Accompanied Inspector? | Yes | Out Brief Conducted | No | Time | 1000-1200 | 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 | | | |
| | MSRPH | | | | | | | | | | |
| | | | | | | | | | | | |
| Inspection Location | Main Track | Yard | Station | OCC | RTA Facility | FTA Office | Track Type | At-grade | Tunnel | Elevated | N/A |
| | X | | | | | | | | X | | |
| Line(s) | F | Track Number | 1 | Chain Marker and/or Station(s) | From | | To | | | | |
| | | | | | F03 - L'Enfant Plaza | | F05 - Navy Yard | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | N/A | | | | | |
| | N/A | | N/A | | | | | | | | |
| Description | <p>FWSO accompanied an ETS Phone inspection crew as they conducted an examination of phones from L'Enfant Plaza (F03) to Navy Yard (F05). ETS phones are generally spaced 600 to 800 feet apart.</p> <p>The Office of Network & Communications Department of Information Technology is responsible for inspecting, maintaining and ensuring the function of Emergency Trip Stations (ETS) phones throughout the Metro system. The office is currently responsible for 1,996 phones with another 400 expected to come on-line with the completion of the Dulles metro extension.</p> <p>The office is scheduled to check each phone semi-annually. The last ETS Wayside Phones Status Summary dated September 10, 2016 tells us the following;</p> <ul style="list-style-type: none"> 1911 ETS phones have been inspected or 96% 83 ETS phones remain to be inspected or 4% 61 faulty phones have been identified or 3% 1933 good phones have been inspected or 97% Over 5% of the faulty phones were identified on the A, D and L lines <p>Each phone has a 5 digit individual number consisting of a Wayside digit, Line digit, Station digit and Phone identifier. For example, the no. 36045 indicates the following;</p> <ul style="list-style-type: none"> 3 - Wayside 6 - Line (green, yellow etc) 04 - Station that supplies the power 5 - Phone identifier <p>The following basic functions are checked during the inspection;</p> <ul style="list-style-type: none"> Box cleanliness (exterior and interior) Box condition Identification stickers on box (exterior and interior) 911 testing - call to ROCC and call back to phone 0 testing - call to ROCC and call back to phone <p>Observations:</p> <ul style="list-style-type: none"> F-17 - no issues found, calls OK to ROCC F-19 - Box cover missing, no number on box, calls OK to ROCC F-21 - no issues found, calls OK to ROCC | | | | | | Number of Defects | 0 | | | |
| | | | | | | | Recommended Finding? | No | | | |
| | | | | | | | Remedial Action Required? | No | | | |
| | | | | | | | Recommended Reinspection? | No | | | |



| | | | |
|-----------------|--|--|--|
| | <ul style="list-style-type: none">• F-23 - no blue light, no number on box door, incorrect phone no. on phone, calls OK to ROCC• F-25 - no blue light, calls OK to ROCC• F-27 - no blue light, no door handle, calls OK to ROCC• F-29 - no blue light, no number on box, calls OK to ROCC• F-31 - no issues found, calls OK to ROCC• F-33 (Waterfront Station) - no issues found, calls OK to ROCC• F-35 - no issues found, calls OK to ROCC• F-37 - no issues found, calls OK to ROCC• F-39 - no issues found, calls OK to ROCC• F-41 - no issues found, calls OK to ROCC• F-43 - no issues found, calls OK to ROCC• F-45 - no issues found, calls OK to ROCC <p>A Maximo report is generated upon identifying a defect during the inspection. ETS maintenance crews are disbursed to remedy the defects overnight to fix the problems and clear the item in Maximo.</p> <p>The Power department is responsible for defects found with the physical box, blue lights and any other elements at the ETS station.</p> <p>There were noted defects.</p> | | |
| Remedial Action | | | |



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

| | | | | | | | |
|--|--|----|------------|------------------------|----------------------|-----------------|--------------|
| Inspection Date | YYYY | MM | DD | Report Number | 20160930-WMATA-CDF-1 | | |
| | 2016 | 09 | 30 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | Track and Structures | Sub- Department | TRST |
| 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 | Surge #9 - West Falls Church/Dunn Loring/Vienna Stations | | | | | | |

Inspection Summary

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

Activity Summaries

| | | | | | | | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------------|--------------------------|--------------------------|---------------------------|--------------------------|----------------------------|--------------------------|--------------------------|
| Inspection Activity # | 1 | Inspection Subject | Safe Track Observation – Surge #9 | | | | | Activity Code | TRK | GEN | OBS |
| Job Briefing Employee Name/Title | [REDACTED] (Employee # 6216) | | Accompanied Inspector? | N/A | Out Brief Conducted | N/A | Time | 0600 to 1400 | 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: Surge #9 | | 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 checked="" 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) | K Line (Orange) | Track Number | 2 | Chain Marker and/or Station(s) | | | From Dunn Loring (K07) | | To Vienna Station (K08) | | |
| 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: 2016.10.04 11:18:02 -04'00'

Date

09/30/2016

Corwyn Foster

Inspector in Charge – Name

Inspection Team

Corwyn Foster

Corwyn Foster

Form FTA-IR-1

Version date: 1/19/16

| | | | |
|------------------------|---|-----------------------------------|-----|
| Description | <p>FWSO conducted a Safe Track observation and inspection of track 2 between Dunn Loring Station and Vienna Station. While the surge activities are still underway in this area, there should be a quality check to ensure the following findings are addressed before the surge is completed.</p> <p>██████████ (employee # 6392) and ██████████ (Safe 202) accompanied the FWSO Inspector on this track inspection and provided the chain markers for the equipment inspected.</p> <p>Below are the findings:</p> <ol style="list-style-type: none"> 1. Chain Marker K-653+40 to K653+80 The third rail insulator loose. (5 insulators) (13.3.8). 2. Chain Marker K-672+10 Five crossties missing pandroll/"e" clips (14.4.3.1). 3. Chain Marker K-673+30 Three crossties missing pandroll/"e" clips (14.4.3.1). 4. Chain Marker K-673+90 Three crossties missing pandroll/"e" clips (14.4.3.1). 5. Chain Marker K-678+00 Third Rail Cover loose and insecure (at the approach)(13.3.15). 6. Chain Marker K-685+00 The third rail insulator was loose and missing bolts (13.3.8). 7. Chain Marker K-685+00 to 690+00 Shy ballast on the high rail on the field side. (14.4.6.2). 8. Chain Marker K-758+80 to K-762+00 Four storm drains damage. The defects created an unsafe walking condition. 9. Chain Marker K-771+25 Access gate EEE K-2-771 was unsecure (the chain was to short) (10.10.2). | Number of Defects | 9 |
| | | Recommended Finding? | No |
| | | Remedial Action Required? | Yes |
| | | Recommended Re-inspection? | Yes |
| Remedial Action | WMATA should address the defects identified above prior to the conclusion of Surge #9 which is scheduled on October 26 th . | | |

| | | | | | | | | | | | | |
|--|------------------------------|--------------------|----------------|--|--------------|------------|---------------------|---------------|----------------------|---------------------|---------------|-----|
| Inspection Activity # | 2 | Inspection Subject | | Roadway Worker Protection – Job Safety Briefing and Field Implementation | | | | Activity Code | | TRK | RWP | OBS |
| Job Briefing Employee Name/Title | [REDACTED] (Employee # 6216) | | | Accompanied Inspector? | | No | Out Brief Conducted | No | Time | 0530 – 1330 | Outside Shift | Yes |
| Related Reports | | | | Related CAPS / Findings | | | | | | | | |
| Related Rules, SOPs, Standards, or Other | Ref | | Rule or SOP | | | Standard | | Other / Title | | Checklist Reference | | |
| | RWPM | | | | | | | | | | | |
| | | | | | | | | | | | | |
| 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 | 2 | Chain Marker and/or Station(s) | | | From | | To | | | |
| | | | | | | | Dunn Loring (K07) | | Vienna Station (K08) | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | | | | | | |

| | | | | |
|-----------------|---|---------------------------|----|--|
| | | | | |
| Description | Track Unit #6216 provided a detailed briefing. The topics covered were: <ul style="list-style-type: none">• RWIC is Mobile Command Center – located at WFC Kiss and Ride. Contact via radio or call at [REDACTED]• Red Tag is in place• Safety Rule is 3.29 – rule pertained to cutting out ATP in railcars• Weather – expected to be cloudy – between 70 and 75 degrees• Hydration – keep hydrated• Overview was provided for the work in the area• Hots Spots, Portals, Close Clearance and crossovers were discussed• Hazards include poor lighting, poor footing, cables• All unattended equipment is to be secured | Number of Defects | 0 | |
| | | Recommended Finding? | No | |
| | | Remedial Action Required? | No | |
| | | Recommended Reinspection? | No | |
| Remedial Action | N/A | | | |

Digital Photos for Report Number:

20160930-WMATA-CDF-01

Line Item Number 1



Line No. 1 Chain Marker K-653+40 to K653+80: The third rail insulator loose. (5 insulators)

Digital Photos for Report Number:

20160930-WMATA-CDF-01

Line Item Number 1



Digital Photos for Report Number:

20160930-WMATA-CDF-01

Line Item Number 8



Chain Marker K-758+80: Four storm drains damage. The defects created a walking hazard.

Digital Photos for Report Number:

20160930-WMATA-CDF-01

Line Item Number 9



Chain Marker K-771+25 Access gate EEE K-2-771 was unsecure (the chain was to short)