



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	20160804-WMATA-TW-1		
	2016	08	04				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTTO	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		
Inspection Location	Surge #6 Takoma and Silver Spring Station Platforms						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Platform Inspection at Takoma and Silver Spring Stations			Activity Code		OPS	GEN	OBS
Job Briefing Employee Name/Title						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			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X								X			
Line(s)	Red Line B07-B08	Track Number			Chain Marker and/or Station(s)	From			To					
						Takoma Station			Silver Spring Station					
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: 2016.08.08 14:41:35 -04'00'	Date 8/04/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Terrell Williams		



Description	<p>FWSO Inspectors inspected SafeTrack operations at the Takoma and Silver Spring station platforms during this fourth day of Surge #6 which is a continuous single tracking segment between the stations. The schedule calls for single tracking from August 1st thru July 7th.</p> <p>Observations from the Takoma Station platform;</p> <ul style="list-style-type: none">• SafeTrack signage was visible inside the station and just outside the Station Managers kiosk describing the service interruptions and dates.• WMATA personnel were on-site directing passengers to shuttle buses from Takoma station.• Two MTPD Officers were seen inside and outside the station• No Purple vested WMATA staff were seen directing passengers as they typically leave around 0930.• College students were effective providing SafeTrack pamphlets to customers outside the station. <p>Observations from the Silver Spring Station platform;</p> <ul style="list-style-type: none">• At least two WMATA Supervisors assisted passengers around this newer Paul Sarbanes Transit Center. On Sunday, September 20, 2015, Metro opened the Paul S. Sarbanes Transit Center. This new transit center is located next to our Red Line Metrorail station and features more than 30 bus bays serving Metrobus, Montgomery County Ride-On, VanGo and the University of Maryland shuttle.• No WMATA Ambassadors in purple vest were on-site during this period.• Several MTPD Officers were seen policing the station• Most times WMATA Operations staff were effective in directing passengers.• College students were effective providing SafeTrack pamphlets to customers outside the station. <p>The Takoma and Silver Spring stations are both center platforms which allows passengers easy access to either track #1 or track #2. During the non-rush hour period there was little confusion for passengers who waited for trains on 15-20 minute headways.</p>	Number of Defects	0
	Recommended Finding?		No
	Remedial Action Required?		No
	Recommended Reinspection?		No
Remedial Action			



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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	20160806-WMATA-TW-1		
	2016	08	06				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST CPDO	Sub- Department	Production Power
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line – Takoma to Silver Spring – Surge #6 area – Track 1						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Roadway Worker Protection – Job Safety Briefing and Field Implementation			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Track Unit #					Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0600 – 1000	Outside Shift	Yes	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X	X					
Line(s)	B-Line	Track Number	1	Chain Marker and/or Station(s)	From			To						
					B07 CM350+44			B07 CM412+00						
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	Track Unit provided a detailed briefing. The topics covered were:									Number of Defects		0		

Inspector in Charge - Signature	TERRELL A WILLIAMS <small>Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.08.08 14:29:55 -04'00'</small>		Date 08/06/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Terrell Williams		



United States Department of Transportation
Federal Transit Administration

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	<ul style="list-style-type: none"> RWIC is Mobile Command Center – located at Takoma Kiss and Ride. Contact via radio on OPS #12 or call at [REDACTED] Red Tag is in place Hot Spots are B1/B2 350+00 to 355+00, Interlocking B1 409+00 to 429+00, Restricted View and B1/B2 438+00 to 451+00, Interlocking Work limits are B2 CM350+44 to B2 CM457+00 mats located at B1 354+14 and B1 457+15 Safety Rule is 4.63 Weather – expected to be fair – between 80 and 90 degrees Hydration – keep hydrated Overview was provided for the work in the area Nearest hospitals are Washington Adventist Hospital and Holy Cross Hospital Hots Spots, Portals, Close Clearance and crossovers were discussed Hazards include poor lighting, poor footing, cables All unattended equipment is to be secured 	Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	General Walking Inspection from Takoma station to GW Peoples work limits					Activity Code	TRK	GEN	OBS
Job Briefing Employee Name/Title	[REDACTED] (TRST) and [REDACTED] (SAFE)	Accompanied Inspector?	Yes	Out Brief Conducted	Yes – with [REDACTED]	Time	0600 – 1000	Outside Shift	Yes		
Related Reports	Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard			Other / Title		Checklist Reference		
	TRST 1000										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	B-Line	Track Number	#1	Chain Marker and/or Station(s)	From		To				
					B1 CM350+44		B1 CM412+00				
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	<p>Noted Safety Concerns:</p> <ul style="list-style-type: none"> Work vehicles in the surge area were observed to move without a dedicated flagperson. Some crew not wearing proper eyewear per the PPE requirement <p>Work Observed:</p> <ul style="list-style-type: none"> TRST crews working from B1 350+44 to B1 412+00. GW Peoples Contractor worked from B1 412+00 to 451+00. FWSO Inspector, TRST and SAFE representative walked from 350+44 up to 412+00 TRST employing a new device called “Amber” which is rolled over the track and connected to a handheld device that records track gage, elevation, chain marker location and other data. WMATA has at least 2 Amber devices that assist in recording pre-existing conditions and post surge conditions. Amber downloads data into a spreadsheet report for easy use by TRST staff and others. ATC crew due out after TRST to perform shunt testing in the surge area Power crew out checking ETS boxes and Intrusion Detection system WMATA was performing the following work; <ul style="list-style-type: none"> Correcting defects previously noted with orange spray paint and chalk 						Number of Defects	0			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			



	<ul style="list-style-type: none">○ Replacing 8' and 10' wooden ties○ Replacing insulators where missing or not properly tied down○ Replacing Fasteners and installing spikes per standard○ Replacing 3rd rail coverboards○ Replacing fencing where damaged due to tie replacement○ Replacing Intrusion Detection boxes and associated cabling○ Removing Joint Bars○ Replacing 39' rail sections○ Welding rail joints remain at 4 locations <p>Other Observations:</p> <ul style="list-style-type: none">• Hours of service for WMATA personnel operating service vehicles should be examined. Some work crew are working 12+ hours per day up to 6 days per week and are operating heavy machinery that could pose serious safety issues if operated by fatigued crew.• Several stacks of wood ties between track #1 and track #2 need to be removed as well as other discarded items.• Pumping of track #2 seen just outside the crossover at B2 350+30		
Remedial Actions	<ul style="list-style-type: none">• WMATA should examine the number of hours of service for personnel operating service vehicles. Some work crew are working 12+ hours per day up to 6 days per week and are operating heavy machinery that could pose serious safety issues if operated by fatigued crew.• Recommend FWSO conduct a quality check of the completed work with QICO, QA or other appropriate office to ensure completed work meets WMATA standards.		



New 39' rail sections requiring weld in 4 locations.



'Amber' device capable of capturing real time tight and loose gage, elevation, location and other data.



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FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160809-WMATA-PSR-1		
	2016	08	09				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Station	Sub- Department	RSTO
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[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	1					
Defects (Number)	0					
Recommended Finding	0					
Remedial Action Required	0					
Recommend Reinspection	0					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Safe Track Single Track Operational Inspection				Activity Code	OPS		GEN	OBS
Job Briefing Employee Name/Title	None			Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	0630-1100	Outside Shift	Yes				
Related Reports				Related CAPS / Findings											
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference						
	Safe Track														
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A				
	x			<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X				
Line(s)			Track Number		Chain Marker		From		To						
							Shady Grove		Shady Grove						
Vehicles	Head Car Number		Number of Cars		Equipment										
Description	FWSO was on-site at the Shady Grove Station from 0630 to 1100 to observe operations while Metro is single tracking from Shady Grove to Twinbrook Station. <ul style="list-style-type: none">Several WMATA employees were on-site to assist passengers including; several station managers, operations staff on the platform, and several people at each platform in purple vest's arrived to assist with morning rush.There was signage all around Shady Grove station informing passenger about Safe Track.							Number of Defects		0					
								Recommended Finding?		No					
								Remedial Action Required?		No					
								Recommend Re-inspection?		YES					

Inspector in Charge - Signature PATRICK SHANE RICHARDSON		Date August 9, 2016	
Inspector in Charge - Name P. Shane Richardson	Inspection Team P. Shane Richardson		



	<ul style="list-style-type: none">Extremely long wait times at Shady Grove Station for passengers due to track issues between Shady Grove and Twinbrook. 3 consecutive trains at Shady Grove were 45 minutes, 55 minutes, and 1 hour to arrive. This was due to having to clamp interlocking at Twinbrook to run trains after losing IDW.WMATA ROCC did not have a clear pattern of trains today, one would come to Shady Grove, and then two trains would come back to back.WMATA had plenty of personnel on scene at Safe track and was well organized at Twinbrook with several tablets and employees positioned properly to assist.		
Remedial Action	Recommend better planning by ROCC to keep from sending to many trains in one direction without having a train going back. At times there was 3 trains going toward shady grove and nothing going back toward DC. There were a lot of trains going out of service. Passengers had to offload and then get on next train, at one point the same passengers offloaded at 2 stations in a row.		



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	20160810-WMATA-PSR-1		
	2016	08	10				
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	1					
Defects (Number)	0					
Recommended Finding	0					
Remedial Action Required	0					
Recommend Reinspection	0					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Safe Track Single Track Operational Inspection				Activity Code	OPS	GEN	OBS
Job Briefing Employee Name/Title	None			Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	1500-1800	Outside Shift	Yes			
Related Reports				Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	Safe Track													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	x			<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X			
Line(s)			Track Number		Chain Marker		From		To					
							Twinbrook		Twinbrook					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	<p>FWSO was on-site at Twinbrook Station from 1500 to 1800 to observe operations while Metro is single tracking from Shady Grove to Twinbrook Station.</p> <ul style="list-style-type: none"> Several WMATA employees were on-site to assist passengers including; several station managers, operations staff on the platform, and several people at each platform in purple vest's arrived to assist with morning rush. There was signage all around Shady Grove station informing passenger about Safe Track. 							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommend Re-inspection?		YES				

Inspector in Charge - Signature		Date	
PATRICK SHANE RICHARDSON		August 10, 2016	
Inspector in Charge - Name	Inspection Team		
P. Shane Richardson	P. Shane Richardson		



	<ul style="list-style-type: none">• WMATA ROCC did not have a clear pattern of trains today, one would come to Shady Grove, and then two trains would come back to back.• WMATA had plenty of personnel on scene at Safe track and was well organized at Twinbrook with several tablets and employees positioned properly to assist.• Trains were operating at 5 mph through the crossover at Twinbrook.		
Remedial Action	Recommend better planning by ROCC to keep from sending too many trains in one direction without having a train going back. At times there was 3 trains going toward shady grove and nothing going back toward DC. There were a lot of trains going out of service. Passengers had to offload and then get on next train.		



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	20160811-WMATA-RPM-1		
	2016	08	11				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST CPDO	Sub- Department	Production Power
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line – Rockville (A14) – Twinbrook (A13) – Track #1 with visual of Track #2						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Roadway Worker Protection – Job Safety Briefing and Work Zone Set-up			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Unit #6198					Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0530 – 0900	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)	A-Line	Track Number	#1 with a visual on #2	Chain Marker and/or Station(s)	From			To						
					A1 CM 798+00			A1 CM 718+00						
Vehicles	Head Car Number		Number of Cars		Equipment									

Inspector in Charge - Signature	TERRELL A WILLIAMS		Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.08.17 07:24:20 -04'00'	Date 08/11/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Robert Maniuszko			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO Inspector received a Job Safety Briefing at Rockville Station prior to entering the Surge #7 track area. Unit #6198 conducted the briefing using a pre-prepared script that included all of the required information for the work zone. The briefing discussed the following: <ul style="list-style-type: none">Safety Rule 4.82 was discussed. In general the rule discussed walking safely while carrying a load.Hot SpotsHazardsSingle Track area protected by crossties that are chained to the running rails at each end of the work zone.Hydration – temperatures were expected to be greater than 95 degrees, all employees were reminded to hydrate – Gatorade and water were present in the areaRed Tag – 2016222524A was in placeVehicle Securement when unattended. Chocks are requiredMedium Speed Restriction is on Track #2Mobile Command is the RWIC for the work area – they are on OPS12 The briefing was comprehensive.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Surge #7 – General Observations pertaining to track production work performed by GW Peoples and WMATA forces				Activity Code	TRK	GEN	OBS	
Job Briefing Employee Name/Title	Unit #6198		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)	A-Line	Track Number	#1 with visual on #2	Chain Marker and/or Station(s)	From		To				
					A1 CM 798+00		A1 CM 718+00				
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	General Observations: <ul style="list-style-type: none">WMATA TRST #05 escorted inspector through the work areaWMATA plans to replace approximately 4000 crossties between Rockville and Twinbrook – it was explained that the area is predominantly a restricted access area due to walls on the field side of track 1. The walls make the removal of the ties difficult.WMATA is also replacing insulators under the third rail. They are currently out of stock on insulators so more have been placed on order for future workThere are numerous roadway maintenance machines working in the areaThe Surge activities are considered to be on target for completion per the scheduleThis weekend the crews will work in the switch areas to replace ties as well as some switch workThe track structure had some heat related movement due the disturbance of the ballast. The areas will be corrected during tamping operations						Number of Defects	0			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	Yes			



United States Department of Transportation
Federal Transit Administration

	There are no noted defects in the track production portion of the Surge activities.											
Remedial Action	N/A											

Inspection Activity #	3	Inspection Subject	Communications (ETS) Observations					Activity Code	COMM	GEN	OBS
Job Briefing Employee Name/Title	Unit #6198			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		
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 with visual on #2	Chain Marker and/or Station(s)	From			To			
					A1 CM 798+00			A1 CM 718+00			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	General Observations: (These ETS Boxes should be repaired) <ul style="list-style-type: none"> A1 CM 769+50 – ETS box has no door A2 CM 769+50 – ETS box has no door A2 CM 747+00 – ETS box has no door or blue light ETS Box 202 – ETS box has no light (broken) A2 CM 723+20 – ETS box has no door on cable box of comm box 							Number of Defects		5	
								Recommended Finding?		No	
								Remedial Action Required?		Yes	
								Recommended Reinspection?		Yes	
Remedial Action	WMATA should repair the listed boxes due to fire life safety concerns: <ol style="list-style-type: none"> A1 CM 769+50 – ETS box has no door A2 CM 769+50 – ETS box has no door A2 CM 747+00 – ETS box has no door or blue light ETS Box 202 – ETS box has no light (broken) A2 CM 723+20 – ETS box has no door on cable box of comm box 										



Photos:

Figure 1 - A2 CM747+00 - ETS Box with no door and broken light

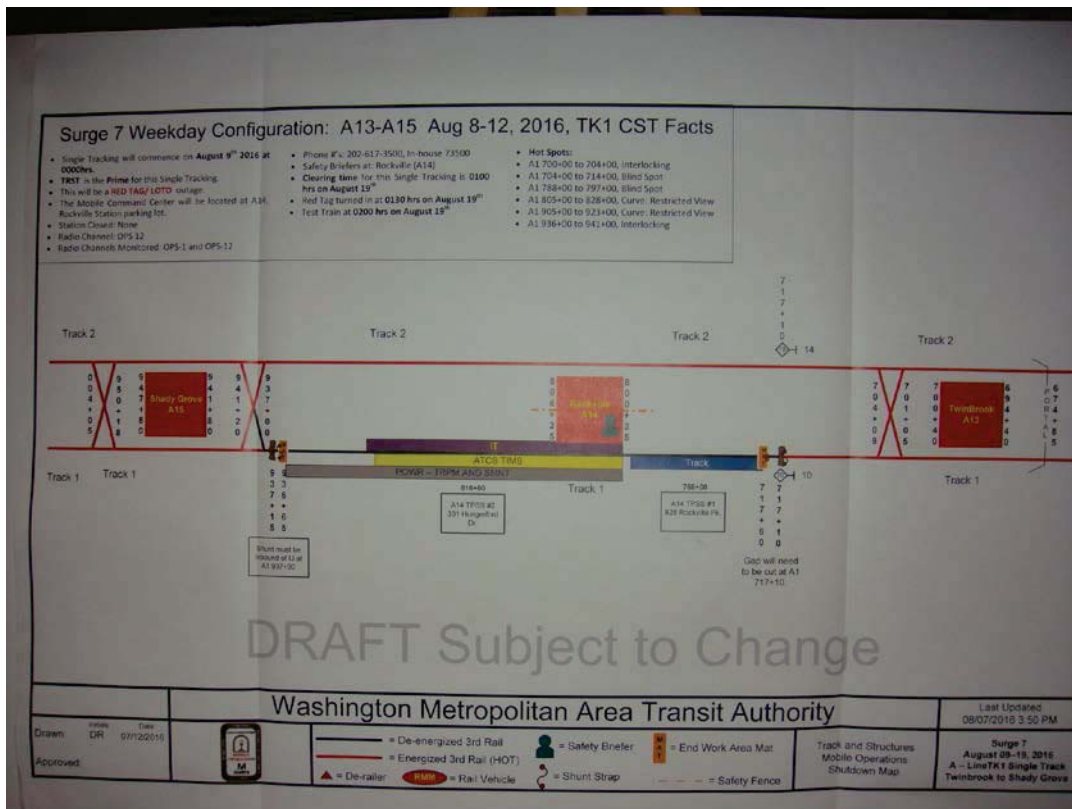


Figure 2 - Work Zone Overview Map



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	20160812-WMATA-RPM-1		
	2016	08	12				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track ROCC RAIL CPDO SMNT	Sub- Department	Production Power COMM
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
	[REDACTED]		[REDACTED]				
	[REDACTED]		[REDACTED]				
	[REDACTED]		[REDACTED]				
	[REDACTED]		[REDACTED]				
	[REDACTED]		[REDACTED]				
Inspection Location	K-Line – Dunn-Loring (K07) – West Falls Church (K06)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS	ROCC-RAD-OBS	OPS-RC-OBS T-16-07	COMM-GEN-OBS	
Inspection Units	1	1	1	1	1	
Inspection Subunits	1	1	1	1	1	
Defects (Number)	0	0	2	3	5	
Recommended Finding	No	No	No	No	No	
Remedial Action Required	No	No	Yes	Yes	Yes	
Recommended Reinspection	No	No	Yes	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	Track Unit #626					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	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)	K-Line	Track Number	#2 with visual of #1	Chain Marker and/or Station(s)	From			To						
					K2 CM 645+00			K2 CM 560+00						

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: 2016.08.17 07:43:38 -04'00'

Date

08/12/2016

Inspector in Charge – Name
Terrell Williams

Inspection Team
Robert Maniuszko, Mike Vitale



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Vehicles	Head Car Number	Number of Cars	Equipment			
Description	<ul style="list-style-type: none">FWSO Team was escorted by Track Unit #626Track Unit #626 provided a comprehensive briefing that included hot spots, hazards, type of protection (TAW) and various other topicsDue to extreme temperatures the team was reminded about the importance of hydrationTrack Unit #626 contacted ROCC via OPS channelPermission was granted at 1036amROCC Controller did not make the announcement to the trains. Track Unit called the controller via landline and requested radio announcements prior to departing the platformDuring the trackwalk – track unit #626 called ROCC via radio to request additional radio announcements to the trains in the areaDue to extreme temperatures the walk was stopped short of WFC. This was for safety considerations. A train on track #1 stopped and picked the team up. <p>Note – Unit #626 provided the team with a safe environment at all times.</p>			Number of Defects	0	
				Recommended Finding?	No	
				Remedial Action Required?	No	
				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	Track Unit #626		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)	K-Line	Track Number	#2 with visual of #1	Chain Marker and/or Station(s)	From		To				
					K2 CM 645+00		K2 CM 560+00				
Vehicles	Head Car Number	Number of Cars	Equipment								
Description	<p>General Observations:</p> <ul style="list-style-type: none">Track Unit #626 was performing a pre-inspection of track #2 in preparation for a future Safe Track Surge. The list that was compiled included:<ul style="list-style-type: none">Rail Joints – for elimination by welding during the surgeCrossties – WMATA uses a method for determining tie replacement that uses percentages of replacement.<ul style="list-style-type: none">There was approximately 1200 feet of ties that will undergo a 50% replacement. This means that for every four crossties, two will be replaced.There was approximately 900 feet of ties that will undergo a 75% percent replacement. This means that for every defective tie, there are three good ties.A general comment from the FWSO team is that the ties in the area that was physically inspected were in good condition.			Number of Defects	0						
				Recommended Finding?	No						
				Remedial Action Required?	No						
				Recommended Reinspection?	No						



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	<ul style="list-style-type: none"> Third Rail Anchors – noted were the anchors that were damaged or under stress. There was evidence of bowing on one. Fasteners – the majority of the fasteners had been replaced during previous activities. The few that were not properly secured will be replaced during the surge. Third Rail Expansion Joints – the jumper cables that will be targeted for removal or replacement were noted Cover Boards – the cover boards through this section were recently replaced as needed. The ones that should be replaced or repaired were noted. Ballast – notes were made on the sections of rail where ballast should be added. <ul style="list-style-type: none"> FWSO did not take any exceptions to this section of track related to the track system. 		
Remedial Action	N/A		

Inspection Activity #	3	Inspection Subject	Radio Monitoring Related to Roadway Workers on the Track				Activity Code	ROCC	RAD	OBS							
Job Briefing Employee Name/Title	Track Unit #626		Accompanied Inspector?		Out Brief Conducted		Time		Outside Shift								
Related Reports			Related CAPS / Findings														
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference									
	MSRPH	4.183															
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 with visual of #1	Chain Marker and/or Station(s)	From			To									
					K2 CM 645+00			K2 CM 560+00									
Vehicles	Head Car Number		Number of Cars		Equipment												
Description	<p>FWSO noted that following ROCC granting access to the requested track location at 1036 hrs., the ROCC did not make the announcement via the radio pertaining to the presence of roadway workers on the tracks. Track unit #626 called the controller via a landline and requested the radio announcement to the trains. The controller stated that the announcement was made but proceeded to make another one. Neither the two FWSO inspectors or track unit #626 heard the initial transmission but clearly heard the second one.</p> <p>In addition rule 4.183 requires repeat of personnel on the roadway to be made to the operators. This was not done. After three trains in a row came past the inspection team without compliance to the new permanent order, track unit #626 called ROCC to request additional announcements.</p> <p>Note: These issues were discussed with ROCC supervision when the team cleared the tracks. ROCC supervision is investigating the incident.</p>						Number of Defects		2								
							Recommended Finding?		No								
							Remedial Action Required?		Yes								
							Recommended Reinspection?		Yes								
Remedial Action	A follow-up with ROCC Supervision is necessary to determine the results of the investigation and the operators in violation of rule 4.183																

Inspection Activity #	4	Inspection Subject	Operations rule compliance checks of permanent order T-16-07				Activity Code	OPS	RC	OBS
Job Briefing Employee Name/Title	See Above		Accompanied Inspector?		Out Brief Conducted		Time		Outside Shift	
Related Reports			Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference		
	Permanent Order	T-16-07								



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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 with visual on #1	Chain Marker and/or Station(s)	From		To				
					K2 CM645+00		K2 CM560+00				
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	<p>FWSO team made observation of operator compliance with Permanent Order T-16-07 while walking through the work area. The following trains were observed to be in compliance with the rule:</p> <ol style="list-style-type: none"> Lead Car 3172 at approximately 1128hrs Lead Car 3288 at approximately 1211hrs <p>The following trains were observed to not be in compliance with the rule:</p> <ol style="list-style-type: none"> Rear Car 3046 at approximately 1207hrs Lead Car 6168 at approximately 1231hrs An additional train came through between the two above without braking or slowing down – the team were unable to determine a car number. <p>Note: It should be noted that the work crew was in a curve that limited the operators view of the location of the team at the time when train #1 & #3 came through.</p>						Number of Defects		3		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		
Remedial Action	WMATA should continue to re-enforce the requirements of Permanent Order T-16-07 to all operators.										

Inspection Activity #	5	Inspection Subject	ETS Box Observations				Activity Code	COMM	GEN	OBS	
Job Briefing Employee Name/Title	Track Unit #626			Accompanied Inspector?		Out Brief Conducted		Time	Outside Shift		
Related Reports				Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	MSRPH										
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 with visual on #1	Chain Marker and/or Station(s)	From		To				
					K2 CM645+00		K2 CM560+00				
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	<p>FWSO team noted the following ETS Boxes in a state of poor repair:</p> <ol style="list-style-type: none"> K2 CM630+00 – No door on the enclosure K1 CM630+00 – No door on the enclosure K2 CM623+00 – No door, broken blue light fixture K1 CM623+00 – No door K1 CM616+40 – ETS Box – No door 						Number of Defects		5		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		
Remedial Action	<p>WMATA should repair the following ETS boxes:</p> <ol style="list-style-type: none"> K2 CM630+00 – No door on the enclosure K1 CM630+00 – No door on the enclosure K2 CM623+00 – No door, broken blue light fixture K1 CM623+00 – No door K1 CM616+40 – ETS Box – No door 										



Photo:



Figure 1 - ETS Box in state of poor repair



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	20160814-WMATA-RPM-1		
	2016	08	14				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST ROCC RAIL SMNT	Sub- Department	Production OPS COMM
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]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	K-Line – Track #1 – West Falls Church (K06) to Dunn-Loring (K07) & Vienna Interlocking (K08)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS	ROCC-RAD-OBS Rule 4.183	OPS-RC-OBS T-16-07	COMM-GEN-OBS	
Inspection Units	1	1	1	1	1	
Inspection Subunits	1	2	2	1	1	
Defects (Number)	0	1	0	2	2	
Recommended Finding	No	No	No	No	Yes	
Remedial Action Required	No	Yes	No	Yes	Yes	
Recommended Reinspection	No	No	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	Track Unit #626					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0730 – 1230	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)	K-Line	Track Number	1	Chain Marker and/or Station(s)	From				To					
					K1 CM518+00				K1 CM645+00					
					K08 Interlocking									

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: 2016.08.19 08:15:40 -04'00'		Date 08/14/2016	
Inspector in Charge – Name Terrell Williams		Inspection Team Robert Maniuszko					



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Vehicles	Head Car Number	Number of Cars	Equipment			
Description	<ul style="list-style-type: none"> Escort was provided by Track Unit #626 The briefing was thorough and indicated hot spots, hazards, type of protection (TAW) and weather concerns. Due to extreme temperatures hydration was a key topic Permission was obtained with proper repeat-backs via OPS channel ROCC Controller made announcement to the trains Escort also requested 20 minute repeat messages per rule 4.183 Note: Track Unit #626 puts a big emphasis on safety for all team members.			Number of Defects	0	
				Recommended Finding?	No	
				Remedial Action Required?	No	
				Recommended Reinspection?	No	
Remedial Action						

Inspection Activity #	2	Inspection Subject	Track General Observations					Activity Code	TRK	GEN	OBS
Job Briefing Employee Name/Title	See above		Accompanied Inspector?		Out Brief Conducted		Time		Outside Shift		
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)	From		To				
					K1 CM518+00		K1 CM645+00				
					K08 Interlocking						
Vehicles	Head Car Number	Number of Cars	Equipment								
Description	Safety Defect: <ul style="list-style-type: none"> At K1 CM604+90 a joint bar on the right rail had a broken bolt. A 35 mph manual speed restriction was put in place from K1 CM600+00 to K1 CM610+00. The ERT was called to replace the bolt and C-Bonds. General Observations: <ul style="list-style-type: none"> Track Unit #626 was performing a pre-inspection of track #1 in preparation for a future Safe Track Surge. The list that was compiled included: <ul style="list-style-type: none"> Rail Joints – for elimination by welding during the surge Crossties – In this area the ratio was approximately 75% good ties to 25% ties to be replaced. <ul style="list-style-type: none"> A general comment from the FWSO team is that the ties in the area that was physically inspected were in good condition. Third Rail Anchors – noted were the anchors that were broken. Fasteners – the majority of the fasteners had been replaced during previous activities. The few that were not properly secured will be replaced during the surge. Third Rail Expansion Joints – the jumper cables that will be targeted for removal or replacement were noted Cover Boards – the cover boards through this section were recently replaced as needed. The ones that should be replaced or repaired were noted. Ballast – notes were made on the sections of rail where ballast should be added. 						Number of Defects	1			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	No			



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	<ul style="list-style-type: none"> Track Drains – notes were made to re-seat manhole locations that were not properly seated. K08 Interlocking <ul style="list-style-type: none"> Track Unit #626 performed a physical inspection of K08 Interlocking to include four switches, diamond and frogs. Crossties were also checked. The ties were in good shape. A few were noted for replacement during the upcoming surge. <p>Note 1: FWSO did not take any exceptions to this section of track related to the track system. Note 2: FWSO made note that no other departments were participating in pre-surge inspection activities. This participation would enhance the efficiency of the surge efforts.</p>		
Remedial Action	WMATA should replace the broken bolt and C-bonds at K1 CM604+90.		

Inspection Activity #	3	Inspection Subject	Radio Monitoring related to Roadway Workers on the Track				Activity Code	ROCC	RAD	OBS					
Job Briefing Employee Name/Title	See Above		Accompanied Inspector?		Out Brief Conducted		Time		Outside Shift						
Related Reports			Related CAPS / Findings												
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference							
	MSRPH	4.183													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A				
	X							X							
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)			From		To						
							K1 CM518+00		K1 CM645+00						
							K08 Interlocking								
Vehicles	Head Car Number		Number of Cars		Equipment										
Description	The ROCC controllers made all required radio announcements to the trains. These announcements reminded operators that Roadway Workers/Personnel were out on the line. The ROCC Controllers also were heard communication the medium speed restriction imposed due to the broken bolt. No exceptions were taken to ROCC Controller radio transmissions.						Number of Defects		0						
							Recommended Finding?		No						
							Remedial Action Required?		No						
							Recommended Reinspection?		No						
Remedial Action	N/A														

Inspection Activity #	4	Inspection Subject	Rule Compliance checks of permanent order T-16-07				Activity Code	OPS	RC	OBS	
Job Briefing Employee Name/Title	See Above		Accompanied Inspector?		Out Brief Conducted		Time		Outside Shift		
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	Permanent Order	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)	K-Line		1				From		To		



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		Track Number		Chain Marker and/or Station(s)	K1 CM518+00	K1 CM645+00	
					K08 Interlocking		
Vehicles	Head Car Number	Number of Cars	Equipment				
Description	<p>The following trains were in compliance with the rule:</p> <ol style="list-style-type: none"> Lead Car 3286 at approximately 0812 Lead Car 5133 at approximately 0830 Lead Car 7162 at approximately 0852 Lead Car 6008 at approximately 0910 Lead Car 3050 at approximately 0955 Lead Car 3140 at approximately 1016 Lead Car 2017 at approximately 1032 Lead Car 5133 at approximately 1046 <p>The following trains were not in compliance with the rule:</p> <ol style="list-style-type: none"> Lead Car 3046 at approximately 0810 Trailing Car 6122 at approximately 0934 <p>Note: Every train on the adjacent track was in compliance with the permanent order.</p>					Number of Defects	2
						Recommended Finding?	No
						Remedial Action Required?	Yes
						Recommended Reinspection?	Yes
	Remedial Action	WMATA should continue to re-enforce the requirements of Permanent Order T-16-07 to all operators.					

Inspection Activity #	5	Inspection Subject	ETS Box Observations				Activity Code	COMM	GEN	OBS	
Job Briefing Employee Name/Title	See above		Accompanied Inspector?		Out Brief Conducted		Time		Outside Shift		
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)	From		To				
					K1 CM518+00		K1 CM645+00				
Vehicles	Head Car Number	Number of Cars	Equipment								
Description	<p>General Concern:</p> <p>FWSO inspector attempted to re-secure the doors on two open ETS boxes. Neither box could be secured because the internal latch would not turn. One of the boxes was K131.</p> <p>Additional track 1 ETS boxes were noted in the 20160812-WMATA-RPM-1 report.</p> <p>There has been a consistent observation on all track inspections of ETS boxes in a state of poor repair.</p> <p>It is noted that some of the boxes have been repaired during Surge activities however the general state of disrepair is a concern due to the Fire/Life/Safety aspects of the functionality of these boxes.</p>							Number of Defects	2		
								Recommended Finding?	Yes		
								Remedial Action Required?	Yes		
								Recommended Reinspection?	Yes		
	Remedial Action	<ol style="list-style-type: none"> WMATA needs to perform maintenance repairs when required on all ETS boxes. The condition of these boxes should be included as a part of the monthly testing protocols employed by the departments responsible for repair and maintenance of the ETS boxes. 									



Photos:



Figure 1 - Track 1 to Track 2 Cross Bond Cable at K1 CM547+55 (Item Noted by Unit #626)



Figure 2 - Missing Bolt at K1 CM604+90



Figure 3 - Broken Bolt from K1 CM604+90



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	20160815-WMATA-MKD-2		
	2016	08	15				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTTO	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		
Inspection Location	Yellow Line – Braddock Road Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTTO-ACCESS-REF					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	1					
Recommended Finding	No					
Remedial Action Required	Yes					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Refusal of Access			Activity Code		RTTO	ACCESS	REF
Job Briefing Employee Name/Title	N/A					Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	6:38 a.m.	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	FTA-WMATA Safety Protocol August, 2016													
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Line(s)	Yellow	Track Number	1	Chain Marker and/or Station(s)			From		To					
							Braddock Road							
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	At 6:38 a.m. on Monday, August 15, 2016, FWSO arrived at the Braddock Road Metro Station to conduct a platform inspection of railroad tie conditions on #1 track. Upon arrival, FWSO introduced, identified myself as an FTA Inspector (in full PPE) and presented my WMATA contractor's identification to [REDACTED], Station Manager, and expressed that I wanted to conduct a platform inspection of tie conditions. [REDACTED] informed me that as a "contractor" I could not go up to the platform without a WMATA escort; however, I could go up with the use of my SmartCard because WMATA would not be held liable.							Number of Defects		1				
								Recommended Finding?		No				
								Remedial Action Required?		Yes				
								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: 2016.08.16 11:42:02 -04'00'

Date

08/16/2016

Medenia K. Dashiell

Inspector in Charge – Name

Inspection Team

Medenia K. Dashiell



	<p>The FTA-WMATA Safety Protocol – August, 2016 specifically addresses areas of track inspection and/or investigations regarding Roadway Worker Protection (RWP) situations when a Roadway Worker In Charge (RWIC) or Subject Matter Expert (SME) may need to be required for those specific track inspection/investigations. It does not address station platform inspections/observations where the aforementioned personnel are not required. In addition it states “Inspections/investigations may be announced or unannounced.”</p> <p>FWSO then returned to my vehicle to retrieve my SmartCard and Federal Credentials then returned to the Station Manager’s kiosk. I presented my credentials to [REDACTED] and explained my credential granted me permission to conduct inspections in the performance of my duties as an FTA Inspector to conduct inspections from the station platform. FWSO was again denied access, citing that I would need a WMATA escort in order to conduct a platform inspection; therefore, I then used my SmartCard to gain access to the platform to conduct the inspection.</p> <p>On July 5, 2016, myself and two other FWSO inspectors had previously noted the tie conditions while monitoring the Safe Track operations at Braddock Road Station (WMATA conducted Safe Track operations between Reagan National Airport to Braddock Road from July 5 to 11, 2016) from the station platform. Given that Safe Track had previously worked thru that area and the most recent WMATA derailment due to deteriorated ties and wide gate; I wanted to follow up to see if tie replacement had been performed in the area of the station platform as part of that Safe Track surge. No tie replacement had been conducted. I walked the entire station platform and noted several ties that were so deteriorated that ballast was pushing thru the top in addition to marginal lateral movement on the field side rail (closest to the platform). Observations of #2 track noted good tie conditions; a significant difference to #1 track.</p>		
Remedial Action	FWSO recommends that WMATA train/inform all required personnel on the FTA-WMATA Safety Protocol – August, 2016.		



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	20160815-WMATA-MKD-1		
	2016	08	15				
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	Braddock Road Station						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-GEN-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					Railroad Tie Observation			Activity Code		TRK	GEN	OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	No	Out Brief Conducted	No	Time	0630 to 0700	Outside Shift	No			
Related Reports				Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	TRST													
	WMATA-1000		6.1											
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	N/A	N/A				
Line(s)	Yellow Line		Track Number	1	Chain Marker and/or Station(s)	From			To					
Vehicles	Head Car Number		Number of Cars		Equipment									
	N/A													
Description	FWSO conducted an observation/inspection at the Braddock Road Metro Station due to concerns regarding the crossties on #1 track at the station platform. During the recent Safe Track (July 5, 2016) monitoring, FWSO noted deteriorated tie conditions (several split and severely worn with notable lateral movement) throughout the distance of the station platform. Given the recent interlocking derailment, (due to deteriorated crossties and wide gage) FWSO conducted this follow up inspection/observation to note if tie replacement had been included as a part of the Safe Track surge conducted between Reagan National Airport to							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: 2016.08.16 08:53:45 -04'00'		Date		08/15/2016	
Inspector in Charge - Name		Inspection Team							
Medenia K. Dashiell		Medenia K. Dashiell							

Form FTA-IR-1

Version date: 1/19/16



	<p>Braddock Road during the period of July 5-11, 2016. The tie conditions were not included in the Safe Track surge; however, FWSO maintains strong concerns regarding the tie condition on #1 track.</p> <p>FWSO noted no tie condition concerns for #2 track at that location.</p>		
Remedial Action	FWSO recommends tie replacement at the #1 platform area at Braddock Road Station and will continue to monitor as warranted.		









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	20160816-WMATA-RPM-1		
	2016	08	16				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TSMT	Sub- Department	Training
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	Carmen Turner Facility, B323						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Observation of the "Alpha" course titled "Quality Management Training for Maintenance Supervisors"				Activity Code	TSMT	TNG	OBS	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	0800 – 1130	Outside Shift	No	
Related Reports			Related CAPS / Findings	FTA SMI R-4-32 – item #1							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
					X						
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)	From		To				
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	General Comments: • The course was attended by three training instructors and one CMNT Supervisor						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		

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: 2016.08.19 09:30:03 -04'00'	Date	08/16/2016
Inspector in Charge – Name	Terrell Williams				
Inspection Team	Mike Vitale, Robert Maniuszko				



	<ul style="list-style-type: none">• This was the “ALPHA” presentation of the material• The participant discussion was very good• The instructor was well prepared and participant packets were provided with the necessary supporting documentation• A lead in slide is needed to clearly state the purpose of the training and the goals that are expected to be completed. This would help the student to understand the words Purpose, Prevention and Pride along with developing a “Legacy” system.<ul style="list-style-type: none">○ This slide should also reference OAP-100-20 Supervisory Inspections of Work Performed in the Rail System• The instructor spoke about the customer during the presentation. It took a number of slides before the customer was described as internal and external. This concept is important to define earlier in the presentation.• The course slides need to be re-ordered to follow along with the material in the handbook that was provided to the students• The use of real examples from WMATA lessons learned would enhance the course• The course was geared toward the roles and responsibilities of QICO. It was unclear whether SAFE was a participant in developing the slides related to their part in the Quality Management System• One of the flow charts used to explain the assurance process needs to be revised to accurately describe the QA process, including the STOP Work points.• It was not clear who the intended audience would be for this course. The material applies to every employee, from Front Line to Senior Leadership. This message should be re-enforced.• During the discussion of the Assurance Guidelines and forms it was unclear what, if any SOP/OAP supports the development of the checklists and required paperwork – adding the actual SOP to the class materials would assist in comprehending the requirements.	Recommended Reinspection?	Yes
Remedial Action	None – WMATA took notes during the open discussions – FWSO requested to attend the revised class.		



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	20160817-WMATA-PSR-1		
	2016	08	17				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Operations	Sub- Department	RSTO
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Safe Track Work Zone at Chain Marker 786+00						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-GEN-OBS					
Inspection Units	1					
Inspection Subunits	9					
Defects (Number)	9					
Recommended Finding	0					
Remedial Action Required	0					
Recommend Reinspection	0					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Safe Track Single Track Operational Inspection				Activity Code	OPS		GEN	OBS
Job Briefing Employee Name/Title	None			Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	0900-1200	Outside Shift	No				
Related Reports						Related CAPS / Findings									
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference						
	MSRPA Operating Rule 3.164		Permanent Order T-16-07												
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						
				Rockville			Twinbrook								
				786+00											
Vehicles	Head Car Number		Number of Cars		Equipment										
Description	FWSO was on-site between Rockville and Twinbrook Station from 0900 to 1200 with Safety to observe train speeds through the work zone while Metro is single tracking from Shady Grove to Twinbrook Station. Observed a total of 9 trains pass by Chain Marker 786+00 (inside the work zone) and all 9 trains were observed doing excessive speed through the work zone. Permanent Order T16-07 states that the train speed is not to exceed 10 MPH where workers are present and although we were not equipped with a radar gun to check exact speeds, trains were well over 10 MPH.							Number of Defects		9					
								Recommended Finding?		No					
								Remedial Action Required?		YES					
								Recommend Re-inspection?		YES					

Inspector in Charge - Signature		Date	
PATRICK SHANE RICHARDSON		August 17, 2016	
Inspector in Charge - Name		Inspection Team	
P. Shane Richardson		P. Shane Richardson	



	<p>Below is the lead cars, direction of travel, and times of trains observed.</p> <ul style="list-style-type: none">• Lead Car 5009 at 9:56 am going toward Rockville Station.• Lead Car 3220 at 10:01 am going toward Rockville Station.• Lead Car 7156 at 10:04 am going toward Rockville Station.• Lead Car 7076 at 10:20 am going toward Twinbrook Station.• Lead Car 3048 at 10:30 am going toward Rockville Station.• Lead Car 6176 at 10:37 am going toward Rockville Station.• Lead Car 3013 at 10:40 am going toward Rockville Station.• Lead Car 5178 at 10:55 am going toward Twinbrook Station.• Leard car 3171 at 11:00 am going toward Twinbrook Station.		
Remedial Action	<p>Recommend Safety and other WMATA employees that are responsible for testing train operators have a means to check speeds at locations where speed restrictions are in place, (radar detector). WMATA needs to adopt a program that requires random downloads of trains on a monthly basis to ensure train operators are operating at required speeds on each line. WMATA supervision needs to meet with crews when they sign up for their shift and discuss the speed requirements on the line segment they are operating on.</p>		



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	20160818-WMATA-TW-1		
	2016	08	18				
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]
Inspection Location	Carmen Turner Facility – Rail Operations Control Center						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					ROCC Inspection of Red Line Rail Traffic Controllers			Activity Code		ROCC	GEN	OBS
Job Briefing Employee Name/Title						Accompanied Inspector?	No	Out Brief Conducted	No	Time	0920 - 1220	Outside Shift	No	
Related Reports						Related CAPS / Findings		FTA-Rail-1-4-A, FTA-Rail-1-4-C, FTA-Rail-1-7-A, FTA-Rail-1-9-A FTA-Rail-1-6-A, FTA-Rail-1-6-B						
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: 2016.08.19 10:18:18 -04'00'	Date 8/04/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Terrell Williams, Patrick Richardson		



Description	<p>FWSO Inspectors observed Red Line Rail Operation Controllers as they managed train operations on the A-line from Shady Grove thru to the B-Line at Glenmont.</p> <p>Particular attention was given to compliance with the recently revised Permanent Order no. T-16-07; Introduction of 10 MPH Speed Restriction on Tracks where Workers are Present. The Order largely changes the maximum speed from 35 mph to 10 mph for Train Operators when in work areas and engaging Roadway workers. Inspection reports 20160817-WMATA-PSR-1 and 20160812-WMATA-RPM-1 both document excessive speeds for trains running through work areas.</p> <p>FWSO Inspectors recognized Rail Operations Controllers directing Train Operators to slow speeds to 10 mph on several occasions when engaging Roadway workers.</p> <p>FWSO Inspectors also saw evidence that WMATA was in compliance with the following Corrective Action Plan (CAP) findings.</p> <ul style="list-style-type: none">• FTA-Rail-1-4-A ROCC has a high level of noise and lack of electronic controls• FTA-Rail-1-4-C ROCC has a high level of noise and lack of electronic controls• FTA-Rail-1-7-A ROCC lacks formal procedures, manuals and checklists• FTA-Rail-1-9-A Lack of transfer records when Controllers change shifts• FTA-Rail-1-6-A Radio Discipline is poor• FTA-Rail-1-6-B Radio Discipline is poor <p>Inspectors heard evidence that proper radio repeat backs were made by the Rail Traffic Controllers for the vast majority on the communications. Proper radio protocol was heard from Train Operators as well.</p> <p>There was not a high level of noise in the ROCC during this period. Most of the communication between the ROCC Supervisors and Rail Traffic Controllers was conducted at a conversational level.</p> <p>Inspectors did not observe a shift change between Rail Traffic Controllers during this period.</p>	Number of Defects	0
	Recommended Finding?		No
	Remedial Action Required?		No
	Recommended Reinspection?		No
Remedial Action			



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160819-WMATA-WA-1		
	2016	08	19				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track and Structures	Sub- Department	
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	SafeTrack Surge 7 Twinbrook to Shady Grove Stations (Continuous Single Track)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Safety Briefing – Safety Rule 4.73			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	[REDACTED] (Unit number not provided)					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	0700	Outside Shift	Yes	
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		Safety Rule 4.73			N/A		N/A			N/A			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X											X		
Line(s)	A-Line	Track Number	2	Chain Marker and/or Station(s)	From			To						
					Twinbrook			Shady Grove						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		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: 2016.08.29 11:31:32 -04'00'	Date 08/19/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Wes Albright			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<ul style="list-style-type: none"> Briefing comments: Good briefing. Red tag and work limits provided. Informed of an ATC medium speed restriction placed on active track (track #1) Escort: Unit #679 () 	Number of Defects		0
		Recommended Finding?		No
		Remedial Action Required?		No
		Recommended Reinspection?		No
Remedial Action	N/A			

Inspection Activity #	2	Inspection Subject	General Observations					Activity Code		TRK	GEN	OBS
Job Briefing Employee Name/Title	(Unit number not provided)		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	700	Outside Shift	Yes		
Related Reports	N/A		Related CAPS / Findings		N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference				
	N/A	N/A		N/A		N/A		N/A				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X							X				
Line(s)	A-Line	Track Number	2	Chain Marker and/or Station(s)	From			To				
					Twinbrook			Shady Grove				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A						
N/A		N/A										

Description	<p><u>Work Observed:</u></p> <ul style="list-style-type: none"> Tie renewal Fence repair Third rail work (Cover board and insulator replacement) Ballast and tamping operations <p><u>Safety Concerns Noted:</u></p> <ul style="list-style-type: none"> Work mats, shut straps and lights, and third rail warning devices were not installed. Work crews installed third rail warning devices after a conversation with SAFE #202. ATC personnel and a Structure crew were observed not wearing required PPE. After a conversation with SAFE #202, work crews resolved PPE issue and put their Safety Glasses on. Plastic chain used as a barrier between active and non-active tracks. Plastic chain was not installed throughout entire Surge area and where it is installed, chain was not providing a safety barrier for workers. Chain was either broken or too much slack in the chain that allowed the chain to lay on the ground. <ul style="list-style-type: none"> Is there a requirement for a barrier between active and non-active tracks for this type of outage? Wayside gates were left opened and unmanned during work hours. Safe #202 contacted Mobile Command that made an announcement to all work crews. (See photograph 1) <p><u>Other Observations:</u></p> <ul style="list-style-type: none"> Unable to determine tie replacement pattern. Areas have 100% replaced, other areas had 50%, 25% and one area from A1-766+00-767+00 had no tie replacement. (Information not included on March Chart.) Many new third rail insulators have broken supports (ears), mostly insulators installed under a third rail joint areas. (Learned that this 	Number of Defects		2
		Recommended Finding?		No
		Remedial Action Required?		Yes
		Recommended Reinspection?		Yes



	<p>issue is under review by WMATA engineering for manufacturing quality issues)</p> <ul style="list-style-type: none">• Extensive third rail work (insulator and cover board replacement) to be completed before Surge conclusion• Rubber seals around 1000 mcm cable and 4" conduit has been replaced with new seals.• A1-771+00 – Severe soil erosion around wayside fence post at bridge abutment. Complete fence post exposed (See photo 2)• Excessive amount of ballast lodged under and against third rail. Must be removed prior to revenue start-up. Ballast work and regulating was underway. (See Photo 3)		
Remedial Action	<ul style="list-style-type: none">• WMATA to mitigate severe soil erosion around wayside fence post at bridge abutment - A1-771+00.• WMATA to remove excessive amount of ballast lodged under and against third rail; must be removed prior to revenue start-up.		

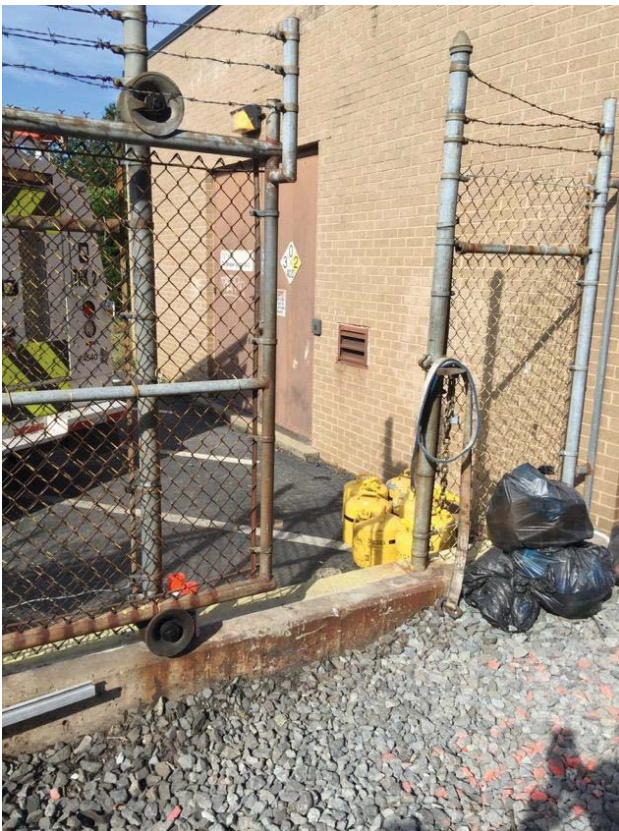


Photo 1 - Open and unmanned wayside gate.



Photo 2 A1-771+00 – Severe soil erosion around wayside
Fence post at bridge abutment



Photo 3 - Excessive ballast under third
and rail and against Third Rail



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	20160819-WMATA-MKD-1		
	2016	08	19				
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	J Line						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-TGV-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	4					
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 0330	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						
Line(s)	J Line (Yellow/Blue)		Track Number	2	Chain Marker and/or Station(s)	From			To					
						J2 573+00			J2 548+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 Yellow/Blue Line from J2 548 to 570 (ascending chain) testing on #2 track.							Number of Defects		4				
								Recommended Finding?		Yes				
								Remedial Action Required?		Yes				
								Recommended Re-inspection?		Yes				

Inspector in Charge - Signature

MEDENIA DASHIELL

Digitally signed by MEDENIA DASHIELL
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL
Date: 2016.08.19 13:05:32 -04'00'

Date

08/19/2016

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 32 Narrow Gage conditions were cited. Four (4) confirmed Narrow Gage defects found were cited as black defects (below 56 inches and circled on the inspection report); and one (1) location was cited a red defect as follows:</p> <ul style="list-style-type: none">• 553+40 – 55 13/16 – Black – field verified• 557+22 – 55 13/16 – Black – field verified• 558+72 – 55 13/16 – Black – field verified• 561+95 – 55 13/16 – Black – field verified• 568+54 – 55 15/16 – Red – field verified <p>WMATA management and ROCC were notified but the track was not taken out of service. Chase crew, PM 31 followed the test vehicle and immediately repaired the cited defects.</p>		
Remedial Action	WMATA should review previous TGV inspection reports for this location to note the conditions of this area for historical significance.		



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	20160823-WMATA-MKD-1		
	2016	08	23				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track and Structures	Sub- Department	
Rail Agency Department Contact Information	Name			Email		Office Phone	Mobile Phone
	[REDACTED]			[REDACTED]			
	[REDACTED]			[REDACTED]			
	[REDACTED]			[REDACTED]			
	[REDACTED]			[REDACTED]			
Inspection Location	Red Line – Gallery/Place/Chinatown to Shady Grove and return.						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RI-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					Train Ride Inspection			Activity Code		TRK	RI	OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?		N/A		Out Brief Conducted	No	Time	0900 to 1100	Outside Shift	No	
Related Reports				Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	TRST 1000		10.15 8.7.8 c			N/A			N/A		N/A			
	Safe Track													
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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Line(s)	Red Line	Track Number	1 & 2		Chain Marker and/or Station(s)			From		To				
								Gallery Place/Chinatown		Shady Grove				
Vehicles	Head Car Number		Number of Cars			Equipment								
	5140		6											
	6164		6											

Inspector in Charge – Signature		MEDENIA DASHIELL <small>Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.08.24 13:37:07 -04'00'</small>	Date
Medenia K. Dashiell			08/24/2016
Inspector in Charge – Name		Inspection Team	
Medenia Dashiell		Medenia K. Dashiell & Terrell Williams - FWSO	



Description	FWSO conducted a cab riding follow up inspection/observation of the Red Line Safe Track locations from Gallery Place/Chinatown to Shady Grove with emphasis on the segments between Cleveland Park to Grosvenor-Strathmore and Shady Grove to Twinbrook. FWSO noted the following: 10.15 – Tunnel lights – The tunnels lights in most cases were well illuminated, especially on the return on #1 track. Operators commented that it was very good and the need to use their high beams had lessened quite a bit; they appreciated the attention to the lighting within the tunnels. 8.7 – Vegetation Control <ul style="list-style-type: none">8.7.8 - Vegetation that is on or immediately adjacent to the track must be controlled so that it does not:<ul style="list-style-type: none">(c) – Interfere with employees performing their duties.On #1 track at approximately chain marker A1 740+00 vegetation brushes the side of the rolling stock that could cause injury to the operator if their side window is opened on the train control side. On #2 track, ETS boxes appeared out of standard with lights out and damaged boxes; most boxes appeared to be the newer galvanized styled. #2 Track – In tunnel on the approach of Medical Center station (left side of track) a fire extinguisher appeared to be just set on the track walker's clearance platform; the extinguisher should be mounted at a specific location for easy excess in the case of an emergency. Cover boards missing at sporadic locations on both tracks.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Re-inspection?	Yes
Remedial Action	WMATA should immediately address the aforementioned conditions for the safety of their employees. FWSO will continue to monitor these conditions as warranted.		



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	20160823-WMATA-TW-1		
	2016	08	23				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST CPDO	Sub- Department	Production Power
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	J-Line – Franconia/Springfield to Van Dorn Pre-Surge #8 Riding Inspection						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RI-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					General Observation of Pre-Surge #8 Springfield-Franconia to Van Dorn Street Station			Activity Code		TRK	RI	OBS
Job Briefing Employee Name/Title						Accompanied Inspector?	No	Out Brief Conducted	No	Time	1100 – 1300	Outside Shift	No	
Related Reports	SafeTrack					Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X		X					X						
Line(s)	J-Line	Track Number	1	Chain Marker and/or Station(s)	From				To					
					Van Dorn Street				Franconia-Springfield					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description											Number of Defects		0	

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: 2016.08.24 13:10:49 -04'00'		Date 08/23/2016	
Inspector in Charge – Name Terrell Williams		Inspection Team Terrell Williams, Medenia Dashiell					



	<p>FWSO Inspectors conducted a riding pre-surge inspection of the Franconia-Springfield to Van Dorn Street stations and track which is scheduled to occur from August 27th thru September 11th. The observations took place from the cab of Train with lead car #3213. This was not a track walking inspection.</p> <p>Below are a couple of observations;</p> <ul style="list-style-type: none">• Several clusters new wood ties appear to be in place outside Track#2 along the track.• Several sections of coverboard are missing and will need replacing.• Noticed several ETS boxes that need repair because either the light was out or the box itself appeared to be open or possibly damaged.• SafeTrack signage providing customers information on scheduled track outages was in place at the Franconia-Springfield station which is scheduled to start on Saturday, August 27th.• Train Operator encountered 4 track crew working on adjacent Track #1 and Track #2 between Van Dorn Street and Franconia-Springfield stations.• Train Operator blew the horn twice and slowed his speed when encountering Track crew until receiving the proper hand signal from the crew to move thru.• Track crews appeared to be checking the crossover section located just before the Franconia-Springfield station.	Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160825-WMATA-RPM-1		
	2016	08	25				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST OPS	Sub- Department	Production & Maintenance RTRA/RAIL
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]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line – Track 1 from New Carrollton (D13) to Landover (D12)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS	ROCC-RAD-OBS Rule 4.183	OPS-RC-OBS T-16-07		
Inspection Units	1	1	1	1		
Inspection Subunits	1	1	1	15		
Defects (Number)	0	3	0	0		
Recommended Finding	No	No	No	No		
Remedial Action Required	No	Yes	No	No		
Recommended Reinspection	No	Yes	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 #642 and #641					Accompanied Inspector?	Yes	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		X				
Line(s)	D-Line	Track Number	1	Chain Marker and/or Station(s)	From				To					
					D1 CM593+59				D1 CM524+00					

Inspector in Charge - Signature	TERRELL A WILLIAMS <small>Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.08.29 10:08:54 -04'00'</small>		Date 8/25/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Terrell Williams, Robert Maniuszko		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Vehicles	Head Car Number	Number of Cars	Equipment		
Description	Track Unit #632 provided the Job Safety Briefing. The briefing was comprehensive and included obstructions, hot spots, curves and other concerns. Form of protection was TAW. Clearance location was the fenceline except while on the aerial structure. On the aerial structure there is a center catwalk. The FWSO group split into two groups. Our group was group #1 and we were escorted by track unit #641 along with SAFE #207. Safety rule of the day was 4.80 and the RWP rule was 2.4. 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				

Inspection Activity #	2	Inspection Subject	Track General Observations					Activity Code	TRK	GEN	OBS
Job Briefing Employee Name/Title	See above			Accompanied Inspector?		Out Brief Conducted		Time	1000-1400	Outside Shift	
Related Reports				Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X		X	
Line(s)	D-Line	Track Number	1	Chain Marker and/or Station(s)	From		To				
					D1 CM593+59		D1 CM524+00				
Vehicles	Head Car Number	Number of Cars	Equipment								
Description	<p>Safety Concern:</p> <ul style="list-style-type: none"> On the aerial structure from D1 CM548+00 to D1 CM558+00 there were five (5) locations where the distance between effective fasteners was greater than 120". As per TRST 1000 table 7-1 this condition is a Black Condition. The Track Supervisor used his discretion to implement a 10mph speed restriction through this area through the use of speed couplers. The track in this section is on an ascending grade and was tangent. There were no signs of rail movement and periodic gage measurements indicated that the track was within WMATA specifications. The ERT team responded to this area to make temporary repairs until emergency rights are implemented for repairs this evening. Noted four (4) gage rods with deteriorated ties in the vicinity of the block house on track #1 at New Carrollton. The ties were painted orange which indicates that they should be replaced during upcoming work activities. The insulator assembly at the end approach located at D1 CM525+00 was compromised and non-effective. Per TRST 1000, table 13-6 this is a RED condition. Track Unit 641 noted the condition. <p>General Observations:</p> <ul style="list-style-type: none"> Between D1 CM579+00 and D1 CM582+00 there were a number of rotted ties. The specifications for effective ties per 40 feet was maintained but future maintenance is required to replace the ties. A visual inspection of the D13 crossover from track #1 up to the diamond was made. The ties appear to be in good condition. There was no evidence of lateral movement and the hardware for all of the appliances was present. 						Number of Defects	3			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			



United States Department of Transportation
Federal Transit Administration

	<ul style="list-style-type: none"> At D1 CM569+50 the Station Marker (S) sign was knocked over on its side. Prior to a return to ATC control this should be repaired. (Photo) In the vicinity of D1 CM567+00 there is a need for ballast. The shoulder ballast appears to be in need of servicing as well. 		
Remedial Action	<p>WMATA should repair the following items:</p> <ol style="list-style-type: none"> On the aerial structure from D1 CM548+00 to D1 CM558+00 there were five (5) locations where the distance between effective fasteners was greater than 120". As per TRST 1000 table 7-1 this condition is a Black Condition. The Track Supervisor used his discretion to implement a 10mph speed restriction through this area through the use of speed couplers. The track in this section is on an ascending grade and was tangent. There were no signs of rail movement and periodic gage measurements indicated that the track was within WMATA specifications. The ERT team responded to this area to make temporary repairs until emergency rights are implemented for repairs this evening. Noted four (4) gage rods with deteriorated ties in the vicinity of the block house on track #1 at New Carrollton. The ties were painted orange which indicates that they should be replaced during upcoming work activities. The insulator assembly at the end approach located at D1 CM525+00 was compromised and non-effective. Per TRST 1000, table 13-6 this is a RED condition. Track Unit 641 noted the condition. 		

Inspection Activity #	3	Inspection Subject	Radio Monitoring related to Roadway Workers on the Track					Activity Code	ROCC		RAD		OBS	
Job Briefing Employee Name/Title	See above		Accompanied Inspector?			Out Brief Conducted		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				
	MSRPH		4.183											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X		X				
Line(s)	D-Line	Track Number	1	Chain Marker and/or Station(s)			From		To					
							D1 CM593+59		D1 CM524+00					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	The ROCC controllers made all required radio announcements to the trains. They also periodically made reminder announcements to the trains including the requirement to not exceed 10 mph when passing workers on the active track.							Number of Defects		0				
	No exceptions were taken with ROCC Controller radio transmissions.							Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				
Remedial Action	N/A													

Inspection Activity #	4	Inspection Subject	Rule Compliance checks of permanent order T-16-07					Activity Code	OPS		RC		OBS	
Job Briefing Employee Name/Title	See above		Accompanied Inspector?			Out Brief Conducted		Time	1000-1400	Outside Shift				
Related Reports			Related CAPS / Findings											
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard		Other / Title		Checklist Reference				
	Permanent Order		T-16-07											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X		X				
Line(s)	D-Line	Track Number	1	Chain Marker and/or Station(s)			From		To					
							D1 CM593+59		D1 CM524+00					



Vehicles	Head Car Number	Number of Cars	Equipment			
Description	The following trains were in compliance with the rule:			Number of Defects	0	
	Lead Car #	Time		Recommended Finding?	No	
	3219	1102		Remedial Action Required?	No	
	6118	1105		Recommended Reinspection?	No	
	5185	1118				
	2012	1132				
	6080	1140				
	4058	1157				
	3148	1220				
	3223	1230				
	7078	1245				
	5161	1300				
	5162 ???	1303				
	5100	1308				
	5049	1322				
6118	1340					
5185	1350					
Note: Every train on the adjacent track was in compliance with the Permanent Order.						
Remedial Action	N/A					

Photos:



Figure 1 - Toppled Station Marker Sign at D1 CM569+50



Figure 2 - Unsupported End Approach at D1 CM525+90



Figure 3 – Deteriorated tie conditions at approx. D1 CM580+00



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	20160829-WMATA-RPM-1		
	2016	08	29				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST OPS	Sub- Department	Production & Maintenance RTRA/RAIL
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]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line – Track 1 from Fort Totten (B06) to Brookland-CUA (B05)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS	ROCC-RAD-OBS Rule 4.183	OPS-RC-OBS T-16-07		
Inspection Units	1	1	1	1		
Inspection Subunits	1	1	1	17		
Defects (Number)	0	0	0	0		
Recommended Finding	No	No	No	No		
Remedial Action Required	No	No	No	No		
Recommended Reinspection	No	Yes	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 #626					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1300	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X						
Line(s)	B-Line	Track Number	1	Chain Marker and/or Station(s)	From				To					
					B1 CM278+76				B1 CM207+73					

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 10:53:34 -04'00'	Date 08/29/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Robert Maniuszko			



United States Department of Transportation
Federal Transit Administration

Vehicles	Head Car Number	Number of Cars	Equipment		
Description	TRST Unit #626 was the escort. #626 is a Level 4 qualified roadway worker. The briefing was provided while on the platform at Fort Totten prior to accessing the roadway. The briefing was complete. Topics discussed were location for clearing, type of protection (TAW), hazards, limited view and hot spots. No exceptions were taken to the briefing.			Number of Defects	0
				Recommended Finding?	No
				Remedial Action Required?	No
				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	TRST Unit #626			Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000-1300	Outside Shift	No
Related Reports				Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference		
	TRST 1000										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	B-Line	Track Number	1	Chain Marker and/or Station(s)	From		To				
					B1 CM278+76		B1 CM207+73				
Vehicles	Head Car Number	Number of Cars		Equipment							
Description	General Observations: <ul style="list-style-type: none"> The section of track that was walked will be rehabilitated during an upcoming surge. Crossties were in generally good condition. There were some noted areas where ballast will need to be added. Approximately 25% of the crossties will require replacement due to various defects. Crossover at B06: <ul style="list-style-type: none"> A visual inspection was made in the crossover from Track 1 up to the diamond. Spotty switch ties will require replacement in the area of the Switch 1A frog. All loose fasteners in the area of frog 1A will need to be tightened. The majority of the crossties are in good shape At Switch 1A, IJ, there is a 1/8" height difference between the trailing rail joint and the running surface. This should be corrected prior to the next surge. All track appliances were well lubricated All nuts and bolts appeared to be tight NOTE: <ul style="list-style-type: none"> It should be noted that all areas of concern of TRST responsible systems have been identified. There is no evidence present in the area that other departments within WMATA have pre-inspected the surge area. 						Number of Defects	0			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	Yes			
Remedial Action	N/A										

Inspection Activity #	3	Inspection Subject	Radio Monitoring related to Roadway Workers on the Track	Activity Code	ROCC	RAD	OBS
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United States Department of Transportation
Federal Transit Administration

Job Briefing Employee Name/Title	Track Unit 626				Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000-1300	Outside Shift	No
Related Reports					Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH		4.183									
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	Chain Marker and/or Station(s)	From				To			
					B1 CM278+76				B1 CM207+73			
Vehicles	Head Car Number		Number of Cars		Equipment							
Description	The ROCC controllers made all required radio announcements to the trains. They also periodically made reminder announcements to the trains including the requirement to not exceed 10 mph when passing workers on the active track. No exceptions were taken with ROCC Controller radio transmissions.							Number of Defects		0		
								Recommended Finding?		No		
								Remedial Action Required?		No		
								Recommended Reinspection?		No		
Remedial Action	N/A											

Inspection Activity #	4	Inspection Subject	Rule Compliance checks of permanent order T-16-07				Activity Code	OPS	RC	OBS		
Job Briefing Employee Name/Title	Track Unit 626				Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000-1300	Outside Shift	No
Related Reports					Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	Permanent Order		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)	B-Line	Track Number	1	Chain Marker and/or Station(s)	From				To			
					B1 CM278+76				B1 CM207+73			
Vehicles	Head Car Number		Number of Cars		Equipment							
Description	The following trains were in compliance with the rule:							Number of Defects		0		
								Recommended Finding?		No		
								Remedial Action Required?		No		
								Recommended Reinspection?		No		
	Lead Car Number		Time									
	3043		1018									
	4036		1022									
	4081		1026									
	6139		1031									
	5127		1038									
2007		1046										
6151		1053										
3163		1103										



	4013	1107		
	6058	1113		
	3291	1118		
	3008 *	1122		
	6114 *	1129		
	2049	1137		
	4006	1139		
	2026	1147		
	3288	1155		
	<p>* - it should be noted that the trains indicated did not maintain the slow speed until the entire consist passed the roadway workers. They both accelerated as soon as the lead car passed the group.</p> <p>NOTE: There was one train operator that stopped her train and claimed that our group did not provide a proper proceed signal all the way until she passed us. She radioed ROCC and there was a dialog with unit #626 and the ROCC. As indicated by track Unit 626 our party was 1500 feet in front of the train, in a position of safety and that we provided the proceed signal. The operator could clearly see that we were in the clear but notified ROCC anyway. No further action was taken.</p> <p>The following train was not in compliance with the rule:</p> <ul style="list-style-type: none">• None <p>Note: Every train on the adjacent track was in compliance with the Permanent Order.</p>			
Remedial Action	N/A			



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160829-WMATA-MKD-1		
	2016	08	29				
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	Franconia-Springfield Station						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Safe Track Observation		Activity Code		OPS	Gen	OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	0640 to 0800	Outside Shift	No		
Related Reports						Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title			Checklist Reference			
	Safe Track		N/A		N/A		N/A			N/A			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Line(s)	J Line (Yellow, Blue)		Track Number	1 & 2		Chain Marker and/or Station(s)	From			To			
							Franconia-Springfield Station			N/A			
Vehicles	Head Car Number		Number of Cars		Equipment								

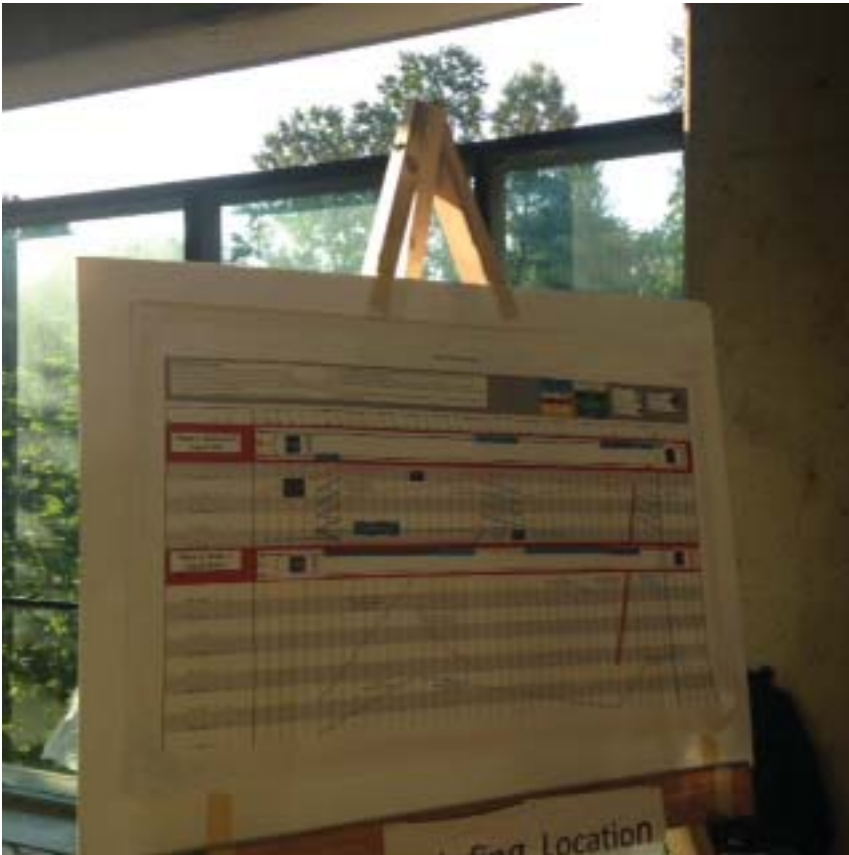
Inspector in Charge – Signature		MEDENIA DASHIELL <small>Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.08.31 12:10:04 -04'00'</small>	Date
Medenia K. Dashiell			08/29/2016
Inspector in Charge – Name		Inspection Team	
Medenia K. Dashiell			



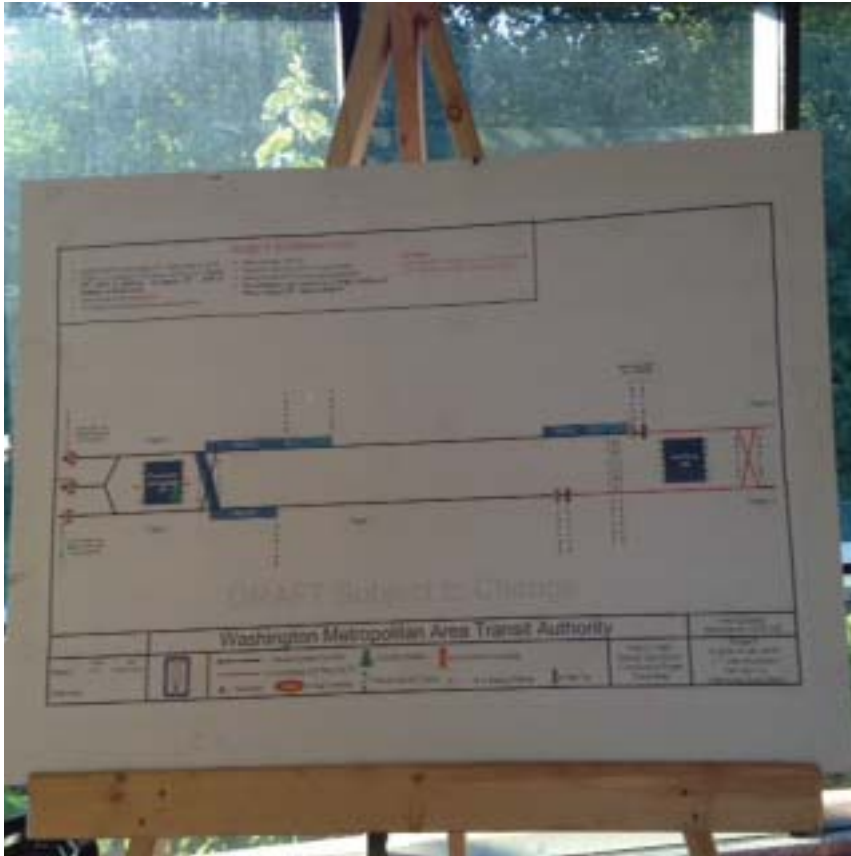
Description	<p>FWSO conducted a Safe Track observation at Franconia-Springfield Station on August 29, 2016 from 6:40a to 8:00 a.m. Safe Track maintenance work began on #2 track on August 27, 2016 from Franconia-Springfield to Van Dorn Street Stations; however, both stations were closed for passenger rail service during the weekend. Rail passenger service began from the stations on August 29th. In addition, free WMATA bus shuttle service was available to transport Yellow Line passengers to Pentagon Station.</p> <p>Below are the findings:</p> <ul style="list-style-type: none">• Job briefings were conducted for all WMATA maintenance and SAFE employees (see below) and a briefings desk, with the job work site displays, was set up on the mezzanine level.• Trains arrive and terminate into Franconia-Springfield on #1 track and passengers were off and on boarded. FWSO noted only Blue Line train arrival/departures from this station.• Trains arrived in most cases every 20 to 30 minutes; there were significant delays.• Passengers complained that the WMATA website stated that there would be no service delays and that trains would operate every 24 minutes; however upon arrival to the station, they found significant and irregular delays in service.• Purple vest employees were on hand to answer questions for bus and train operations.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Re-inspection?	Yes
Remedial Action			



Job briefing conducted.



Work site chart display



Work site chart display



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	20160831-WMATA-RPM-1		
	2016	08	31				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST OPS	Sub- Department	Production & Maintenance RTRA/RAIL
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]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line – Track 2 from Landover (D12) to New Carrollton (D13)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS	ROCC-RAD-OBS Rule 4.183	OPS-RC-OBS T-16-07		
Inspection Units	1	1	1	1		
Inspection Subunits	1	1	1	19		
Defects (Number)	0	5	0	2		
Recommended Finding	No	No	No	No		
Remedial Action Required	No	Yes	No	No		
Recommended Reinspection	No	Yes	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 #626					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1500	Outside Shift		No
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X		X				
Line(s)	D-Line	Track Number	2	Chain Marker and/or Station(s)	From				To					
					D2 CM516+88				D2 CM593+50					

Inspector in Charge - Signature	TERRELL A WILLIAMS <small>Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.09.06 11:37:15 -04'00'</small>	Date 08/31/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Robert Maniuszko	



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Vehicles	Head Car Number	Number of Cars	Equipment									
Description	TRST Unit #626 was the assigned escort for FWSO. He was accompanied by the Production Supervisor that he reports to. #626 is a Level 4 qualified roadway worker. The briefing was provided while on the platform at Landover prior to accessing the roadway. The briefing was complete. Topics discussed were location for clearing, type of protection (TAW), hazards, limited view and hot spots. No exceptions were taken to the briefing.			<table border="1"> <tr> <td>Number of Defects</td> <td>0</td> </tr> <tr> <td>Recommended Finding?</td> <td>No</td> </tr> <tr> <td>Remedial Action Required?</td> <td>No</td> </tr> <tr> <td>Recommended Reinspection?</td> <td>No</td> </tr> </table>	Number of Defects	0	Recommended Finding?	No	Remedial Action Required?	No	Recommended Reinspection?	No
Number of Defects	0											
Recommended Finding?	No											
Remedial Action Required?	No											
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	TRST Unit #626			Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1500	Outside Shift	No				
Related Reports				Related CAPS / Findings											
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard			Other / Title		Checklist Reference					
	TRST 1000														
	MSRPH														
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A				
	X							X		X					
Line(s)	D-Line	Track Number	2	Chain Marker and/or Station(s)			From		To						
							D2 CM516+88		D2 CM593+50						
Vehicles	Head Car Number	Number of Cars			Equipment										
Description	<p>General Concerns:</p> <ul style="list-style-type: none"> At D2 CM516+00 – Right rail end approach has 16 feet between insulators leaving the joint un-supported. At D2 CM523+50 – there are three ties in a row that are not secured due to deteriorated condition. From D2 CM531+00 to approximately D2 CM546+40 the 3rd rail insulator bolts are loose and a number of shims have dislodged. At D2 CM540+00 there are deteriorated cross-ties with evidence of lateral movement along with a vertical deflection of 5/16" under load. A 10mph speed restriction was put in place until ERT team made repairs. From D2 CM546+54 through D2 CM565+80 there are numerous deteriorated fasteners. Noted conditions were: <ul style="list-style-type: none"> Worn serrated washers Worn stud bolts Missing stud bolts Double nuts on stud bolts Track pumping <p>Note: At 547+55 there were six (6) fasteners in a row (17' 4" between effective fasteners). This was indicative of the conditions found across the elevated span.</p> <p>General Observations:</p> <ul style="list-style-type: none"> The process used to impose speed restrictions at WMATA needs to be evaluated. For example, in the item listed in bullet four TRST #626 called in to the ROCC for a 10mph restriction at 1150 hrs. At 1250 hrs. he had to call in again and was then directed to the MOC desk to have the couplers "turned-in". This process puts all the burden on the inspector in the field. WMATA should review the procedures and process associated with speed restrictions. 						<table border="1"> <tr> <td>Number of Defects</td> <td>5</td> </tr> <tr> <td>Recommended Finding?</td> <td>No</td> </tr> <tr> <td>Remedial Action Required?</td> <td>Yes</td> </tr> <tr> <td>Recommended Reinspection?</td> <td>Yes</td> </tr> </table>	Number of Defects	5	Recommended Finding?	No	Remedial Action Required?	Yes	Recommended Reinspection?	Yes
Number of Defects	5														
Recommended Finding?	No														
Remedial Action Required?	Yes														
Recommended Reinspection?	Yes														



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	<ul style="list-style-type: none"> Cross Tie conditions varied in the at-grade portion of the walk. Ties ranged from 25% replacement to 50% replacement due to past efforts, passes, through the area. 		
Remedial Action	<p>WMATA should correct the items noted below:</p> <ol style="list-style-type: none"> At D2 CM516+00 – Right rail end approach has 16 feet between insulators leaving the joint un-supported. At D2 CM523+50 – There are three ties in a row that are not secured due to deteriorated condition. From D2 CM531+00 to approximately D2 CM546+40 the 3rd rail insulator bolts are loose and a number of shims have dislodged. At D2 CM540+00 there are deteriorated crossties with evidence of lateral movement along with a vertical deflection of 5/16" under load. A 10mph speed restriction was put in place until ERT team made repairs. From D2 CM546+54 through D2 CM565+80 there are numerous deteriorated fasteners. Noted conditions were: <ul style="list-style-type: none"> Worn serated washers Worn stud bolts Missing stud bolts Double nuts on stud bolts Track pumping <p>Note: At 547+55 there were six (6) fasteners in a row (17' 4" between effective fasteners). This was indicative of the conditions found across the elevated span.</p>		

Inspection Activity #	3	Inspection Subject	Radio Monitoring related to Roadway Workers on the Track				Activity Code	ROCC		RAD	OBS
Job Briefing Employee Name/Title	TRST Unit #626		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1500	Outside Shift	No	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH	4.183									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X		X	
Line(s)	D-Line	Track Number	2	Chain Marker and/or Station(s)			From	To			
							D2 CM516+88	D2 CM593+50			
Vehicles	Head Car Number	Number of Cars		Equipment							
Description	The ROCC controllers made all required radio announcements to the trains. They also periodically made reminder announcements to the trains including the requirement to not exceed 10 MPH when passing workers on the active track.						Number of Defects		0		
	No exceptions were taken with ROCC Controller radio transmissions.						Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		No		
Remedial Action	N/A										

Inspection Activity #	4	Inspection Subject	Rule Compliance checks of permanent order T-16-07				Activity Code	OPS		RC	OBS
Job Briefing Employee Name/Title	TRST Unit #626		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1500	Outside Shift	No	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	Permanent Order	T-16-07									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A



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	X							X		X																																					
Line(s)	D-Line	Track Number	2	Chain Marker and/or Station(s)	From		To																																								
					D2 CM516+88		D2 CM593+50																																								
Vehicles	Head Car Number		Number of Cars		Equipment																																										
Description	The following trains were in compliance with the rule:					Number of Defects		2																																							
						Recommended Finding?		No																																							
	<table><thead><tr><th>Lead Car Number</th><th>Time</th></tr></thead><tbody><tr><td>5137</td><td>1035</td></tr><tr><td>5154</td><td>1045</td></tr><tr><td>6045</td><td>1048</td></tr><tr><td>3023</td><td>1103</td></tr><tr><td>6135</td><td>1115</td></tr><tr><td>6160</td><td>1141</td></tr><tr><td>5114</td><td>1155</td></tr><tr><td>5097</td><td>1215</td></tr><tr><td>6067*</td><td>1249</td></tr><tr><td>3028</td><td>1254</td></tr><tr><td>3062</td><td>1310</td></tr><tr><td>3165</td><td>1322</td></tr><tr><td>5137</td><td>1333</td></tr><tr><td>5154</td><td>1346</td></tr><tr><td>3023</td><td>1402</td></tr><tr><td>6135</td><td>1417</td></tr><tr><td>2029</td><td>1430</td></tr><tr><td>5114</td><td>1446</td></tr></tbody></table>					Lead Car Number	Time	5137	1035	5154	1045	6045	1048	3023	1103	6135	1115	6160	1141	5114	1155	5097	1215	6067*	1249	3028	1254	3062	1310	3165	1322	5137	1333	5154	1346	3023	1402	6135	1417	2029	1430	5114	1446	Remedial Action Required?		No	
						Lead Car Number	Time																																								
	5137	1035																																													
	5154	1045																																													
	6045	1048																																													
	3023	1103																																													
	6135	1115																																													
	6160	1141																																													
	5114	1155																																													
	5097	1215																																													
	6067*	1249																																													
	3028	1254																																													
	3062	1310																																													
	3165	1322																																													
	5137	1333																																													
	5154	1346																																													
	3023	1402																																													
	6135	1417																																													
	2029	1430																																													
	5114	1446																																													
	<ul style="list-style-type: none">It should be noted that the trains indicated did not maintain the slow speed until the entire consist passed the roadway workers. They both accelerated as soon as the lead car passed the group.					Recommended Reinspection?		No																																							
The following train was not in compliance with the rule:					<table><thead><tr><th>Rear Car Number</th><th>Time</th></tr></thead><tbody><tr><td>7020</td><td>1405</td></tr></tbody></table>		Rear Car Number	Time	7020	1405																																					
							Rear Car Number	Time																																							
7020	1405																																														
NOTE: The 7000 series train was a no-passenger train. This is the second time that a 7K consist did not follow the order.																																															
Note: Every train on the adjacent track was in compliance with the Permanent Order.																																															
Remedial Action					N/A																																										

Photos:



Figure 1 - Loose insulator anchors with dislodged shims



Figure 2 - Deteriorated ties at transition from direct fixation to ballasted track