



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180301-WMATA-WP-1		
	2018	03	01				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	F-Line, Track 1 and 2 switches, Navy Yard (F05) and Anacostia (F06)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6285					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 - 1430	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X						X					
Line(s)	F-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To					
							Navy Yard (F05)		Navy Yard (F05)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa			



United States Department of Transportation
Federal Transit Administration

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Description	FWSO inspector received a job safety briefing from TRST 6285 at Navy Yard (F05) Station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspectors did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Walker Observation					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 6285		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 - 1430	Outside Shift	No	
Related Reports	Safety Directive 15-1		Related CAPS / Findings		Corrective Action Plan (CAP): R-2-18-A, R-2-19-A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000 rev. 6	P.O. R-17-03									
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	F-Line	Track Number	Tracks 1 and 2	Chain Marker and/or Station(s)	From		To				
					Navy Yard (F05)		Anacostia (F06)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	<p>FWSO inspector observed WMATA and contract personnel perform an inspection of eight main line switches between Navy Yard (F05) and Anacostia (F06). Inspectors also inspected track conditions in the area.</p> <p>The following color-coded defect was observed:</p> <ul style="list-style-type: none"> TRST 1000, 7.7, table 7.1: At F2 192+14, off the F06-3B switch points, out-bound on the left rail, five defective non-holding fasteners/Pandrol clips were observed. 150 inches were measured between non-defective holding fasteners. WMATA personnel repaired this condition with FWSO Inspector onsite. Black condition. <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 13.5.7: At F2 192+14, at the F06-3B switch, the end third rail coverboard was missing. TRST 1000 9.12.6 (a): At F2 192+14, at the F06-3B frog, there were two broken wedge plates. TRST 1000 9.12.6. (a): At F1 192+14, at the F06-1A frog, there was a broken wedge plate. TRST 1000 9-5: At F1 192+14, At the F06-1A switch, two loose bolts were observed at the left heel block. This condition allowed a 57-inch gauge on the turn-out side. TRST 1000 9.10: At F1 192+14, at the F06-1A switch, the number four switch rod was loose. TRST 1000 9.10: At F1 116+86, at the F05-3A switch, the number two switch rod was encased with mud and silt. TRST 1000 3.1.2.2: At F1 116+86, at the F05-3A switch, the center drain at F1 117+55 was blocked and not draining as designed. TRST 1000 3.1.2.2: At F2 116+86, at the F05-1B switch, the center drain at the switch point was blocked and not draining as designed. TRST 1000 9.10.: At F2 119+79, at the F05-3B switch, the number four switch rod was loose. TRST 1000 9. 12.6: At F2 119+79, at the F05-3B frog, the hold down plate had two broken bolts and two missing bolts. 	Number of Defects	12
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">• P.O. R-17-03: At F1 192+00 at 1207 hours WMATA train lead car number 6146 approached the work group without continuously sounding its main line horn as required and passed the work group at a speed that appeared to exceed the required 10 MPH. Remedial action for this defect is addressed in WMATA approach to CAPs R-2-18-A and R-2-19-A.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must replace the missing end coverboards at F2 192+14, at the F06-3B switch.• WMATA must reattach the two broken frog wedge plates at F2 192+14, at F06-3B frog.• WMATA must reattach the broken frog wedge plate at F1 192+14, at the F06-1A frog.• WMATA must tighten the loose heel block bolts at F1 192+14, at the F06-1A switch.• WMATA must tighten and adjust the number four switch road at F1 192+14, at the F06-1A switch.• WMATA must clean the mud and debris from the number two switch road at F1 116+86, at the F05-3A switch.• WMATA must clean the center catch basin at F1 116+86, at the F05-3A switch.• WMATA must clean the center catch basin at F2 116+86, at F05-1B switch.• WMATA must tighten the number four switch road at F2 119+79, at the F05-3B switch.• WMATA must replace the four bolts on the F05-3B frog hold down plate at F2 119+79.		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180301-WMATA-WP-2		
	2018	03	01				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	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	Cleveland Park (A05), Woodley Park (A04), Dupont Circle (A03), Farragut North (A02), Metro Center (A01), Gallery Place (B01), Judiciary Square (B02), Union Station (B03), NoMa-Gallaudet U (B35), Rhode Island Ave (B04) Train Control Rooms (TCRs)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		ATC	JSB	OBS
Job Briefing Employee Name/Title	WMATA ATC Personnel					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1500 to 1900	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X									X		
Line(s)	A- and B- Lines		Track Number	N/A	Chain Marker and/or Station(s)		From		To					
							Cleveland Park (A05)		Cleveland Park (A05)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											

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Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo			

Digitally signed by WINSLOW L. POWELL
DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.03.07 14:29:17 -0500



United States Department of Transportation
Federal Transit Administration

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Description	FWSO inspector received a job safety briefing from the WMATA ATC personnel. All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked. WMATA ATC personnel covered the nearest hospital and safety rule of the day. The potential safety hazards were discussed. The FWSO inspector did not note any defects.							Number of Defects		0
								Recommended Finding?		No
								Remedial Action Required?		No
								Recommended Reinspection?		No
Remedial Action	N/A									

Inspection Activity #	2	Inspection Subject					Train Control Room Visual Inspection			Activity Code		ATC	RM	PI
Job Briefing Employee Name/Title	WMATA ATC Personnel					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1500 to 1900	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	ATC 3000 – TRAIN CONTROL ROOM WEEKLY INSPECTIONS (REVISION 1, AUGUST, 2014)													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X									X		
Line(s)	A- and B-Lines	Track Number	N/A	Chain Marker and/or Station(s)	From		To							
					Cleveland Park (A05) TCR Woodley Park (A04) TCR Dupont Circle (A03) TCR Farragut North (A02) TCR Metro Center (A01) TCR Gallery Place (B01) TCR Judiciary Square (B02) TCR Union Station (B03) TCR NoMa- Gallaudet U (B35) TCR Rhode Island (B04) TCR		Cleveland Park (A05) TCR Woodley Park (A04) TCR Dupont Circle (A03) TCR Farragut North (A02) TCR Metro Center (A01) TCR Gallery Place (B01) TCR Judiciary Square (B02) TCR Union Station (B03) TCR NoMa- Gallaudet U (B35) TCR Rhode Island (B04) TCR							
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	The FWSO inspector visually inspected the condition of all automatic train control equipment in the train control room (TCR) and the overall facility condition. All train control rooms were visually inspected for compliance with the ATC-3000 train control manual. The following non-color-coded defects were observed: <ul style="list-style-type: none"> ATC 3000 Manual, Section 3002A.1.5: Standing water was observed surrounding conduit stub-ups on west side of room at Woodley Park (A04) TCR. ATC 3000 Manual, Section 3002A.1.5: Signs of previous water infiltration was observed on floor at Woodley Park (A04) TCR. ATC 3000 Manual, Section 3002A.1.3: Lighting of room was observed to be deficient at Metro Center (A01) TCR. 							Number of Defects		3				
								Recommended Finding?		No				
								Remedial Action Required?		Yes				
								Recommended Reinspection?		Yes				
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must mitigate water intrusion at conduit stub-ups at Woodley Park (A04) TCR. WMATA must mitigate water intrusion and ensure no future water infiltration on the floor at Woodley Park (A04) TCR. WMATA must fix lighting at Metro Center (A01) TCR. 													



Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180303-WMATA-WP-1		
	2018	03	03				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	E-Line, track 1, between College Park (E09) and West Hyattsville (E07)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6699					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	0900 - 1330	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					
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X					X						
Line(s)	E-Line	Track Number	N/A	Chain Marker and/or Station(s)		From		To						
						College Park (E09)		College Park (E09)						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											

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Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from TRST 6699 at College Park (E09) Station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspectors did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Walker Observation					Activity Code	TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6699		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0900 - 1330	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			
	TRST-1000 rev. 6										
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	E-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From		To				
					College Park (E09)		West Hyattsville (E07)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA and contract personnel perform a track inspection on track 1 of the E-Line between College Park (E09) and West Hyattsville (E07). Inspectors also observed track conditions in this area. The following non-color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000, 3.2.2.4: At E1 497+00, there was a tunnel leak allowing water to strike both rail running surfaces. TRST 1000, 13.5.7: At E1 414+00 at the 3A switch the end approach third rail coverboard was missing. 							Number of Defects	2		
								Recommended Finding?	No		
								Remedial Action Required?	Yes		
								Recommended Reinspection?	Yes		
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must repair the tunnel leak at E1 497+00. WMATA must replace the missing end coverboards at E1 414+00 3A switch. 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180306-WMATA-WP-1		
	2018	03	06				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line, tracks 1 and 2, between Federal Triangle (D01) and Smithsonian (D02)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6094					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 - 1300	Outside Shift	No
Related Reports	N/A					Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
			X						X				
Line(s)	D-Line	Track Number	N/A	Chain Marker and/or Station(s)		From		To					
						Federal Triangle (D01)		Federal Triangle (D01)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										

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Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL. DN: cn=US, o=U.S. Government, ou=FTA/HQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.03.15 13:17:57 -04'00'		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa				



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from TRST 6094 at Federal Triangle (D01) Station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject		Remedial Action Verification					Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6094				Accompanied Inspector?		Yes	Out Brief Conducted	Yes	Time	1000 - 1300	Outside Shift	No
Related Reports	N/A				Related CAPS / Findings			N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference		
	TRST-1000 rev. 6												
	RWPM												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X								X				
Line(s)	D-Line	Track Number	Tracks 1 and 2	Chain Marker and/or Station(s)			From		To				
							Federal Triangle (D01)		Smithsonian (D02)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A						
	N/A		N/A										

Description	FWSO inspector performed a remedial action verification on track 1 and 2 of the D-Line between Federal Triangle (D01) and Smithsonian (D02). Inspectors also inspected track conditions in this area. There were two open remedial actions in this area, and neither were verified as completed. The following color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000 15.15.6: At D2 27+90, a center cracked angle bar was observed. The affected area was protected by supervised train movement until the emergency response team (ERT) arrived and made repairs. See figures 1 and 2 below. Black Condition. TRST 1000 table 7.1: At D2 27+60, on the right rail, three consecutive non-holding fasteners were observed, 84 inches between non-defective holding fasteners. Green Condition. TRST 1000 table 7.1: At D2 27+50, on the right rail, three consecutive non-holding fasteners were observed, 81 inches between non-defective holding fasteners. Green Condition. TRST 1000 table 7.1: At D1 21+70, on the left rail, two consecutive non-holding fasteners were observed, 80 inches between non-defective holding fasteners. Green Condition. The following non-color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000, 3.2.2.4: At D1 20+30, there was a tunnel leak that allowed water to strike both rails causing rust and corrosion. See figures 3 and 4 below. TRST 1000, 3.2.2.4: At D1 20+65, there was a tunnel leak that allowed water to strike the rail. TRST 1000, 3.1.2.2 Between D1 27+00 and 28+00, the catwalk field side drain was blocked with mud and debris, and water was not draining as designed. TRST 9.28: At the D1 25+50, 3A switch, there were two missing guard rail bolts on the main side. 	Number of Defects	9
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">• TRST 1000, 9.12.6: At D1 25+00, at the 1A frog, there were two loose and one disconnected holding brace. <p>Other notable observations:</p> <ul style="list-style-type: none">• At D2 28+00, on the right rail, ½ to ¾ inches of dynamic vertical deflection was observed.• Between D1 35+00 and 28+00, through the curve, the high rail demonstrated signs of curve (head) wear.• Between the 1B -3B, 1A and 3A crossovers, between 25+00 and 26+00, on both tracks, on the catwalk, a one-inch wire was attached to the wall and extruded out by seven inches. This only allows 17-inches as a place of safety to clear from trains. This condition was on the third rail side. See figures 5 and 6 below.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must repair the defective fasteners at D2 27+60.• WMATA must repair the defective fasteners at D2 27+50.• WMATA must repair the defective fasteners at D1 21+70.• WMATA must repair the tunnel leak at D1 20+30.• WMATA must repair the tunnel leak at D1 20+65.• WMATA must remove the mud and debris in the scupper between D1 27+00 and 28+00.• WMATA must replace the two missing guard rail bolts at the 3A switch at D1 25+50.• WMATA must tighten and reinstall the defective frog wedge braces at the 1A switch at D1 25+00.		

Photos



Figure 1: Center cracked angle bar at D2 27+90.



Figure 2: Center cracked angle bar at D2 27+90.



Figure 3: Left rail at D2 20+30.



Figure 4: Right rail at D2 20+30.



Figure 5: Wire extruding out toward the catwalk between the 1B-3B crossovers.



Figure 6: Wire extruding out toward the catwalk between the 1B-3B crossovers.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180306-WMATA-WP-2		
	2018	03	06				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line, Track 1, Deanwood (D10) to D98-48 Signal						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6336			Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1500	Outside Shift	No			
Related Reports	N/A			Related CAPS / Findings		N/A								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM		4.15											
	MSRPH		2.6											
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						
						Deanwood Station (D10)		Deanwood Station (D10)						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	FWSO inspector received a job safety briefing from the roadway worker in charge (RWIC) at Deanwood Station (D10) prior to entering the roadway. The briefing covered the type of on-track protection (foul time, train approach warning, and advanced watchman), the working limits, where to clear, known hazards and hotspots, the safety rule of the day (2.6), the roadway worker protection (RWP)							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge – Name Winslow Powell		Inspection Team Robert Maniuszko			

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.03.16 09:53:25 -0400



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	rule of the day (4.15), the location of the nearest hospital, and a check of personal protective equipment (PPE) and RWP ID. The FWSO inspector did not note any defects.		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Inspector Observation				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST 6336		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1500	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000, Rev. 6										
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			
					Deanwood Station (D10)			D98-48 Signal			
Vehicles	Head Car Number	Number of Cars		Equipment	N/A						
	N/A	N/A									
Description	<p>The FWSO inspector observed WMATA employees and contractors perform a track inspection on track 1 of the D-Line between Deanwood Station (D10) and D98-48 signal. The inspector also inspected track conditions and followed up on previously issued remedial actions. There were eight open remedial actions in the area, and zero were verified as complete.</p> <p>The following color-coded defect was noted:</p> <ul style="list-style-type: none">• TRST 1000, Table 7-1: 120 inches between effective fasteners was observed at D1 287+50. Red condition. WMATA has five (5) individual work orders (WO) that address the noted defect. The WO's are: 1. 13722153 2. 13722158 3. 13770508 4. 13770509 5. 13772705 <p>The following non-color coded defects were noted:</p> <ul style="list-style-type: none">• TRST 1000, 13.3.14: The end approach coverboard is missing at D1 314+70. WMATA has an existing WO 12754203 that addresses the noted defect.• TRST 1000, 13.3.4: The contact rail anchor brace was broken on both ends and not secured at D1 310+00. WMATA has an existing WO 13855748 that addresses the noted defect.						Number of Defects	3			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must mitigate the non-effective fasteners at D1 287+50.• WMATA must mitigate the missing end approach coverboard at D1 314+70.• WMATA must mitigate the broken contact rail anchor brace at D1 310+00.										



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Federal Transit Administration

Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180306-WMATA-WP-3		
	2018	03	06				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	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	Quincy Street (K04-1), East Falls Church (K05), Fisher Street (K06-1), West Falls Church Yd (K99), and West Falls Church Yd Shop (K100) Traction Power Substations (TPSS)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TP-JSB-OBS	TP-RM-PI				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	15				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA Power Personnel				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 to 1400	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	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	N/A	Chain Marker and/or Station(s)		From		To				
							Quincy Street (K04-1) TPSS		Quincy Street (K04-1) TPSS				
Vehicles	Head Car Number		Number of Cars		Equipment		N/A						
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo			

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.03.15 13:33:20 -04'00'



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Federal Transit Administration

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Description	FWSO inspector received a job safety briefing from the WMATA power personnel. All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked. WMATA power personnel covered the nearest hospital and safety rule of the day. The potential safety hazards were discussed. The FWSO Inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Traction Power Substation Visual Inspection				Activity Code	TP	RM	PI
Job Briefing Employee Name/Title	WMATA Power Personnel		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 to 1400	Outside Shift	No
Related Reports	N/A		Related CAPS / Findings		N/A					

Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference	
	PREVENTIVE MAINTENANCE INSTRUCTIONS (PMI) AC OR DC ELECTRICAL FACILITIES, AC UNIT SUBSTATIONS, AUXILIARY ELECTRICAL ROOMS, TRACTION POWER SUBSTATIONS, DC TIE BREAKER SUBSTATIONS, 14 DAY INSPECTION (REVISION 3, AUGUST, 2011)								

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	N/A	Chain Marker and/or Station(s)	From		To	
					Quincy Street (K04-1) TPSS East Falls Church (K05) TPSS Fisher Street (K06-1) TPSS West Falls Church Yd (K99) TPSS West Falls Church Yd Shop (K100) TPSS		Quincy Street (K04-1) TPSS East Falls Church (K05) TPSS Fisher Street (K06-1) TPSS West Falls Church Yd (K99) TPSS West Falls Church Yd Shop (K100) TPSS	

Vehicles	Head Car Number	Number of Cars	Equipment	N/A
	N/A	N/A		

Description	The FWSO inspector visually inspected the condition of all electrical equipment in the traction power substation (TPSS) and the overall facility condition. Quincy Street (K04-1) TPSS, East Falls Church (K05) TPSS, Fisher Street (K06-1) TPSS, West Falls Church Yard (K99) TPSS, and West Falls Church Yard Shop (K100) TPSS were visually inspected for compliance with the Preventative Maintenance Instruction (PMI) for TPSS. The following non-color-coded defects were observed: <ul style="list-style-type: none"> PMI 4.12.8: Battery charger ground detection fault '+' alarm was observed at Quincy Street (K04-1) TPSS. PMI 4.10: The 64 relay (structure ground relay) on Rectifier #4 showed a ground/earth fault at Quincy Street (K04-1) TPSS. PMI 4.11: Signs of previous water infiltration were observed on the rear of feeder #1, #3, #5 and cathode #2 breaker compartments in the DC switchgear at Quincy Street (K04-1) TPSS. PMI 1.3: Water intrusion observed on west wall from ceiling to floor at East Falls Church (K05) TPSS. 	Number of Defects	15
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">• PMI 4.12: Blower main circuit breaker tripped alarm on uninterruptible power supply was observed at Fisher Street (K06-1) TPSS.• PMI 4.12.: Blower high speed alarm on uninterruptible power supply was observed at Fisher Street (K06-1) TPSS.• PMI 4.12: Filter blower fault alarm on uninterruptible power supply was observed at Fisher Street (K06-1) TPSS.• PMI TPSS Datasheet Section XIV: Lighting was observed to be deficient at West Falls Church Yard (K99) TPSS.• PMI 4.9: Rectifier transformer #3 oil stage one over temperature alarm was observed at West Falls Church Yard (K99) TPSS.• PMI 4.9: Rectifier transformer #4 oil stage one over temperature alarm was observed at West Falls Church Yard (K99) TPSS.• PMI 4.10: Rectifier #4 stage one over temperature alarm was observed at West Falls Church Yard (K99) TPSS.• PMI 4.10: The 64 relay (structure ground relay) on Rectifier #4 showed a ground/earth fault at West Falls Church Yard (K99) TPSS.• PMI 4.11: DC switchgear grounded structure alarm was observed at West Falls Church Yard Shop (K100) TPSS.• PMI TPSS Datasheet Section XIV: Scattered debris on floor was observed at West Falls Church Yard Shop (K100) TPSS.• PMI 1.3: Louver held open manually using a wire for ventilation was observed at West Falls Church Yard Shop (K100) TPSS.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must rectify ground detection fault "+" alarm at Quincy Street (K04-1) TPSS.• WMATA must clear the ground/earth fault on Rectifier #4 at Quincy Street (K04-1) TPSS.• WMATA must mitigate water intrusion behind DC Switchgear at Quincy Street (K04-1) TPSS.• WMATA must mitigate water intrusion at East Falls Church (K05) TPSS.• WMATA must rectify blower main circuit breaker tripped alarm on uninterruptible power supply at Fisher Street (K06-1) TPSS.• WMATA must rectify blower high speed alarm on uninterruptible power supply at Fisher Street (K06-1) TPSS.• WMATA must rectify filter blower fault alarm on uninterruptible power supply at Fisher Street (K06-1) TPSS.• WMATA must increase lighting at West Falls Church Yard (K99) TPSS.• WMATA must correct rectifier transformer #3 alarm for oil stage one over temperature at West Falls Church Yard (K99) TPSS.• WMATA must correct rectifier transformer #4 alarm for oil stage one over temperature at West Falls Church Yard (K99) TPSS.• WMATA must correct rectifier #4 alarm for stage one over temperature at West Falls Church Yard (K99) TPSS.• WMATA must clear the ground/earth fault on rectifier #4 at West Falls Church Yard (K99) TPSS.• WMATA must rectify DC switchgear grounded structure alarm at West Falls Church Yard Shop (K100) TPSS.• WMATA must clean debris on floor at West Falls Church Yard Shop (K100) TPSS.• WMATA must ensure louvers operate in normal operation and remove wire at West Falls Church Yard Shop (K100) TPSS.		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180306-WMATA-WP-4		
	2018	03	06				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line, Track 1, New Carrollton (D13) to Deanwood (D10)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6464				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings			N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard			Other / Title		Checklist Reference			
	RWPM												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
			X									X	
Line(s)	D-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To			
								New Carrollton (D13)		Deanwood (D10)			
Vehicles	Head Car Number		Number of Cars		Equipment			N/A					
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: cn=US, o=U.S. Government, ou=FTAHQ, pu=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.03.15 13:40:41 -04'00'		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Anthony Johnson				



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from the roadway worker in charge (RWIC TRST 6464) at New Carrollton Station (D13) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6464		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #s: 2166, 2171						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000 rev. 6										
	ATC 3000 Manual										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Main Track	Yard
	X							X		X	
Line(s)	D-Line	Track Number	Track 1		Chain Marker and/or Station(s)		From		To		
							New Carrollton (D13)		Deanwood (D10)		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								
Description	FWSO inspector observed WMATA employees and contractors perform a track inspection on track 1 of the D-Line between New Carrollton (D13) and Deanwood (D10). Inspectors also inspected track conditions and followed up on previously issued remedial actions. There were 15 open remedial actions in the area, and 2 were verified as complete. The following remedial actions were verified as complete: <ul style="list-style-type: none">WMATA has replaced the coverboard at D1 413+00.WMATA has replaced cable at D1 372+00. The FWSO inspector did not note any defects.						Number of Defects	0			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	Yes			
Remedial Action	N/A										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180307-WMATA-WP-1		
	2018	03	07				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line, Track 1, between Rhode Island Avenue (B04) and Metro Center (A01)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6287					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1500	Outside Shift	No
Related Reports	N/A					Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM												
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	N/A	Chain Marker and/or Station(s)		From		To					
						Rhode Island Avenue (B04)		Rhode Island Avenue (B04)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from TRST 6287 at Rhode Island Avenue (B04) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Walker Observation				Activity Code		TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 6287		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1330	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #: 2000, 2099, 1277, 1996, 1720, 1999, 1998, 1995, 1842, 1846, 1843						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		X					X	X	X	
Line(s)	B-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
					Rhode Island Avenue (B04)			Metro Center (A01)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	FWSO inspectors observed WMATA employees perform a track inspection on track 1 of the B-Line between Rhode Island Avenue (B04) and Metro Center (A01). Inspectors also inspected track conditions and followed up on previously issued remedial actions. Eleven remedial actions were verified as completed. The following color-coded defect was observed: <ul style="list-style-type: none">TRST 1000, table 7.1: At B1 059+70 on the left rail in the curve, three defective fasteners were observed and 122 inches were measured between non-defective holding fasteners. This condition affected track geometry by allowing ½ to ¾ inch dynamic vertical deflection, which affected the cross-level, and 1/8-inch lateral dynamic movement, which affected the gauge at 56 7/8 inches. WMATA deemed this a red maintenance, non-protected condition. See figures 1 and 2. Black condition. The following non-color-coded defect was observed: <ul style="list-style-type: none">TRST 1000 5.11.7: Between B1 120+00 and 121+00 on the left rail, a spalling condition was observed. The following remedial actions were verified as complete: <ul style="list-style-type: none">The unused conduit at B1 012+00 has been taped.The relay rail at B1 12+00 and 10+80 has been removed.The debris and trash surrounding the third rail end approach at B1 29+00 has been removed.The water intrusion from the tunnel wall leak at B1 47+00 has been mitigated.The third rail anchor arm at B1 51+70 has been replaced.The invert channel drains at B1 55+00 and B1 58+00 have been unclogged.The power conduit stub-hub at B1 65+00 has been replaced.The guard rail braces at the 3B frog, B1 88+20 have been adjusted and tightened.	Number of Defects	2
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">The broken bolt on the main side of the 3A guard rail at B1 88+20 has been replaced.The guard rail braces at the 1A switch B1 88+50 have been adjusted and tightened.		
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none">WMATA must replace the defective fasteners and torque the bolts on the left rail at 059+70.WMATA must assess the spalling condition of the left rail between B1 120+00 and 121+00.		

Photos



Figure 1: Missing fasteners at B1 059+70



Figure 2: 1/8-inch lateral movement mark affecting gauge at B1 059+70.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180307-WMATA-WP-2		
	2018	03	07				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	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	Klingle Bridge (A05), Van Ness (A06), Albemarle Street (A07), Oliver Street (A08), and Bethesda (A09) Traction Power Substations (TPSS)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TP-JSB-OBS	TP-RM-PI				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	16				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA Power Personnel					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 to 1400	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	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	N/A		Chain Marker and/or Station(s)		From		To					
							Klingle Bridge (A05) TPSS		Klingle Bridge (A05) TPSS					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo			

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTA-HQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.03.15 14:43:06 -04'00'



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from the WMATA power personnel. All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked. WMATA power personnel covered the nearest hospital and safety rule of the day. The potential safety hazards were discussed. The FWSO Inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Traction Power Substation Visual Inspection				Activity Code	TP	RM	PI						
Job Briefing Employee Name/Title	WMATA Power Personnel			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 to 1400	Outside Shift	No					
Related Reports	N/A			Related CAPS / Findings	N/A											
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference							
	PREVENTIVE MAINTENANCE INSTRUCTIONS (PMI) AC OR DC ELECTRICAL FACILITIES, AC UNIT SUBSTATIONS, AUXILIARY ELECTRICAL ROOMS, TRACTION POWER SUBSTATIONS, DC TIE BREAKER SUBSTATIONS, 14 DAY INSPECTION (REVISION 3, AUGUST, 2011)															
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	N/A		Chain Marker and/or Station(s)	From		To								
						Klinge Bridge (A05) TPSS Van Ness (A06) TPSS Albemarle (A07) TPSS Oliver Street (A08) TPSS Bethesda (A09) TPSS		Klinge Bridge (A05) TPSS Van Ness (A06) TPSS Albemarle (A07) TPSS Oliver Street (A08) TPSS Bethesda (A09) TPSS								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A										
	N/A		N/A													
Description	The FWSO inspector visually inspected the condition of all electrical equipment in the traction power substation (TPSS) and the overall facility condition. Klinge Bridge (A05) TPSS, Van Ness (A07) TPSS, Albemarle (A07) TPSS, Oliver Street (A08) TPSS, and Bethesda (A09) TPSS were visually inspected for compliance with the Preventative Maintenance Instruction (PMI) for TPSS. The following non-color-coded defects were observed: <ul style="list-style-type: none"> PMI 4.8.1: Incoming utility (line) breaker #1 analog voltage meter read 8kV, whereas it should have read 13.8kV at Klinge Bridge (A05) TPSS. PMI 4.10: The 64 relay (structure ground relay) on Rectifier #1 showed a ground/earth fault at Klinge Bridge (A05) TPSS. PMI 4.8.1: Incoming utility (line) breaker #1 analog voltage meter read 8kV, whereas it should have read 13.8kV at Van Ness (A06) TPSS. PMI 4.8.1: Incoming utility (line) breaker #2 analog voltage meter read 8kV, whereas it should have read 13.8kV at Van Ness (A06) TPSS. PMI 4.10: The 64 relay (structure ground relay) on Rectifier #1 showed a ground/earth fault at Van Ness (A06) TPSS. PMI 4.8.1: Incoming utility (line) breaker #1 analog voltage meter read 8kV, whereas it should have read 13.8kV at Albemarle (A07) TPSS. 						Number of Defects	16								
							Recommended Finding?	No								
							Remedial Action Required?	Yes								
							Recommended Reinspection?	Yes								



	<ul style="list-style-type: none">• PMI 4.8.1: Incoming utility (line) breaker #2 analog voltage meter read 8kV, whereas it should have read 13.8kV at Albemarle (A07) TPSS.• PMI 4.11.1: DC overcurrent relay (device 76) was observed to be out of service on cathode breaker #4 in the DC switchgear at Albemarle (A07) TPSS.• PMI 4.11: Rear doors of feeder breakers #3 and #5 on the DC switchgear were observed to be held closed by electrical tape at Albemarle (A07) TPSS.• PMI 4.8.1: Incoming utility (line) breaker #1 analog voltage meter read 8kV, whereas it should have read 13.8kV at Oliver Street (A08) TPSS.• PMI 4.8.1: Incoming utility (line) breaker #2 analog voltage meter read 8kV, whereas it should have read 13.8kV at Oliver Street (A08) TPSS.• PMI 1.2: Signs of previous water infiltration and damage were observed on subpanel RS2 at Oliver Street (A08) TPSS.• PMI 1.3: Signs of previous water infiltration was observed at conduit penetrations in TPSS wall and dripping on Fire Detection and Alarm box at Oliver Street (A08) TPSS.• PMI 4.8.1: Incoming utility (line) breaker #1 analog voltage meter read 8kV, whereas it should have read 13.8kV at Bethesda (A09) TPSS.• PMI 4.8.1: Incoming utility (line) breaker #2 analog voltage meter read 8kV, whereas it should have read 13.8kV at Bethesda (A09) TPSS.• PMI TPSS DATASHEET SECTION XI: Telephone was not operational at Bethesda (A09) TPSS.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must verify that incoming utility voltage is 13.8kV on incoming line breaker #1 and calibrate/fix voltage meter at Klinge Bridge (A05) TPSS.• WMATA must clear the ground/earth fault on Rectifier #1 at Klinge Bridge (A05) TPSS.• WMATA must verify that incoming utility voltage is 13.8kV on incoming line breaker #1 and calibrate/fix voltage meter at Van Ness (A06) TPSS.• WMATA must verify that incoming utility voltage is 13.8kV on incoming line breaker #2 and calibrate/fix voltage meter at Van Ness (A06) TPSS.• WMATA must clear the ground/earth fault on Rectifier #1 at Van Ness (A06) TPSS.• WMATA must verify that incoming utility voltage is 13.8kV on incoming line breaker #1 and calibrate/fix voltage meter at Albemarle (A07) TPSS.• WMATA must verify that incoming utility voltage is 13.8kV on incoming line breaker #2 and calibrate/fix voltage meter at Albemarle (A07) TPSS.• WMATA must bring back into service DC overcurrent relay (device 76) on cathode breaker #4 at Albemarle (A07) TPSS.• WMATA must ensure locking mechanism for rear doors of feeder breakers #3 and #5 on DC switchgear is fixed and doors are properly secured at Albemarle (A07) TPSS.• WMATA must verify that incoming utility voltage is 13.8kV on incoming line breaker #1 and calibrate/fix voltage meter at Oliver Street (A08) TPSS.• WMATA must verify that incoming utility voltage is 13.8kV on incoming line breaker #2 and calibrate/fix voltage meter at Oliver Street (A08) TPSS.• WMATA must mitigate water intrusion and verify subpanel RS2 has not been compromised at Oliver Street (A08) TPSS.• WMATA must mitigate water intrusion and verify Fire Detection and Alarm box has not been compromised at Oliver Street (A08) TPSS.• WMATA must verify that incoming utility voltage is 13.8kV on incoming line breaker #1 and calibrate/fix voltage meter at Bethesda (A09) TPSS.• WMATA must verify that incoming utility voltage is 13.8kV on incoming line breaker #2 and calibrate/fix voltage meter at Bethesda (A09) TPSS.• WMATA must fix telephone at Bethesda (A09) TPSS.		



Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180307-WMATA-WP-3		
	2018	03	07				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 2, from Bethesda (A09) to Woodley Park (A04)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6030				Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1530	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM		4.16										
	MSRPH		2.8										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X							X		X			
Line(s)	A-Line	Track Number	2	Chain Marker and/or Station(s)		From		To					
						Bethesda (A09)		Bethesda (A09)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										
Description	The FWSO inspector received a job safety briefing from the roadway worker in charge (RWIC) at Bethesda Station (A09) prior to entering the roadway. The briefing covered the type of on-track protection - Foul Time, Advanced Watchman, and Train Approach Warning, the working limits, where to clear, known hazards and hotspots, the safety rule of the day (2.8), the RWP Rule of the							Number of Defects		0			
								Recommended Finding?		No			
								Remedial Action Required?		No			
								Recommended Reinspection?		No			

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, email=DOT.Headquarters, cn=WINSLOW L. POWELL Date: 2018.03.15 14:49:30 -04'00'		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Robert Maniuszko				



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	Day (4.16), the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Inspection Observation				Activity Code	TRK	WI	OBS						
Job Briefing Employee Name/Title	TRST 6030		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1530	Outside Shift	No						
Related Reports	N/A		Related CAPS / Findings		Remedial Action #: 2086, 592, 2084, 977, 2041, 1130, 1730, 1731, 1126, 1764, 2042, 2044, 2043, 1835, 2048, 2047, 2052, 2054, 2053											
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference								
	TRST 1000 rev. 6															
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								
					Bethesda (A09)			Woodley Park (A04)								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A										
	N/A		N/A													

Description	The FWSO inspector observed WMATA employees perform a track inspection on track 2 of the A-Line between Bethesda (A09) and Woodley Park (A04). The inspector also inspected track conditions and followed up on previously issued remedial actions. There were 52 open remedial actions in this area, and 19 remedial actions were verified as complete. The following non-color-coded defects were observed: <ul style="list-style-type: none">• TRST 1000, 3.1.2.5: Defective Emergency Trip Station (ETS) door was observed at box at A2 366+00.• TRST 1000, 3.1.2.5: Defective Emergency Trip Station (ETS) Blue Light was observed at A-80.• TRST 1000, 13.3.4: Contact rail anchor bowed anchor arm was observed at A2 334+30.• TRST 1000, 13.3.4: Defective contact rail anchors were observed at A2 308+90.• TRST 1000, 13.3.14: Missing contact rail coverboards were observed between A2 156+80 and A2 155+80.• TRST 1000, 10.17.4.1: Rail tripping hazard was present at A2 163+00.• TRST 1000, 10.17.4.1: Rail tripping hazard was present at A2 193+00.• TRST 1000, 10.17.4.1: Rail tripping hazard was present between A2 173+00 and A2 174+00.• TRST 1000, 10.17.4.1: Rail tripping hazard was present between A2 266+00 and A2 267+00.• TRST 1000, 10.18: The catwalk edge was causing a tripping hazard due to spalling concrete at A2 190+00.• TRST 1000, 10.18: The catwalk edge was causing a tripping hazard due to spalling concrete at A2 192+00. The following remedial actions were verified as complete: <ul style="list-style-type: none">• WMATA has repaired the diamond plating on the catwalk wall step at A2 372+00.• WMATA has replaced tunnel light at A2 345+00.• WMATA has replaced the missing and broken braces at A2 309+00 at the 3B switch stock rail.• WMATA has mitigated the water intrusion at A2 247+00, A2 361+50, and A2 138+50.	Number of Defects		11
		Recommended Finding?		No
		Remedial Action Required?		Yes
		Recommended Reinspection?		Yes



	<ul style="list-style-type: none">• WMATA has removed the jumper cables and connecting clamps (debris) that were observed on the safety walkway at CM 233+00.• WMATA has repaired the running surface rail mismatch at A2 232+75.• WMATA has replaced the four missing Pandrol clips on the right rail at A2 232+75.• WMATA has repaired the tunnel leak that is causing rusting and surface damage at CM 216+00.• WMATA has repaired defective fasteners at A2 210+00.• WMATA has replaced the missing bolt in the joint bar at A2 207+00.• WMATA has mitigated the water intrusion and cleaned up mud at A2 205+00, A2 135+00, and A2 207+00.• WMATA has unclogged drain at A2 165+00, A2 157+00, and A2 135+00.• WMATA has replaced third rail end approach coverboard at A2 157+00.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must mitigate the defective ETS door at A2 366+00.• WMATA must mitigate the defective ETS Blue Light at Box A-80.• WMATA must mitigate the bowed anchor arm at A2 334+30.• WMATA must mitigate the defective contact rail anchors at A2 308+90.• WMATA must mitigate the missing contact rail coverboards between A2 156+80 and 155+80.• WMATA must mitigate the rail tripping hazard at A2 163+00.• WMATA must mitigate the rail tripping hazard at A2 193+00.• WMATA must mitigate the rail tripping hazard between A2 173+00 and A2 174+00.• WMATA must mitigate the rail tripping hazard between A2 266+00 and A2 267+00.• WMATA must mitigate the spalling concrete on the catwalk at A2 190+00.• WMATA must mitigate the spalling concrete on the catwalk at A2 192+00.		



Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180307-WMATA-WP-4		
	2018	03	07				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 1, Woodley Park (A04) to Bethesda (A09)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6321				Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000-1430	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
			X									X	
Line(s)	A-Line		Track Number	N/A	Chain Marker and/or Station(s)		From		To				
							Woodley Park (A04)		Woodley Park (A04)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Anthony Johnson, Mike Vitale		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<p>FWSO inspectors received a job safety briefing from the roadway worker in charge (RWIC) at Woodley Park (A04) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO inspectors did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification					Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6321		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000-1430	Outside Shift	No		
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #s: 1923, 1739, 2209, 1261, 1927, 1934, 2116, 1937, 1938, 1942, 1943, 2196, 1951, 1950, 1952, 1959, 1961							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference				
	TRST 1000											
	DD-TP-SSI-013											
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	Track 1	Chain Marker and/or Station(s)	From			To				
					Woodley Park (A04)			Bethesda (A09)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A						
	N/A		N/A									

Description	<p>FWSO inspectors performed a remedial action verification on track one of the A-Line between Woodley Park (A04) and Bethesda (A09). Inspectors also inspected track conditions in the area. There were 60 open remedial actions in this area, and 17 remedial actions were verified as complete.</p> <p>The following color-coded defects were noted:</p> <ul style="list-style-type: none"> TRST 1000, Table 7-1: Four consecutive defective fasteners were noted at A1 145+20. Distance between non-defective fasteners measured 136 inches. Track gauge and critical geometry were being maintained, making this a maintenance defect. See figure 1 below. Black Condition. TRST 1000, Table 7-1: Three consecutive defective fasteners were noted at A1 151+80. Distance between non-defective fasteners measured 116 inches. Track gauge and critical geometry were being maintained, making this a maintenance defect. See figure 2 below. Red Condition. TRST 1000, Table 7-1: Three consecutive defective fasteners were noted at A1 220+30. Distance between non-defective fasteners measured 116 inches. Track gauge and critical geometry were being maintained, making this a maintenance defect. See figure 3 below. Red Condition. <p>The following non-color-coded defects were noted:</p> <ul style="list-style-type: none"> TRST 1000, 13.3.14: Third rail coverboard was missing at A1 137+50. TRST 1000, 13.3.14: Third rail coverboard was missing at A1 147+50. TRST 1000, 13.3.14: Third rail coverboard was missing at A1 196+30. TRST 1000, 13.3.4: A broken third rail anchor arm was observed at A1 265+00. TRST 1000, 10.17.4.1: A rail tripping hazard was present between A1 268+50 and 269+50. TRST 1000, 10.17.4.1: A rail tripping hazard was present between A1 273+60 and 274+00. 	Number of Defects	11
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">• TRST 1000, 3.2.2.4: A tunnel leak due to a dislodged drain hose was observed at A1 293+50.• TRST 1000, 5.14.16: Joint bar at A1 374+40 was not properly fitted due to metal debris between the bar and the running rails. <p>Other notable observation:</p> <ul style="list-style-type: none">• A chip in the base of the rail was noted at A1 289+80. See figure 5 below. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none">• WMATA has replaced coverboard at A1 134+50, A1 134+52, A1 134+60, and A1 206+60.• WMATA has addressed water intrusion at A1 135+00, A1 205+00, and A1 369+00.• WMATA has unclogged drain at A1 181+00, A1 253+00, A1 254+00, and A1 384+50.• WMATA has mitigated standing water at A1 266+00, A1 270+00, and between A1 304+50 and 309+00.• WMATA has repaired third rail anchor at A1 277+40.• WMATA has replaced damaged heat shrink at A1 306+00 and A1 309+00.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must replace missing coverboard at A1 137+50.• WMATA must replace missing coverboard at A1 147+50.• WMATA must repair or replace defective fasteners at A1 145+20.• WMATA must repair or replace defective fasteners at A1 151+80.• WMATA must replace missing coverboard at A1 196+30.• WMATA must repair or replace defective fasteners at A1 220+30.• WMATA must replace anchor arm at A1 265+00.• WMATA must remove rail tripping hazard between A1 268+50 and 269+50.• WMATA must remove rail tripping hazard between A1 273+60 and 274+00.• WMATA must reattach drain hose at A1 293+50.• WMATA must ensure proper joint bar fit at A1 374+40.		



Photos

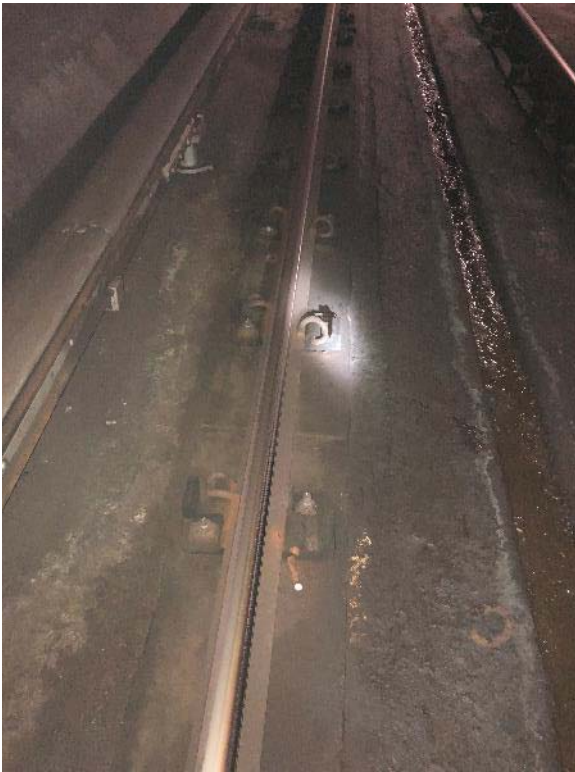


Figure 1: Four consecutive defective fasteners at A1 145+20.



Figure 2: Three consecutive defective fasteners at A1 151+80.



Figure 3: Three consecutive defective fasteners at A1 220+30.



Figure 4: Four consecutive defective fasteners at A1 372+80.



Figure 5: A chip in the base of the rail at A1 289+80.



Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180308-WMATA-WP-1		
	2018	03	08				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line, Track 2, between Metro Center (A01) and Rhode Island Avenue (B04)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-JSB-OBS	TRK-WI-PI				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	10				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6287					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1500	Outside Shift	No
Related Reports	N/A					Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM												
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	N/A		Chain Marker and/or Station(s)		From		To				
							Metro Center (A01)		Metro Center (A01)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A						
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL <small>Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTA/HQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.03.15 15:37:32 -04'00'</small>	Date
Inspector in Charge - Name Winslow Powell	Inspection Team Alexander Nepa		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from TRST 6287 at Metro Center (A01) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6287		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1330	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #: 2002, 2003, 2004, 2005, 2124, 1831, 1783, 1784						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		X					X	X	X	
Line(s)	B-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To			
					Metro Center (A01)			Rhode Island Avenue (B04)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector performed a remedial action verification on track two of the B-Line between Metro Center (A01) and Rhode Island Avenue (B04). Inspector also inspected track conditions in the area. There were nine open remedial actions in the area, and eight remedial actions were verified as complete. The following color-coded defects were observed: <ul style="list-style-type: none">TRST 1000, table 7.1 and 11-2: At B2 057+75 on the left rail in the curve, three consecutive non-holding fasteners were observed. The distance between holding fasteners was 121 inches. Within the 121 inches of the defective fasteners, 60 inches of the location demonstrated dynamic lateral track movement. The track gauge measured 56 15/16 inches static with 3/8-inch dynamic movement totaling 57 5/16 inches, which is a yellow gauge condition in a curve. WMATA deemed this as a red condition and placed a medium speed restriction over the affected area. The FWSO inspector felt a slow speed restriction was appropriate. See figures 1-4 below. Black condition.TRST 1000, table 7.1: At B2 53+10 on the left rail, three consecutive non-holding fasteners were observed with 108 inches between non-defective holding fasteners. Adjacent to this location, on the right rail, one non-holding fastener was observed. WMATA deemed this as a yellow maintenance condition. FWSO inspector did not take exception to this decision. Red condition. The following non-color-coded defects were observed: <ul style="list-style-type: none">TRST 1000 5.11.7: Between B2 144+10 and 144+30 on the right rail, spalling conditions were observed.TRST 1000 3.2.2.4: At B2 73+20, a side wall tunnel leak was observed next to the catwalk.TRST 1000 3.2.2.4: At B2 46+50, a tunnel leak was observed.TRST 1000 10.17.4.1: At B2 76+00, there was relay third rail in the gauge of the track.						Number of Defects	10			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			



	<ul style="list-style-type: none">• TRST 1000 13.5.7: At B2 145+40, the third rail end coverboard was missing.• TRST 5.14.16: At B2 060+50 on the right rail, welding straps are being used as angle bars. See figure 5 below.• TRST 1000 9.12.6: At B2 088+45 on the 3B frog, three defective frog braces were observed.• TRST 1000 9.12.6: At B2 029+50 on the 3B frog, four defective frog braces were observed. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none">• The water intrusion from the tunnel wall leak has been mitigated at B2 011+00 and B2 011+50.• The heat shrink on the power stub-up has been replaced at B2 011+00.• The power conduit stub-up has been replaced at B2 012+00.• The defective fasteners have been repaired on the right rail at B2 14+00 and between B2 026+35 and 026+50.• The shelling condition has been repaired at B2 086+00.• The defective insulated joint bar has been replaced at B2131+80.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must replace the defective fasteners, torque the bolts, and bring the gauge into standards at B2 057+75.• WMATA must replace the defective fasteners at B2 053+10.• WMATA must assess the spalling condition of the right rail between B2 144+10 and 144+30.• WMATA must repair the tunnel leak at B2 073+20.• WMATA must repair the tunnel leak at B2 046+50.• WMATA must remove the relay third rail at B2 145+40.• WMATA must replace the missing third rail end coverboard at B2 145+40.• WMATA must install the correct angle bars on the rail joint at B2 060+50.• WMATA must repair the loose, disconnected, or broken frog wedge braces at B2 088+45, 3B frog.• WMATA must repair the loose, disconnected, or broken frog wedge braces at B2 029+50, 3B frog.		



Photos



Figure 1: Missing and broken fastener conditions at B2 057+75.



Figure 2: Failed fastener at B2 057+75.



Figure 3: Static track gauge 56 15/16 inches at B2 57+75.



Figure 4: Dynamic 3/8-inch movement at B2 57+75.



Figure 5: Welding straps used in place of proper angle bars at B2 060+50.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180308-WMATA-WP-2		
	2018	03	08				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	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	Metro Center (C01), Gallery Place (B01), Union Station (B03), Brentwood Yd (B99), and Brentwood Yd Shop (B100) Traction Power Substations (TPSS).						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TP-JSB-OBS	TP-RM-PI				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	8				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA Power Personnel					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 to 1400	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X									X		
Line(s)	C- and B-Lines		Track Number	N/A	Chain Marker and/or Station(s)		From		To					
							Metro Center (C01) TPSS		Metro Center (C01) TPSS					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.03.15 16:02:47 -0400		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo				



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from the WMATA power personnel. All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked. WMATA power personnel covered the nearest hospital and safety rule of the day. The potential safety hazards were discussed The FWSO Inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Traction Power Substation Visual Inspection				Activity Code	TP	RM	PI						
Job Briefing Employee Name/Title	WMATA Power Personnel			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 to 1400	Outside Shift	No					
Related Reports	N/A			Related CAPS / Findings	N/A											
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference							
	PREVENTIVE MAINTENANCE INSTRUCTIONS (PMI) AC OR DC ELECTRICAL FACILITIES, AC UNIT SUBSTATIONS, AUXILIARY ELECTRICAL ROOMS, TRACTION POWER SUBSTATIONS, DC TIE BREAKER SUBSTATIONS, 14 DAY INSPECTION (REVISION 3, AUGUST, 2011)															
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
			X								X					
Line(s)	C- and B-Lines	Track Number	N/A	Chain Marker and/or Station(s)	From			To								
					Metro Center (C01) TPSS Gallery Place (B01) TPSS Union Station (B03) TPSS Brentwood Yd (B99) TPSS Brentwood Yd Shop (B100) TPSS			Metro Center (C01) TPSS Gallery Place (B01) TPSS Union Station (B03) TPSS Brentwood Yd (B99) TPSS Brentwood Yd Shop (B100) TPSS								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A										
	N/A		N/A													
Description	The FWSO inspector visually inspected the condition of all electrical equipment in the traction power substation (TPSS) and the overall facility condition. Metro Center (C01) TPSS, Gallery Place (B01) TPSS, Union Station (B03) TPSS, Brentwood Yard (B99) TPSS, and Brentwood Yard Shop (B100) TPSS were visually inspected for compliance with the Preventative Maintenance Instruction (PMI) for TPSS. The following non-color-coded defects were observed: <ul style="list-style-type: none"> PMI 1.3: Dripping water infiltration was observed from conduits in ceiling by entrance ladder to TPSS onto power cables in cable tray at Metro Center (C01) TPSS. PMI 4.10: The 64 relay (structure ground relay) on Rectifier #1 showed a ground/earth fault at Gallery Place (B01) TPSS. PMI 4.12: Blower main circuit breaker tripped alarm on uninterruptible power supply was observed at Gallery Place (B01) TPSS. PMI 4.10: The 64 relay (structure ground relay) on Rectifier #1 showed a ground/earth fault at Union Station (B03) TPSS. PMI 4.12: Earth fault DC alarm on uninterruptible power supply was observed at Union Station (B03) TPSS. 						Number of Defects	8								
							Recommended Finding?	No								
							Remedial Action Required?	Yes								
							Recommended Reinspection?	Yes								



	<ul style="list-style-type: none">• PMI 1.2: Signs of previous water infiltration were observed on negative drainage switchboard at Union Station (B03) TPSS.• PMI 4.12.8: Battery charger ground fault alarm was observed at Brentwood Yard (B99) TPSS.• PMI 4.10: Diode fuse monitor (device 58) was out of service on Rectifier #4 at Brentwood Yard (B99) TPSS.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must mitigate water intrusion at Metro Center (C01) TPSS.• WMATA must clear the ground/earth fault on Rectifier #1 at Gallery Place (B01) TPSS.• WMATA must rectify blower main circuit breaker tripped alarm on uninterruptible power supply at Gallery Place (B01) TPSS.• WMATA must clear the ground/earth fault on Rectifier #1 at Union Station (B03) TPSS.• WMATA must rectify earth fault DC alarm on uninterruptible power supply at Union Station (B03) TPSS.• WMATA must mitigate water intrusion and verify negative drainage switchboard has not been compromised at Union Station (B03) TPSS.• WMATA must rectify ground fault alarm on battery charger at Brentwood Yard (B99) TPSS.• WMATA must bring back into service diode fuse monitor (device 58) on Rectifier #4 at Brentwood Yard (B99) TPSS.		



United States Department of Transportation
Federal Transit Administration

Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180308-WMATA-WP-3		
	2018	03	08				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C-Line, Track 1, from Rosslyn Station (C05) to Crystal City (C09)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 679					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1530	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title			Checklist Reference				
	RWPM		2.94											
	MSRPH		2.79											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X	X					
Line(s)	C-Line	Track Number	1	Chain Marker and/or Station(s)	From			To						
					Rosslyn Station (C05)			Rosslyn Station (C05)						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	The FWSO inspector received a job safety briefing from the roadway worker in charge (RWIC) at Rosslyn Station (C05) prior to entering the roadway. The briefing covered the type of on-track protection - Foul Time, Advanced Watchman, and Train Approach Warning, the working limits, where to clear, known hazards and hotspots, the safety rule of the day (2.79), the RWP Rule of the Day (2.94) the							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

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

Inspector in Charge - Signature		Date	
WINSLOW L. POWELL		 <small>Digitally signed by WINSLOW L. POWELL DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.03.15 16:07:27 -0400</small>	
Inspector in Charge – Name Winslow Powell	Inspection Team Anthony Johnson, Robert Maniuszko		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.		
	The FWSO inspector did not note any defects.		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Inspection Observation				Activity Code		TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 679			Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1530	Outside Shift	No
Related Reports	N/A			Related CAPS / Findings		Remedial Action #: 1474, 1475, 2075, 2076, 2077, 2078, 1509, 1342, 1344, 1015					
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000 rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X		
Line(s)	C-Line	Track Number	1	Chain Marker and/or Station(s)		From		To			
						Rosslyn Station (C05)		Crystal City Station (C09)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>The FWSO inspector observed WMATA employees perform a track inspection on track 1 of the C-Line from Rosslyn (C05) to Crystal City (C09). The Inspector also observed track conditions and followed up on previously issued remedial actions. There were 24 open remedial actions in the area and 10 were verified as complete.</p> <p>The following color-coded defects were observed:</p> <ul style="list-style-type: none">TRST 1000, Table 5-20: A gauge mismatch measuring 3/16 of an inch was observed on the straight closure rail at C06 3A switch. WMATA has an existing Maximo Work Order #13850518 for this location. The defect indicates a 1/16" mismatch. The condition has progressed. Yellow condition.TRST 1000, Table 5-20: A tread mismatch measuring 3/16 of an inch was observed at the insulated joint at switch 3A located at C1 288+00. Yellow condition. <p>The following non-color-coded defect was observed:</p> <ul style="list-style-type: none">TRST 1000, 13.3.14: The contact rail end approach coverboard was missing at C2 312+00. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none">WMATA has repaired the grout pad under the heel of the frog at C1 147+00.WMATA has replaced the missing coverboard pieces at C1 147+00.WMATA has unclogged the drain from C1 221+00 to C1 222+00.WMATA has mitigated water intrusion from tunnel wall leak at C1 233+00.WMATA has mitigated water intrusion and cleaned up mud at C1 234+00 and C1 235+00.WMATA has replaced cable at C1 267+00.WMATA has replaced defective fasteners at C1 277+73 and C1 312+00.WMATA has replaced zip ties securing expansion cables to kindorf strut with fiberglass clamps.						Number of Defects		3		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">WMATA must mitigate the gauge mismatch at C06 – 3A Switch straight closure rail.WMATA must mitigate the tread mismatch at C1 288+00.WMATA must mitigate the missing contact rail end approach cover board at C2 312+00.										





Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180308-WMATA-WP-4		
	2018	03	08				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C- and J- Lines, Track 2, Van Dorn Street (J02) to King Street (C13) and Huntington (C15) to King Street (C13)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6225			Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000-1500	Outside Shift	No		
Related Reports	N/A			Related CAPS / Findings		N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM												
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	N/A		Chain Marker and/or Station(s)		From		To				
							Van Dorn Street (J02)		Van Dorn Street (J02)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Mike Vitale			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from the roadway worker in charge (RWIC) at Van Dorn Street (J02) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6225			Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000-1500	Outside Shift	No
Related Reports	N/A			Related CAPS / Findings		Remedial Action ID #: 1279, 1295, 1555, 1557, 1558, 1559, 1561, 1574, 1575, 1577, 1580, 1581, 1585, 1589, 1591, 1593, 1596, 1804, 1805, 1806, 1807, 1964, 1984, 1989					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	C-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To			
					Van Dorn Street (J02) Huntington (C15)			King Street (C13) King Street (C13)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	FWSO inspector performed a remedial action verification on track two of the C- and J-Lines between Van Dorn Street (J02) and King Street (C13) and Huntington (C15) and King Street (C13). Inspectors also inspected track conditions in the area. There were 33 open remedial actions in the area, and 24 remedial actions were verified as complete. The following non-color-coded defects were noted: <ul style="list-style-type: none"> TRST 1000, 13.3.14: A coverboard was missing at J2 616+40. TRST 1000, 5.14.14: An improper joint bar was installed on an open joint at WBYL 537+70. TRST 1000, 3.1.2.5: ETS cover was dislodged at ETS box J-8 at J2 529+45. TRST 1000, 3.2.2.1: Standing water was observed between J2 510+00 and 512+00. See figure 1 below. Other Notable Observation: <ul style="list-style-type: none"> Three engine burns on the right rail were noted in an area with evidence of tie pumping at J2 634+70. The following remedial actions were verified as complete: <ul style="list-style-type: none"> WMATA has repaired ETS Box J-34, J-36, J-38, J-42, J-44, J-48, J-50, J-52, J-11, J-19, J-21, J-31, J-45, J-47, J-53, C-174. and C-178. WMATA has secured emergency guard rail at J2 658+00. WMATA has removed hanging wire at J2 667+00. WMATA has removed vegetation between C2 583+00 and 587+00. Grout pad at C2 592+90 is not showing signs that it does not provide full bearing support for the fasteners. WMATA has replaced grout pad at C2 622+00. WMATA has replaced the coverboard at the C-15-06 signal, C2 622+20, and in the Huntington Station. 	Number of Defects	4
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">WMATA has tightened the number 3 switch rod at the 3B switch at C2 622+00.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">WMATA must replace missing coverboard at J2 616+40.WMATA must install correct joint bar on open joint at WBYL 537+70.WMATA must replace ETS door on box J-8 at J2 529+45.WMATA must mitigate standing water between J2 510+00 and 512+00.		

Photos



Figure 1: Standing water between J2 510+00 and 512+00.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180310-WMATA-WP-1		
	2018	03	10				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line, Track 1, between Judiciary Square (B02) and Union Station (B03)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6464					Accompanied Inspector?	No	Out Brief Conducted	No	Time	2000-0600	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			
	RWPM													
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	N/A		Chain Marker and/or Station(s)		From		To					
							Judiciary Square (B02)		Judiciary Square (B02)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa			

Digitally signed by WINSLOW L. POWELL
DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.03.15 16:20:39 -0400

United States Department of Transportation
Federal Transit Administration

Description	FWSO inspector received a job safety briefing from TRST 6464 at Judiciary Square (B02) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Walker Observation				Activity Code		TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 6464		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2000-0600	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			
	TRST-1000, rev. 6										
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	Track 1	Chain Marker and/or Station(s)	From			To			
					Judiciary Square (B02)			Union Station (B03)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA employees perform a continuous welded rail replacement on track one of the B-Line between B1 038+32 and B1 045+95. All WMATA personnel were observed to have the required PPE. FWSO inspector observed the WMATA roadway worker in charge hot stick the third rail for power outage verification, apply shunts to both rails, verify in place with the Operations Control Center, apply e-flares (warning strobes) on both rails, place work zone mats in the appropriate locations, and install the warning strobe alarm device in the work area. The FWSO inspector did not note any defects.						Number of Defects	0			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	No			
Remedial Action	N/A										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180311-WMATA-WP-1		
	2018	03	11				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line, Track 1, Judiciary Square (B02) and Union Station (B03)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 635					Accompanied Inspector?	No	Out Brief Conducted	No	Time	0800-1200	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			
	RWPM													
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	N/A		Chain Marker and/or Station(s)		From		To					
							Union Station (B03)		Union Station (B03)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa			

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.03.15 16:28:57 -04'00'



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from TRST 635 at Union Station (B03) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Walker Observation					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 6064		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	0800-1200	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		
	TRST-1000 rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		X					X	X		
Line(s)	B-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
					Judiciary Square (B02)			Union Station (B03)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA employees perform Orgo-Thermit rail welding on track one of the B-Line between Judiciary Square (B02) and Union Station (B03). The inspector also verified work zone set-up at B1 031+90 and B1 089+65. The FWSO inspector did not note any defects.	Number of Defects							0		
		Recommended Finding?							No		
		Remedial Action Required?							No		
		Recommended Reinspection?							No		
Remedial Action	N/A										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180313-WMATA-WP-1		
	2018	03	13				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	K-Line, Track 1, between West Falls Church (K06) and Vienna (K08)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6034					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1500	Outside Shift	No
Related Reports	N/A					Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM												
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	N/A		Chain Marker and/or Station(s)		From		To				
							West Falls Church (K06)		West Falls Church (K06)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A						
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa		

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.03.16 13:35:45 -0400



United States Department of Transportation
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Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from TRST 6034 at West Falls Church (K06) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code	TRK	WI	PI						
Job Briefing Employee Name/Title	TRST 6034			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1330	Outside Shift	No					
Related Reports	N/A			Related CAPS / Findings		Remedial Action ID #: 1554, 1553, 1552, 1551, 1550, 1334, 2008, 1337, 2011, 2012										
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference								
	TRST-1000, rev. 6															
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
	X		X					X		X						
Line(s)	K-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To								
					West Falls Church (K06)			Vienna (K08)								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A										
	N/A		N/A													
Description	<p>FWSO inspector performed a remedial action verification on track two of the K-Line between West Falls Church (K06) and Vienna (K08). Inspector also inspected track conditions in the area. During the inspection, 10 remedial actions were verified as complete.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 13.5.7: At K1 584+00, the third rail end coverboard was missing. TRST 1000 13.5.7: At K1 610+00, the third rail end coverboard was missing. TRST 1000 13.3.13: At K1 610+30, the third rail support bracket was broken. TRST 1000 13.5.7: At the K08-04 signal, K1 772+00, the third rail end coverboard was missing. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> The number three switch rod on the 7B switch at K1 527+30 has been tightened. The loose bolts on the inside brace plates on the 5A switch K1 527+30 have been repaired. The loose bolts on the main side switch point protector on the 7A switch at K1 527+30 have been repaired. The loose bolts on the joint bar at 7A switch at K1 527+30 have been repaired. The bolts on the left side switch point protector on the 5A switch at K1 527+30 have been repaired. The two missing bushings at the OZ/Gedney in the negative return conduit at K1 547+50 have been repaired. The unused conduit at K1 586+00 has been capped. The negative return cables at K1 621+00 have been replaced. The ETS blue light at K1 623+00 has been repaired. The cover on the ETS box at K1 630+00 has been repaired. 						Number of Defects	4								
	Recommended Finding?		No													
	Remedial Action Required?		Yes													
	Recommended Reinspection?		Yes													



Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must replace the missing third rail end coverboard at K1 584+00.• WMATA must replace the missing third rail end coverboard at K1 610+00.• WMATA must repair the broken third rail support bracket at K1 610+30.• WMATA must replace the missing third rail end coverboard at the K08-04 signal, K1 772+00.
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Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180313-WMATA-WP-2		
	2018	03	13				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	K-Line, track 1, Clarendon (K02) to West Falls Church (K06)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6036				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 – 1530	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM												
	MSRPH												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X							X	X				
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)	From			To					
					Clarendon (K02)			Clarendon (K02)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										
Description	The FWSO inspector received a job safety briefing from the roadway worker in charge (RWIC) at Clarendon Station (K02) prior to entering the roadway. The briefing covered the type of on-track protection - Foul Time (FT) and Train							Number of Defects		0			
								Recommended Finding?		No			
								Remedial Action Required?		No			

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge – Name Winslow Powell		Inspection Team Robert Maniuszko			

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.03.16 13:58:38 -0400



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	Approach Warning (TAW), the working limits, where to clear, known hazards and hotspots, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Inspection Observation				Activity Code	TRK	WI	OBS						
Job Briefing Employee Name/Title	TRST		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1530	Outside Shift	No						
Related Reports	N/A		Related CAPS / Findings	Remedial Action #: 1170, 772, 1815, 1813, 1820												
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference								
	TRST 1000 rev. 6															
	DD-TP-SSI-013															
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
	X							X	X							
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)	From			To								
					Clarendon (K02)			West Falls Church (K06)								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A										
	N/A		N/A													
Description	The FWSO inspector observed WMATA employees perform a track inspection on track 1 of the K-Line from Clarendon Station (K02) to East Falls Church Station (K05). The inspector also observed track conditions and followed up on previously issued remedial actions. During the inspection, five remedial actions were verified as complete. The planned walk was to go from Clarendon (K02) to West Falls Church (K06). The team was not permitted onto the roadway by the Rail Operations Control Center (ROCC) until 1145 hours. The remainder of this walk will have to be rescheduled. The following non-color coded defects were observed: <ul style="list-style-type: none">TRST 1000, 13.3.14: The contact rail coverboard was missing from K1 275+60 to K1 274+80.TRST 1000, 13.3.9: The insulator must be replaced at K1 371+30.TRST 1000, 3.2.2.4: A tunnel liner leak was observed at K1 263+20. The following remedial actions were verified as complete: <ul style="list-style-type: none">WMATA replaced the 3rd rail end approach at K1 246+00.The fasteners on the high rail were replaced between K1 287+00 and K1 291+80.WMATA replaced the nicked cable at K1 318+00.WMATA replaced the third rail insulator at K1 371+00.WMATA repaired the broken power conduit stub up at K1 402+00	Number of Defects		3												
		Recommended Finding?		No												
		Remedial Action Required?		Yes												
		Recommended Reinspection?		Yes												
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none">WMATA must replace the missing contact rail cover board from K1 275+60 – K1 274+80.WMATA must replace the insulator at K1 371+30.WMATA must mitigate the water leak from the tunnel liner at K1 263+20.															



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180313-WMATA-WP-3		
	2018	03	13				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	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	K-Line, Track 2, East Falls Church (K05) to K2 344+00						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No
Related Reports	N/A					Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM		R-17-02										
	MSRPH		R-17-03										
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	N/A	Chain Marker and/or Station(s)		From		To				
							East Falls Church (K05)		East Falls Church (K05)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.03.16 14:11:51 -0400		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo				



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from the roadway worker in charge (RWIC) at East Falls Church (K05) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Cable Inspection Observation				Activity Code	TP	WI	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	DD-TP-SSI-013										
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	Track 2	Chain Marker and/or Station(s)	From			To			
					East Falls Church (K05)			K2 344+00			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA employees perform a cable inspection on track 2 of the K-Line between East Falls Church (K05) to K2 344+00. Inspector also inspected cable and third rail conditions. The following non-color-coded defects were observed: <ul style="list-style-type: none"> DD-TP-SSI-013: Spliced cable was observed at K2 392+00. TRST 1000 Manual, 13.3.4: Broken third rail anchor arm was observed at K2 387+00. Other Notable Observations: <ul style="list-style-type: none"> Cables were lying on the ground at K2 406+00. Cables were lying on the ground at K2 400+00. Cables were lying on the ground at K2 392+00. Cables were lying on the ground and broken cable clamps were observed at K2 372+00. Third rail end approach showed signs of excessive wear and was arcing whenever a train collector shoe skimmed the surface of the third rail at K2 356+00. Cables were lying on the ground and broken cable clamps were observed at K2 359+00. 						Number of Defects	2			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must replace cable at K2 392+00. WMATA must replace third rail anchor arm at K2 387+00. 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180313-WMATA-WP-4		
	2018	03	13				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C-Line, track 1, between King Street (C13) and Huntington (C15) J-Line, track 1, between King Street (C13) and Van Dorn Street (J02)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-JSB-OBS	TRK-WI-PI				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	7				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6034					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard		Other / Title		Checklist Reference				
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X							X				
Line(s)	C-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To					
							King Street Station (C13)		King Street Station (C13)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<p>FWSO inspector received a job safety briefing from TRST 6442 at King Street Station (C13) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification					Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6442		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No		
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID # 2156, 2158, 1290, 1981, 1965, 1983, 1642, 1982, 1643, 1646, 1804, 1805, 1808							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference				
	TRST-1000, rev. 6											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X		X					X	X	X		
Line(s)	C-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To				
	J-Line				King Street Station (C13) King Street Station (C13)			Huntington Station (C15) Van Dorn Street Station (J02)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A						
	N/A		N/A									
Description	<p>FWSO inspector performed a remedial action verification on track one of the C-Line between King Street (C13) and Huntington (C15) and track 1 of the J-Line between King Street (C13) and Van Dorn Street (J02). Inspector also inspected track conditions in the area. During the inspection, 13 remedial actions were verified as complete.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 13.5.7: At C1 574+60, the third rail end coverboard was missing. TRST 1000 13.3.4: At J1 566+80, the third rail end anchor arm was broken. TRST 1000 13.5.7: At J1 575+50, the third rail end coverboard was missing. TRST 1000 13.5.7: At J1 639+90, the third rail end coverboard was missing. TRST 1000 3.1.2.5: At J1 659+60, the ETS light was out at box J43. TRST 1000 13.3.4: At J1 673+30, the third rail end anchor arm was broken. TRST 1000 13.3.4: At J1 683+90, the third rail end anchor arm was broken. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> ETS light has been repaired at C1 599+00, C1 615+00, and C1 658+00. Third rail anchor arm at J1 528+00 has been repaired. Hole in under fence at J1 536+00 has been repaired. Cable has been replaced at J1 536+00. Coverboard end has been replaced at J1 536+00 and J1 566+60. Heat shrink on conduit and O-Z Gedney bushing has been replaced at J1 536+00. 						Number of Defects	7				
							Recommended Finding?	No				
							Remedial Action Required?	Yes				
							Recommended Reinspection?	Yes				



	<ul style="list-style-type: none">The ETS blue light has been repaired at J1 568+90 box J-17, J1 576+90 box J-19, and at J1 584+90 box J-21.The #3 switch rod has been tightened at switch 3A at J1 684+50.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">WMATA must replace the missing third rail end coverboard at C1 574+60.WMATA must replace the broken third rail anchor arm at J1 566+80.WMATA must replace the missing third rail end coverboard at J1 575+50.WMATA must replace the missing third rail end coverboard at J1 639+90.WMATA must repair the ETS light at box J-43 at J1 659+60.WMATA must replace the broken third rail anchor arm at J1 673+30.WMATA must replace the broken third rail anchor arm at J1 683+90.		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180314-WMATA-WP-1		
	2018	03	14				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	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	K-Line, Track 2, K2 344+00 to Ballston (K04)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM		R-17-02										
	MSRPH		R-17-03										
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	N/A	Chain Marker and/or Station(s)		From		To				
							Ballston (K04)		Ballston (K04)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from the roadway worker in charge (RWIC) at Ballston (K04) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Cable Inspection Observation				Activity Code	TP	WI	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	Safety Directive 15-1		Related CAPS / Findings	Corrective Action Plan (CAP): R-2-18-A, R-2-19-A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000	P.O. R-17-03									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X		
Line(s)	K-Line	Track Number	Track 2	Chain Marker and/or Station(s)		From		To			
						K2 344+00		Ballston (K04)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA employees perform a cable inspection on track 2 of the K-Line between K2 344+00 to Ballston (K04). Inspector also inspected cable and third rail conditions. The following non-color-coded defects were observed: <ul style="list-style-type: none"> P.O. R-17-03: Train operator approached the work group at a speed that appeared to exceed the required 10 MPH at K2 320+00. Remedial action for this defect is addressed in WMATA's approach to CAPs R-2-18-A and R-2-19-A. TRST 1000 Manual, 13.5.7: Third rail end approach was missing coverboard at K2 319+00. TRST 1000 Manual, 13.5.7: Third rail end approach was missing coverboard at K2 287+00. Other Notable Observations: <ul style="list-style-type: none"> Cables were lying on the ground and broken cable clamps were observed at K2 340+00. Cables were lying on the ground and broken cable clamps were observed at K2 320+00. Cables were lying on the ground at K2 284+00. 						Number of Defects	3			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must install missing third rail cover board at K2 319+00. WMATA must install missing third rail cover board at K2 287+00. 										



Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180314-WMATA-WP-2		
	2018	03	14				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line, track 2, Deanwood (D10) to New Carrollton (D13)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject		Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6464			Accompanied Inspector?	Yes	Out Brief Conduct ed	Yes	Time	1000-1400	Outside Shift	No
Related Reports	N/A			Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X							X	
Line(s)	D-Line	Track Number	N/A	Chain Marker and/or Station(s)		From			To		
						Deanwood (D10)			Deanwood (D10)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard			

Digitally signed by WINSLOW L. POWELL
DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.03.21 07:11:26 -0400



United States Department of Transportation
Federal Transit Administration

Description	FWSO inspector received a job safety briefing from TRST 6464 at Deanwood Station (D10) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code	TRK	WI	PI						
Job Briefing Employee Name/Title	TRST 6464		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No						
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #: 1826, 1825, 2161, 2165											
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference								
	TRST-1000, rev. 6															
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
	X		X					X		X						
Line(s)	D-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To								
					Deanwood (D10)			New Carrollton (D13)								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A										
	N/A		N/A													
Description	FWSO inspector performed a remedial action verification on track two of the D-Line between Deanwood (D10) and New Carrollton (D13). Inspector also inspected track conditions in the area. During the inspection, four remedial actions were verified as complete. The following non-color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000 13.5.7: At D2 347+30, 40% of the third rail end surface was burnt away. See figure 1 below. TRST 1000 3.1.2.5: At D2 478+00, the ETS light was out at box D-136. TRST 1000 3.1.2.5: At D2 486+00, the ETS light was out at box D-138. TRST 1000 3.1.2.5: At D2 502+00, the ETS light was out at box D-142. The following remedial actions were verified as complete: <ul style="list-style-type: none"> Bolts were tightened between D2 463+50 and 463+70. Bolts were installed in rail joint at D2 468+20. Frayed power cable pigtails were replaced at D2 553+00. Conduit stub-up and I O-Z Gedney bushing were repaired at D2 592+00. 						Number of Defects	4								
							Recommended Finding?	No								
							Remedial Action Required?	Yes								
							Recommended Reinspection?	Yes								
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must replace third rail end approach at D2 347+30. WMATA must repair ETS light at D2 478+00 box number D136. WMATA must repair ETS light at D2 486+00 box number D138 WMATA must repair ETS light at D2 502+00 box number D142. 															



Photo:



Figure 1: 40% of the third rail end surface was burnt away at D2 347+30.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180314-WMATA-WP-3		
	2018	03	14				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	N-Line, Track 1, between K & N Connector N1 469+00 and McLean (N01)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6344					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X					X						
Line(s)	N-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To					
							McLean (N01)		McLean (N01)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa		

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.03.27 14:23:27 -0400



United States Department of Transportation
Federal Transit Administration

Description	FWSO inspector received a job safety briefing from TRST 6344 at McLean (N01) Station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification					Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6344		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No		
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #: 1609							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X		X					X		X		
Line(s)	N-Line	Track Number	Track 1	Chain Marker and/or Station(s)		From			To			
						K & N Connector N1 469+00			McLean (N01)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A						
	N/A		N/A									
Description	FWSO inspector performed a remedial action verification on track one of the N-Line between the K & N Connector, N1 469+00 and McLean (N01). Inspector also inspected track conditions in the area. During the inspection, one remedial action was verified as complete. No defects were observed. The following remedial action was verified as complete: <ul style="list-style-type: none"> The uniform profile deviation at N1 800+40 has been repaired. 							Number of Defects	0			
								Recommended Finding?	No			
								Remedial Action Required?	No			
								Recommended Reinspection?	No			
Remedial Action	N/A											



Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180315-WMATA-WP-1		
	2018	03	15				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C-Line, Track 2, Crystal City (C09) to Rosslyn (C05)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST #687				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 – 1530	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM												
	MSRPH												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X							X	X				
Line(s)	C-Line	Track Number	2	Chain Marker and/or Station(s)	From			To					
					Crystal City (C09)			Crystal City (C09)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										
Description	The FWSO inspector received a job safety briefing from the roadway worker in charge (RWIC) at Crystal City Station (C09) prior to entering the roadway. The briefing covered the type of on-track protection - Foul Time (FT) and Train Approach Warning (TAW), the working limits, where to clear, known hazards and hotspots, the location of the nearest hospital, and a check of personal protective							Number of Defects		0			
								Recommended Finding?		No			
								Remedial Action Required?		No			
								Recommended Reinspection?		No			

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.03.21 07:20:07 -0400		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Robert Maniuszko				



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	equipment (PPE) and roadway worker protection (RWP) ID. The RWIC also discussed MSRP Rule 4.33 and RWP Rule 5.1.		
	The FWSO inspector did not note any defects.		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Inspection Observation				Activity Code	TRK	WI	OBS						
Job Briefing Employee Name/Title	TRST 687		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 – 1530	Outside Shift	No						
Related Reports	N/A		Related CAPS / Findings	Remedial Action ID #: 1476, 1528, 1273, 1359, 1968, 1268, 2081												
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference								
	TRST 1000 rev. 6															
	DD-TP-SSI-013															
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
	X							X	X							
Line(s)	C-Line	Track Number	2	Chain Marker and/or Station(s)	From			To								
					Crystal City (C09)			Rosslyn (C05)								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A										
	N/A		N/A													
Description	<p>The FWSO inspector observed WMATA employees perform a track inspection on track 2 of the C-Line from Crystal City (C09) to Rosslyn (C05). The inspector also observed track conditions and followed up on previously issued remedial actions. During the inspection, 7 remedial actions were verified as complete.</p> <p>The following color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000, Table 7-1: There were two broken studs creating 115-inches between non-defective fasteners between CM C2 309+67 and C2 309+73. WMATA Maximo Ticket # 13886251 captures this condition. Red condition. TRST 1000, Table 7-1: There were three non-effective fasteners in a row creating 124-inches between non-defective fasteners between CM C2 147+80 and C2 147+90. WMATA Maximo Ticket #13865404 captures this condition. Black condition. <p>The following non-color coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000, 13.3.14: The contact rail coverboard was missing at C2 225+70. TRST 1000, 3.1.2.2: There was standing water and mud from C2 298+00 to C2 296+00. WMATA Maximo Ticket #13680729 captures this condition. TRST 1000, 13.5.3: The anchor arm was bowed at C2 167+00. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> WMATA replaced the missing Pandrol clips on the right rail at switch three, C2 148+80. WMATA replaced the missing coverboard at C2 225+00. WMATA repaired the drainage between CM240+00 and 214+50. WMATA fixed the stud bolts to comply with the TRST 1000 requirements between CM C2 240+00 and C2 220+00 on both rails. WMATA replaced defective insulator at C2 265+50. WMATA repaired drainage at CM 282+80. WMATA unclogged drain from C2 331+00 to C2 296+80. 						Number of Defects		5							
							Recommended Finding?		No							
							Remedial Action Required?		Yes							
							Recommended Reinspection?		Yes							
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must repair the two broken studs between C2 309+67 and C2 309+73. WMATA must repair the three non-effective fasteners between C2 147+80 and C2 147+90. WMATA must replace the missing coverboard at C2 225+70. WMATA must mitigate the excess mud and water between C2 298+00 to C2 296+00. 															



- | | |
|--|--|
| | <ul style="list-style-type: none">• WMATA must repair the bowed anchor arm at C2 167+00. |
|--|--|



Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180315-WMATA-WP-2		
	2018	03	15				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line, Track 1, between Silver Spring (B08) and Rhode Island Avenue (B04)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6321					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1500	Outside Shift	No
Related Reports	N/A					Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM												
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	N/A	Chain Marker and/or Station(s)		From		To					
						Silver Spring (B08)		Silver Spring (B08)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<p>FWSO inspector received a job safety briefing from TRST 6321 At Silver Spring (B08) Station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification					Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6321		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1500	Outside Shift	No		
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #: 1562, 1564, 204, 205, 206, 203, 202, 1793							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X		X					X	X	X		
Line(s)	B-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To				
					Silver Spring (B08)			Rhode Island Avenue (B04)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A						
	N/A		N/A									
Description	<p>FWSO inspector performed a remedial action verification on track one of the B-Line between Silver Spring (B08) and Rhode Island Avenue (B04). Inspector also inspected track conditions in the area. During the inspection, eight remedial actions were verified as complete.</p> <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> The number three switch rod at B1 175+96 1A switch has been tightened. The switch point at B1 175+96 switch 1A has been adjusted. The three consecutive deteriorated ties at B1 354+00 have been replaced. The blanket 10-foot tie defect condition supporting the third rail insulators between B1 385+00 and 425+00 have been repaired. The third rail defect at B1 421+00 has been changed and corrected. The three consecutive deteriorated ties at B1 425+10 have been replaced. The nine deteriorated ties at the B08 switch B1 at B1 440+00 have been replaced. The missing third rail end coverboard at B1 450+00 has been replaced. <p>The FWSO inspector did not note any defects.</p>							Number of Defects	0			
								Recommended Finding?	No			
								Remedial Action Required?	No			
								Recommended Reinspection?	No			
Remedial Action	N/A											



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180315-WMATA-WP-3		
	2018	03	15				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line, Track 2, between Rhode Island Avenue (B04) and Silver Spring (B08)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6241					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1500	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
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	N/A	Chain Marker and/or Station(s)	From			To						
					Rhode Island Avenue (B04)			Rhode Island Avenue (B04)						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from TRST 6241 at Rhode Island Ave (B04) station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification					Activity Code		TRK	WI	PI				
Job Briefing Employee Name/Title	TRST 6241		Accompanied Inspector?	Yes	Out Brief Conduct ed	Yes	Time	1000-1500	Outside Shift	No						
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #:1837, 1849, 1234, 1231, 1232, 1233, 1236, 1235, 969											
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference								
	TRST-1000, rev. 6															
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
	X		X					X	X	X						
Line(s)	B-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From				To							
					Rhode Island Avenue (B04)				Silver Spring (B08)							
Vehicles	Head Car Number	Number of Cars			Equipment	N/A										
	N/A	N/A														
Description	<p>FWSO inspector performed a remedial action verification on track two of the B-Line between Rhode Island Avenue (B04) and Silver Spring (B08). Inspector also inspected track conditions in the area. During the inspection, nine remedial actions were verified as complete.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> • TRST 1000 13.5.7: At B2 230+40, the third rail end coverboard was missing. • TRST 1000 10.17.4.1: At CM B2 275+00 to CM B2 281+00, relay rail was stored between running rail and fence line, creating a tripping hazard. • TRST 1000 10.17.4.1: At CM B2 283+10 to CM B2 288+00, relay rail was stored between the fence line and running rail, creating a tripping hazard. • TRST 1000 3.1.2.5: At B2 289+40, the ETS light was out at box B-86. • TRST 1000 3.1.2.5: At B2 296+85, the ETS light was out at box B-88. • TRST 1000 3.1.2.5: At B2 330+00, the ETS light was out at box B-94. • TRST 1000 10.17.4.1: At CM B2 342+80 to CM B2 350+40, relay rail was stored between running rail and fence line, creating a tripping hazard. • TRST 1000 13.5.7: At B2 350+20, the third rail end approach coverboard was missing. • TRST 1000 3.1.2.5: At B2 350+60, the ETS light was out at box B-102. • TRST 1000 3.1.2.5: At B2 363+90, the ETS light was out at box B-106. • TRST 1000 3.1.2.5: At B2 369+20, the ETS light was out at box B-108. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> • The proper joint bars were installed at the toe of frog at B2 258+00 3B switch. • The proper joint bars were installed at B2 294+80. 							Number of Defects	11							
	Recommended Finding?	No														
	Remedial Action Required?	Yes														
	Recommended Reinspection?	Yes														



	<ul style="list-style-type: none">• The guard rail bolts at B2 351+10 have been tightened on switch 3B.• The frog bolts at B2 351+10 have been tightened on switch 3B.• The switch protector bolts at B2 351+10 have been tightened on switch 3B.• The ballast has been replaced and track stabilized between B2 351+10 and 353+50.• The transit clip switch rod bolts at B2 351+10 have been tightened on switch 3B.• The missing third rail end approach coverboard at B2 354+00 has been replaced.• Track has been tamped and re-spiked from B2 371+00 to B2 370+00.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must replace third rail end approach coverboard at B2 230+40.• WMATA must remove relay rail at B2 275+00 to B2 281+00.• WMATA must remove relay rail at B2 283+10 to B2 288+00.• WMATA must repair ETS light at B2 289+40 box number B-86.• WMATA must repair ETS light at B2 296+85 box number B-88.• WMATA must repair ETS light at B2 330+00 box number B-94.• WMATA must remove relay rail at B2 342+80 to B2 350+40.• WMATA must replace third rail end approach coverboard at B2 350+20.• WMATA must repair ETS light at B2 350+60 box number B-102.• WMATA must repair ETS light at B2 363+90 box number B-106.• WMATA must repair ETS light at B2 369+20 box number B-108.		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180316-WMATA-WP-1		
	2018	03	16				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	F-Line, Track 1 and 2, between Southern Avenue (F08) and Waterfront (F04)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Station Platform Track Inspection			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	N/A					Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	1000-1400	Outside Shift	No	
Related Reports	20170714-WMATA-WP-1					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	MSRPH													
	TRST 1000													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X					X	X					
Line(s)	F-Line	Track Number	1 and 2		Chain Marker and/or Station(s)		From		To					
							Southern Avenue (F08)		Waterfront (F04)					
Vehicles	Head Car Number		Number of Cars		Equipment		N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		Date	
WINSLOW L. POWELL		<small>Digitally signed by WINSLOW L. POWELL DN: cn=U.S. govt U.S. Government, o=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.03.21 08:37:23 -0400</small>	
Inspector in Charge - Name Winslow Powell	Inspection Team Lee Emard		



Description	<p>FWSO inspector performed a platform observation of track bed, coverboard, ETS lights, Train Approach warning lights, drainage and general conditions from Southern Avenue F08) to Waterfront (F04).</p> <p>The following color-coded defect was observed:</p> <ul style="list-style-type: none">TRST 1000 5-42: At Southern Avenue Station (F08), track 2 at F2 311+00, the left rail had a shelling condition with chips broken out. No speed restriction was necessary due to the track being tangent within station limits. See figure 1 below. Yellow Condition. <p>Other Notable Observations:</p> <ul style="list-style-type: none">Track 1 Southern Avenue Station (F08), four of the approach warning lights on the platform were not working.Track 2 Southern Avenue Station (F08), two of the approach warning lights on the platform were not working.Track 1 Congress Heights Station (F07), two of the approach warning lights on the platform were not working.Track 2 Congress Heights Station (F07), one of the approach warning lights on the platform was not working.Track 2 Anacostia Station (F06), 48 of the approach warning lights on the platform were not working.Track 1 Navy Yard - Ball Park Station (F05), at CM F1 121+40 to 122+00, trash, mud and standing water were observed.Track 2 Navy Yard - Ball Park Station (F05), at CM F2 127+40 to 122+00, trash, mud and standing water were observed.	Number of Defects	1
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes
Remedial Action	<p>To achieve complacence with WMATA's requirements:</p> <ul style="list-style-type: none">WMATA must replace chipped rail at Southern Avenue Station (F08), track 2, left rail at CM F2 311+00.		

Photo:



Figure 1: Chipped rail at CM F2 311+00.



Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180316-WMATA-WP-2		
	2018	03	16				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	F-Line, Track 2, between Branch Avenue (F11) and Suitland (F10)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6168					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No
Related Reports	N/A					Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM		P.O. 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)	F-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To				
							Branch Avenue (F11)		Branch Avenue (F11)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<p>FWSO inspector received a job safety briefing from TRST 6168 at Branch Avenue (B11) Station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO inspector did not note any defects.</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 Walker Observation					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 6168		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	Safety Directive 15-1		Related CAPS / Findings		Corrective Action Plan (CAP): R-2-18-A, R-2-19-A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	TRST-1000, rev. 6		P.O. R-17-03								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		X					X	X	X	
Line(s)	F-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From		To				
					Branch Avenue (B11)		Suitland (B10)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspector performed a track walker observation on track two of the F-Line between Branch Avenue (B11) and Suitland (B10). Inspector also inspected track conditions in the area.</p> <p>The following non-color-coded defect was observed:</p> <ul style="list-style-type: none"> P.O. R-17-03: At 1155 hours at F2 507+00, while waiting to obtain foul time, train ID #511 approached the work group at a speed that appeared to exceed the required 10 MPH. The roadway worker in charge (RWIC) gave the operator a slow hand signal to get the operator's attention. The train did not appear to reach the required 10 MPH until half of the first car passed the work group. This incident was reported to the Operations Control Center by the RWIC. WMATA is addressing this issue in Code 10 event number 20180316. Remedial action for this defect is addressed in WMATA's approach to CAPs R-2-18-A and R-2-19-A. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> On the aerial structure between F2 509+00 and F2 499+00, a series (multiple nests) of loose studs was observed. On the aerial structure between F2 485+00 and F2 487+00, a series of failing fasteners was observed. 						Number of Defects	1			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	No			
Remedial Action	N/A										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180317-WMATA-WP-1		
	2018	03	17				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	G-Line, Track 1, between CM G1 464+20 and CM G1 284+57						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6442					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800-1200	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X						X					
Line(s)	G-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To				
								Capitol Heights (G02)		Capitol Heights (G02)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<p>FWSO inspector received a job safety briefing from TRST 6442 at Capitol Heights (G02) Station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO inspector did not note any defects.</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 Maintenance Observation					Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6442		Accompanied Inspector?	Yes	Out Brief Conduct ed	Yes	Time	0800-1200	Outside Shift	No		
Related Reports	N/A		Related CAPS / Findings		N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X		X						X			
Line(s)	G-Line	Track Number	Track 1		Chain Marker and/or Station(s)	From		To				
						CM G1 464+20		CM G1 284+57				
Vehicles	Head Car Number	Number of Cars			Equipment	N/A						
	N/A	N/A										
Description	<p>FWSO inspector performed a walking inspection with a WMATA escort to observe ongoing maintenance work on track 1 of the G-Line, between CM G1 464+20 and CM G1 284+57 (single track area). Railroad worker in charge (RWIC) #6338 was in charge of the work area, and the red tag number was 2018074516A.</p> <p>FWSO inspector observed a WMATA Structure crew performing tunnel leak repairs at CM G1 415+00. The work area was set up with work mats, E-flares and a Warning Strobe and Alarm Device (WSAD). All PPE was being worn and work in general was being performed in a safe and methodical manner.</p> <p>FWSO inspector observed a WMATA Track crew replacing rail and fasteners at CM G1 389+00 to CM G1 384+70. The crew was preparing to weld rail, and rail temperature was 59 degrees Fahrenheit. The work area was set up with work mats, E-flares, and WSAD. All work equipment was chocked. All PPE was being worn and work in general was being performed in a safe and methodical manner.</p> <p>Other Notable Observation:</p> <ul style="list-style-type: none"> FWSO Inspector observed a black condition at CM G1 383+00 to CM G1 348+10 with two gauge rods installed that was scheduled for repair during the weekend. FWSO inspectors will conduct a follow up inspection to confirm the status of the repair. See Figures 1 and 2 below. <p>The FWSO inspector did not note any defects.</p>						Number of Defects	0				
							Recommended Finding?	No				
							Remedial Action Required?	No				
							Recommended Reinspection?	No				
Remedial Action	N/A											



Photos:



Figure 1: First gauge rod and defective fasteners at CM G1 383+00 to CM G1 348+10.



Figure 2: Second gauge rod and defective fasteners at CM G1 383+00 to CM G1 348+10



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180318-WMATA-WP-1		
	2018	03	18				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	G-Line, Track 1, between Addison Road (G03) and Benning Road (G01)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-JSB-OBS	TRK-WI-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	7				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6442					Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0800-1330	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				
	RWPM												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
			X						X				
Line(s)	G-Line		Track Number	N/A	Chain Marker and/or Station(s)		From		To				
							Addison Road (G03)		Addison Road (G03)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa			

Digitally signed by WINSLOW L. POWELL
DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.03.21 13:38:51 -04'00'



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<p>FWSO inspector received a job safety briefing from TRST 6442 at Addison Road (G03) Station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO inspector did not note any defects.</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 Maintenance Observation					Activity Code		TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 626		Accompanied Inspector?	Yes	Out Brief Conduct ed	Yes	Time	0800-1330	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				
	TRST-1000, rev. 6											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X		X					X	X			
Line(s)	G-Line	Track Number	Track 1	Chain Marker and/or Station(s)		From		To				
						Addison Road (G03)		Benning Road (G01)				
Vehicles	Head Car Number	Number of Cars		Equipment		N/A						
	N/A	N/A										
Description	<p>FWSO inspector performed a walking inspection with WMATA #626 to observe single track maintenance and tunnel leak mitigation on track one between Addison Road (G03) and Benning Road (G01). An inspection of track conditions was also performed.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000, 10.15: Between G1 383+00 and G1 296+00, the tunnel light lenses were covered in dirt and soot, which severely restricted the illumination of the tunnel. TRST 1000, 3.1.2.2: At G1 383+00, the center drain was clogged and beginning to back-up. TRST 1000, 3.2.2.4 & 13.3.2: At G1 326+99, there was a tunnel leak that allowed water to strike the third rail and cause a corrosion condition. See Figure 1 below. TRST 1000, 3.2.2.4: At G1 318+55, there was a leak in the crown of the tunnel allowing water to saturate the running rail. See Figure 2 below. TRST 1000, 13.5: At G1 300+40, there were tunnel light lenses lying underneath the third rail that could potentially contact the third rail. See Figure 3 below. TRST 1000, 10.14: At G1 292+00, the ETS box cover was not attached. TRST 1000, 10.17.4.1: Between G1 405+00 and G1 401+00, fasteners and other track material were observed in the gauge of the track and in the walkway between the field side of the rail and the catwalk, which was a trip and fall hazard. See Figure 4 below. 							Number of Defects	7			
								Recommended Finding?	No			
								Remedial Action Required?	Yes			
								Recommended Reinspection?	Yes			



	Other notable observations: <ul style="list-style-type: none">Between G1 370+00 and G1 370+80, a deteriorating grout pad condition was observed.Potential trip and fall hazard conditions were observed in the area, including other track material, mud, water, unsecure expansion joint spacers, wood and other objects that could interfere with walking conditions.		
Remedial Action	To achieve compliance with WMATA standards: <ul style="list-style-type: none">WMATA must address the tunnel lighting condition between G1 383+00 and G1 296+00.WMATA must clean the clogged center drain at G1 383+00.WMATA must repair the tunnel leak and change the corroded third rail at G1 326+99.WMATA must repair the tunnel leak at G1 318+44.WMATA must remove the light lenses from underneath the third rail at G1 300+40.WMATA must replace the missing ETS box cover at G1 392+00.WMATA must move the relay track material and debris between G1 405+00 and G1 401+00.		

Photos



Figure 1: Corroded third rail from leaking tunnel at G1 326+99.



Figure 2: Leak in the tunnel crown allowing water to saturate the ground surface and running rail at G1 318+55.



Figure 3: Tunnel light lenses lodged under the third rail at G1 300+40.



Figure 4: Fasteners, clips and other track material on the ground walkway between G1 401+00 and G1 405+00.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180319-WMATA-WP-1		
	2018	03	19				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	K-Line, Track 2, between West Falls Church (K06) and Clarendon (K02)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6036					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0730-1500	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
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	N/A	Chain Marker and/or Station(s)	From			To						
					West Falls Church (K06)			West Falls Church (K06)						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											

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

Inspector in Charge - Signature		Date	
WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.03.27.13:21:11 -0400	
Inspector in Charge - Name Winslow Powell	Inspection Team Lee Emard		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<p>FWSO inspector received a job safety briefing from TRST 6036 at West Falls Church (K06) station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO inspector did not note any defects.</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 Walking Observation					Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6036		Accompanied Inspector?	Yes	Out Brief Conduct ed	Yes	Time	0730-1500	Outside Shift	No		
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #: 1307, 1499, 1306, 1498, 1497, 1608							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title			Checklist Reference			
	TRST-1000, rev. 6											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X		X					X	X			
Line(s)	K-Line	Track Number	Track 2	Chain Marker and/or Station(s)		From			To			
						West Falls Church (K06)			Clarendon (K02)			
Vehicles	Head Car Number	Number of Cars		Equipment		N/A						
	N/A	N/A										
Description	<p>FWSO inspector observed WMATA employees perform a track inspection on track two of the K-Line between West Falls Church (K06) and Clarendon (K02). Inspector also inspected track conditions and followed up on previously issued remedial actions. During the inspection, six remedial actions were verified as complete.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> • TRST 1000 3.1.2.5: At CM K2 518+41, the ETS light was out at box K-106. • TRST 1000 3.1.2.5: At CM K2 502+48, the ETS light was out at box K-100. • TRST 1000 3.1.2.5: At CM K2 496+25, the ETS light was out at box K-98. • TRST 1000 3.1.2.5: At CM K2 353+03, the ETS light was out at box K-60. • TRST 1000 13.5.7: At CM K2 287+60 the third rail end approach coverboard was missing. • TRST 1000 10.17.4.1: At CM K2 262+10, relay rail was stored between the running rail and cat walk, creating a tripping hazard. • TRST 1000 10.17.4.1: At CM K2 254+80, relay rail was stored between the running rail and cat walk, creating a tripping hazard. • TRST 1000 10.17.4.1: At CM K2 238+90, relay rail was stored between running rail and cat walk, creating a tripping hazard. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> • OZ Gedney bushing in conduit stub-up was installed at CM K2 319+00 • The joint bars were removed and rail welded at CM K2 345+20. • The heat shrink was installed at CM K2 361+00. • The proper bolts and joint bar were tightened at CM K2 373+00. • The bolts in joint bar were tightened at CM K2 385+00. • The sealing collar was replaced at CM K2 487+00. 							Number of Defects	8			
								Recommended Finding?	No			
								Remedial Action Required?	Yes			
								Recommended Reinspection?	Yes			



Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must repair ETS light at K2 518+41 box number K-106.• WMATA must repair ETS light at K2 502+48 box number K-106.• WMATA must repair ETS light at K2 496+25 box number K-98.• WMATA must repair ETS light at K2 353+03 box number K-60.• WMATA must replace third rail end approach coverboard at K2 287+60.• WMATA must remove relay rail at CM K2 262+10.• WMATA must remove relay rail at CM K2 254+80.• WMATA must remove relay rail at CM K2 238+90.
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Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180319-WMATA-WP-2		
	2018	03	19				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SMT	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	Vienna (K08), Dunn Loring (K07), West Falls Church (K06), East Falls Church (K05), Ballston (K04), Virginia Square (K03), and Clarendon (K02) Stations						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	SMT-WI-PI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	8					
Recommended Finding	No					
Remedial Action Required ¹	Yes					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Station Lighting Inspection			Activity Code	SMT	WI	PI	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800 to 1200	Outside Shift	No
Related Reports	N/A		Related CAPS / Findings	N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title		Checklist Reference				
	PREVENTIVE MAINTENANCE INSTRUCTIONS (PMI) AC OR DC ELECTRICAL FACILITIES, AC UNIT SUBSTATIONS, AUXILIARY ELECTRICAL ROOMS, TRACTION POWER SUBSTATIONS, DC TIE BREAKER SUBSTATIONS, 14 DAY INSPECTION (REVISION 3, AUGUST, 2011)									

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name	Winslow Powell	Inspection Team	Tino Sahoo	



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

PREVENTIVE MAINTENANCE INSTRUCTIONS (PMI) LIGHTING INSPECTION AND RE-LAMPING OF WMATA OWNED OR OPERATED FACILITIES (REVISION 4, JUNE, 20 2013)											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X					X	X		
Line(s)	K-Line	Track Number	N/A	Chain Marker and/or Station(s)	From		To				
					Vienna (K08) Dunn Loring (K07) West Falls Church (K06) East Falls Church (K05) Ballston (K04) Virginia Square (K03) Clarendon (K02)		Vienna (K08) Dunn Loring (K07) West Falls Church (K06) East Falls Church (K05) Ballston (K04) Virginia Square (K03) Clarendon (K02)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	The FWSO inspector visually inspected the station lighting and platform edge lights for proper operation and illumination. Also, the condition and functionality of any associated lighting panel or equipment was inspected. Vienna (K08), Dunn Loring (K07), West Falls Church (K06), East Falls Church (K05), Ballston (K04), Virginia Square (K03), and Clarendon (K02) stations were visually inspected for compliance with the Preventative Maintenance Instructions (PMIs) for facilities and lighting. The following non-color-coded defects were observed: <ul style="list-style-type: none"> PMI (Lighting) 6.1.2: The photo cell that controls the platform pylon lights was defective at Vienna (K08). PMI (Lighting) 6.1.2: The photo cell that controls the platform pylon lights was defective at Dunn Loring (K07). PMI (Lighting) 6.1.8: Exit sign was defective on main level of station at Dunn Loring (K07). PMI (Facilities) 4.13.2: Platform edge lights did not flash upon train arrival on track one at West Falls Church (K06). PMI (Facilities) 4.13.2: Platform edge lights did not flash upon train arrival on track two at West Falls Church (K06). PMI (Lighting) 6.1.8: Exit sign was defective on lower level of station by kiosk at East Falls Church (K05). PMI (Lighting) 6.1.1: Multiple light fixtures were observed to need re-lamping on lower level of station at East Falls Church (K05). PMI (Facilities) 4.13.2: One phase of platform edge lights did not flash upon train arrival on track one at Ballston (K04). 						Number of Defects		8		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must replace photo cell that controls the platform pylon lights at Vienna (K08). WMATA must replace photo cell that controls the platform pylon lights at Dunn Loring (K07). WMATA must replace exit sign on main level of station at Dunn Loring (K07). WMATA must rectify non-flashing of platform edge lights upon train arrival on track one at West Falls Church (K06). WMATA must rectify non-flashing of platform edge lights upon train arrival on track two at West Falls Church (K06). WMATA must replace exit sign on main level of station at East Falls Church (K05). WMATA must re-lamp fixtures on lower level of station at East Falls Church (K05). WMATA must rectify non-flashing of one phase of platform edge lights upon train arrival on track one at Ballston (K04). 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180320-WMATA-WP-1		
	2018	03	20				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line, Track 1 and 2, between Gallery Place (B01) and Union Station (B03)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Station Platform Track Inspection			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	0730-1400	Outside Shift	No			
Related Reports	N/A			Related CAPS / Findings			N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	MSRPH													
	TRST 1000													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X						X					
Line(s)	B-Line	Track Number	1 and 2	Chain Marker and/or Station(s)	From			To						
					Gallery Place (B01)			Union Station (B03)						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard			



Description	FWSO inspector performed a platform observation of track bed, coverboard, ETS lights, Train Approach Warning lights, drainage, and general conditions from Gallery Place (B01) to Union Station (B03). The FWSO inspector did not note any defects. Other Notable Observations: <ul style="list-style-type: none">Track 2 Gallery Place Station (B01), two of the approach warning lights on the platform were not working.Track 1 Judiciary Square Station (B02), one of the approach warning lights on the platform was not working.Track 2 Judiciary Square Station (B02), one of the approach warning lights on the platform was not working.Track 2 Judiciary Square Station (B02), standing water was observed under third rail and platform; drains were observed to be clear of debris.Track 1 Union Station (B03), one of the approach warning lights on the platform was not working.Track 2 Union Station (B03), standing water was observed under third rail and platform; drains were observed to be clear of debris.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		



Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180320-WMATA-WP-2		
	2018	03	20				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SMT	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	Farragut North (A02), Dupont Circle (A03), Woodley Park (A04), Cleveland Park (A05), Van Ness (A06), and Tenleytown (A07) Stations						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	SMT-WI-PI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	2					
Recommended Finding	No					
Remedial Action Required¹	Yes					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Station Lighting Inspection			Activity Code		SMT	WI	PI
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800 to 1200	Outside Shift	No
Related Reports	N/A		Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard		Other / Title		Checklist Reference			
	PREVENTIVE MAINTENANCE INSTRUCTIONS (PMI) AC OR DC ELECTRICAL FACILITIES, AC UNIT SUBSTATIONS, AUXILIARY ELECTRICAL ROOMS, TRACTION POWER SUBSTATIONS, DC TIE BREAKER SUBSTATIONS, 14 DAY INSPECTION (REVISION 3, AUGUST, 2011)									

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

Inspector in Charge - Signature		Date
WINSLOW L. POWELL		<small>Digitally signed by WINSLOW L. POWELL DN: cn=US, sn=L.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.03.27 13:59:04 -0400</small>
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo	



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

PREVENTIVE MAINTENANCE INSTRUCTIONS (PMI) LIGHTING INSPECTION AND RE-LAMPING OF WMATA OWNED OR OPERATED FACILITIES (REVISION 4, JUNE, 20 2013)											
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	N/A	Chain Marker and/or Station(s)	From		To				
					Farragut North (A02) Dupont Circle (A03) Woodley Park (A04) Cleveland Park (A05) Van Ness (A06) Tenleytown (A07)		Farragut North (A02) Dupont Circle (A03) Woodley Park (A04) Cleveland Park (A05) Van Ness (A06) Tenleytown (A07)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	The FWSO inspector visually inspected the station lighting and platform edge lights for proper operation and illumination. Also, the condition and functionality of any associated lighting panel or equipment was inspected. Farragut North (A02), Dupont Circle (A03), Woodley Park (A04), Cleveland Park (A05), Van Ness (A06), and Tenleytown (A07) stations were visually inspected for compliance with the Preventative Maintenance Instructions (PMIs) for facilities and lighting. The following non-color-coded defects were observed: <ul style="list-style-type: none"> PMI (Facilities) 4.13.2: Platform edge lights did not flash upon train arrival on track one at Tenleytown (A07). PMI (Facilities) 4.13.2: Platform edge lights did not flash upon train arrival on track two at Tenleytown (A07). 						Number of Defects		2		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must rectify non-flashing of platform edge lights upon train arrival on track one at Tenleytown (A07). WMATA must rectify non-flashing of platform edge lights upon train arrival on track two at Tenleytown (A07). 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180321-WMATA-WP-1		
	2018	03	21				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line, Track 2, between Forest Glen (B09) and Glenmont (B11)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-JSB-OBS	TRK-WI-PI				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	7				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6024					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	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			
	RWPM													
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	N/A	Chain Marker and/or Station(s)			From		To				
								Forest Glen (B09)		Forest Glen (B11)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from TRST 6024 at Forest Glen (B09) station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification					Activity Code	TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6024		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #: 2211						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
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	Track 2		Chain Marker and/or Station(s)	From		To			
						Forest Glen (B09)		Glenmont (B11)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	<p>FWSO inspector performed a remedial action verification on track two of the B-Line between Forest Glen (B09) and Glenmont (B11). Inspector also inspected track conditions in the area. During the inspection, one remedial action was verified as complete.</p> <p>The following color-coded defect was observed:</p> <ul style="list-style-type: none"> TRST 1000 Table 5-21: At B2 717+40, the joint bar was missing one bolt and had one loose bolt. RWIC 6024 called the Superintendent and had a medium speed restriction applied to area at 0130 hours. RWIC 6024 verified in the exit interview that Maintenance had dispatched a crew to install the bolts. See Figure 1 below. Yellow condition. <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 13.5.7: At B2 563+00, the third rail end approach coverboard was missing. TRST 1000 3.2.2.1: At B2 566+10, there was a clogged drain and buildup of standing water between field side of rail and catwalk was observed. TRST 1000 3.2.2.4: At B2 643+60, a tunnel leak over the catwalk with buildup of sediment and mud was observed. TRST 1000 13.5.7: At B2 678+00, the third rail end approach coverboard was missing. TRST 1000 10.17.4.1: From B2 697+00 to B2 701+00, relay rail was stored between the running rail and cat walk, creating a tripping hazard. TRST 1000 10.17.4.1: From B2 704+00 to B2 704+30, relay rail was stored between the running rail and cat walk, creating a tripping hazard. TRST 1000 10.17.4.1: From B2 707+30 to B2 707+70, relay rail was stored between running rail and cat walk, creating a tripping hazard. <p>The following remedial action was verified as complete:</p>	Number of Defects	7
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">Tunnel leak was repaired at B2 718+00.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">WMATA must replace third rail end approach coverboard at B2 563+00.WMATA must unclog drain at B2 566+00.WMATA must repair tunnel leak at B2 643+60.WMATA must replace third rail end approach coverboard at B2 678+00.WMATA must remove relay rail at B2 697+00 to B2 701+00.WMATA must remove relay rail at B2 704+00 to B2 704+30.WMATA must remove relay rail at B2 707+30 to B2 707+70.		

Photo:



Figure 1: Joint bar at CM B2 717+40.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180322-WMATA-WP-1		
	2018	03	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SMT	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	Metro Center (A01), Metro Center (C01), Gallery Place (B01), Judiciary Square (B02), Union Station (B03), NoMa-Gallaudet (B35), Rhode Island (B04), and Brookland (B05) Stations						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Station Lighting Inspection			Activity Code	SMT	WI	PI	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800 to 1200	Outside Shift	No
Related Reports	N/A		Related CAPS / Findings	N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title		Checklist Reference				
	PREVENTIVE MAINTENANCE INSTRUCTIONS (PMI) AC OR DC ELECTRICAL FACILITIES, AC UNIT SUBSTATIONS, AUXILIARY ELECTRICAL ROOMS, TRACTION POWER SUBSTATIONS, DC TIE BREAKER SUBSTATIONS, 14 DAY INSPECTION (REVISION 3, AUGUST, 2011)									

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo		

Digitally signed by WINSLOW L. POWELL
DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.03.27 14:04:43 -0400



	PREVENTIVE MAINTENANCE INSTRUCTIONS (PMI) LIGHTING INSPECTION AND RE-LAMPING OF WMATA OWNED OR OPERATED FACILITIES (REVISION 4, JUNE, 20 2013)																	
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A							
			X					X	X	X								
Line(s)	A- and C- Lines	Track Number	N/A	Chain Marker and/or Station(s)	From		To											
					Metro Center (A01) Metro Center (C01) Gallery Place (B01) Judiciary Square (B02) Union Station (B03) NoMa-Gallaudet (B35) Rhode Island (B04) Brookland (B05)		Metro Center (A01) Metro Center (C01) Gallery Place (B01) Judiciary Square (B02) Union Station (B03) NoMa-Gallaudet (B35) Rhode Island (B04) Brookland (B05)											
Vehicles	Head Car Number		Number of Cars		Equipment	N/A												
	N/A		N/A															
Description	<p>The FWSO inspector visually inspected the station lighting and platform edge lights for proper operation and illumination. Also, the condition and functionality of any associated lighting panel or equipment was inspected. Metro Center (A01/C01), Gallery Place (B01), Judiciary Square (B02), Union Station (B03), NoMa-Gallaudet (B35), Rhode Island (B04), and Brookland (B05) stations were visually inspected for compliance with the Preventative Maintenance Instructions (PMIs) for facilities and lighting.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> PMI (Facilities) 4.13.2: Platform edge lights did not flash upon train arrival on track two at Metro Center (A01). PMI (Facilities) 4.13.1: All platform edge lights were not illuminated on track two at Rhode Island (B04). PMI (Facilities) 4.13.2: Platform edge lights did not flash upon train arrival on track one at Brookland (B05). PMI (Facilities) 4.13.2: Platform edge lights did not flash upon train arrival on track two at Brookland (B05). PMI (Facilities) 4.13.1: Multiple platform edge lights were not illuminated on track one at Brookland (B05). PMI (Facilities) 4.13.1: Multiple platform edge lights were not illuminated on track two at Brookland (B05). 							Number of Defects		6								
										Recommended Finding?		No						
										Remedial Action Required?		Yes						
												Recommended Reinspection?		Yes				
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must rectify non-flashing of platform edge lights upon train arrival on track two at Metro Center (A01). WMATA must fix and re-lamp if necessary platform edge lights on track two at Rhode Island (B04). WMATA must rectify non-flashing of platform edge lights upon train arrival on track one at Brookland (B05). WMATA must rectify non-flashing of platform edge lights upon train arrival on track two at Brookland (B05). WMATA must fix and re-lamp, if necessary, platform edge lights on track one at Brookland (B05). WMATA must fix and re-lamp, if necessary, platform edge lights on track two at Brookland (B05). 																	



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180322-WMATA-WP-2		
	2018	03	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 1, between Metro Center (A01) and Dupont Circle (A03)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6345					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0600	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			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X						X					
Line(s)	A-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To					
							Metro Center (A01)		Metro Center (A01)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Anthony Johnson, Alexander Nepa			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<p>FWSO inspectors received a job safety briefing from TRST 6345 at Metro Center (A01) Station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The following non-color-coded defect was observed:</p> <ul style="list-style-type: none"> RWPM, 4.7: The WMATA employee assigned to act as the watchman lookout did not have the required safety equipment, such as the whistle and air horn. Work group performed the inspection using foul time protection instead of train approach warning due to the lack of required equipment. 	Number of Defects	1
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	Yes
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code	TRK	WI	PI	
Job Briefing Employee Name/Title	TRST 6345		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0600	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #: 1742, 1117, 1206, 1118, 1451, 1446						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		X						X		
Line(s)	A-Line	Track Number	Track 1	Chain Marker and/or Station(s)		From		To			
						Metro Center (A01)		Dupont Circle (A03)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspectors performed a remedial action verification on track one of the A-Line between Metro Center (A01) and Dupont Circle (A03). Inspectors also inspected track conditions in the area. During the inspection, six remedial actions were verified as complete.</p> <p>The following color-coded defect was observed;</p> <ul style="list-style-type: none"> TRST 1000, 7.7, table 7.1: At A1 065+00 on the right rail, five consecutive non-holding fasteners were observed, 169 inches between holding fasteners. There were no visible signs of vertical and/or lateral movement observed. WMATA deemed this as a maintenance condition. Black Condition. <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000, 3.2.2.4: At A1 008+25, a leak in the crown of the tunnel was observed. TRST 1000, 3.2.2.4: At A1 015+40, a leak in the crown of the tunnel was observed. TRST 1000, 3.2.2.4: At A1 015+90, a leak in the side wall of the tunnel was observed. TRST 1000, 13.3.13: At 018+95, a broken third rail support bracket was observed. TRST 1000, 13.3.10: At A1 026+90, a misaligned third rail insulator was observed. TRST 1000, 3.2.2.4: At A1 052+60, a leak in the crown of the tunnel was observed. TRST 1000, 3.2.2.4: At A1 064+50, a center leak in the tunnel was observed. <p>The following remedial actions were verified as complete:</p>						Number of Defects	8			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			



	<ul style="list-style-type: none">At A1 021+90, the five consecutive loose fasteners on the left rail have been repaired.At A1 025+00, the third rail end approach has been repaired.At A1 028+00, the third rail coverboard has been repaired.At A1 045+00, the third rail end approach has been repaired.At A1 045+00, the third rail coverboard has been repaired.At A1 046+00, the nicked cable has been replaced. <p>Other notable observations:</p> <ul style="list-style-type: none">Throughout the derailment area where the rail was changed, there were multiple broken and bent studs and missing clips on both rails.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">WMATA must repair the five consecutive non-holding fasteners on the right rail at A1 065+00.WMATA must repair the crown tunnel leak at A1 008+25.WMATA must repair the crown tunnel leak at A1 015+40.WMATA must repair the side wall tunnel leak at A1 015+90.WMATA must repair the third rail support bracket at A1 018+95.WMATA must repair the third rail insulator at A1 026+90.WMATA must repair the crown tunnel leak at A1 052+60.WMATA must repair the center tunnel leak at A1 064+50.		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180322-WMATA-WP-3		
	2018	03	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line, Track 1, between Stadium Armory (D08) and Smithsonian (D02)						



Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-JSB-OBS	TRK-WI-PI				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	10				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6078					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	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			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X						X					
Line(s)	D-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To				
								Stadium Armory (D08)		Stadium Armory (D08)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		Date	
			
Inspector in Charge - Name Winslow Powell	Inspection Team Lee Emard		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from TRST 6078 at Stadium Armory (D08) station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6078		Accompanied Inspector?	Yes	Out Brief Conduct ed	Yes	Time	2200-0400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #: 1480, 238, 1153, 235, 231						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
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	Track 1	Chain Marker and/or Station(s)		From		To			
						Stadium Armory (D08)		Smithsonian (D02)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector performed a remedial action verification on track one of the D-Line between Stadium Armory (D08) and Smithsonian (D02). Inspector also inspected track conditions in the area. During the inspection, five remedial actions were verified as complete. The following non-color-coded defects were observed: <ul style="list-style-type: none">• TRST 1000 10.17.4.1: From CM D1 184+40 to CM D1 184+00, relay rail was stored between the running rail and cat walk, creating a tripping hazard.• TRST 1000 3.2.2.4: At CM D1 184+30, a tunnel leak with buildup of sediment and mud was observed.• TRST 1000 13.3.4: At CM D1 177+50, the third rail anchor arm was broken.• TRST 1000 13.3.4: At CM D174+20, the third rail anchor arm was broken.• TRST 1000 10.17.4.1: From CM D1 163+50 to CM D1 162+00, relay rail was stored between the running rail and cat walk, creating a tripping hazard.• TRST 1000 10.17.4.1: From CM D1 155+30 to CM D1 155+00, relay rail was stored between the running rail and cat walk, creating a tripping hazard.• TRST 1000 10.17.4.1: From CM D1 153+40 to CM D1 153+80, relay rail was stored between the running rail and cat walk, creating a tripping hazard.• TRST 1000 13.5.7: At CM D1 143+00, the third rail end approach coverboard was missing.• TRST 1000 10.17.4.1: At CM D1 085+30 to CM D1 085+00, relay rail was stored between the running rail and cat walk, creating a tripping hazard.• TRST 1000 10.17.4.1: At CM D1 057+00 to CM D1 043+00, relay rail was stored between the running rail and cat walk, creating a tripping hazard.						Number of Defects	10			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			



	<p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none">• Relay rail was removed at CM D1 206+00 to CM D1 191+00.• Rail joint was repaired at CM D1 088+00.• Rail joint and grout pads were repaired at CM D1 088+00.• Concrete was repaired on catwalk at CM D1 146+00.• Fasteners were replaced at CM D1 166+40. <p>Other notable observation:</p> <ul style="list-style-type: none">• A compliance inspector was checking and recording gauge rods in the area and updating work orders. Seven gauge rods were counted. Five were between Eastern Market (D06) and Capital South (D05) and two were between L'Enfant Plaza (D03) and Smithsonian (D02).		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must remove relay rail at CM D1 184+40 to CM D1 184+00.• WMATA must repair tunnel leak at CM D1 184+30.• WMATA must replace third rail anchor arm at CM D1 177+50.• WMATA must replace third rail anchor arm at CM D1 174+20.• WMATA must remove relay rail at CM D1 163+50 to CM D1 162+00.• WMATA must remove relay rail at CM D1 155+30 to CM D1 155+00.• WMATA must remove relay rail at CM D1 153+40 to CM D1 153+80.• WMATA must replace third rail end approach coverboard at CM D1 143+00.• WMATA must remove relay rail at CM D1 085+30 to CM D1 085+00.• WMATA must remove relay rail at CM D1 057+00 to CM D1 043+00.		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180322-WMATA-WP-4		
	2018	03	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	G-Line, Track 1, between Largo Town Center (G05) and Benning Road (G01)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST RWIC					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2330 - 0300	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			
	RWPM		R-17-02											
	MSRPH		R-17-03											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X							X				
Line(s)	G-Line	Track Number	N/A	Chain Marker and/or Station(s)	From			To						
					Largo Town Center (G05)			Largo Town Center (G05)						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											

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

Inspector in Charge - Signature		Date	
WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: cn=US, o=U.S. Government, ou=FTA/HQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.03.29 12:52:55 -0400	
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo		



United States Department of Transportation
Federal Transit Administration

Description	FWSO inspector received a job safety briefing from TRST Roadway Worker in Charge (RWIC) at Largo Town Center (G05) Station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification					Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2330 - 0300	Outside Shift	Yes		
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #: 1788, 1792, 1790							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X							X	X	X		
Line(s)	G-Line	Track Number	Track 1	Chain Marker and/or Station(s)		From		To				
						Largo Town Center (G05)		Benning Road (G01)				
Vehicles	Head Car Number		Number of Cars		Equipment		N/A					
	N/A		N/A									
Description	<p>FWSO inspector performed a remedial action verification on track one of the G-Line between Largo Town Center (G05) and Benning Road (G01). The inspector also inspected track conditions in the area. During the inspection, three remedial actions were verified as complete.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 Manual, 3.2.2.1: Clogged drains were observed between G1 558+00 and G1 557+00. TRST 1000 Manual, 13.3.14: Third rail end approach was missing cover board at G1 449+00. TRST 1000 Manual, 10.17.4.1: There was relay rail laying in track bed at G1 377+50. TRST 1000 Manual, 3.2.2.1: Standing water was observed at G1 368+50. TRST 1000 Manual, 3.2.2.1: Standing water was observed at G1 365+00. TRST 1000 Manual, 3.2.2.1: Standing water and debris were observed at G1 351+00. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> The defective fasteners have been replaced at G1 414+00. The tunnel leak has been mitigated at G1 411+00. The defective fasteners have been replaced between G1 408+10 and G1 408+20. 							Number of Defects	6			
								Recommended Finding?	No			
								Remedial Action Required?	No			
								Recommended Reinspection?	No			
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must unclog drains between G1 558+00 and G1 557+00. WMATA must replace missing third rail cover board at G1 449+00. WMATA must remove relay rail from track bed at G1 377+50. WMATA must mitigate water intrusion at G1 368+50. WMATA must mitigate water intrusion at G1 365+00. WMATA must mitigate water intrusion at G1 351+00. 											



Inspection Form

FOIA Exemption: All (b)(6)FOIA

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180323-WMATA-WP-1		
	2018	03	23				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C- and D-Line, Track 1, between Smithsonian (D02) and Rosslyn (C05))						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6466					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0600	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			
	RWPM		P.O. 16-07 – 3.24											
	MSRPH		28.5.1/SOP #28											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X						X					
Line(s)	D-Line	Track Number	N/A		Chain Marker and/or Station(s)		From			To				
							Smithsonian (D02)			Smithsonian (D02)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa, Robert Maniuszko		

Digitally signed by WINSLOW L. POWELL
DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.03.28 11:08:24 -0400



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from TRST 6466 at Smithsonian (D02) Station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Walker Observation				Activity Code	TRK	WI	OBS						
Job Briefing Employee Name/Title	TRST 6466		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0600	Outside Shift	Yes						
Related Reports	Safety Directive 15-1		Related CAPS / Findings		Corrective Action Plan (CAP): R-2-18-A, R-2-19-A Remedial Action ID # 1114, 2264, 1112, 2269, 2267, 300, 1485											
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference								
	TRST-1000, rev. 6	P.O. R-17-03														
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- and C-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To								
					Smithsonian (D02)			Rosslyn (C05)								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A										
	N/A		N/A													
Description	FWSO inspectors performed a remedial action verification on track one of the D- and C-Line, between Smithsonian (D02) and Rosslyn (C05). Inspectors also inspected track conditions in the area. During the inspection, seven remedial actions were verified as complete. The following color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000, table 7-1: At C1 092+00, on the right rail, five consecutive non-supporting fasteners were observed (broken studs, loose anchor bolts, missing pandroll clips), 170 inches between holding non-defective fasteners. No signs of lateral movement were noted, and the gauge measured 56-1/4 inches. WMATA deemed this as a red maintenance condition, and a maintenance crew working in the area was notified. Black Condition. TRST 1000, 7-1: At C1 092+00 directly across from the above defect, on the left rail, three consecutive fasteners were observed. WMATA deemed this as a red maintenance condition and a maintenance crew working in the area was notified. This defect required a 15 MPH speed restriction. Red condition. TRST 1000, table 7-1: At C1 092+15 on the left rail, five consecutive non-supporting fasteners were observed (broken studs, loose anchor bolts, missing Pandrol clips). No measurement was taken since a work crew was notified for the above defects. WMATA deemed this as a red maintenance condition. Black Condition. TRST 1000, Table 7-1: Between C1 092+00 and 093+00, nests (clusters) of non-holding, unevenly distributed fasteners were observed in a 40-foot track segment. Yellow Condition. The following non-color-coded defect was observed: <ul style="list-style-type: none"> P.O. R-17-03: At 1203 AM, train lead car number 2001 failed to stop for an advance mobile flagman (AMF) stationed at Federal Triangle station platform, track 1. The AMF had to yell to get the attention of the operator to stop. This incident was reported to the Rail Operations Control Center by a SAFE representative #702 who also witnessed the 						Number of Defects	11								
							Recommended Finding?	No								
							Remedial Action Required?	Yes								
							Recommended Reinspection?	Yes								



	<p>event. WMATA did not address this issue in a Code 10 event report. Remedial action for this defect is addressed in WMATA's approach to CAPs R-2-18-A and R-2-19-A.</p> <ul style="list-style-type: none">• TRST 1000, 13.3.10: At D1 008+30, there was a defective third rail insulator.• TRST 1000, 5.11.7: Between D1 010+00 and D1 012+50, a right rail spalling condition was observed.• TRST 1000, 3.2.2.4: At D1 012+45, a tunnel leak was observed.• TRST 1000, 9.12.6 (d): At C1 28+90, at the 3A frog, two disconnected wedge braces were observed.• TRST 1000, 3.1.2.2: At C1 095+30, there was a blocked center drain.• TRST 1000, 3.2.2.4: At 098+05, a tunnel crown leak was observed. <p>Other Notable Observations:</p> <ul style="list-style-type: none">• Between D1 030+00 and D1 028+00 through the curve, the high (right) rail was beginning to show slight signs of curve (head) wear.• Between C1 092+00 and C1 096+00, WMATA compliance unit 601 will recommend to maintenance a stud, clip, and fastener assessment of the area. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none">• At D1 008+00, the third rail post insulator has been repaired.• At D1 021+70, the defective fasteners have been repaired.• At D1 024+00, the corroded third rail end approach has been replaced.• At D1 0025+00, the defective frog braces at the 1A switch have been repaired.• Between D1 027+00 and D1 028+00, the mud and debris in the scuppers has been cleaned.• At C1 030+10, the defective fasteners have been repaired.• At C1 0066+00, at the C04 switch the tread portion of the frog has been brought back to within WMATA maintenance tolerances.		
Remedial Action	<p>To achieve compliance with WMATA's requirements;</p> <ul style="list-style-type: none">• WMATA must repair the defective fasteners on the right rail at C1 092+00.• WMATA must repair the defective fasteners on the left rail at C1 092+00.• WMATA must repair the defective fasteners on the left rail at C1 092+15.• WMATA must repair the nests (clusters) of non-holding, unevenly distributed fasteners between C1 092+00 and C1 093+00.• WMATA must replace the defective third rail insulator at D1 008+30.• WMATA must address the right rail spalling condition between D1 010+00 and D1 012+50.• WMATA must repair the tunnel leak at D1 012+45.• WMATA must repair the frog braces at C1 28+90 3A switch.• WMATA must repair the blocked center drain at C1 095+30.• WMATA must repair the tunnel leak at C1 098+05.		



Inspection Form

FOIA Exemption: All (b)(6)FOIA

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180325-WMATA-WP-1		
	2018	03	25				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A Line, Track 1, between White Flint (12) to Rockville (A14)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6030					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0900-1400	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				
	RWPM												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
			X					X					
Line(s)	A-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To				
							White Flint (A12)		White Flint (A12)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A						
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa, Robert Maniuszko		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspectors received a job safety briefing from TRST 6030 at White Flint (A12) Station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspectors did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject		Track Walker Observation				Activity Code		TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 6030			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0900-1400	Outside Shift	Yes	
Related Reports	N/A			Related CAPS / Findings		Remedial Action ID # 1183, 1185, 1186, 1133, 1187, 1380, 1537, 1710, 2055, 1535						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard		Other / Title		Checklist Reference		
	TRST-1000, rev. 6											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X		X					X	X			
Line(s)	A-Line		Track Number	Track 1		Chain Marker and/or Station(s)		From		To		
								White Flint (A12)		Rockville (A14)		
Vehicles	Head Car Number		Number of Cars			Equipment	N/A					
	N/A		N/A									

Description	FWSO inspectors performed a remedial action verification on track one of the A-Line, between White Flint (A12) and Rockville (A14). Inspectors also inspected track conditions in the area. During the inspection, 10 remedial actions were verified as complete. The following color-coded defect was observed: <ul style="list-style-type: none">TRST 1000, table 7-1: At A1 653+50, four consecutive defective fasteners were observed with 151 inches between holding fasteners. There were no visible signs of vertical and/or lateral movement observed. WMATA deemed this as a maintenance condition. Black Condition. The following non-color-coded defects were observed: <ul style="list-style-type: none">TRST 1000, 13.5.7 At A1 657+40 at the third rail break, both end coverboards were missing.TRST 1000, 10.17.4.1: Between A1 665+60 and 676+00, there was relay rail trip and fall hazard. WMATA has previously documented this condition in repair ticket #13644226.TRST 1000, 3.2.2.4: At A1 673+40, a center crown tunnel leak was observed.TRST 1000, 10.12: At A1 681+00, the chain marker was down.TRST 1000, 10.9: At A1 701+00 on the 3A switch, the number four rod was loose.TRST 1000, table 9-5: At A1 701+00 on the 3A switch, the left side heel block had loose bolts that allowed a mismatch.TRST 1000, 13.3.13: At A1 710+70, the third rail anchor arm was disconnected.TRST 1000, 13.5.6 & 13.3.9: At A1 737+00, the third rail insulator at the end approach was misaligned and the collector shoe was striking the third rail at the front of the approach bend. See Figure 1 below.TRST 1000, 13.3.13: At 761+30, the third rail anchor arm was disconnected.	Number of Defects	11
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">• TRST 1000, 13.3.10: At A1 765+10, the third rail insulator was broken and not supporting the third rail as designed. See Figure 2 below. <p>Other Notable Observations:</p> <ul style="list-style-type: none">• At A1 766+65, a third rail end approach was unsecure, and the nearest insulator securing the third rail was 45 inches away. See Figure 3 below. <p>The following remedial actions were verified complete:</p> <ul style="list-style-type: none">• At A1 674+30, the rail head defect has been repaired.• At A1 679+00, the unseated ties have been tamed and re-spiked.• At A1 692+00, the four defective ties have been replaced.• At A1 693+00, the heat shrink and/or Gedney bushing on the cable stub hub has been repaired.• Between A1 693+00 and A1 688+00, the ties have been replaced.• At A1 700+47, the rail joint has been eliminated and the ties have been tamped.• At A1 700+50, the joint has been eliminated and the bars removed.• At A1 701+05, the missing third rail end approach cover board has been repaired.• At A1 737+90, the missing third rail end approach cover board has been repaired.• At A1 742+10, the bowed third rail anchor arm has been repaired.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must repair the defective fasteners at A1 653+50.• WMATA must replace the missing third rail end coverboards at A1 657+40.• WMATA must remove the relay rail between A1 665+60 and A1 676+00.• WMATA must repair the tunnel leak at A1 673+40.• WMATA must reinstall the downed chain marker at A1 681+00.• WMATA must tighten the number four rod on the 3A switch at A1 701+00.• WMATA must tighten the left side heel block on the 3A switch at A1 701+00.• WMATA must repair the defective third rail support cable at A1 710+70.• WMATA must repair and adjust the third rail insulator and end approach rail at A1 737+00.• WMATA must replace the missing and/or defective third rail support cable at A1 761+30.• WMATA must replace the broken third rail insulator at A1 765.10.		



Photos:



Figure 1: Misaligned third rail insulator at A1 737+00 showing collector shoe strike marks.



Figure 2: Broken third rail insulator at A1 765+10.



Figure 3: 45 inches of unsupported third rail end approach at A1 766+65.



Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180326-WMATA-WP-1		
	2018	03	26				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 2, between Bethesda (A09) and Van Ness-UDC (A06)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-JSB-OBS	TRK-WI-PI				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	10				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6030					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1430	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			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X						X					
Line(s)	A-Line	Track Number	N/A		Chain Marker and/or Station(s)			From		To				
								Bethesda (A09)		Bethesda (A09)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard, Al Nepa			



United States Department of Transportation
Federal Transit Administration

Description	FWSO inspectors received a job safety briefing from TRST 6030 at Bethesda (A09) station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspectors did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject		Track Walking Observation				Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6030			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1430	Outside Shift	No	
Related Reports	N/A			Related CAPS / Findings		Remedial Action ID #: 2040, 2085, 1299, 2308, 1193						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard			Other / Title		Checklist Reference		
	TRST-1000, rev. 6											
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	Track 2	Chain Marker and/or Station(s)	From				To			
					Bethesda (A09)				Van Ness-UDC (A06)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A						
	N/A		N/A									

Description	FWSO inspectors observed WMATA employees and contractors perform a track inspection on track two of the A-Line between Bethesda (A09) and Van Ness-UDC (A06). Inspectors also inspected track conditions and followed up on previously issued remedial actions. During the inspection, four remedial actions were verified as complete. The following color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000 Table 7.1: At CM A2 281+21 on right rail, there were three defective fasteners (one missing) in a row in 85 inches. There were no visible signs of vertical and/or lateral movement observed. WMATA deemed this as a maintenance condition. The Superintendent was present during walk and scheduled the repair for night work. See Figure 1 below. Yellow condition. TRST 1000 Table 7.1: At CM A2 210+25 on right rail, there were three defective fasteners (new but not tightened down) in a row in 90 inches. There were no visible signs of vertical and/or lateral movement observed. WMATA deemed this as a maintenance condition. The Superintendent was present during walk and scheduled them to be tightened during night work. See Figure 2 below. Yellow condition. The following non-color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000 3.2.2.4: At A2 366+20, a tunnel leak over side wall over the catwalk with buildup of sediment and mud was observed. TRST 1000 3.2.2.4: At A2 358+10, a tunnel leak over the catwalk with buildup of sediment and mud was observed. Water running through an open electrical box was observed, which created an electrical hazard. See Figure 3 below. TRST 1000 3.2.2.4: At A2 352+10, a tunnel leak behind the third rail with buildup of sediment and mud was observed. TRST 1000 13.5.7: At A2 326+00, the third rail end approach coverboard was missing. 	Number of Defects	10
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">• TRST 1000 13.5.7: At A2 308+90, the third rail end approach coverboard was missing.• TRST 1000 3.2.2.4: At A2 227+30, a tunnel leak over the catwalk with buildup of sediment and mud was observed.• TRST 1000 10.17.4.1: From A2 217+90, relay rail was stored between running rail and cat walk, creating a tripping hazard.• TRST 1000 3.2.2.4: At A2 217+30, a tunnel leak over the catwalk with buildup of sediment and mud was observed. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none">• Tunnel leak was repaired and cleaned up at A2 256+00.• New junction box was attached to tunnel wall at A2 308+90.• Mud and water were cleaned up and tunnel leak repaired at A2 325+00.• Anchor arm was repaired at A2 334+30• Drainage restriction was removed under ATC equipment at A2 351+90.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must repair tunnel leak at A2 366+20.• WMATA must repair tunnel leak at A2 358+10.• WMATA must repair tunnel leak at A2 352+10.• WMATA must replace third rail end approach coverboard at A2 326+00.• WMATA must replace third rail end approach coverboard at A2 308+90.• WMATA must repair tunnel leak at A2 227+30.• WMATA must remove relay rail at A2 217+30.• WMATA must repair tunnel leak at A2 217+30.		

Photos:



Figure 1: Fasteners at CM A2 281+21.



Figure 2: Fasteners at CM A210+25.



Figure 3: Tunnel leak at A2 358+10.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180327-WMATA-WP-1		
	2018	03	27				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	N-Line, Track 1, Spring Hill (N04) to Wiehle-Reston East (N06)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST #6182				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0945 – 1400	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM		5.12										
	MSRPH		4.46										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X							X		X			
Line(s)	N-Line	Track Number	1	Chain Marker and/or Station(s)			From		To				
							Spring Hill (N04)		Spring Hill (N04)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Robert Maniuszko		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	The FWSO inspector received a job safety briefing from the roadway worker in charge (RWIC) #6182 at Spring Hill Station (N04) prior to entering the roadway. The briefing covered the type of on-track protection - Foul Time (FT) and Train Approach Warning (TAW), the working limits, where to clear, known hazards and hotspots, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The RWIC also discussed MSRPH Rule 4.46 and RWP Rule 5.12. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Inspection Observation					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 – 1530	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	Remedial Action ID #: 1609							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000 rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X		X	
Line(s)	N-Line	Track Number	1	Chain Marker and/or Station(s)		From		To			
						Spring Hill (N04)		Wiehle-Reston East (N06)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>The FWSO inspector observed WMATA employees perform a track inspection on track 1 of the N-Line from Spring Hill (N04) to Wiehle-Reston East (N06). The Inspector also observed track conditions and followed up on previously issued remedial actions. During the inspection, one remedial action was verified as complete.</p> <p>The following non-color coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000, 13.3.14: The contact rail end approach cover board was missing at N1 976+00. TRST 1000, 13.3.14: The contact rail end approach cover board was missing at N1 1010+20. TRST 1000, 13.3.4: The anchor arm at N1 865+00 was broken. TRST 1000, 13.3.4: The anchor arm at N1 875+00 was broken. TRST 1000, 13.3.4: The anchor arm at N1 1028+00 was broken. TRST 1000, 13.3.4: The anchor arms at N1 1038+00 were broken. TRST 1000, 13.5.3: The anchor arm was bowed at N1 885+15. TRST 1000, 13.5.3: The anchor arm was bowed at N1 1038+00. <p>The following remedial action was verified as complete:</p> <ul style="list-style-type: none"> WMATA repaired the uniform profile deviation at N1 800+40. <p>Other Notable Observation:</p> <ul style="list-style-type: none"> At N1 1010+00 there was a pile of collector shoes. This is adjacent to the missing end approach cover board at N1 1010+20. There was a visible mark on the end approach where it appears that the contact shoes are striking. See Figure 1 below. 						Number of Defects	8			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must replace the end approach cover board at N1 976+00. WMATA must replace the end approach cover board at N1 1010+20. WMATA must replace the broken anchor arm at N1 865+00. WMATA must replace the broken anchor arm at N1 875+00. WMATA must replace the broken anchor arm at N1 1028+00. WMATA must replace the broken anchor arms at N1 1038+00. 										



- WMATA must repair the bowed anchor arm at N1 885+15.
- WMATA must repair the bowed anchor arm at N1 1038+00.

Photo:



Figure 1: Pile of Collector shoes at N1 1010+00.



United States Department of Transportation
Federal Transit Administration

Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180327-WMATA-WP-2		
	2018	03	27				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line, Track 1, between Deanwood (D10) and CM D1 263+00						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6336					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0730-1400	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X					X						
Line(s)	D-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To				
								Deanwood (D10)		Deanwood (D10)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		Date	
[Signature]		WINSLOW L. POWELL	
Inspector in Charge - Name	Inspection Team		
Winslow Powell	Lee Emard		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from TRST 6336 at Deanwood (D10) station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6024		Accompanied Inspector?	Yes	Out Brief Conduct ed	Yes	Time	0730-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #: 1760, 2172						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		X					X		X	
Line(s)	D-Line	Track Number	Track 1	Chain Marker and/or Station(s)		From		To			
						Deanwood (D10)		CM D1 263+00			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector performed a remedial action verification on track one of the D-Line between Deanwood (D10) and CM D1 263+00. Inspector also inspected track conditions in the area. During the inspection, two remedial actions were verified as complete. The following color-coded defect was observed: <ul style="list-style-type: none">TRST 1000 Table 5-21: At CM D1 263+00, the joint bar was missing one bolt. RWIC 6336 called the Superintendent and had a medium speed restriction applied to area, at 1224 hours. RWIC 6336 verified in the exit interview that Maintenance had dispatched a crew to install the bolt and FWSO will reinspect accordingly. See Figure 1 below. Yellow Condition. The following non-color-coded defects were observed: <ul style="list-style-type: none">TRST 1000 3.1.2.5: At CM D1 272+60, the ETS light was out at box D-77.TRST 1000 3.1.2.5: At CM D1 265+20, the ETS light was out at box D-75. The following remedial actions were verified as complete: <ul style="list-style-type: none">Frog had been replaced at D1 283+80.No conduit stub-ups at D1 3007+00.						Number of Defects	3			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none">WMATA must repair ETS light at CM D1 272+60, box D-77.WMATA must repair ETS light at CM D1 265+20, box D-75.										



Photo:



Figure 1: Joint bar at CM D1 263+00.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180327-WMATA-WP-3		
	2018	03	27				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	K Line, track 1, East Falls Church (K05) to West Falls Church (K06)						


Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6036					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X					X						
Line(s)	K-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To					
							East Falls Church (K05)		East Falls Church (K05)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		 <small>Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL, Date: 2018.03.30 12:39:05 -0400</small>		Date
Inspector in Charge - Name Winslow Powell	Inspection Team Anthony Johnson, Alexander Nepa			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<p>FWSO inspectors received a job safety briefing from TRST 6036 at East Falls Station (K05) Station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO inspectors did not note any defects.</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 Walker Observation					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 6036		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #: 1597, 1598, 1599						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
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	Track 1		Chain Marker and/or Station(s)		From		To		
							East Falls Church (K05)		West Falls Church (K06)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	<p>FWSO inspectors performed a remedial action verification on track one of the K-Line, between East Falls Church (K05) and West Falls Church (K06). Inspectors also inspected track conditions in the area. Three remedial actions were verified as complete.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000, 13.5.7: At K1 439+00, the third rail end approach coverboard was missing. TRST 1000, 13.5.7: At K1 503+00, the third rail end approach coverboard was missing. TRST 1000, 13.5.7: At K1 502+40, the third rail end approach coverboard was missing. TRST 1000, 13.5.7: At K1 508+30, the third rail end approach coverboard was missing. TRST 1000, 13.5.7: At K1 510+00 in the crossover, the third rail end approach coverboard was missing. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> At K1 518+00, the third rail coverboard has been repaired. At K1 517+00, the third rail coverboard has been repaired. At K1 516+00, the third rail coverboard has been replaced. <p>Other notable observations:</p> <ul style="list-style-type: none"> RWIC track unit 6036 did an exceptional job providing on-track-protection for the large work group of seven individuals. FWSO provided verbal recognition during the out brief with WMATA. At the switch at approximately K1 509+50, inbound on the tangent, a nest of defective ties not evenly distributed within a 40-foot track segment was observed. FWSO observation was noted and WMATA was verbally briefed during the out brief. 	Number of Defects	5
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must replace missing coverboard at K1 439+00. 		



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| | <ul style="list-style-type: none">• WMATA must replace missing coverboard at K1 503+00.• WMATA must replace missing coverboard at K1 502+40.• WMATA must replace missing coverboard at K1 508+30.• WMATA must replace missing coverboard at K1 510+00 in the crossover. |
|--|--|



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180327-WMATA-WP-4		
	2018	03	27				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	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	C-Line, Alexandria Yard (C99)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TP-JSB-OBS	TP-WI-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	33				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	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)	C-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To				
								Alexandria Yard (C99)		Alexandria Yard (C99)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Adam Giovando		Inspection Team Tino Sahoo		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from the WMATA roadway worker in charge (RWIC) at Alexandria Yard (C99) prior to entering the roadway. All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked, and the working limits reviewed. The WMATA RWIC covered the nearest hospital and safety rule of the day. The hazards, clearance areas, and communication were used as part of the discussion. The FWSO Inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Cable Inspection Observation				Activity Code	TP	WI	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	DD-TP-SSI-013										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X						X			
Line(s)	C-Line	Track Number	N/A	Chain Marker and/or Station(s)		From		To			
						Alexandria Yard (C99)		Alexandria Yard (C99)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	<p>FWSO inspector observed WMATA employees perform a cable inspection at Alexandria Yard (C99). Inspector also inspected cable and third rail conditions.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> • TRST 1000 Manual, Table 13-6: Defective insulator was observed at YCR 28. • DD-TP-SSI-013: Conduit stub-ups were missing O-Z Gedney bushings at YCR 52. • TRST 1000 Manual, 13.3.4: Third rail anchor arm was broken at YCR 52. • DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 55A. • DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 61. • DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 59. • DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 57. • DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 53. • DD-TP-SSI-013: Conduit stub-up was not capped to prevent water infiltration at YCR 53. • DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 51. • DD-TP-SSI-013: Conduit stub-up was not capped to prevent water infiltration at YCR 85. • DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 50. 	Number of Defects	33
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">• DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 49.• DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 44.• TRST 1000 Manual, 13.3.4: Third rail anchor arm was broken at YCR 44.• DD-TP-SSI-013: Damaged/nicked power cable was observed at YCR 44.• DD-TP-SSI-013: Damaged orange boot cable connector assemblies were observed at YCR 44.• DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 77.• DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 78.• DD-TP-SSI-013: Damaged power cable was observed at YCR 78.• DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 43.• DD-TP-SSI-013: Conduit stub-up was not capped to prevent water infiltration at YCR 43.• DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 27.• DD-TP-SSI-013: Heat shrink was compromised on conduit stub-ups at YCR 27.• TRST 1000 Manual, 13.3.4: Third rail coverboard was missing on end approach at YCR 29.• TRST 1000 Manual, 13.3.4: Third rail coverboard was missing on end approach at YCR 30.• DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 30.• DD-TP-SSI-013: Heat shrink was compromised on conduit stub-ups at YCR 30.• DD-TP-SSI-013: Damaged orange boot cable connector assembly with exposed copper compression connectors was observed at YCR 30. (Boot Replaced)• DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 38.• DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 31.• DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 32.• DD-TP-SSI-013: Watertight sealing collars were not protruding enough outside of orange boot cable connector assembly on cable pigtails at YCR 23. <p>Other Notable Observations:</p> <ul style="list-style-type: none">• Cables were lying on the ground at YCR 52.• Cables were lying on the ground at YCR 54A.• Cables were lying on the ground at YCR 55A.• Cables were lying on the ground at YCR 61.• Fire extinguisher was lying on ballast/ground at YCR 20.• Cables were lying on the ground at YCR 27.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must replace defective insulator at YCR 28.• WMATA must install missing O-Z Gedney bushings at YCR 52.• WMATA must replace third rail anchor arm at YCR 52.• WMATA must install watertight sealing collars per design drawing at YCR 55A.		



- WMATA must install watertight sealing collars per design drawing at YCR 61.
- WMATA must install watertight sealing collars per design drawing at YCR 59.
- WMATA must install watertight sealing collars per design drawing at YCR 57.
- WMATA must install watertight sealing collars per design drawing at YCR 53.
- WMATA must cap unused conduits to prevent water infiltration at YCR 53.
- WMATA must install watertight sealing collars per design drawing at YCR 51.
- WMATA must cap unused conduits to prevent water infiltration at YCR 85.
- WMATA must install watertight sealing collars per design drawing at YCR 50.
- WMATA must install watertight sealing collars per design drawing at YCR 49.
- WMATA must install watertight sealing collars per design drawing at YCR 44.
- WMATA must replace third rail anchor arm at YCR 44.
- WMATA must replace damaged cable at YCR 44.
- WMATA must replace damaged orange boot cable connector assemblies at YCR 44.
- WMATA must install watertight sealing collars per design drawing at YCR 77.
- WMATA must install watertight sealing collars per design drawing at YCR 78.
- WMATA must replace damaged cable at YCR 78.
- WMATA must install watertight sealing collars per design drawing at YCR 43.
- WMATA must cap unused conduits to prevent water infiltration at YCR 43.
- WMATA must install watertight sealing collars per design drawing at YCR 27.
- WMATA must replace heat shrink on conduit stub-ups at YCR 27.
- WMATA must install missing coverboard on third rail end approach at YCR 29.
- WMATA must install missing coverboard on third rail end approach at YCR 30.
- WMATA must install watertight sealing collars per design drawing at YCR 30.
- WMATA must replace heat shrink on conduit stub-ups at YCR 30.
- WMATA must install watertight sealing collars per design drawing at YCR 38.
- WMATA must install watertight sealing collars per design drawing at YCR 31.
- WMATA must install watertight sealing collars per design drawing at YCR 32.
- WMATA must install watertight sealing collars per design drawing at YCR 23.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180328-WMATA-WP-1		
	2018	03	28				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D Line, track 2 between Deanwood (D10) and New Carrollton (D13)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6336					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X					X						
Line(s)	D-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To					
							Deanwood D10)		Deanwood (D10)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Anthony Johnson, Alexander Nepa		

Digitally signed by WINSLOW L. POWELL
DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.04.05 09:43:03 -0400



United States Department of Transportation
Federal Transit Administration

Description	<p>FWSO inspectors received a job safety briefing from TRST 6336 at Deanwood Station (D10) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO inspectors did not note any defects.</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 Walker Observation					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 6336		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID # 1679, 1681, 242						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	TRST-1000, rev. 6										
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	Track 2	Chain Marker and/or Station(s)		From		To			
						Deanwood (D10)		New Carrollton (D13)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspectors performed a remedial action verification on track two of the D-Line between Deanwood (D10) and New Carrollton (D13). Inspectors also inspected track conditions in the area. During the inspection, three remedial actions were verified as complete.</p> <p>The FWSO inspectors did not note any defects.</p> <p>The following remedial actions were verified complete:</p> <ul style="list-style-type: none"> At D2 0402+00, the third rail end approach has been repaired. At D2 0430+80, the ballast condition has been repaired. At D2 0555+00, the cabinet door and the ETS light have been repaired. 						Number of Defects	0			
							Recommended Finding?	N/A			
							Remedial Action Required?	N/A			
							Recommended Reinspection?	N/A			
Remedial Action	N/A										



Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180328-WMATA-WP-2		
	2018	03	28				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	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	E- and F-Lines, Track 1, between Columbia Heights (E04) and Gallery Place (F01)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No
Related Reports	N/A					Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM		R-17-02										
	MSRPH		R-17-03										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
			X						X			X	
Line(s)	E-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To				
							Columbia Heights (E04)		Columbia Heights (E04)				
Vehicles	Head Car Number		Number of Cars		Equipment		N/A						
	N/A		N/A										

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

Inspector in Charge - Signature		Date
WINSLOW L. POWELL		<small>Digitally signed by WINSLOW L. POWELL DN: cn=US, c=US, Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.04.05 09:52:56 -0400</small>
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo	



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspector received a job safety briefing from the roadway worker in charge (RWIC) at Columbia Heights (E04) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Cable Inspection Observation					Activity Code	TP	WI	OBS
Job Briefing Employee Name/Title	WMATA RWIC			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No
Related Reports	N/A			Related CAPS / Findings	Remedial Action ID #: 1174, 1175						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	E- and F-Lines	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
					Columbia Heights (E04)			Gallery Place (F01)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspector observed WMATA employees perform a cable inspection on track 1 of the E- and F-Lines between Columbia Heights (E04) and Gallery Place (F01). Inspector also inspected cable and third rail conditions.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 Manual, 3.2.2.1: Standing water was observed between E1 110+00 and E1 106+00. TRST 1000 Manual, 3.2.2.1: Standing water, heavy mud, and debris were observed between E1 106+00 and E1 105+00. TRST 1000 Manual, 3.2.2.1: Standing water and heavy mud were observed between E1 095+00 and E1 093+00. TRST 1000 Manual, 3.2.2.1: Clogged drains were observed between E1 042+00 and E1 039+00. TRST 1000 Manual, 13.3.14: Third rail end approach was missing coverboard at E1 034+00. TRST 1000 Manual, 3.2.2.1: Clogged drain was observed at E1 017+00. TRST 1000 Manual, 3.2.2.1: Clogged drain and heavy mud were observed at E1 015+00. TRST 1000 Manual, 10.17.4.1: There was relay rail lying in track bed at E1 03+00. DD-TP-SSI-013: Conduit stub-up was not capped to prevent water infiltration at E1 03+00. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> The kindorf channel was reattached to the tunnel wall per Engineering Modification Instruction (EMI) at E1 063+00. The heat shrink was replaced on the conduit stub-up at E1 023+00. 						Number of Defects	9			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must mitigate water intrusion from E1 110+00 to E1 106+00. WMATA must mitigate water intrusion and clean mud and debris from E1 106+00 to E1 105+00. WMATA must mitigate water intrusion and clean mud from E1 095+00 to E1 093+00. WMATA must unclog drains between E1 042+00 and E1 039+00. WMATA must install missing cover board on third rail end approach at E1 034+00. WMATA must unclog drain at E1 017+00. 										



- | | |
|--|--|
| | <ul style="list-style-type: none">• WMATA must unclog drain and clean mud at E1 015+00.• WMATA must remove relay from track bed at E1 03+00.• WMATA must cap unused conduit stub-up at E1 03+00. |
|--|--|



Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180329-WMATA-WP-1		
	2018	03	29				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 2, Shady Grove (A15) to White Flint (A12)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6345					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2330-0300	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				
	RWPM												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
			X					X					
Line(s)	A-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To				
							Shady Grove (A15)		Shady Grove (A15)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A						
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell	Inspection Team Mike Vitale			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<p>FWSO inspector received a job safety briefing from TRST 6345 at Shady Grove (A15) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification					Activity Code	TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6336		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2330-0300	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID # 1517, 1518, 1610, 2185						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X		
Line(s)	A-Line	Track Number	Track 2	Chain Marker and/or Station(s)		From		To			
						Shady Grove (A15)		White Flint (A12)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspector performed a remedial action verification on track two of the A-Line between Shady Grove (A15) and White Flint (A12). Inspector also inspected track conditions in the area. During the inspection, four remedial actions were verified as complete.</p> <p>The following non-color-coded defects were noted:</p> <ul style="list-style-type: none"> • TRST 1000, 13.3.14: Coverboard was missing at A2 939+20. • TRST 1000, 13.3.14: Coverboard was missing at A2 930+80. • TRST 1000, 13.3.14: Coverboard was missing at A2 903+50. • TRST 1000, 13.3.14: Coverboard was missing at A2 903+20. • TRST 1000, 13.3.14: Coverboard was missing at A2 880+80. • TRST 1000, 3.1.2.5: Cover was missing from Emergency Trip Station (ETS) box A-238 at A2 863+40. • TRST 1000, 13.3.14: Coverboard was missing at A2 847+90. • TRST 1000, 3.1.2.5: Blue light was not functioning at ETS box A-200 at A2 723+45. <p>The following remedial actions were verified complete:</p> <ul style="list-style-type: none"> • Defective insulator has been replaced at A2 878+50. • Missing insulator has been replaced at A2 878+20. • Door has been replaced at ETS box A-212 at A2 769+53. • Coverboard has been replaced at A2 668+00. 							Number of Defects	8		
								Recommended Finding?	No		
								Remedial Action Required?	Yes		
								Recommended Reinspection?	Yes		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> • WMATA must replace coverboard at A2 939+20. • WMATA must replace coverboard at A2 930+80. • WMATA must replace coverboard at A2 903+50. • WMATA must replace coverboard at A2 903+20. • WMATA must replace coverboard at A2 880+80. • WMATA must replace cover at ETS box A-238 at A2 863+40. • WMATA must replace coverboard at A2 847+90. • WMATA must replace blue light at ETS box A-200 at A2 723+45. 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180330-WMATA-WP-1		
	2018	03	30				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line, track 1, New Carrollton (D13) to Deanwood (D10)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST #6379				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0945 – 1400	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	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					
						New Carrollton (D13)		New Carrollton (D13)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	<small>Digitally signed by WINSLOW L. POWELL DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.04.05 10:53:20 -0400</small>
Inspector in Charge – Name Winslow Powell		Inspection Team Robert Maniuszko			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<p>The FWSO inspector received a job safety briefing from the roadway worker in charge (RWIC) #6379 at New Carrollton Station (D13) prior to entering the roadway. The briefing covered the type of on-track protection—Foul Time (FT) and Train Approach Warning (TAW), the working limits, where to clear, known hazards and hotspots, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. An Advance Mobile Flagger (#6322), Inspector (#6035) and an Advanced Watchman (#6042) were assigned with the group.</p> <p>The FWSO inspector did not note any defects.</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 Inspection Observation				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST #6379		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0945 – 1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000 rev. 6										
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				
					New Carrollton (D13)		Deanwood (D10)				
Vehicles	Head Car Number	Number of Cars		Equipment	N/A						
	N/A	N/A									
Description	<p>The FWSO inspector observed WMATA employees perform a track inspection on track 1 of the D-Line from New Carrollton (D13) to Deanwood (D10). The Inspector also observed track conditions and followed up on previously issued remedial actions.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000, 13.3.14: The contact rail coverboards were missing from D1 561+60 to D1 562+20. TRST 1000, 13.3.14: The contact rail coverboards were missing from D1 559+60 to D1 560+00. 	Number of Defects	2								
		Recommended Finding?	No								
		Remedial Action Required?	Yes								
		Recommended Reinspection?	Yes								
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must replace the contact rail coverboards from D1 561+60 to D1 562+20. WMATA must replace the contact rail coverboards from D1 559+60 to D1 560+00. 										



Inspection Form
FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180330-WMATA-WP-2		
	2018	03	30				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 2, between White Flint (A12) and Bethesda (A09)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST RWIC					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2330 - 0300	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				
	RWPM		R-17-02										
	MSRPH		R-17-03										
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	N/A		Chain Marker and/or Station(s)		From		To				
							White Flint (A12)		White Flint (A12)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A						
	N/A		N/A										

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

Inspector in Charge - Signature		Date	
WINSLOW L. POWELL		<small>Digitally signed by WINSLOW L. POWELL DN: cn=W. L. Powell, o=U.S. Government, ou=FTAFM, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.04.05 15:58:57 -0500</small>	
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo		



United States Department of Transportation
Federal Transit Administration

Description	FWSO inspector received a job safety briefing from TRST Roadway Worker in Charge (RWIC) at White Flint (A12) Station prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification					Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2330 - 0300	Outside Shift	Yes		
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID #: 682, 734, 738, 751, 1192, 1613, 1614, 1755, 1781, 2083							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title			Checklist Reference			
	TRST-1000, rev. 6											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X							X	X	X		
Line(s)	A-Line	Track Number	Track 2	Chain Marker and/or Station(s)		From			To			
						White Flint (A12)			Bethesda (A09)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A						
	N/A		N/A									
Description	<p>FWSO inspector performed a remedial action verification on track one of the A-Line between White Flint (A12) and Bethesda (A09). The inspector also inspected track conditions in the area. During the inspection, ten remedial actions were verified as complete.</p> <p>The following color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 Manual, Table 7-1: Three hundred feet of consecutive defective fasteners were observed between A2 613+00 and A2 610+00. Yellow Condition. TRST 1000 Manual, Table 7-1 and Table 5-21: The inspector observed three consecutive defective fasteners with five missing pandrol clips out of a total of six, two broken C-bonds on the heel of the frog, two missing bolts on the joint bar on the heel of the frog, sixteen-inch-long bolt broken/sheared ten inches from point of frog, and rubber pad compromised underneath frog at A2 570+65. Red Condition. <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> PMI (Facilities) 4.13.2: One phase of platform edge lights was not lit on track one at White Flint (A12). PMI (Facilities) 4.13.2: Two phases of platform edge lights were not lit on track two at White Flint (A12). 						Number of Defects	13				
							Recommended Finding?	No				
							Remedial Action Required?	No				
							Recommended Reinspection?	No				



	<ul style="list-style-type: none">• TRST 1000 Manual, 3.2.2.1: Clogged drains were observed between A2 613+00 and A2 610+50.• TRST 1000 Manual, 3.2.2.1: Clogged drains were observed between A2 608+00 and A2 605+00.• TRST 1000 Manual, 13.3.14: Third rail end approach was missing cover board at A2 601+00.• TRST 1000 Manual, 3.2.2.1: Standing water was observed between A2 584+00 and A2 583+00.• TRST 1000 Manual, 3.2.2.1: Clogged drains were observed between A2 584+00 and A2 583+00.• TRST 1000 Manual, 3.2.2.1: Clogged drains and heavy mud were observed between A2 463+00 and A2 461+00.• TRST 1000 Manual, 10.17.4.1: There was relay rail laying in track bed at A2 455+00.• TRST 1000 Manual, 13.3.4: There was a broken third rail anchor arm at A2 447+30.• TRST 1000 Manual, 3.2.2.1: Clogged drains were observed between A2 423+00 and A2 422+00. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none">• The blue light has been repaired on ETS Box A112 at A2 409+65.• The missing end approach coverboard has been installed at A2 556+30.• The missing end approach coverboard has been installed at A2 547+30.• The inoperable ETS box has been repaired at A2 488+60.• The standing water has been mitigated between A2 439+00 and A2 438+40.• The ETS box cover has been replaced at A2 620+20.• The defective fasteners have been replaced at A2 595+10.• The blocked catch basin has been repaired A2 495+00.• The pooling water condition has been mitigated at A2 442+10.• The missing end approach coverboard has been installed at A2 442+10.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must replace defective fasteners between A2 613+00 and A2 610+00.• WMATA must replace defective fasteners, broken C-bonds, missing joint bar bolts, broken/sheared ten inches from point of frog, and rubber pad at A2 570+65.• WMATA must repair the phase of platform edge lights not lit on track one at White Flint (A12).• WMATA must repair the two phases of platform edge lights not lit on track two at White Flint (A12).• WMATA must unclog drains between A2 613+00 and A2 610+50.• WMATA must unclog drains between A2 608+00 and A2 605+00.• WMATA must replace the missing third rail coverboard on end approach at A2 601+00.• WMATA must mitigate standing water between A2 584+00 and A2 583+00.• WMATA must unclog drains between A2 584+00 and A2 583+00.• WMATA must unclog drains and clean up mud between A2 463+00 and A2 461+00.• WMATA must remove relay rail at A2 455+00.• WMATA must replace broken third rail anchor arm at A2 447+30.• WMATA must unclog drains between A2 423+00 and A2 422+00.		