



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	20180801-WMATA-WP-1		
	2018	08	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	C-Line, between McPherson Square (C02) and Arlington Cemetery (C06)						

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 Required¹	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 677					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)	C-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To			
								McPherson Square (C02)		McPherson Square (C02)			
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	Digitally signed by WINSLOW L. POWELL Date: 2018.08.09 14:02:49 -04'00'
Inspector in Charge - Name Winslow Powell		Inspection Team Paul Martinez			



United States Department of Transportation
Federal Transit Administration

Description	<p>FWSO inspector received a job safety briefing from TRST 677 at McPherson Square (C02) 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>A post inspection safety briefing was conducted at Arlington Cemetery station. No issues were raised or discussed and no exceptions were taken.</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 677		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No						
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID: 1494, 2443, 1515											
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	X							
Line(s)	C-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To								
					McPherson Square (C02)			Arlington Cemetery (C06)								
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 C-Line between McPherson Square (C02) and Arlington Cemetery (C06). FWSO 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, 7.9.2.4: Missing braces on frog observed at 1A switch CM C1 028+80. TRST 1000, 13.3.4: Broken 3rd rail anchor arm observed at CM C1 034+10. TRST 1000, Table 5 20: 1/8" gauge side mismatch at hill block observed on 1A switch CM C1 187+50. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> The loose bolts on switch rods 3 and 4 at CM C1 066+00 have been tightened. The clusters of defective fasteners between CM C1 092+00 to 093+00 have been replaced. The broken 3rd rail anchor arm at CM 166+65 has been replaced. 						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 replace frog braces at CM C1 028+80. WMATA must replace broken anchor arm at CM C1 034+10. WMATA must repair 1/8" mismatch at CM C1 187+50. 															



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

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United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180801-WMATA-WP-2		
	2018	08	01				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ATC	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	Judiciary Square (B02) Train Control Room (TCR) and B2 018+05 to B2 050+00						

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	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		ATC	JSB	OBS
Job Briefing Employee Name/Title	WMATA ATC 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													
	R-17-02													
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		Date	
WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL Date: 2018.08.09 14:10:13 -04'00'	
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo and Lee Emard		



United States Department of Transportation
Federal Transit Administration

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Description	FWSO inspectors 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, safety rule of the day, and any "hotspots" present in the work area. The potential safety hazards were discussed. 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					ATC Track Circuit Shunt Verification Inspection			Activity Code		ATC	RM	PI
Job Briefing Employee Name/Title	WMATA ATC 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			
	ATC 1000 – 1012C TRACK CIRCUIT SHUNT VERIFICATION TEST (REVISION 3, JANUARY, 2016)													
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						
					Judiciary Square (B02) TCR B2 018+05			Judiciary Square (B02) TCR B2 050+00						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	The FWSO inspectors observed WMATA ATC personnel perform track circuit shunt verification tests in accordance with the ATC 1000 manual – 1012C test. One FWSO inspector was stationed at Judiciary Square (B02) TCR Room and the other inspector was wayside on mainline track. The track circuit shunt verification tests were done for 13 track circuits located wayside between B2 018+05 and B2 050+00. 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 Form

FOIA Exemption: All (b)(6)

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United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180802-WMATA-WP-1		
	2018	08	02				
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 at K & N Junction (K98)						

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	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 677				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					
					Clarendon (K02)			Clarendon (K02)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										

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Inspector in Charge - Signature		Date	
Winslow Powell		WINSLOW L. POWELL Digitally signed by WINSLOW L. POWELL Date: 2018.08.09 14:13:43 -04'00'	
Inspector in Charge - Name	Inspection Team		
Winslow Powell	Paul Martinez		



United States Department of Transportation
Federal Transit Administration

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Description	<p>FWSO inspector received a job safety briefing from TRST 677 at Clarendon (K02) 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>A post inspection safety briefing was conducted at East Falls Church station. No issues were raised or discussed and no exceptions were taken.</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	Interlocking Inspection				Activity Code	TRK	WI	PI	
Job Briefing Employee Name/Title	TRST 677		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										
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 and 2	Chain Marker and/or Station(s)	From			To			
					K & N Junction (K98)			K & N Junction (K98)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspector performed an interlocker inspection on tracks one and two of the K-Line at K & N Junction (K98). FWSO inspector also inspected track conditions in the area.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000, Table 9.27.19: At CM K2 485+05 on the 1B switch the #1 rod had missing cotter pin. TRST 1000, Table 9.3: At CM K1 486+10 on the 1A switch the tread portion of frog was worn 3/8" about 7" behind point of frog. TRST 1000 9.22.4: At CM K1 489+25 on the 5A switch there were 2 loose frog bolts. 						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 replace cotter pin at K2 485+05. WMATA must bring tread portion of frog up to original contour at K1 486+10. WMATA must tighten frog bolts at K1 489+25. 										



Inspection Form

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Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180802-WMATA-WP-2		
	2018	08	02				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ATC	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	Grosvenor-Strathmore (A11) Train Control Room (TCR) and A1 570+00 to A1 581+00; A2 570+00 to A2 581+00; A3 570+00 to A3 581+00						

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	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		ATC	JSB	OBS
Job Briefing Employee Name/Title	WMATA ATC 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													
	R-17-02													
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					
							Grosvenor-Strathmore (A11)		Grosvenor-Strathmore (A11)					
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	Digitally signed by WINSLOW L. POWELL Date: 2018.08.09 14:05:56 -04'00'
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo and Lee Emard			



United States Department of Transportation
Federal Transit Administration

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Description	FWSO inspectors 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, safety rule of the day, and any "hotspots" present in the work area. The potential safety hazards were discussed. 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	ATC Interlocking Visual Inspection					Activity Code	ATC	RM	PI
Job Briefing Employee Name/Title	WMATA ATC Personnel		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 to 1400	Outside Shift	No	
Related Reports	Safety Directive 17-1		Related CAPS / Findings		CAP: FTA-TPE-17-021-A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	ATC 3000 – 3003 INTERLOCKING INSPECTIONS (REVISION 1, AUGUST, 2014)										
	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)	A-Line	Track Number	Tracks 1, 2, and 3	Chain Marker and/or Station(s)	From		To				
					Grosvenor (A11) TCR A1 570+00 A2 570+00 A3 570+00		Grosvenor (A11) TCR A1 581+00 A2 581+00 A3 581+00				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	<p>The FWSO inspectors observed WMATA ATC personnel perform an interlocking inspection in accordance with the ATC 3000 manual – 3003C procedures. One FWSO inspector was stationed at Grosvenor-Strathmore (A11) TCR Room and the other inspector was wayside on mainline track. The interlocking inspection was done between tracks 1, 2, and 3 from chain markers 570+00 to 580+00.</p> <p>The FWSO inspectors did not note any defects associated with observation of the ATC inspection.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 9.26.10: Two bolts were missing from joint bar at heel of frog in switch 9, A1 571+10. TRST 1000 9.26.10: Two bolts were missing from joint bar on field side of rail opposite heel of frog in switch 9, A1 571+10. TRST 1000 9.26.10: One bolt was broken in frog in switch 5A, A1 580+00. TRST 1000 9.26.10: Two bolts were missing from joint bar on heel of frog in switch 5B, A3 571+50 (Pocket Track). TRST 1000 9.22.2: ½ inch chip was broken off on point of frog in switch 5B, A3 571+50 (Pocket Track). TRST 1000 13.5.7: Third rail end approach was missing coverboard at A1 571+10. Remedial action for this defect is addressed by WMATA's approach to FTA-TPE-17-021-A. TRST 1000 9.26.10: Two bolts were missing from joint bar at end of stock rail in switch 11B, A2 579+80. TRST 1000 9.26.10: One bolt was missing from joint bar at end of stock rail in switch 7, A2 571+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 two missing bolts from joint bar at heel of frog in switch 9, A1 571+10. 		



- | | |
|--|--|
| | <ul style="list-style-type: none">• WMATA must replace two missing bolts from joint bar on field side of rail opposite heel of frog in switch 9, A1 571+10.• WMATA must replace broken bolt in frog in switch 5A, A1 580+00.• WMATA must replace two missing bolts from joint bar on heel of frog in switch 5B, A3 571+50 (Pocket Track).• WMATA must repair or replace chipped frog point in switch 5B, A3 571+50 (Pocket Track).• WMATA must replace missing bolts from joint bar at end of stock rail in switch 11B, A2 579+80.• WMATA must replace missing bolt from joint bar at end of stock rail in switch 7, A2 571+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	20180807-WMATA-WP-1		
	2018	08	07				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ATC	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	Huntington (C15) Train Control Room (TCR) and between C1 623+00 to C1 618+00; C2 623+00 to C2 618+00						

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	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		ATC	JSB	OBS
Job Briefing Employee Name/Title	WMATA ATC 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													
	R-17-02													
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					
							Huntington (C15)		Huntington (C15)					
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	Digitally signed by WINSLOW L. POWELL Date: 2018.08.20 12:07:57 -04'00'
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo, Lee Emard, Paul Martinez, Robert Adams			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspectors 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, safety rule of the day, and any "hotspots" present in the work area. The potential safety hazards were discussed. 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	ATC Interlocking Visual Inspection					Activity Code		ATC	RM	PI
Job Briefing Employee Name/Title	WMATA ATC 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		
	ATC 3000 – 3003 INTERLOCKING INSPECTIONS (REVISION 1, AUGUST, 2014)											
	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)	C-Line	Track Number	Tracks 1 and 2	Chain Marker and/or Station(s)	From				To			
					Huntington (C15) TCR C1 623+00 C2 623+00				Huntington (C15) TCR C1 618+00 C2 618+00			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A						
	N/A		N/A									
Description	The FWSO inspectors observed WMATA ATC personnel perform an interlocking inspection in accordance with the ATC 3000 manual – 3003C procedures. Two FWSO inspectors were stationed at Huntington (C15) Train Control Room (TCR) and two inspectors were wayside on mainline track. The interlocking inspection was done between tracks 1 and 2 from chain markers 623+00 and 618+00. The FWSO inspectors did not note any defects. Other notable observation: <ul style="list-style-type: none"> A six-hole joint bar at heel of switch 1B had a bolt with a missing nut at C2 619+00. WMATA ATC personnel installed missing nut on bolt. A work order was created for track personnel to report to location and torque the nut such that it is tightened as prescribed by the TRST 1000 manual and/or manufacturer's specifications. 							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	20180808-WMATA-WP-1		
	2018	08	08				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ATC	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	C98 Train Control Room (TCR) and from J1 536+70 to J1 540+80; J2 536+70 to J2 540+80; WYBL 536+70 to WYBL 540+80; EBYL 536+70 to EBYL 540+80						

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	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		ATC	JSB	OBS
Job Briefing Employee Name/Title	WMATA ATC 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													
	R-17-02													
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					
							C98 Train Control Room		C98 Train Control Room					
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	Digitally signed by WINSLOW L. POWELL Date: 2018.08.20 12:10:54 -04'00'
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo, Lee Emard, Paul Martinez, Robert Adams			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspectors received a job safety briefing from WMATA ATC personnel. All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked. WMATA ATC personnel covered the nearest hospital, safety rule of the day, and any "hotspots" present in the work area. The potential safety hazards were discussed. 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					ATC Interlocking Visual Inspection			Activity Code		ATC	RM	PI
Job Briefing Employee Name/Title	WMATA ATC 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			
	ATC 3000 – 3003 INTERLOCKING INSPECTIONS (REVISION 1, AUGUST, 2014)													
	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	Tracks 1, 2, WYBL, and EBYL	Chain Marker and/or Station(s)	From				To					
					C98 TCR J1 536+70 J2 536+70 WYBL 536+70 EYBL 536+70				C98 TCR J1 540+80 J2 540+80 WYBL 540+80 EYBL 540+80					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	The FWSO inspectors observed WMATA ATC personnel perform an interlocking inspection in accordance with the ATC 3000 manual – 3003C procedures. Two FWSO inspectors were stationed at C98 TCR Room and two inspectors were wayside on mainline track. The interlocking inspection was done between tracks 1, 2, WYBL, and EBYL from chain markers 536+70 and 540+80. The following non-color-coded track defects were observed: <ul style="list-style-type: none"> TRST 1000 9.26.10: One bolt was missing from joint bar at J2 536+75. TRST 1000 13.3.11: Observed three defective third rail insulators in a row in which two were non-supportive at WBYL 537+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 bolt missing from joint bar at J2 536+75. WMATA must replace three defective insulators in a row at WBYL 537+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	20180809-WMATA-WP-1		
	2018	08	09				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ATC	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	Pentagon City (C08) Train Control Room (TCR) 225 and C1 291+00 to C1 287+70; C2 291+00 to C2 287+70						

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	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		ATC	JSB	OBS
Job Briefing Employee Name/Title	WMATA ATC Personnel #2221					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													
	R-17-02													
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	N/A		Chain Marker and/or Station(s)		From		To					
							Pentagon City (C08)		Pentagon City (C08)					
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	Digitally signed by WINSLOW L. POWELL Date: 2018.08.20 12:19:42 -04'00'
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard and Al Nepa			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspectors 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, safety rule of the day, and any "hotspots" present in the work area. The potential safety hazards were discussed. 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	ATC Interlocking Visual Inspection / 3 Point Shunt Test				Activity Code		ATC	RM	PI
Job Briefing Employee Name/Title	WMATA ATC Personnel #2221		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 to 1400	Outside Shift	No	
Related Reports	Safety Directive 17-1		Related CAPS / Findings		CAP: FTA-TPE-17-021-A Remedial Action ID: 2860						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	ATC 3000 - 3003 INTERLOCKING INSPECTIONS (REVISION 1, AUGUST, 2014)										
	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)	C-Line	Track Number	Tracks 1 and 2	Chain Marker and/or Station(s)	From			To			
					Pentagon City (C08) TCR C1 291+00 C2 291+00			Pentagon City (C08) TCR C1 287+70 C2 287+70			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	The FWSO inspectors observed WMATA ATC personnel perform an interlocking inspection and shunt test in accordance with the ATC 3000 manual - 3003C procedures. One FWSO inspector was stationed at Pentagon City (C08) TCR Room and the other inspector was wayside on mainline track. The interlocking inspection was done between tracks 1 and 2 from chain markers 291+00 to 287+70. The following non-color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000 9.26.10: One broken brace plate was observed in frog switch 3B, C2 289+30. TRST 1000 13.5.7: Third rail end approach was missing coverboard at C2 288+40. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. The following remedial action was verified as complete: <ul style="list-style-type: none"> The tread of the frog was back to original contour at C2 289+25 on the switch 3B. 						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 broken brace plate in frog, switch 3B C2 289+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	20180811-WMATA-WP-1		
	2018	08	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 and 2, between Brentwood Yard (B99) and Fort Totten (B06)						

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	0				
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 6458				Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0800-1300	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			
								Rhode Island Avenue (B04)		Rhode Island Avenue (B04)			
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	Digitally signed by WINSLOW L. POWELL Date: 2018.08.20 14:30:09 -04'00'
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa			



United States Department of Transportation
Federal Transit Administration

Description	FWSO inspector received a job safety briefing from TRST 6458 at the Rhode Island Avenue (B04) briefing table 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	Work Zone Set-Up Verification					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST #5		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800-1300	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard			Other / Title		Checklist Reference		
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	B-Line	Track Number	Tracks 1 and 2	Chain Marker and/or Station(s)	From			To			
					Brentwood Yard (B99)			Fort Totten (B06)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspector performed a work zone set-up verification between Brentwood Yard (B99) and Fort Totten (B06). Inspector also observed track conditions and scheduled maintenance.</p> <p>Work zone barricade locations at B1 122+61, B1 227+00, and B2 123+73, 254+90 were compliant with all WMATA RWP requirements for inaccessible track (IT) protection. Inspector also observed piggy back work zones at B1 211+00, B1 206+00, and B2 204+00, 211+25 to be compliant with WMATA requirements.</p> <p>The FWSO inspector did not note any defects.</p> <p>Other notable observations:</p> <ul style="list-style-type: none"> At the Brookland platform, overhead bridge work was being performed. The no access area within the platform and the track was not properly secured by protective roping as required. This condition was immediately addressed and corrected by the on-duty compliance officer. At B2 229+40, a bundle of ties was placed between track 1 and track 2. The metal binding from the bundle was in contact with the un-energized third rail. The other end of the metal binding was close to the energized third rail. This condition was immediately corrected by the compliance and third rail officers. 						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	20180811-WMATA-WP-2		
	2018	08	11				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ATC	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	McPherson Square (C02) and Farragut West (C03) Train Control Rooms (TCRs); C2 031+00 (Switch Replacement)						

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	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		ATC	JSB	OBS
Job Briefing Employee Name/Title	Dedicated Safety Briefer					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0600 to 1000	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					
	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					
							McPherson Square (C02)		McPherson Square (C02)					
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 Date: 2018.08.20 12:22:15 -04'00'	
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 dedicated safety briefer. All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked. The dedicated safety briefer 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 and Switch Replacement					Activity Code	ATC	RM	PI
Job Briefing Employee Name/Title	Dedicated Safety Briefer			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0600 to 1000	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		
	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								
Line(s)	C-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To			
					McPherson Square (C02) TCR Farragut West (C03) TCR C2 031+00			McPherson Square (C02) TCR Farragut West (C03) TCR C2 031+00			
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 each train control room and the overall facility condition. All train control rooms were visually inspected for compliance with the ATC-3000 train control manual. A switch replacement was also observed at the C+A connector at C2 031+00. 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	20180812-WMATA-WP-1		
	2018	08	12				
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 (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	0				
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 677					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0700-1300	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)	N-Line	Track Number	N/A		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	Digitally signed by WINSLOW L. POWELL Date: 2018.08.20 12:36:19 -04'00'
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa			



United States Department of Transportation
Federal Transit Administration

Description	FWSO inspector received a job safety briefing from TRST 631 at Spring Hill (N04) station platform 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 631		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0700-1300	Outside Shift	Yes	
Related Reports	Safety Directive 17-1		Related CAPS / Findings		CAP: FTA-TPE-17-021-A						
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		X	
Line(s)	N-Line	Track Number	Track 1		Chain Marker and/or Station(s)		From		To		
							Spring Hill (N04)		Wiehle-Reston (N06)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspector performed a track walker observation of track 1 between Spring Hill (N04) and Wiehle-Reston (N06). Inspector also observed general conditions between those areas.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> WMATA, TRST 13.5.7: At N1 1010+00 the third rail end approach coverboard was missing. Remedial action for this defect is addressed in WMATA's approach to CAP FTA-TPE-17-021-A. WMATA, TRST 9.10: At N1 1011+60 at the 1A switch, the number three switch rod is loose. <p>Other notable observations:</p> <ul style="list-style-type: none"> At N93, switch 1A, N1 897+00, five loose frog bolts were observed as compared to the previously reported four loose frog bolts. At N1 795+50, on the aerial structure some of the elastic fasteners were showing signs of deterioration (cracks), which allowed minimal dynamic vertical deflection. See Figure 1 below. On track 2, the 1B frog point showed signs of tread-face wear. Additionally, abrasion marks against the side of the concrete ties suggested excessive dynamic vertical deflection. Since these concerns were identified on track two, exact measurements could not be obtained. 						Number of Defects	2			
							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 adjust and tighten the number three switch rod at N1 1011+60. 										



Photos:



Figure 1: At N1 795+50, elastic fasteners showing signs of deterioration.



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	20180814-WMATA-WP-1		
	2018	08	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	C-Line, Track 2, Pentagon City (C08) to Pentagon (C07)						

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	0				
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 621					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)	C-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To					
							Pentagon City (C08)		Pentagon City (C08)					
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 Digitally signed by WINSLOW L. POWELL Date: 2018.08.20 12:40:02 -04'00'	
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 621 at Pentagon City (C08) station platform 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 621		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No	
Related Reports	Safety Directive 17-1		Related CAPS / Findings		Remedial Action ID: 2860, 1992 CAP: FTA-TPE-17-021-A						
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			
					Pentagon City (C08)			Pentagon (C07)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector performed a track walker observation of track 2 between Pentagon City (C08) and Pentagon (C07) to verify completion of open remedial actions. Inspector also observed general conditions between those areas. The FWSO inspector noted the following non-color-coded defects: <ul style="list-style-type: none"> WMATA, TRST 13.5.7: At C2 288+40 at the 1B switch, the end approach coverboard has become dislodged, exposing the third rail. Remedial Action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. WMATA, TRST 13.5.7: At C2 265+60 the end approach coverboard was missing. Remedial Action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. The following remedial actions were verified as completed: <ul style="list-style-type: none"> At C2 289+25 at the 3B switch, the worn tread portion of the frog has been repaired (new frog installed). At C2298+00 the relay rail has been removed. 						Number of Defects	2			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							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	20180815-WMATA-WP-1		
	2018	08	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	K-Line, Track 1, Clarendon (K02) to Ballston-MU (K04)						

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	0				
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 677				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					
					Clarendon (K02)			Clarendon (K02)					
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 Date: 2018.08.20 12:44:25 -04'00'	
Inspector in Charge - Name Winslow Powell	Inspection Team Alexander Nepa		



United States Department of Transportation
Federal Transit Administration

Description	FWSO inspector received a job safety briefing from TRST 677 at Clarendon (K02) station platform 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 621		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										
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		
							Clarendon (K02)		Ballston-MU (K04)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspector performed a track walker observation of track 1 between Clarendon (K02) and Ballston-MU (K04) to verify completion of open remedial actions. Inspector also observed general conditions between those areas.</p> <p>The following color-coded defect was observed:</p> <ul style="list-style-type: none"> WMATA, TRST 7.7. table 7.1: Between K1 256+15 and 256+20, on the left rail, three consecutive defective or non-holding fasteners were observed. Distance between holding fasteners was 120 inches. This condition was in a curve, and the gauge measured 56 ¾ static with ¼ outside push. Additionally, ½ inch dynamic vertical deflection was measured. See Figures 1 through 4 below. Red condition. <p>The following non-color-coded defect was observed:</p> <ul style="list-style-type: none"> WMATA, TRST 9.10: At K1 267+00, K04 1A switch, the number 4 rod was loose. 						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 repair the defective fasteners between K1 256+15 and 256+20. WMATA must tighten the number 4 switch rod at the K04, 1B switch. 										



Photos:



Figure 1: At K1 256+15, 56 ¾ inch static gauge.



Figure 2: At K1 256+15, left rail field side ¾-inch dynamic movement (57-inches total).



Figure 3: At K1 256+15 left rail, gauge side, 1/2-inch vertical deflection between fastener and grout pad.



Figure 4: At K1 256+15 left rail, field side, missing stud allowing 1/4-inch dynamic deflection in gauge.



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	20180815-WMATA-WP-2		
	2018	08	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 & J-Line, Track 1, from King St-Old Town (C13) to Van Dorn St (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	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 679					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 St-Old Town (C13)		King St-Old Town (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		Date	
		WINSLOW L. POWELL Digitally signed by WINSLOW L. POWELL Date: 2018.08.23 10:18:27 -04'00'	
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 679 at King St-Old Town (C13) 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 679					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	Safety Directive 17-1					Related CAPS / Findings		Remedial Action ID: 1862, 2363, 1649, 2367, 2368 CAP: FTA-TPE-17-021-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)	J-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To						
					CM J1 540+00			Van Dorn St (J02)						
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 J-Line from CM J1 540+00 to Van Dorn St (J02). Inspector also inspected track conditions in the area. During the inspection, five remedial actions were verified as complete. The following color-coded defects were observed: <ul style="list-style-type: none">• TRST 1000 5-42: At CM J1 616+60, left rail had shelling condition with chips of rail broken out—3 inches long, 1 ¼ wide, and 3/16 deep. See Figure 1 below. Yellow condition. The following non- color-coded defects were observed: <ul style="list-style-type: none">• TRST 1000 13.5.6: Defective coverboard was noted at CM J1 536+40. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a.• TRST 1000 10.14: At CM J1 584+90, Emergency Trip Station (ETS) Box J 21, the blue light was not working.• TRST 1000 10.14: At CM J1 600+10, ETS Box J 25, the blue light was not working.• TRST 1000 10.14: At CM J1 665+10, ETS Box J 47, the blue light was not working• TRST 1000 13.3.4: At CM J1 667+50, the contact rail anchor was broken.• TRST 1000 13.3.4: At CM J1 685+30, the contact rail anchor was broken.• R-17-02: FWSO inspector observed WMATA inspection crew walking in a blind spot area without calling for and receiving foul time protection, as required. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1023. The WMATA Compliance Officer was present and called for foul time as required and the FWSO inspector notified the office of safety. The following remedial actions were verified as complete:										Number of Defects		8	
											Recommended Finding?		No	
											Remedial Action Required?		Yes	
											Recommended Reinspection?		Yes	



	<ul style="list-style-type: none">• WMATA replaced switch rods number three and four at CM J1 540+00 switch 5B.• WMATA replaced contact rail anchor at CM J1 566+80.• WMATA repaired ETS blue light at CM J1 607+50, box J 27.• WMATA replaced contact rail anchor at CM J1 673+30.• WMATA repaired contact rail anchor at CM J1 683+90.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must repair ETS light at CM J1 584+90, ETS Box J 21.• WMATA must repair ETS light at CM J1 600+10, ETS Box J 25.• WMATA must repair ETS light at CM J1 665+10, ETS Box J 47.• WMATA must repair contact rail anchor at CM J1 667+50.• WMATA must repair contact rail anchor at CM J1 685+30.		

Photos:



Figure 1: Shelling Condition at J1 616+60.



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	20180815-WMATA-WP-3		
	2018	08	15				
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	Landover (D12-1), Beaver Creek (D12-2), New Carrollton (D13), New Carrollton Yard (D99), New Carrollton Yard Shop (D100) 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	23				
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)	D-Line		Track Number	N/A	Chain Marker and/or Station(s)		From		To					
							Landover (D12-1) TPSS		Landover (D12-1) 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		Date	
WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL Date: 2018.08.24 11:44:42 -04'00'	
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								X

Line(s)	D-Line	Track Number	N/A	Chain Marker and/or Station(s)	From		To	
					Landover (D12-1) TPSS Beaver Creek (D12-2) TPSS New Carrollton (D13) TPSS New Carrollton Yard (D99) TPSS New Carrollton Yard Shop (D100) TPSS		Landover (D12-1) TPSS Beaver Creek (D12-2) TPSS New Carrollton (D13) TPSS New Carrollton Yard (D99) TPSS New Carrollton Yard Shop (D100) 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 each traction power substation (TPSS) and the overall facility condition. Landover (D12-1), Beaver Creek (D12-2), New Carrollton (D13), New Carrollton Yard (D99), and New Carrollton Yard Shop (D100) 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 4.12.3: Earth fault DC, overtemperature, and blower high speed alarms on UPS at Landover (D12-1) TPSS.PMI 4.11.1: Type 82 relay device, DC Recloser, on DC feeder breakers #1, #2, #3, #4 (E-D12-31, E-D12-32, E-D12-33, E-D12-34) were observed to have a high voltage threshold indication light at Landover (D12-1) TPSS.PMI 4.11: Rectifier #2 Cathode Breaker Type 76 relay device, DC Overcurrent, was observed to be inoperable at Landover (D12-1) TPSS.PMI 4.11: Rectifier #1 Cathode Breaker Type 64 relay device, Structure Ground, was observed to have a grounded structure trip indication light illuminated at Landover (D12-1) TPSS.	Number of Defects	23
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">• PMI: Multiple active alarms present as listed on TPSS HMI at Landover (D12-1) TPSS.• PMI 4.12.3: 3.5kVA inverter in bypass mode at Beaver Creek (D12-2) TPSS.• PMI: Multiple alarms present on annunciator panel at Beaver Creek (D12-2) TPSS.• PMI 4.11.1: Type 82 relay device, DC Recloser, on DC feeder breakers #1, #2, #4 (E-D12-51, E-D12-52, E-D12-54) were observed to have a high voltage threshold indication light at Beaver Creek (D12-2) TPSS.• PMI 4.11.1: Type 82 relay device, DC Recloser, on DC feeder breaker #2 (E-D12-52) was observed to have a lockout memory pump indication light at Beaver Creek (D12-2) TPSS.• PMI 4.11.1: Type 82 relay device, DC Recloser, on DC feeder breaker #3 (E-D12-53) was observed to have a low voltage threshold and lockout memory time indication light at Beaver Creek (D12-2) TPSS.• PMI 4.11: Rectifier #1, #2, and #4 Cathode Breakers, Type 76 relay device, DC Overcurrent, were observed to be missing at Beaver Creek (D12-2) TPSS.• PMI 4.11: Rectifier #1 Cathode Breaker Type 64 relay device, Structure Ground, was observed to have a grounded structure trip indication light illuminated at Beaver Creek (D12-2) TPSS.• PMI: Multiple active alarms present as listed on TPSS HMI at Beaver Creek (D12-2) TPSS.• PMI: Fire and Life Safety System EST3 Panel was observed to have a "LOCAL TRBL ACT, Network Panel 13 Communication Fault" error at New Carrollton (D13) TPSS.• PMI 4.10: Programmable Automation Controller, SEL-2411, was observed to have a "33X Door Open" alarm on Rectifier #1 at New Carrollton (D13) TPSS.• PMI: Fire and Life Safety System EST3 Panel was observed to have a "LOCAL TRBL ACT, Network Panel 13 Communication Fault" error at New Carrollton Yard (D99) TPSS.• PMI 4.12: UPS digital display was observed to show zero volts on output voltage for phases "A", "B", and "C" at New Carrollton Yard (D99) TPSS.• PMI 4.11.1: Type 82 relay device, DC Recloser, on DC feeder breakers #9, #10, #11 (E-D99-39, E-D99-50, E-D99-51) were observed to be inoperable at New Carrollton Yard (D99) TPSS.• PMI: Signs of previous water infiltration on the floor near Negative Drainage Switchboard at New Carrollton Yard Shop (D100) TPSS.• PMI 4.12.3: Fan failure, blower main circuit breaker tripped, blower high speed, change filter, and filter blower fault alarms on UPS at New Carrollton Yard Shop (D100) TPSS.• PMI 4.11: Main Cathode Breaker, Type 76 relay device, DC Overcurrent, was observed to be missing at New Carrollton Yard Shop (D100) TPSS.• PMI 4.11: Main Cathode Breaker, Type 64 relay device, Structure Ground, was observed to be inoperable at New Carrollton Yard Shop (D100) TPSS.• PMI 4.11: DC Feeder Circuit Breaker, Type 150 relay device, was observed to be missing at New Carrollton Yard Shop (D100) TPSS.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must rectify earth fault DC, overtemperature, and blower high speed alarms on UPS at Landover (D12-1) TPSS.• WMATA must rectify the inherent issue causing the high voltage threshold indication on the Type 82 relay device, DC Recloser, on the four DC feeder breakers at Landover (D12-1) TPSS.• WMATA must bring back into service the Type 76 relay device, DC Overcurrent, on Rectifier #2 Cathode Breaker at Landover (D12-1) TPSS.• WMATA must rectify the inherent issue causing the grounded structure trip indication on the Type 64 relay device, Structure Ground, on Rectifier #1 Cathode Breaker at Landover (D12-1) TPSS.• WMATA must clear active alarms on HMI at Landover (D12-1) TPSS.• WMATA must bring 3.5kVA inverter into normal mode at Beaver Creek (D12-2) TPSS.• WMATA must clear alarms on annunciator panel at Beaver Creek (D12-2) TPSS.• WMATA must rectify the inherent issue causing the high voltage threshold indication on the Type 82 relay device, DC Recloser, on the three DC feeder breakers (#1, #2, #4) at Beaver Creek (D12-2) TPSS.		



- WMATA must rectify the lockout memory pump indication light on the Type 82 relay device, DC Recloser, on feeder breaker #2 at Beaver Creek (D12-2) TPSS.
- WMATA must rectify the inherent issue causing the low voltage threshold and lockout memory time indication on the Type 82 relay device, DC Recloser, on the DC feeder breaker (#3) at Beaver Creek (D12-2) TPSS.
- WMATA must install missing Type 76 relay device, DC Overcurrent, on Rectifier #1, #2, and #4 Cathode Breakers at Beaver Creek (D12-2) TPSS.
- WMATA must rectify the inherent issue causing the grounded structure trip indication on the Type 64 relay device, Structure Ground, on Rectifier #1 Cathode Breaker at Beaver Creek (D12-2) TPSS.
- WMATA must clear active alarms on HMI at Beaver Creek (D12-2) TPSS.
- WMATA must rectify network communication panel 13 fault on the Fire and Life Safety System EST3 Panel at New Carrollton (D13) TPSS.
- WMATA must clear "33X Door Open" alarm on SEL-2411 device on Rectifier #1 at New Carrollton (D13) TPSS.
- WMATA must rectify network communication panel 13 fault on the Fire and Life Safety System EST3 Panel at New Carrollton Yard (D99) TPSS.
- WMATA must ensure UPS output voltage is 480VAC per "A", "B", and "C" phase at New Carrollton Yard (D99) TPSS.
- WMATA must bring back into service the Type 82 relay device, DC Recloser, on feeder breakers #9, #10, and #11 at New Carrollton Yard (D99) TPSS.
- WMATA must ensure mitigation of any future water infiltration near negative drainage switchboard and ensure previous water infiltration has not compromised the integrity and operation of the negative drainage switchboard at New Carrollton Yard Shop (D100) TPSS.
- WMATA must rectify fan failure, blower main circuit breaker tripped, blower high speed, change filter, and filter blower fault alarms on UPS at New Carrollton Yard Shop (D100) TPSS.
- WMATA must install missing Type 76 relay device, DC Overcurrent, on Main Cathode Breaker at New Carrollton Yard Shop (D100) TPSS.
- WMATA must bring back into service the Type 64 relay device, Structure Ground, on Main Cathode Breaker at New Carrollton Yard Shop (D100) TPSS.
- WMATA must install missing Type 150 relay device on DC Feeder Circuit Breaker at New Carrollton Yard Shop (D100) 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	20180816-WMATA-WP-1		
	2018	08	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	D-Line, Track 2, from 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	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 679					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		Date	
WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL Date: 2018.08.22 13:22:07 -0400	
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 679 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.										Number of Defects		0	
											Recommended Finding?		No	
											Remedial Action Required?		No	
	The FWSO inspector did not note any defects.										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 679					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, 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 from Deanwood (D10) to New Carrollton (D13). Inspector also inspected track conditions in the area.										Number of Defects		6	
											Recommended Finding?		No	
											Remedial Action Required?		Yes	
	The following non- color-coded defects were observed: <ul style="list-style-type: none"> • TRST 1000 10.14: At CM D2 458+10, Emergency Trip Station (ETS) Box D 130, the blue light was not working. • TRST 1000 10.17.4.1: At CM D2, ETS Box J 462+40, relay rail was observed between field side of rail and safe walkway, creating a tripping hazard. • TRST 1000 10.14: At CM D2 547+10, ETS Box D 154, the blue light was not working. • TRST 1000 10.14: At CM D2 563+10, ETS Box D 158, the blue light was not working. • TRST 1000 10.14: At CM D2 571+10, ETS Box D 160, the blue light was not working. • TRST 1000 10.10.1: At CM D2 546+50, a hole in the fence was observed. See Figure 1 below. 										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 D 2 548+10, ETS Box D130. • WMATA must remove relay rail at CM D2 462+40. • WMATA must repair ETS light at CM D2 547+10, ETS Box D154. • WMATA must repair ETS light at CM D2 563+10, ETS Box D158. • WMATA must repair ETS light at CM D2 571+10, ETS Box D160. • WMATA must repair hole in fence at CM D2 546+50. 													



Photo:



Figure 1: Hole in fence at CM D2 546+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	20180816-WMATA-WP-2		
	2018	08	16				
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	Anacostia (F06), Congress Heights (F07), Southern Ave (F08), Naylor Road (F09), Suitland (F10), Branch Ave (F11), Branch Ave Yard (F99), Branch Ave Yard Shop (F100) 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	17				
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)	F-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To					
							Anacostia (F06) TPSS		Anacostia (F06) 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	Digitally signed by WINSLOW L. POWELL Date: 2018.08.22 13:15:36 -04'00'
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								X		
Line(s)	F-Line	Track Number	N/A		Chain Marker and/or Station(s)	From		To					
						Anacostia (F06) TPSS Congress Heights (F07) TPSS Southern Ave (F08) TPSS Naylor Road (F09) TPSS Suitland (F10) TPSS Branch Ave (F11) TPSS Branch Ave Yard (F99) TPSS Branch Ave Yard Shop (F100) TPSS		Anacostia (F06) TPSS Congress Heights (F07) TPSS Southern Ave (F08) TPSS Naylor Road (F09) TPSS Suitland (F10) TPSS Branch Ave (F11) TPSS Branch Ave Yard (F99) TPSS Branch Ave Yard Shop (F100) 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 each traction power substation (TPSS) and the overall facility condition. Anacostia (F06), Congress Heights (F07), Southern Ave (F08), Naylor Road (F09), Suitland (F10), Branch Ave (F11), Branch Ave Yard (F99), and Branch Ave Yard Shop (F100) 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: Water infiltration on the floor on the east side of the facility upon walking into the TPSS at Anacostia (F06) TPSS. PMI 4.11: Rectifier #3 grounded structure alarm was present on annunciator panel at Anacostia (F06) TPSS. PMI 4.11.1: Type 150 relay device, DC Overcurrent, on DC feeder breakers #1, #2, #3, #4 (E-F06-31, E-F06-32, E-F06-33, E-F06-34) were observed to be inoperable at Anacostia (F06) TPSS. 						Number of Defects	17					
							Recommended Finding?	No					
							Remedial Action Required?	Yes					
							Recommended Reinspection?	Yes					



	<ul style="list-style-type: none">• PMI 4.11: Rectifier #1 Type 64 relay device, Structure Ground, was observed to have a grounded structure trip indication light illuminated at Congress Heights (F07) TPSS.• PMI 4.11.1: Type 82 relay device, DC Recloser, on DC feeder breakers #1, #2, #3, #4, #5, #6 (E-F07-31, E-F07-32, E-F07-33, E-F07-34, E-F07-35, E-F07-36) were observed to have a high voltage threshold indication light at Congress Heights (F07) TPSS.• PMI 4.11: Rectifier #1 Cathode Breaker Type 76 relay device, DC Overcurrent, was observed to be inoperable at Congress Heights (F07) TPSS.• PMI 4.11: Rectifier #2 Cathode Breaker Type 76 relay device, DC Overcurrent, was observed to have a rate of rise delta indication light at Congress Heights (F07) TPSS.• PMI 4.11.1: Type 82 relay device, DC Recloser, on DC feeder breakers #1, #2, #3, #4, #5, #6 (E-F08-31, E-F08-32, E-F08-33, E-F08-34, E-F08-35, E-F08-36) were observed to have a high voltage threshold indication light at Southern Ave (F08) TPSS.• PMI 4.9.2: Rectifier Transformer #1 liquid level gauge was observed to be “high” at Southern Ave (F08) TPSS.• PMI 4.11.1: Type 82 relay device, DC Recloser, on DC feeder breakers #1, #2, #3, #4, #5, #6 (E-F09-31, E-F09-32, E-F09-33, E-F09-34, E-F09-35, E-F09-36) were observed to have a high voltage threshold indication light at Naylor Road (F09) TPSS.• PMI 4.11.1: Type 82 relay device, DC Recloser, on DC feeder breakers #1, #2, #3, #4, #5, #6 (E-F10-31, E-F10-32, E-F10-33, E-F10-34, E-F10-35, E-F10-36) were observed to have a high voltage threshold indication light at Suitland (F10) TPSS.• PMI 4.11: Rectifier #1 Cathode Breaker Type 64 relay device, Structure Ground, was observed to have a grounded structure trip indication light illuminated at Suitland (F10) TPSS.• PMI 4.12: UPS was in bypass mode at Branch Ave (F11) TPSS.• PMI 4.11.1: Type 82 relay device, DC Recloser, on DC feeder breakers #1, #2, #3, #4, #5, #6 (E-F11-31, E-F11-32, E-F11-33, E-F11-34, E-F11-35, E-F11-36) were observed to have a high voltage threshold indication light at Branch Ave (F11) TPSS.• PMI: High temperature was observed in facility. The HVAC was either not operational or off at Branch Ave (F11) TPSS.• PMI 4.11: Rectifier #1 Cathode Breaker Type 64 relay device, Structure Ground, was observed to have a grounded structure trip indication light illuminated at Branch Ave Yard (F99) TPSS.• PMI: Telephone non-operational at Branch Ave Yard (F99) TPSS.		
Remedial Action	<p>To achieve compliance with WMATA’s requirements:</p> <ul style="list-style-type: none">• WMATA must mitigate water intrusion on the east side of Anacostia (F06) TPSS.• WMATA must rectify grounded structure alarm on rectifier #3 at Anacostia (F06) TPSS.• WMATA must bring back into service the Type 150 relay device, DC Overcurrent, on six DC feeder breakers at Anacostia (F06) TPSS.• WMATA must rectify the inherent issue causing the grounded structure trip indication on the Type 64 relay device, Structure Ground, on Rectifier #1 at Congress Heights (F07) TPSS.• WMATA must rectify the inherent issue causing the high voltage threshold indication on the Type 82 relay device, DC Recloser, on the six DC feeder breakers at Congress Heights (F07) TPSS.• WMATA must bring back into service the Type 76 relay device, DC Overcurrent, on Rectifier #1 Cathode Breaker at Congress Heights (F07) TPSS.• WMATA must rectify rate of rise delta indication light on Type 76 relay device, DC Overcurrent, on Rectifier #2 Cathode Breaker at Congress Heights (F07) TPSS.• WMATA must rectify the inherent issue causing the high voltage threshold indication on the Type 82 relay device, DC Recloser, on the six DC feeder breakers at Southern Ave (F08) TPSS.• WMATA must investigate the “high” liquid level gauge on Rectifier Transformer #1 at Southern Ave (F08) TPSS.• WMATA must rectify the inherent issue causing the high voltage threshold indication on the Type 82 relay device, DC Recloser, on the six DC feeder breakers at Naylor Road (F09) TPSS.• WMATA must rectify the inherent issue causing the high voltage threshold indication on the Type 82 relay device, DC Recloser, on the six DC feeder breakers at Suitland (F10) TPSS.• WMATA must rectify the inherent issue causing the grounded structure trip indication on the Type 64 relay device, Structure Ground, on Rectifier #1 Cathode Breaker at Suitland (F10) TPSS.• WMATA must bring UPS into normal mode at Branch Ave (F11) TPSS.		



- | | |
|--|---|
| | <ul style="list-style-type: none">• WMATA must rectify the inherent issue causing the high voltage threshold indication on the Type 82 relay device, DC Recloser, on the six DC feeder breakers at Branch Ave (F11) TPSS.• WMATA must ensure HVAC system is operational and running at Branch Ave (F11) TPSS.• WMATA must rectify the inherent issue causing the grounded structure trip indication on the Type 64 relay device, Structure Ground, on Rectifier #1 Cathode Breaker at Branch Ave Yard (F99) TPSS.• WMATA must replace telephone at Branch Ave Yard (F99) 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	20180816-WMATA-WP-3		
	2018	08	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	K-Line, Track 1, East Falls Church (K05) to Vienna-GMU (K08)						

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	0				
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 677					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					
							West Falls Church (K05)		West 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		Date	Digitally signed by WINSLOW L. POWELL Date: 2018.08.22 13:32:03 -04'00'
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 677 at West Falls Church (K05) station platform 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 677		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No	
Related Reports	Safety Directive 15-1 Safety Directive 17-1		Related CAPS / Findings		CAPs: R-2-18-A, R-2-19-A, FTA-TPE-17-021-a						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	T-16-07										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	K-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From		To				
					East Falls Church (K04) Dunn Loring (K07)		West Falls Church (K05) Vienna-GMU (K08)				
Vehicles	Head Car Number	Number of Cars		Equipment	N/A						
	N/A	N/A									
Description	<p>FWSO inspector performed a track walker observation of track 1 between East Falls Church (K04) and West Falls Church (K05) and between Dunn Loring (K07) and Vienna-GMU (K08) to verify completion of remedial actions. Inspector also observed general conditions between those areas.</p> <p>The FWSO inspector observed the following color-coded defects:</p> <ul style="list-style-type: none"> WMATA TRST 13.4, table 13-6: At K1 503+10 train collector shoes were striking the end of the third rail approach. See Figure 1 below. Red condition. WMATA, TRST table 13-2: At K1 503+10, third rail gauge measured 23 inches, which was 1-inch over allowable. Red Condition. <p>The FWSO inspector observed the following non-color-coded defects:</p> <ul style="list-style-type: none"> WMATA, TRST 13.5.7: At K1 502+30 the third rail end approach coverboard was missing. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. WMATA, TRST 13.5.7: At K1 508+30 the third rail end approach coverboard was missing. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. WMATA, TRST 13.5.7: At K1 510+20 in the crossover, the third rail end approach coverboard was missing. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. WMATA, TRST 13.5.7: At K1 772+30 at K08 switch number 3A, the third rail end approach coverboard was missing. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. WMATA, SOP T-16-07: At K1 761+45, at 1209 hours, a train with lead car number 7180 approached the work group at a speed that seemed to exceed the maximum allowable. The train did not continually sound its main-line-horn as required. Remedial action for this defect is addressed. Remedial action for this defect is addressed in WMATA's approach to R-2-18-A and R-2-19-A. 						Number of Defects	7			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			



	Other notable observations: <ul style="list-style-type: none">At K1 503+10 the third rail support insulator was observed to be mis-aligned and contributing to the gauge defect.Between K1 510+00 and 511+00, off the K06, #9 frog (outbound), a deviation in uniform profile and a slight alignment deviation was observed. A string-line and level board was not readily accessible to verify geometry.		
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none">WMATA must repair the third rail end approach at K1 503+10.WMATA must bring the third rail gauge to standards at K1 503+10.		

Photos:



Figure 1: At K1 503+10 collector shoes striking the end of the third rail.



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	20180819-WMATA-WP-1		
	2018	08	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	C and D-Lines, Track 2, McPherson Square (C02) and Smithsonian (D02)						

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 6338				Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0800-1300	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 (C01)		Metro Center (C01)			
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	Digitally signed by WINSLOW L. POWELL Date: 2018.08.24 12:26:35 -04'00'
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa			



United States Department of Transportation
Federal Transit Administration

Description	FWSO inspector received a job safety briefing from TRST 6338 at Metro Center (C01) station platform 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	Work Zone Set-Up Verification				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST 677 & 687		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800-1300	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	C-D-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From		To				
					McPherson Square (C02)		Smithsonian (D02)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector performed a work zone set-up verification between McPherson Square (C-2, 027+00) and Smithsonian (D-2, 024+30). Inspector also observed track conditions within these areas. Work zone barricade locations at C2, 027+00 and D2, 024+30 were compliant with all WMATA RWP requirements. Inspector also observed fastener replacement. Inspector observed all personnel performing duties per WMATA standards and wearing the required personal protective equipment. 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	20180821-WMATA-WP-1		
	2018	08	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	A-Line, Track 1 and 2, Metro Center (A01) to Gallery Place (B01)						

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	0				
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 677					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)	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		Date	
		WINSLOW L. POWELL Digitally signed by WINSLOW L. POWELL Date: 2018.08.24 12:06:07 -04'00'	
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 677 at Metro Center (A01) station platform 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 677		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID: 2857, 2858, 2859						
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)	A-Line	Track Number	Track 1 & 2		Chain Marker and/or Station(s)		From		To		
							Metro Center (A01)		Gallery Place (B01)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspector performed a track walker observation of tracks 1 and 2 between Metro Center (A01) and Gallery Place (B01) to verify completion of open remedial actions. Inspector also observed general conditions between those areas. During the inspection, three remedial actions were verified as complete.</p> <p>The FWSO inspector noted the following non-color-coded defects:</p> <ul style="list-style-type: none"> WMATA, TRST 10.17.4.1: At A1 007+20 there was a piece of rail between the field side of the track and the walkway, presenting a tripping hazard. WMATA, TRST 13.3.13: At A1 006+90 a broken third rail support bracket was observed. <p>Other Notable Observation:</p> <ul style="list-style-type: none"> Between A1 010+00 and 011+40 the cement sound proofing insulation on the tunnel liner is becoming dislodged and falling. <p>The following remedial actions were verified as completed:</p> <ul style="list-style-type: none"> The relay rail at A1 0010+50 has been removed. The relay rail at A1 0012+00 has been removed. The relay rail at A1 0013+60 has been removed. 						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 remove rail tripping hazard at A1 007+20. WMATA must replace third rail support bracket at A1 006+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	20180821-WMATA-WP-2		
	2018	08	21				
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]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	K-Line, Track 2, between Dunn Loring (K07) and West Falls Church (K06)						

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	No				
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				
								Dunn Loring (K07)		Dunn Loring (K07)				
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	Digitally signed by WINSLOW L. POWELL Date: 2018.08.28 18:00:28 -04'00'	
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 Dunn Loring (K07) 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	Third Rail and 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 17-1		Related CAPS / Findings	FTA-TPE-17-021-A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	ATC 3004 – ATC WAYSIDE 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)	K-Line	Track Number	Track 2	Chain Marker and/or Station(s)		From		To			
						Dunn Loring (D07)		West Falls Church (D06)			
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 Dunn Loring (K07) and West Falls Church (K06). Inspectors also inspected cable and third rail conditions. The following non-color-coded defects were observed: <ul style="list-style-type: none"> ATC 3000 Manual, Section 3004.2.3: Damaged cross-bond cables at K2 602+00. TRST 1000 Manual, Table 13.6: Third rail end approach showing signs of excessive wear at K2 536+00. TRST 1000 Manual, 13.5.7: Third rail end approach was missing cover board at K2 526+00. Remedial action for this defect is addressed by WMATA's approach to FTA-TPE-17-021-A. 						Number of Defects	3			
							Recommended Finding?	No			
							Remedial Action Required?	No			
								Recommended Reinspection?	Yes		
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must replace damaged cross-bond cables at K2 602+00. WMATA must replace third rail end approach at K2 536+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	20180821-WMATA-WP-3		
	2018	08	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	Shady Grove Yard (A99)						

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 6164					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)	A-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To					
							Shady Grove Yard Track Office		Shady Grove Yard Track Office					
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 Date: 2018.08.28 18:05:58 -04'00'	
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 6164 at Shady Grove Yard Track Office 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.							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
	The FWSO inspector did not note any defects.							Recommended Reinspection?		No				
Remedial Action	N/A													
Inspection Activity #	2		Inspection Subject				Third Rail Inspection and Remedial Action Verification			Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6164				Accompanied Inspector?	Yes		Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings			Remedial Action ID: 2826, 2833, 2834, 2835, 2838, 2851, 2843, 2844, 2842, 987, 2841, 992						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title			Checklist Reference		
	TRST-1000, rev. 6													
Inspection Location	Main Track	X	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
								X						
Line(s)	A-Line	Track Number	Yard	Chain Marker and/or Station(s)			From		To					
							Shady Grove Yard (A99)		Shady Grove Yard (A99)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											
Description	FWSO inspector performed a third rail inspection and remedial action verification on all tracks in Shady Grove Yard (A99). Inspector also inspected track conditions in the area. During the inspection, 12 remedial actions were verified as complete.							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
	The FWSO inspector did not note any defects.							Recommended Reinspection?		No				
The following remedial actions were verified as complete: <ul style="list-style-type: none"> WMATA replaced third rail insulator under third rail end approach at YCR 99. WMATA installed watertight sealing collars at YCR 54. WMATA replaced kinked power cable at YCR 54. WMATA installed watertight sealing collars at YCR 43. WMATA installed watertight sealing collars at YCR 40. WMATA installed watertight sealing collars at YCR 60. WMATA replaced damaged ATC signal cable near YCR 90. WMATA installed watertight sealing collars at YCR 92. WMATA installed watertight sealing collars at YCR 90. WMATA replaced restraining rail brace plates, components and ties at YCR Lead Track 1. WMATA replaced ties at YCR Lead Track 1 and corrected insufficient supporting ties. WMATA replaced ties at YCR Lead Track 1 and corrected gauge and insufficient number of supporting ties. 														
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	20180822-WMATA-WP-1		
	2018	08	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	C and D-Lines, Track 2, Metro Center (C01) and Smithsonian (D02)						

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	0				
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 645					Accompanied Inspector?	No	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)	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										

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Inspector in Charge - Signature		Date
WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL Date: 2018.09.18 14:54:35 -04'00'
Inspector in Charge - Name Winslow Powell	Inspection Team Bob Adams & Alexander Nepa	



United States Department of Transportation
Federal Transit Administration

Description	FWSO inspector received a job safety briefing from TRST 645 at Metro Center (C01) station platform 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	Work Zone Set-Up Verification				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST 677 & 687		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	C and D-Lines	Track Number	Track 2		Chain Marker and/or Station(s)		From		To		
							McPherson Square (C-02)		Smithsonian (D-02)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector performed a work zone set-up verification between McPherson Square (C2, 027+00) and Smithsonian (D2, 024+30). Inspector also observed fastener renewal in these locations. Inspector observed WMATA employees performing work in compliance with WMATA standards and wearing required PPE. The FWSO inspector observed the following non-color-coded defect: <ul style="list-style-type: none"> WMATA, RWPM, Rev. 2.0: The work zone barricade located at D2, 024+40 had one e-flare that was not operating. Compliance immediately reported this condition to the RWIC. 						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	20180822-WMATA-WP-2		
	2018	08	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	Branch Ave Yard (F99)						

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 6164					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)	F-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To				
							Branch Ave Yard Track Office		Branch Ave Yard Track Office				
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 Date: 2018.08.28 18:19:50 -04'00'	
Inspector in Charge - Name Winslow Powell	Inspection Team Lee Emard		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspectors received a job safety briefing from TRST 6164 at Branch Ave Yard Track Office 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.							Number of Defects		0	
								Recommended Finding?		No	
								Remedial Action Required?		No	
	The FWSO inspector did not note any defects.							Recommended Reinspection?		No	
Remedial Action		N/A									
Inspection Activity #	2	Inspection Subject	Third Rail Inspection and Remedial Action Verification				Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6164		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID: 2818, 353, 354, 1675, 1675						
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)	F-Line	Track Number	Yard	Chain Marker and/or Station(s)	From			To			
					Branch Ave Yard (F99)			Branch Ave Yard (F99)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector performed a third rail inspection and remedial action verification on all tracks in Branch Ave Yard (F99). Inspector also inspected track conditions in the area. During the inspection five remedial actions were verified as complete.							Number of Defects		0	
								Recommended Finding?		No	
								Remedial Action Required?		No	
	The FWSO inspector did not note any defects.							Recommended Reinspection?		No	
The following remedial actions were verified as complete: <ul style="list-style-type: none"> WMATA replaced defective third rail insulator under third rail end approach at YCR 13. WMATA repaired track gauge on yard lead 1 in Branch Ave Yard. WMATA replaced defective ties on yard lead 1 approaching station. WMATA installed OZ Gedney bushing in power conduit stub-up at YL1 005+00. WMATA installed OZ Gedney bushing in power conduit stub-up at YL1 005+00. 											
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	20180822-WMATA-WP-3		
	2018	08	22				
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]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 2, between Shady Grove (A15) and A2 917+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	No				
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)	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		Date	
WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL Date: 2018.08.28 18:25:12 -04'00'	
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 the roadway worker in charge (RWIC) 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. 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	Third Rail, Cable, and Thermal Imaging 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										
	ATC 3004 – ATC WAYSIDE 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-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To			
	Shady Grove (A15)				A2 917+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 as well as checking 18 third rail thermal imaging hotspots originally detected from the track geometry vehicle thermal imaging apparatus. The inspection was conducted on track 2 of the A-Line between Shady Grove (A15) and A2 917+00. Inspectors also inspected cable and third rail conditions. No current thermal imaging hotspots were detected. The following non-color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000 Manual, 13.3.4: Third rail anchor arm was broken at A2 938+00. ATC 3000 Manual, Section 3004.2.3: Damaged cross-bond cables at A2 922+34. 						Number of Defects	2			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	Yes			
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must replace third rail anchor arm at A2 938+00. WMATA must replace damaged cross-bond cables at A2 922+34. 										



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	20180823-WMATA-WP-1		
	2018	08	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-Line, Track 2, Rosslyn (C05) to Farragut North (C03)						

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	0				
Defects (Number)	0	8				
Recommended Finding	No	No				
Remedial Action Required¹	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 677					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					
					Rosslyn (C05)			Rosslyn (C05)					
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 Date: 2018.08.28 18:31:59 -04'00'
Inspector in Charge – Name Winslow Powell	Inspection Team Bob Adams & Alexander Nepa	



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspectors received a job safety briefing from TRST 677 at Rosslyn (C05) station platform 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	Remedial Action Verification				Activity Code		TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 677 & 687		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	Safety Directive 16-2		Related CAPS / Findings		CAP: TOC-SRT-15-002						
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			
						Rosslyn (C05)		Farragut North (C03)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	FWSO inspectors performed a remedial action verification between Rosslyn (C05) and Farragut North (C03). Inspectors also observed track conditions in these locations. The FWSO inspectors observed the following color-coded defects: <ul style="list-style-type: none"> TRST 1000, 7.7, table 7.1: At C2, 124+90, on the left rail, three consecutive non-holding fasteners were observed. There were 90 inches between holding fasteners. Yellow condition. TRST,1000, 7.7, table 7.1: At C2 063+40, on the right rail, three consecutive non-holding fasteners were observed. There were 120 inches between holding fasteners. Red condition. FWSO inspectors observed the following non-color-coded defects: <ul style="list-style-type: none"> TRST 1000, 3.2.2.4: At C2 114+10 a leak in the crown of the tunnel was observed that was leaking directly onto the left running rail. Remedial action for this defect is addressed in WMATA's approach to TOC-SRT-15-002. TRST 1000, 3.2.2.4: At C2 106+60 a leak in the side of the tunnel liner was observed that was allowing water and mud to accumulate on and around the third rail. Remedial action for this defect is addressed in WMATA's approach to TOC-SRT-15-002. TRST 1000, 3.2.2.4: At C2 078+00 a leak in the side of the tunnel liner was observed. Remedial action for this defect is addressed in WMATA's approach to TOC-SRT-15-002. TRST 1000, 9.22.4-9.12.6(d): At C2 066+90 at the 3B frog, one brace plate was broken, and one brace was disconnected. TRST 1000, 3.2.2.4: At C2 058+40, there was a tunnel leak in the crown allowing water to pool around the left rail. Remedial action for this defect is addressed in WMATA's approach to TOC-SRT-15-002. TRST 1000, 10.17.4.1: At 048+90 there was relay third rail in the gauge of the track creating a trip-and-fall hazard. 							Number of Defects		8	
								Recommended Finding?		No	
								Remedial Action Required?		Yes	
								Recommended Reinspection?		Yes	
Remedial Action	To achieve compliance with WMATA standards: <ul style="list-style-type: none"> WMATA must repair the defective fasteners on the left rail at C2 124+90. WMATA must repair the defective fasteners on the right rail at C2 063+40. WMATA must repair and reinstall the frog brace plates on the 3B switch at C2 066+90. 										



- | | |
|--|--|
| | <ul style="list-style-type: none">• WMATA must remove the relay third rail at C2 048+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	20180823-WMATA-WP-2		
	2018	08	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	G-Line, Track 1, Addison Road (G03) to 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	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 1235					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					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		Date	
WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL Date: 2018.08.28 18:37:40 -0400	
Inspector in Charge - Name Winslow Powell	Inspection Team Lee Emard		



United States Department of Transportation
Federal Transit Administration

Description	FWSO inspector received a job safety briefing from TRST 1235 at Addison Road station (G03) 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				Third Rail Inspection and Remedial Action Verification			Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 1235				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings		Remedial Action ID: 1791 CAP: FTA-TPE-17-021-a, TOC-EVC-15-001-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	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	FWSO inspector performed a third rail inspection and remedial action verification on the main line, track 1, from Addison road (G03) to Benning Road (G01). Inspector also inspected track conditions in the area. During the inspection one remedial action was verified as complete. The following non-color-coded defects were noted: <ul style="list-style-type: none"> TRST 1000 Manual, 13.3.10: At CM G1 465+40 third rail insulator was defective. TRST 1000 Manual, 13.3.10: At CM G1 466+90 third rail insulator was defective. TRST 1000 Manual, 13.5.7: Third rail end coverboard was missing at CM G1 448+70. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. TRST 1000 Manual, 13.5.7: Third rail end coverboard was missing at CM G1 449+20. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. TRST 1000 Manual, 13.3.10: At CM G1 431+48 third rail insulator was defective. TRST 1000 Manual, 10.17.4.1: At CM G1 424 +00 to CM G1 430+00, relay rail was observed between running rail and safety walk, which created a tripping hazard. TRST 1000 Manual, 10.17.4.1: At CM G1 442 +00 to CM G1 437+00 relay rail was observed between running rail and safety walk, which created a tripping hazard. TRST 1000 Manual, 13.3.10: At CM G1 374+70 third rail insulator was defective. TRST 1000 Manual, 13.5.7: Third rail end coverboard was missing at CM G1 369+60. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. TRST 1000 Manual 10.15: Poor tunnel illumination was noted between CM G1 469+00 and CM G1 365+00. Remedial action for this defect is addressed in WMATA's approach to TOC-EVC-15-001-a. 							Number of Defects		10			
								Recommended Finding?		No			
								Remedial Action Required?		Yes			
								Recommended Reinspection?		Yes			



	The following remedial action was verified as complete: <ul style="list-style-type: none">WMATA repaired loose bolts at joint bar at CM G1 412+50.		
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none">WMATA must replace defective third rail insulator at CM G1 465+40.WMATA must replace defective third rail insulator at CM G1 466+90.WMATA must replace defective third rail insulator at CM G1 431+48.WMATA must remove tripping hazard relay rail at CM G1 424+00 to CM G1 430+00.WMATA must remove tripping hazard relay rail at CM G1 440+00 to CM G1 437+00.WMATA must replace defective third rail insulator at CM G1 374+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	20180825-WMATA-WP-1		
	2018	08	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	B-Line, Tracks 1 and 2, B99 to Fort Totten (B06)						

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	0				
Defects (Number)	0	2				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	Power 3050		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)	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								
Description	FWSO inspector received a job safety briefing from POWER 3050 at the Rhode Island briefing table (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.							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	Digitally signed by WINSLOW L. POWELL Date: 2018.08.28 18:46:37 -04'00'
Inspector in Charge - Name	Winslow Powell	Inspection Team	Alexander Nepa		

United States Department of Transportation
Federal Transit Administration

	The FWSO inspector did not note any defects.									
Remedial Action	N/A									

Inspection Activity #	2	Inspection Subject					Work Zone Set-Up Verification			Activity Code		TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 679					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800-1330	Outside Shift	Yes	
Related Reports	N/A					Related CAPS / Findings		CAP: TOC-VSC-16-001						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	TRST 1000, RWPM, Rev.2-0													
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	Tracks 1 and 2	Chain Marker and/or Station(s)	From				To					
					Brentwood Yard (B99)				Fort Totten (B06)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	FWSO inspector performed a work zone set-up verification between Brentwood Yard (B99) and Fort Totten (B06). Inspector also observed general track repairs in these areas. The work zones at B1, 122+61, 227+000 and B2 123+73, 254+90 were identified correctly and fully compliant with WMATA RWPM requirements. The FWSO inspector observed the following non-color-coded defects: <ul style="list-style-type: none">WMATA RWPM: At the B2, 244+90 work zone, an on-track machine TC-237 and its push-cart were observed parked covering the working limit mat. See Figure 1 below. Remedial action is addressed in WMATA's approach to TOC-VSC-16-001.WMATA RWPM: At B2 206+00 at the Brookland platform, prime mover (PM-50) was observed with two flat cars that were not protected with wheel chocks as required (F-540 and F-537). Remedial action is addressed in WMATA's approach to TOC-VSC-16-001.							Number of Defects		2				
								Recommended Finding?		No				
								Remedial Action Required?		Yes				
								Recommended Reinspection?		No				
Remedial Action	N/A													



Photos:



Figure 1: At B2, 254+90, a push cart connected to tie handler TC-237 breached the work zone mat.



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	20180826-WMATA-WP-1		
	2018	08	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	C and D-Lines, Track 2, Metro Center (C01) and Smithsonian (D02)						

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	0				
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 6442					Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0800-1400	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				
							McPherson Square (C02)		McPherson Square (C02)				
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 Date: 2018.09.18 15:05:27 -04'00'	
Inspector in Charge - Name Winslow Powell	Inspection Team Bob Adams & Alexander Nepa		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspectors received a job safety briefing from TRST 6442 at McPherson Square (C02) briefing table 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	Work Zone Set-Up Verification					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 679		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800-1400	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard			Other / Title		Checklist Reference		
	TRST 1000										
	RWPM, Rev. 2-0										
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 D-Lines	Track Number	Tracks 1 and 2	Chain Marker and/or Station(s)			From		To		
							McPherson Square (C02)		Smithsonian (D02)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspectors performed a work zone set-up verification between McPherson Square (C02) and Smithsonian (D02). Inspectors also observed fastener renewal, orgothorm welding and station platform lighting renewal in these locations. Inspectors observed WMATA employees performing work in these areas. The FWSO inspectors observed the following non-color-coded defects: <ul style="list-style-type: none"> MSRPH, 4.33: Numerous employees from TRST, ATC, Power and contract individuals were observed not wearing the required PPE in a construction work zone. WMATA RWPM: The work zone barricade at C2, 049+00 was incorrectly identified in the safety briefing. Additionally, there was no work zone mat as required. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #2216. WMATA RWPM: The work zone barricade at D1, 005+70 was incorrectly identified in the safety briefing. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #2216. TRST 1000, 13.3.13: At C1. 034+25 a broken third rail support cable was observed. TRST 1000, 3.1.2.5: Between Metro Center platform to C1, 015+00 there were no chain markers. 						Number of Defects	5			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
								Recommended Reinspection?	Yes		
Remedial Action	To achieve compliance with WMATA requirements: <ul style="list-style-type: none"> WMATA must ensure all employees are compliant with PPE requirements. WMATA must replace the broken third rail support bracket at C1 034+25. WMATA must replace the missing chain markers between Metro Center platform and C1 015+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	20180828-WMATA-WP-1		
	2018	08	28				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	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	A-Line, Track 1, Bethesda (A09) to Grosvenor (A11)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RC-OBS	TRK-RC-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				Operator Rules Compliance Observation			Activity Code		RTRA	RC	OBS
Job Briefing Employee Name/Title	N/A				Accompanied Inspector?	No	Out Brief Conducted	Yes	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		T-16-07										
	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	Track 1		Chain Marker and/or Station(s)		From		To				
							Bethesda (A09)		Grovesnor (A11)				
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 Date: 2018.09.07 09:08:23 -04'00'	
Inspector in Charge - Name Winslow Powell	Inspection Team Tamara Powell and Michael Vitale		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspectors observed WMATA train operators' compliance with WMATA roadway worker protection (RWP) rules on track one of the A-Line between Bethesda (A09) and Grosvenor (A11).	Number of Defects	0
	<p>Inspectors observed a total of five (5) trains. All operators complied with Permanent Order R-17-03. Each operator received a briefing of operating conditions and instructions from the Advanced Mobile Flagger (AMF) at Medical Center and Grosvenor stations. All trains sounded horns departing station, operated at ½ the regulated speed until reaching roadway crew, and operated at restricted speed past crew until the train was completely clear of roadway personnel. Operators confirmed counting chain markers to ensure train clearance of roadway crew.</p> <p>At conclusion of observation, inspectors conducted a debriefing with the FWSO roadway inspection team and WMATA track personnel, who also noted no incidents of non-compliance by the train operators.</p> <p>The FWSO inspectors did not note any defects.</p>	Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	AMF Rules Compliance Observation				Activity Code		TRK	RC	OBS
Job Briefing Employee Name/Title	N/A	Accompanied Inspector?	No	Out Brief Conducted	Yes	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	R-17-03									
	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	Track 1		Chain Marker and/or Station(s)	From		To			
				Bethesda (A09)		Grovesnor (A11)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA AMF's compliance with WMATA RWP rules. The AMF was located at the 8-car train marker on the platform at Medical Center and Grosvenor stations. The AMF possessed all required Personal Protective Equipment (PPE). The AMF followed all the requirements of Permanent Order R-17-03, including: speaking with the operator of each train that entered the station platform; reading scripted information card that informed operators of RWP operating conditions; and using the flag, as needed, when the trains entered the station.					Number of Defects	0				
	<p>The FWSO inspectors did not note any defects.</p>					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	20180828-WMATA-WP-2		
	2018	08	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	A-Line, Track 1, from Bethesda (A09) to Grosvenor (A11)						

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 679					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)	A-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To				
							Bethesda (A09)		Bethesda (A11)				
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 Date: 2018.09.07 09:15:46 -04'00'	
Inspector in Charge - Name Winslow Powell	Inspection Team Lee Emard, Al Nepa, Robert Adam		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspectors received a job safety briefing from TRST 679 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	Remedial Action Verification				Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 679		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		Remedial Action ID: 1194, 2590, 1212, 2588, 2034 CAP: FTA-TPE-17-021-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)	A-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
					Bethesda (A09)			Grosvenor (A11)			
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 from Bethesda (A09) to Grosvenor (A11). Inspectors also inspected track conditions in the area. During the inspection, five 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 A1 489+90 on the left rail, there were three defective fasteners, one missing clip, and one broken stud. All had loose nuts, in 90 inches. Defect was determined to be a maintenance condition and no speed restriction was applied. All fasteners were on tangent track and there was no rail movement. Yellow condition.TRST 1000 Table 7.1: At CM A1 434+50 on left rail, there were six defective fasteners, two missing clips, and two broken studs. All had loose nuts, in 120 inches. Defect was determined to be a maintenance condition and no speed restriction was applied. All fasteners were on tangent track and there was no rail movement. Red condition.TRST 1000 Table 7.1: At CM A1 490+60 on left rail, there were six defective fasteners, three missing clips, and two broken studs. All had loose nuts, in 120 inches. Defect was determined to be a maintenance condition and no speed restriction was applied. All fasteners were on curved track and there was no rail movement. Red condition.TRST 1000 Table 7.1: At CM A1 491+30 on left rail, there were six defective fasteners, three missing clips, and one broken stud. All had loose nuts, in 120 inches. Defect was determined to be a maintenance condition and no speed restriction was applied. All fasteners were on curved track and there was no rail movement. Red condition. The following non- color-coded defects were observed: <ul style="list-style-type: none">TRST 1000 10.17.4.1: At CM A1 395+00 to CM A1 402+00, there was relay rail between field side of rail and safe walk way, creating a tripping hazard.							Number of Defects		8	
								Recommended Finding?		No	
								Remedial Action Required?		Yes	
								Recommended Reinspection?		Yes	



	<ul style="list-style-type: none">• TRST 1000 13.5.6: Defective coverboard was noted at CM A1 442+90. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a.• TRST 1000 10.14: At CM A1 539+20, Emergency Trip Station (ETS) Box A 147, the blue light was not working.• TRST 1000 Table 5-11: At CM A1 490+30, left rail had shelling condition with chips of rail broken out 2 inches long, 1 inch wide, and 3/16 inch deep. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none">• WMATA removed relay rail at CM A1 402+00 to A1 413+00.• WMATA tightened #3 and #4 switch rods in switch 1A CM A1 443+20.• WMATA removed relay rail at CM A1 447+30.• WMATA tightened and repaired fasteners between CM A1 462+10 to CM A1 462+25.• WMATA replaced watertight sealing collar on cable pigtail at CM A1 547+00.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must replace defective fasteners at A1 489+90.• WMATA must replace defective fasteners at A1 434+50.• WMATA must replace defective fasteners at A1 490+60.• WMATA must replace defective fasteners at A1 491+30.• WMATA must remove relay rail between CM A1 395+00 to CM A1 402+00.• WMATA must repair ETS light at CM a1 539+20, ETS Box a 147.• WMATA must mitigate shelling condition at A1 490+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	20180829-WMATA-WP-1		
	2018	08	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	F-Line, Track 1, from Naylor Road (F09) to Branch Avenue (F11)						

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	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 679					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)	F-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To				
							Naylor Road (F09)		Naylor Road (F09)				
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 Date: 2018.09.07 09:21:27 -04'00'	
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 679 at Naylor Road (F09) 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.										Number of Defects		0	
											Recommended Finding?		No	
											Remedial Action Required?		No	
	The FWSO inspector did not note any defects.										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 679					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		Remedial Action ID: 2953, 2954, 2607 CAP: FTA-TPE-17-021-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	X			
Line(s)	F-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From				To					
					Naylor Road (F09)				Branch Avenue (F11)					
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 F-Line from Naylor Road (F09) to Branch Avenue (F11). Inspector also inspected track conditions in the area. During the inspection, three remedial actions were verified as complete.										Number of Defects		1	
											Recommended Finding?		No	
											Remedial Action Required?		Yes	
	The following non- color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000 13.5.6: Defective coverboard end was noted at CM F1 397+70. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. The following remedial actions were verified as complete: <ul style="list-style-type: none"> WMATA installed new O-Z Gedney Bushing at CM F1 383+00. WMATA increased clearance of cables underneath contact rail at CM F1 408+50. WMATA repaired ETS blue light at CM F1 428+80. 										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	20180830-WMATA-WP-1		
	2018	08	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	E-Line, Track 1, from College Park (E09) to West Hyattsville (E07)						

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 679					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)	E-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To				
							West Hyattsville (E09)		West Hyattsville (E09)				
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	Digitally signed by WINSLOW L. POWELL Date: 2018.09.07 09:26:15 -04'00'
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 679 at West Hyattsville (E07) 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.										Number of Defects		0							
											Recommended Finding?		No							
											Remedial Action Required?		No							
	The FWSO inspector did not note any defects.										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 679				Accompanied Inspector?		Yes		Out Brief Conducted		Yes		Time		1000-1400		Outside Shift		No	
Related Reports	N/A				Related CAPS / Findings				Remedial Action ID: 1461, 1830, 1466, 1465, 1463 CAP: FTA-TPE-17-021-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)	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 performed a remedial action verification on track one of the E-Line from College Park (E09) to West Hyattsville (E07). Inspector also inspected track conditions in the area. During the inspection, five remedial actions were verified as complete.										Number of Defects		11							
											Recommended Finding?		No							
											Remedial Action Required?		Yes							
	The following non- color-coded defects were observed: <ul style="list-style-type: none"> • TRST 1000 13.3.4: At CM E1 412+60, the contact rail anchor was broken. • TRST 1000 13.5.6: Defective coverboard end was noted at CM E1 414+30. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. • TRST 1000 13.5.6: Defective coverboard end was noted at CM E1 451+30. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. • TRST 1000 13.5.6: Defective coverboard end was noted at CM E1 382+80. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. • TRST 1000 10.14: At CM E1 397+50, Emergency Trip Station (ETS) Box E135, the blue light was not working. • TRST 1000 10.14: At CM E1 480+50, ETS Box E167, the blue light was not working. • TRST 1000 10.14: At CM E1 495+50, ETS Box E169, the blue light was not working. • TRST 1000 10.14: At CM E1 501+50, ETS Box E171, the blue light was not working. • TRST 1000 10.14: At CM E1 525+50, ETS Box E173, the blue light was not working. • TRST 1000 10.14: At CM E1 532 +50, ETS Box E174, the blue light was not working. • TRST 1000 10.14: At CM E1 554+50, ETS Box E176, the blue light was not working. 										Recommended Reinspection?		Yes							



	<p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none">• WMATA replaced third rail insulator at CM E1 412+60.• WMATA replaced frog brace plate at CM E1 412+50 E08 crossover.• WMATA replaced switch brace wedge switch 1A at CM E1 414+15 E08 crossover.• WMATA tightened switch rods at switch 1A CM E1 414+15.• WMATA tightened switch rods at switch 1A CM E1 529+90.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must repair contact rail anchor at CM E1 412+60.• WMATA must repair ETS light at CM E1 397+50, ETS Box E135.• WMATA must repair ETS light at CM E1 480+50, ETS Box E167.• WMATA must repair ETS light at CM E1 495+50, ETS Box E169.• WMATA must repair ETS light at CM E1 501+50, ETS Box E171.• WMATA must repair ETS light at CM E1 525+50, ETS Box E173.• WMATA must repair ETS light at CM E1 532+50, ETS Box E174.• WMATA must repair ETS light at CM E1 554+50, ETS Box E176.		