



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	20181002-WMATA-TW-1		
	2018	10	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	C-Line, Tracks 1 & 2, Foggy Bottom-GWU (C04)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		ATC	JSB	OBS
Job Briefing Employee Name/Title	ATC #2195					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						
					Foggy Bottom-GWU (C04) TCR			Foggy Bottom-GWU (C04) TCR						
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		TERRELL A WILLIAMS	Date: Digitally signed by TERRELL A WILLIAMS Date: 2018.10.09 07:43:55 -04'00'
Inspector in Charge - Name Terrell Williams	Inspection Team Terrell Williams, Robert Adams, Al Nepa, Mike Vitale		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspectors received a job safety briefing from the WMATA ATC #2195 at Foggy Bottom-GWU Train Control Room (TCR) 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 inspectors did not note any defects.										Recommended Reinspection?		No							
Remedial Action	N/A																			
Inspection Activity #	2		Inspection Subject				ATC Observation				Activity Code		ATC		RM		PI			
Job Briefing Employee Name/Title	ATC #2195				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					
	ATC 3000, 3003 - Interlocking Inspection																			
	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 & 2	Chain Marker and/or Station(s)	From				To											
					Foggy Bottom-GWU (C04)				Foggy Bottom-GWU (C04)											
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 - 3003 interlocking inspection. FWSO inspectors went wayside on mainline track at Foggy Bottom-GWU (C04) C1 064+00 to 69+00 and track 2 C2 069_00 to 64+00. All switches were inspected with no defects.										Number of Defects		0							
											Recommended Finding?		No							
											Remedial Action Required?		No							
	The FWSO inspectors did not note any defects.										Recommended Reinspection?		No							
Remedial Action	N/A																			
Inspection Activity #	3		Inspection Subject				Track Inspection				Activity Code		TRK		WI		OBS			
Job Briefing Employee Name/Title	ATC #2195				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																			
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 & 2	Chain Marker and/or Station(s)	From				To											
					Foggy Bottom-GWU (C04)				Foggy Bottom-GWU (C04)											
Vehicles	Head Car Number		Number of Cars		Equipment	N/A														
	N/A		N/A																	



Description	<p>The FWSO inspectors observed ATC personnel performed a switch inspection at C04 track 1 from C1 064+00 to 69+00 and track 2 from C2069+00 to 64+00. Inspectors also observed general conditions in those areas.</p> <p>The following color-coded defects were observed:</p> <ul style="list-style-type: none">● TRST 1000 7.7, table 7.1 At C2 065+35, three consecutive non-holding fasteners were observed on the left rail. Directly opposed to these fasteners, two consecutive non-holding fasteners were observed. The emergency response team was notified and corrected the defect. Red condition.● TRST 1000, 7.7, table 7.1 At C2 065+45, two defective non-holding fasteners were observed on the left rail. Directly opposed to these fasteners, two consecutive non-holding fasteners were observed. The emergency response team was notified and corrected the defect. Red condition. <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none">● TRST 1000, 9.12.6(d): C2 065+35 at the 3B frog, one brace wedge was broken, and one was disconnected.● TRST 1000 13.5.7: At the 3A switch at both ends, the third end coverboards were missing. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a.● TRST 1000 table 5-20: At C1 066+30 a ¼ inch mismatch in the tread of the rail was observed.	Number of Defects	5
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes
Remedial Action	<p>To achieve compliance with WMATA standards;</p> <ul style="list-style-type: none">● WMATA must repair the frog brace wedges on the 3B switch.● WMATA must repair the tread mismatch at C1 066+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	20181003-WMATA-TW-1		
	2018	10	03				
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 (C07) C1/C2 CM 254+00 to C1/C2 CM 259+00; Train Control Room (TCR)						

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	1				
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		ATC	JSB	OBS
Job Briefing Employee Name/Title	ATC #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												
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 (C07) TCR		Pentagon (C07) TCR			
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		TERRELL A WILLIAMS	Date Digitally signed by TERRELL A WILLIAMS Date: 2018.10.11 07:42:28 -04'00'
Inspector in Charge - Name Terrell Williams	Inspection Team Lee Emard, Al Nepa, and 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 2221 at Pentagon (C07) Train Control Room (TCR). All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked. WMATA ATC personnel covered the nearest hospital and safety rule of the day. The potential safety hazards were discussed. The FWSO 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 Observation			Activity Code		ATC	RM	PI
Job Briefing Employee Name/Title	ATC #2221					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 to 1400	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		Remedial Action ID: 1501 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 Inspection													
	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 (C07) C1/C2 CM 254+00			Pentagon (C07) C1/C2 CM 259+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 - 3003 interlocking inspection. One FWSO inspector observed activities in the TCR while the other two FWSO inspectors went wayside on mainline track at Pentagon (C07) from C1/C2 CM 254+00 to CM 259+00. The switch 3 on track 1 and switch 1 on track 2 were inspected with two defects were noted during the inspection. One remedial action was verified as complete. The Following non-color-coded defect was observed: <ul style="list-style-type: none"> TRST 1000 13.5.7: Third rail coverboard was missing on track 1 at CM C1 256+00. 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"> WMATA removed relay rail at CM C1251+00 to CM C1 255+00. Other notable observations: <ul style="list-style-type: none"> At C1 257+50, a nicked third rail bond wire was observed. A small fire erupted when one of the switch inspection spot lights at switch 3 came loose and came-in-contact with the wall wires, resulting in the plastic sheathing burning and melting. ATC personnel secured the light so no further damage would take place. 							Number of Defects		1	
								Recommended Finding?		No	
								Remedial Action Required?		Yes	
								Recommended Reinspection?		Yes	
Remedial Action		N/A									



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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	20181004-WMATA-TW-1		
	2018	10	04				
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	C-Line, Pentagon City (C08) Train Control Room (TCR) 225 and CM C1/C2 290+00 to CM C1/C2 287+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	2				
Recommended Finding	No	No				
Remedial Action Required¹	No	No				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		ATC	JSB	OBS
Job Briefing Employee Name/Title	ATC # 2087					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 to 1400	Outside Shift	No
Related Reports	N/A					Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard			Other / Title		Checklist Reference			
	MSRPH												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
			X						X				
Line(s)	C-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		TERRELL A WILLIAMS	Date Digitally signed by TERRELL A WILLIAMS Date: 2018.10.11 07:56:20 -04'00'
Inspector in Charge - Name Terrell Williams	Inspection Team Lee Emard, Robert Adams, 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 2087 at Pentagon City (C08) station platform. All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked. WMATA ATC personnel covered the nearest hospital and safety rule of the day. The potential safety hazards were discussed.							Number of Defects		0	
								Recommended Finding?		No	
								Remedial Action Required?		No	
	The FWSO inspectors did not note any defects.							Recommended Reinspection?		No	
Remedial Action	N/A										

Inspection Activity #	2	Inspection Subject					ATC Observation			Activity Code		ATC	RM	PI
Job Briefing Employee Name/Title	ATC # 2087					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 to 1400	Outside Shift	Yes	
Related Reports	N/A					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 1000 - 1008 SWITCH OBSTRUCTION TEST (REVISION 2.0 AUGUST 26, 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	Track 1 & 2	Chain Marker and/or Station(s)	From			To						
					Pentagon City (C08) TCR CM C1/C2 290+00			Pentagon City (C08) TCR CM C1/C2 287+00						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	The FWSO inspectors observed WMATA ATC personnel perform Switch Obstruction Tests in accordance with the ATC 1000 manual - 1008 test. One FWSO inspector was stationed at Pentagon City (C08) Train Control Room (TCR) Room and the other inspectors went wayside on mainline track. The switch obstruction tests were done on track 1 switches 1A/3A and on track 2 switches 1B/3B with no defects noted.							Number of Defects		2				
								Recommended Finding?		No				
								Remedial Action Required?		No				
	The following non-color-coded defects were noted:							Recommended Reinspection?		Yes				
<ul style="list-style-type: none"> TRST 1000 Manual, 13.5.7: Third rail was observed missing coverboard at CM C1 288+90. Remedial action for this defect is addressed by WMATA's approach to FTA-TPE-17-021-A. TRST 1000 Manual, 13.5.7: Third rail end approach was observed missing coverboard at CM C2 287+40. Remedial action for this defect is addressed by WMATA's approach to FTA-TPE-17-021-A. 														
Remedial Action	N/A													



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20181004-WMATA-TW-2		
	2018	10	04				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ATC	Sub- Department	IRP
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 2, West Hyattsville Station (E07) to Prince Georges Plaza Station (E08)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ATC-JSB-OBS	ATC-WI-OBS				
Inspection Units	1	1				
Inspection Subunits	1	16				
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	RWIC-4					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0010 - 0015	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	2	Chain Marker and/or Station(s)		From		To					
							West Hyattsville (E07) 363+16		West Hyattsville (E07) 363+16					
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		TERRELL A WILLIAMS	Date Digitally signed by TERRELL A WILLIAMS Date: 2018.10.11 13:45:04 -04'00'
Inspector in Charge - Name Terrell Williams	Inspection Team Terrell Williams		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspectors received a job safety briefing from the WMATA RWIC 4 at West Hyattsville 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					Protran Equipment Testing Observation		Activity Code		ATC	WI	OBS
Job Briefing Employee Name/Title	Infrastructure Renewal Program (IRP) Manager					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2300-0345	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			
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	2	Chain Marker and/or Station(s)	From				To				
					West Hyattsville (E07) 363+16				PG Plaza (E08) 517+00				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										
Description	The FWSO inspector observed WMATA Infrastructure Renewal Program (IRP) and Protran staff conduct reconfiguration testing of Protran wayside units (PT-309 & PT-310) on Track 2 from the West Hyattsville station platform (CM 368+16) thru PG Plaza station ahead to CM 517+00. In total, 16 wayside devices were reconfigured and tested. Actual functionality testing of equipment with a passenger train and track walking crew did not occur due to PMWO1 breaking down at West Hyattsville station. Water intrusion was found in Protran wayside box at E2 511+04 near ETS Box 172. The FWSO inspector did not note any defects.								Number of Defects	0			
									Recommended Finding?	No			
									Remedial Action Required?	No			
									Recommended Reinspection?	No			
Remedial Action	None												



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	20181005-WMATA-TW-1		
	2018	10	05				
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	East Falls Church (K05) K1/K2 CM 409+00 to K1/K2 CM 402+00; Train Control Room (TCR) 106						

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	4				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		ATC	JSB	OBS
Job Briefing Employee Name/Title	ATC #2195					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					X				
Line(s)	K-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To					
							East Falls Church (K05)		East Falls Church (K05)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											

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

Inspector in Charge - Signature		TERRELL A WILLIAMS		Date signed by TERRELL A WILLIAMS Date: 2018.10.16 09:44:30 -04'00'
Inspector in Charge - Name Terrell Williams		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 the WMATA ATC 2195 at East Falls Church (K05) station platform. All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked. WMATA ATC personnel covered the nearest hospital and safety rule of the day. The potential safety hazards were discussed.										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	ATC Observation					Activity Code		ATC	RM	PI
Job Briefing Employee Name/Title	ATC #2221		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 to 1400	Outside Shift	No		
Related Reports	N/A		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 Inspection											
	TRST 1000											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X				X					X		
Line(s)	K-Line	Track Number	Tracks 1 and 2	Chain Marker and/or Station(s)	From			To				
					East Falls Church (K05) K1/K2 CM 409+00			East Falls Church (K05) K1/K2 CM 402+00				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A						
	N/A		N/A									

Description	The FWSO inspector observed WMATA ATC personnel perform an Interlocking inspection in accordance with the ATC 3000 manual - 3003 interlocking inspection. The FWSO inspector observed wayside inspection on mainline track at East Falls Church (K05) from K1/K2 CM 409+00 to CM 402+00. The switches 1A/3A on track 1 and switches 1B/3B on track 2 were inspected with no defects.										Number of Defects		4
											Recommended Finding?		No
											Remedial Action Required?		Yes
	<p>The following color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 Table 5-21: At CM K1 402+50, a joint bar on the right rail had a missing and broken bolt on one rail. ATC personnel installed one bolt and tightened bolt. The Supervisor called the maintenance operations center (MOC) and emergency response team (ERT) was dispatched to complete repair. A speed restriction was maintained until ERT completed repair. Red condition. TRST 1000 5-42: At CM K1 402+90, the right rail had a shelling condition with chips of rail broken out 2 ½ inches long, 1 ½ inches wide and ¼ inch deep. See Figure 1 below. Defect was determined to be a maintenance condition. Yellow condition. <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 13.5.7: Third rail coverboard was missing on track 1 at CM K1 403+40, kicker rail. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. TRST 1000 13.5.7: Third rail coverboard was missing on track 1 at CM K1 406+90. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. 										Recommended Reinspection?		Yes
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must replace rail at CM K1 402+90. 												



Photos:



Figure 1: Rail Shelling at K1 402+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	20181006-WMATA-TW-1		
	2018	10	06				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 1, Van Ness (A06) to Friendship Heights (A08)						

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	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 6022				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				
							Friendship Heights (A08)		Friendship Heights (A08)				
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		TERRELL A WILLIAMS		Date Digitally signed by TERRELL A WILLIAMS Date: 2018.10.16 07:42:12 -04'00'
Inspector in Charge - Name Terrell Williams	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 6022 at Friendship Heights (A08) 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	Weekend Track Work Observation				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST 601		Accompanied Inspector?	Yes	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			
	TRST 1000										
	RWPM 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		
							Van Ness (A06)		Friendship Heights (A08)		
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 Van Ness (A06) and Friendship Heights (A08) on track 1. Inspector also observed general conditions between those areas and employee and contractor RWP compliance. The following non-color-coded defects was observed: <ul style="list-style-type: none"> RWPM 2014, ETO protection requirements: The e-flare at A305+00 was not illuminated and flashing as required. This condition was immediately corrected by the RWIC. Other Notable Observation: <ul style="list-style-type: none"> The orgo-therm welding crew observed were not wearing welding jackets, welding pants (chaps), proper welding gloves or a full-face shield. Additionally, no self-contained fresh-air respirator units were observed being used during the welding process. 						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	20181009-WMATA-TW-1		
	2018	10	9				
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, Bethesda (A09) to Friendship Heights (A08)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC 1133					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				
								Bethesda (A09)		Bethesda (A09)				
Vehicles	Head Car Number			Number of Cars		Equipment	N/A							
	N/A			N/A										

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

Inspector in Charge - Signature		TERRELL A WILLIAMS		Date: 2018.10.16 07:48:06 -04'00'
Inspector in Charge - Name Terrell Williams	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 the roadway worker in charge (RWIC) at Bethesda (A09) 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	Power Cable Inspection Observation					Activity Code		TP	WI	OBS
Job Briefing Employee Name/Title	WMATA RWIC 1133			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, TOC-SRT-15-002 Remedial Action ID: 1064						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000											
	EMI 220272											
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			
							Bethesda (A09)		Friendship Heights (A08)			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A					
	N/A		N/A									

Description	FWSO inspector observed WMATA employees perform a cable inspection of the A-Line between Bethesda (A09) and Friendship Heights (A08). Inspector also inspected the third rail and general track conditions. The following non-color-coded defects were observed: <ul style="list-style-type: none"> EMI 220272: At A2 326+25, the third rail stub-hub was observed covered in mud from the heat shrink tubing to the bottom of the orange boot. EMI 220272: At A2 325+20, the third rail stub-hub was observed covered in mud from the heat shrink tubing to the bottom of the orange boot. EMI 220272: At A2 309+00, the third rail stub-hub was observed covered in mud from the heat shrink tubing to the bottom of the orange boot, and several of the power cables were observed contacting the ground. EMI 220272: Between A2 305+50 and 306+00, jumper cables supplying third rail power were observed contacting the ground. TRST 1000 10.14: The blue Emergency Trip Station (ETS) light at A2 366+00 was not illuminated. TRST 1000 10.14: The blue ETS light at A2 358+00 was not illuminated. TRST 1000 10.14: The blue ETS light at A2 350+00 was not illuminated. TRST 1000 10.14: The blue ETS light at A2 342+00 was not illuminated. TRST 1000 10.14: The blue ETS light at A2 335+00 was not illuminated. TRST 1000 10.14: The blue ETS light at A2 327+00 was not illuminated. TRST 1000 10.14: The blue ETS light at A2 319+00 was not illuminated. TRST 1000 10.14: The blue ETS light at A2 311+00 was not illuminated. TRST 1000 10.14: The blue ETS light at A2 303+00 was not illuminated. TRST 1000 13.3.13: At A2 379+55, the third rail anchor arm was missing. TRST 1000 13.3.10: At A2 370+50, the third rail support insulator was missing. 	Number of Defects	19
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">• TRST 1000 13.5.7: At A2 326+00, 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.• TRST 1000 3.1.2.7: At A2 324+00 on the catwalk, an electrical junction box without a protective cover was observed. See Figure 1 below.• TRST 1000 13.5.7: At A2 308+90, 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.• TRST 1000 3.2.2.4: At A2 306+80, a leak in the crown of the tunnel was allowing water to strike the rail. Remedial action for this defect is addressed in WMATA's approach TOC-SRT-15-002. See Figure 2 below. <p>The following remedial action has been verified as complete:</p> <ul style="list-style-type: none">• WMATA has replaced defective fasteners at A2 373+00		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must mitigate the mud condition at A2 226+25.• WMATA must mitigate the mud condition at A2 325+20.• WMATA must mitigate the mud condition and elevate from the ground the third rail power cable at A2 309+00.• WMATA must elevate from the ground the third rail jumper cables between A2 305+50 and 306+00.• WMATA must repair the ETS light at A2 366+00.• WMATA must repair the ETS light at A2 358+00.• WMATA must repair the ETS light at A2 350+00.• WMATA must repair the ETS light at A2 342+00.• WMATA must repair the ETS light at A2 335+00.• WMATA must repair the ETS light at A2 327+00.• WMATA must repair the ETS light at A2 319+00.• WMATA must repair the ETS light at A2 311+00.• WMATA must repair the ETS light at A2 303+00.• WMATA must repair the third rail anchor arm at A2 379+55.• WMATA must replace the missing third rail insulator support at A2 370+50.• WMATA must secure the wires and install a junction box cover at A2 324+00.		

PHOTOS:



Figure 1: Exposed wires on the catwalk at A2 324+00.



Figure 2: Tunnel leak striking left rail at A2 306+80.



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20181009-WMATA-TW-2		
	2018	10	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	D-Line, Federal Triangle (D01) Train Control Room (TCR) 104 and Smithsonian (D02) TCR 107, track 2 from CM D2 05+00 to CM D2 600+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 Required¹	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	ATC # 2367					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000to 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					
							Smithsonian (D02) TCR 107		Smithsonian (D02) TCR 107					
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		TERRELL A WILLIAMS	Date Digitally signed by TERRELL A WILLIAMS Date: 2018.10.16 08:22:24 -04'00'
Inspector in Charge - Name Terrell Williams	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 the WMATA ATC # 2367 at Smithsonian (D02) TCR 107. All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked. WMATA ATC personnel covered the nearest hospital and safety rule of the day. The potential safety hazards were discussed. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject					ATC Track Circuit Shunt Verification Inspection			Activity Code		ATC	RM	PI
Job Briefing Employee Name/Title	ATC # 2367					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													
	ATC 1000 - 1012D AF TRACK CIRCUIT RECEIVER OUTPUT TEST													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X		X						X					
Line(s)	D-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From		To							
					Smithsonian (D02) TCR CM D2 05+00		Federal Triangle (D01) TCR CM D2 60+00							
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	The FWSO inspector observed WMATA ATC personnel perform track circuit shunt verification and unintended signal tests in accordance with the ATC 1000 manual - 1012C test and ATC 1000 manual - 1012D test respectively. The FWSO inspector was stationed at Smithsonian (D02) TCR Room. The track circuit shunt verification and unintended signal tests were done for 17 track circuits located wayside between CM D2 05+00 and CM D2 60+00. The FWSO inspector did not note any defects. Other notable observations: <ul style="list-style-type: none">FWSO Inspector was notified at the start of the shift that (D02) crossover was out of service and all switches were clamped on an earlier shift. ATC technicians replaced a fuse on a power amp board, then went wayside and tested switches during the track circuit shunt verification.When arriving at the (D02) crossover and under exclusive track occupancy (ETO) protection, ATC technicians checked all switches and track circuits on both tracks, removed clamps and notified MOC.							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	20181010-WMATA-TW-1		
	2018	10	10				
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]
Inspection Location	A-Line, track 2, Tenleytown (A07) to Woodley Park (A04)						

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	12				
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		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC 1126					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						
					Tenleytown (A07)			Tenleytown (A07)						
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		TERRELL A WILLIAMS	Date Electronically signed by TERRELL A WILLIAMS Date: 2018.10.16 07:53:52 -04'00'
Inspector in Charge - Name Terrell Williams	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 the roadway worker in charge (RWIC) at Tenleytown (A07) 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	Power Cable Inspection Observation				Activity Code	TP	WI	OBS	
Job Briefing Employee Name/Title	WMATA RWIC 1126		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports			Related CAPS / Findings	FTA-16-4-T-9, FTA-TPE-17-021-a Remedial Action ID: 2483							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title			Checklist Reference				
	TRST 1000										
	EMI 220272										
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			
					Tenleytown (A07)			Woodley Park (A04)			
Vehicles	Head Car Number	Number of Cars		Equipment	N/A						
	N/A	N/A									

Description	<p>FWSO inspector observed WMATA employees perform a cable inspection of the A-Line between Tenleytown (A07) and Woodley Park (A04). Inspector also inspected the third rail and general track conditions.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> EMI 220272: At A2 231+00, a third rail power cable was observed contacting the ground. EMI 220272: At A2 224+00, four third rail power cables were observed contacting the ground. EMI 220272: At A2 193+90, a third rail power cable was observed contacting the ground. TRST 1000 5.11.4: Between A2 255+00 and 256+00 on the left rail, web corrosion was observed. TRST 1000 5.11.4: At A2 222+55 on the right rail, corrosion in the web and chipping in the base of the rail was observed. See Figure 1 below. TRST 1000 5.11.2.3: At A2 216+50 on the left rail, a shelling/corrugation condition was observed. TRST 1000 5.11.2.3: Between 211+90 and 212+80 on the left rail, a shelling/corrugation condition was observed. TRST 1000 3.1.2.2: On track two through the Van Ness station platform area, blocked drains and standing water were observed in the gauge of the track. Remedial action for this defect is addressed in WMATA's approach to FTA-16-4-T-9. TRST 1000 13.5.7: At A2 196+80, 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. TRST 1000 13.5.7: At A2 194+50, 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. TRST 1000 13.3.10: At A2 192+50, there was a missing third rail insulator support. See Figure 2 below. TRST 1000 5.11.4: At A2 157+00 on the left rail at the vent shaft, web and base corrosion were observed. 	Number of Defects	12
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	The following remedial action was verified as complete: <ul style="list-style-type: none">The relay rail at A2 217+30 has been removed.		
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none">WMATA must elevate the third rail power cable at A2 231+00.WMATA must elevate the four third rail power cables at A2 224+00.WMATA must elevate the third rail power cable at A2 193+90.WMATA must address the corroded rail condition on the left rail between A2 255+00 and 256+00.WMATA must address the corroded rail condition on the right rail at A2 222+55.WMATA must address the shelling/corrugation condition at A2 216+50.WMATA must address the shelling /corrosion condition on the left rail between A2 211+90 and 212+80.WMATA must replace the missing third rail insulator support at A2 192+50.WMATA must address the corroded rail condition on the left rail at A2 157+00.		

Photos:



Figure 1: At A2 222+55, right rail web and base corrosion.



Figure 2: At A2 195+50, missing third rail insulator support.



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	20181010-WMATA-TW-2		
	2018	10	10				
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	G-Line, Capitol Heights (G02) Train Control Room (TCR) 202, track 2, CM G2 355+00 to CM G2 429+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 Required¹	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	ATC # 2272					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)	G-Line		Track Number	N/A	Chain Marker and/or Station(s)		From		To				
							Capitol Heights (G02) TCR		Capitol Heights (G02) TCR				
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		TERRELL A WILLIAMS	Date Digitally signed by TERRELL A WILLIAMS Date: 2018.10.16 08:34:39 -04'00'
Inspector in Charge - Name Terrell Williams	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 the WMATA ATC # 2272. All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked. WMATA ATC personnel covered the nearest hospital and safety rule of the day. The potential safety hazards were discussed. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	ATC Track Circuit Shunt Verification Inspection					Activity Code	ATC	RM	PI						
Job Briefing Employee Name/Title	ATC # 2272			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																
	ATC 1000 - 1012D AF TRACK CIRCUIT RECEIVER OUTPUT TEST																
	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)	G-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From				To								
					Capitol Heights (G02) TCR CM G2 355+00				Capitol Heights (G02) TCR CM G2 429+00								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A											
	N/A		N/A														
Description	The FWSO inspector observed WMATA ATC personnel perform a track circuit shunt verification and unintended signal tests in accordance with the ATC 1000 manual - 1012C test and ATC 1000 manual - 1012D test respectively. FWSO inspector was stationed at Capitol Heights (G02) TCR Room. The track circuit shunt verification and unintended signal tests were done for 15 track circuits located wayside between CM G2 355+00 and CM G2 429+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	20181011-WMATA-TW-1		
	2018	10	11				
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	E-Line, track 1, Georgia Ave-Petworth (E05) to U Street (E03)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC 1199					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)	E-Line		Track Number	N/A		Chain Marker and/or Station(s)		From		To				
								Georgia Ave-Petworth (E05)		Georgia Ave-Petworth (E05)				
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		TERRELL A WILLIAMS	Date: 2018.10.16 08:26:15 -04'00'
Inspector in Charge - Name Terrell Williams	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 the roadway worker in charge (RWIC) at Georgia Ave-Petworth (E05) 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	Power Cable Inspection Observation					Activity Code	TP	WI	OBS
Job Briefing Employee Name/Title	WMATA RWIC 1199		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	Safety Directive 17-1		Related CAPS / Findings		TOC-SRT-15-002, FTA-TPE-17-021-a Remedial Action ID: 2697						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	EMI 220272										
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	Track 1	Chain Marker and/or Station(s)	From			To			
					Georgia Ave-Petworth (E05)			U Street (E03)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA employees perform a cable inspection of the E-Line between Georgia Ave-Petworth (E05) and U Street (E03). Inspector also inspected the third rail and general track conditions. The following non-color-coded defect was observed: <ul style="list-style-type: none"> EMI 220272: At E1 105+75, the four stub-ups were not wrapped with heat shrink tubing. TRST 1000 3.2.2.4: At E1 153+85, a leak in the crown of the tunnel was observed. Remedial action for this defect is addressed in WMATA's approach to TOC-SRT-15-002. TRST 1000 13.5.7: At E1 133+30, the third rail end approach coverboard was missing. Remedial action to this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. The following remedial action was verified as complete: The relay rail between E1 148+00 and 156+00 has been removed.						Number of Defects	1			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must install heat shrink tubing to the four stub-ups at E1 105+75. 										



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	20181011-WMATA-TW-2		
	2018	10	11				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ATCM	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	Morgan Boulevard (G04) Train Control Room (TCR)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ATC-JSB-OBS	ATC-UM-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		ATC	JSB	OBS
Job Briefing Employee Name/Title	ATCM 2272					Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	1000-1130	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X						X					
Line(s)	G-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To					
							Morgan Boulevard (G04)		Morgan Boulevard (G04)					
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		TERRELL A WILLIAMS	Date Digitally signed by TERRELL A WILLIAMS Date: 2018.10.16 08:30:31 -04'00'
Inspector in Charge - Name Terrell Williams	Inspection Team Terrell Williams, Mike Vitale		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<p>FWSO inspectors received a job safety briefing from ATCM 2272, the roadway worker in charge (RWIC), at Morgan Boulevard (G04) prior to entering the roadway. The briefing covered the type of on-track protection (Train Approach Warning), the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO inspectors did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	ATC Maintenance Observation					Activity Code		ATC	UM	OBS
Job Briefing Employee Name/Title	ATCM 2272			Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	1000-1230	Outside Shift	No	
Related Reports	N/A			Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	ATC 3005											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
			X						X			
Line(s)	G-Line	Track Number	Track 2		Chain Marker and/or Station(s)		From		To			
							Morgan Boulevard (G04)		Morgan Boulevard (G04)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A						
	N/A		N/A									
Description	<p>FWSO inspectors observed WMATA Automatic Train Control Inspection and Maintenance personnel performing Track Circuit Adjustment following a down track circuit at Morgan Boulevard (G04). The inspection included a review of adherence to WMATA procedure being performed (ATC 3005), as well as personal protective equipment (PPE) and roadway worker protection (RWP) requirements. At the time of the inspection, trains were operating through the affected track circuit using absolute blocks granted by the rail operations control center. WMATA personnel replaced defective ATC component in the TCR and the track circuit was cleared to return to revenue service following a successful test.</p> <p>The FWSO inspectors did not note any defects.</p>							Number of Defects	0			
								Recommended Finding?	No			
								Remedial Action Required?	No			
								Recommended Reinspection?	No			
Remedial Action	N/A											



Inspection 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	20181016-WMATA-TW-1		
	2018	10	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]
Inspection Location	B-Line, Track 2, Brookland-CUA (B05) to Takoma (B07)						

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	25				
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 1126					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)	B-Line	Track Number	N/A		Chain Marker and/or Station(s)			From		To				
								Brookland-CUA (B05)		Brookland-CUA (B05)				
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		TERRELL A WILLIAMS	Date Digitally signed by TERRELL A WILLIAMS Date: 2018.10.25 14:33:56 -04'00'
Inspector in Charge - Name Terrell Williams	Inspection Team Lee Emard and Robert Adams		



United States Department of Transportation
Federal Transit Administration

Description	FWSO inspectors received a job safety briefing from TRST 1126 at Brookland-CUA (B05) 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.							Number of Defects		0					
								Recommended Finding?		No					
								Remedial Action Required?		No					
	The FWSO inspectors did not note any defects.							Recommended Reinspection?		No					
Remedial Action	N/A														
Inspection Activity #	2		Inspection Subject				Third Rail Inspection			Activity Code		TRK	WI	PI	
Job Briefing Employee Name/Title	TRST 1126				Accompanied Inspector?		Yes		Out Brief Conducted		Yes	Time	1000-1400	Outside Shift	No
Related Reports	N/A				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, 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)	B-Line		Track Number	Track 2		Chain Marker and/or Station(s)		From		To					
								Brookland-CUA (B05)		Takoma (B07)					
Vehicles	Head Car Number		Number of Cars			Equipment		N/A							
	N/A		N/A												
Description	FWSO inspectors performed a third rail inspection on track 2 between Brookland-CUA (B05) and Takoma (B07). Inspectors also inspected track conditions in the area. The following non-color-coded defects were observed: <ul style="list-style-type: none"> • TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 258+50. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 259+05. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 259+80. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 267+00. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 268+70. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 275+30. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 275+70. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 284+50. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 286+30. Remedial action for this defect is addressed in WMATA's approach to 							Number of Defects		25					
								Recommended Finding?		No					
								Remedial Action Required?		Yes					
								Recommended Reinspection?		Yes					



	<p>FTA-TPE-17-021-A.</p> <ul style="list-style-type: none">● TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 287+55. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 290+30. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 290+90. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 291+30. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 292+50. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 293+30. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 295+00. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.4: The contact rail anchor was broken at CM B2 306+60.● TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 309+20. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.4: The contact rail anchor was broken at CM B2 316+60.● TRST 1000 13.5.4: The contact rail anchor was broken at CM B2 326+00.● TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 350+30. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 353+60. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 10.14: Emergency Trip Station (ETS) light was not working at CM B2 369+00 at box 108.● TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 371+75. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 373+80. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.		
Remedial Action	<p>To achieve compliance with WMAT's requirements:</p> <ul style="list-style-type: none">● WMATA must replace contact rail anchor at CM B2 306+60.● WMATA must replace contact rail anchor at CM B2 316+60.● WMATA must replace contact rail anchor at CM B2 326+00.● WMATA must repair ETS Light at CM B2 369+00 box # 108.		



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20181017-WMATA-TW-1		
	2018	10	17				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line, Takoma (B07) to Forest Glen (B09), track 2						

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	19				
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 1126			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)	B-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To				
							Takoma (B07)		Takoma (B07)				
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		TERRELL A WILLIAMS	Date signed by TERRELL A WILLIAMS Date: 2018.10.25 14:33:05 -04'00'
Inspector in Charge - Name Terrell Williams	Inspection Team Lee Emard and Robert Adams		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspectors received a job safety briefing from TRST 1126 at Takoma (B07) 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.							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
	The FWSO inspectors did not note any defects.							Recommended Reinspection?		No				
Remedial Action		N/A												
Inspection Activity #	2	Inspection Subject					Third Rail Inspection			Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 1126					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		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						
Line(s)	B-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From				To					
					Takoma (B07)				Forest Glen (B09)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	FWSO inspectors performed a third rail inspection on track 2 between Takoma (B07) and Forest Glen (B09). Inspectors also inspected track conditions in the area. The following non-color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000 10.14: Emergency Trip Station (ETS) light was not working at CM B2 382+15 at box 112. TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 389+90. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 429+10. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 435+50. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 444+90. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. TRST 1000 13.5.4: The contact rail anchor was broken at CM B2 451+65 in station. TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 461+20. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 462+90. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 463+10. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 468+80. Remedial action for this defect is addressed in WMATA's approach to 							Number of Defects		19				
								Recommended Finding?		No				
								Remedial Action Required?		Yes				
								Recommended Reinspection?		Yes				



	<p>FTA-TPE-17-021-A.</p> <ul style="list-style-type: none">• TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 470+00. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.• TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 470+60. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.• TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 472+45. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.• TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 478+42. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.• TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 450+00. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.• TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 484+42. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.• TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 488+20. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.• TRST 1000 13.5.7: Third rail coverboard was missing at CM B2 533+90. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.• TRST 1000 10.15: Tunnel lighting was not sufficient between CM B2 488+00 to CM B2 540+20. Remedial action for this defect is addressed in WMATA's approach to TOC-EVC-15-001-A.		
Remedial Action	<p>To achieve compliance with WMAT's requirements:</p> <ul style="list-style-type: none">• WMATA must repair ETS Light at CM B2 382+15 box 112.• WMATA must replace contact rail anchor at CM B2 451+65.		



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20181018-WMATA-TW-1		
	2018	10	18				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	CM K1 496+00 to West Falls Church-VT/UVA (K06), track 1						

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 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 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)	K-Line	Track Number	N/A		Chain Marker and/or Station(s)			From		To				
								West Falls Church-VT/UVA (K06)		West Falls Church-VT/UVA (K06)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		TERRELL A WILLIAMS	Date Digitally signed by TERRELL A WILLIAMS Date: 2018.10.25 11:24:33 -04'00'
Inspector in Charge - Name Terrell Williams	Inspection Team Lee Emard and Robert Adams		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspectors received a job safety briefing from TRST 6164 at West Falls Church-VT/UVA (K06) 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.							Number of Defects		0		
								Recommended Finding?		No		
								Remedial Action Required?		No		
	The FWSO inspectors 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: 3032, 3033 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				
Line(s)	K-Line	Track Number	Track 1		Chain Marker and/or Station(s)		From		To			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A					
	N/A		N/A									
Description	FWSO inspectors performed a third rail inspection and remedial action verification from CM K1 496+00 to West Falls Church-VT/UVA (K06). Inspectors also inspected track conditions in the area. During the inspection two color coded defects on the FTA remedial actions list were verified as complete. The following non-color-coded defects were observed: <ul style="list-style-type: none">● TRST 1000 13.5.7: Third rail coverboard was missing at CM K1 496+00. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM K1 500+70. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM K1 502+50. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM K1 503+10. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 10.14: Emergency Trip Station (ETS) light was not working at CM K1 504+47 box K101.● TRST 1000 13.5.4: The contact rail anchor was broken at CM K1 504+70.● TRST 1000 13.5.7: Third rail coverboard was missing at CM K1 506+90. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM K1 508+80. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM K1 551+30.							Number of Defects		11		
								Recommended Finding?		No		
								Remedial Action Required?		Yes		
								Recommended Reinspection?		Yes		



	<p>Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.</p> <ul style="list-style-type: none">• TRST 1000 13.5.7: Third rail coverboard was missing at CM K1 508+80. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.• TRST 1000 10.14: ETS light was not working at CM K1 510+30 box K103. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none">• WMATA repaired the third rail end approach at CM K1 503+10.• WMATA repaired the third rail gauge to standards at CM K1 503+10.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must repair ETS light at CM K1 504+47 box K101.• WMATA must replace contact rail anchor CM K1 504+70.• WMATA must repair ETS light at CM K1 510+30 box K103.		



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	20181023-WMATA-TW-1		
	2018	10	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	K-Line, Clarendon (K02) to Ballston-MU (K04), track 1						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 621					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)	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		TERRELL A WILLIAMS	Date Digitally signed by TERRELL A WILLIAMS Date: 2018.10.31 08:09:59 -04'00'
Inspector in Charge - Name Terrell Williams	Inspection Team Lee Emard and Robert Adams		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	FWSO inspectors received a job safety briefing from TRST 621 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.										Number of Defects		0									
											Recommended Finding?		No									
											Remedial Action Required?		No									
	The FWSO inspectors 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 621				Accompanied Inspector?		Yes		Out Brief Conducted		Yes		Time		1000-1400		Outside Shift		No			
Related Reports	N/A				Related CAPS / Findings				Remedial Action ID: 1168, 1169, 2979 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							
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	FWSO inspectors performed a remedial action verification from Clarendon (K02) to Ballston-MU (K04). Inspectors also inspected track conditions in the area. During the inspection, three defects were verified as complete.										Number of Defects		4									
											Recommended Finding?		No									
											Remedial Action Required?		Yes									
	The following non-color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000 13.5.7: Third rail coverboard was missing at CM K1 234+90. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. TRST 1000 13.5.7: Third rail coverboard was missing at CM K1 236+20. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. TRST 1000 13.5.7: Third rail coverboard was missing at CM K1 274+70. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. TRST 1000 13.5.7: Third rail coverboard was missing at CM K1 276+60. 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 has replaced cables at CM K1 235+00. WMATA has replaced cables at CM K1 236+00. WMATA has repaired defective fasteners between CM K1 256+15 and 256+20. 										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	20181024-WMATA-TW-1		
	2018	10	24				
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, Bethesda (A09) to Grosvenor-Strathmore (A11)						

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	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 687				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0100-1400	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 (A09)				
Vehicles	Head Car Number		Number of Cars		Equipment			N/A					
	N/A		N/A										

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

Inspector in Charge - Signature		TERRELL A WILLIAMS	Date Digitally signed by TERRELL A WILLIAMS Date: 2018.10.29 08:14 -04'00'
Inspector in Charge - Name Terrell Williams	Inspection Team Alexander Nepa & Robert Adams		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<p>FWSO inspectors received a job safety briefing from TRST 687 at Bethesda (A09) 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.</p> <p>The FWSO inspectors did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 687		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: 3053, 3054, 3055, 3056 TOC-EVC-15-001-A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	RWPM 2014										
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					
				Bethesda (A09)		Grosvenor-Strathmore (A11)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspectors performed a remedial action verification between Bethesda (A09) and Grosvenor-Strathmore (A11) on track 1. Inspectors also observed general conditions between those areas.</p> <p>The following color-coded defect was observed:</p> <ul style="list-style-type: none"> TRST 1000, 7.7, table 7.1: At A1 380+45 on the left rail, three consecutive loose fasteners were observed with 90 inches between holding fasteners. Yellow condition. <p>The following non-color-coded defect was observed:</p> <ul style="list-style-type: none"> TRST 1000, 10.15: Between Bethesda (A09) and Medical Center (A10) on track one, many of the newly installed LED lights were not illuminated. Remedial action for this defect is address in WMATA's approach to TOC-EVC-15-001-A. <p>The following remedial actions were verified completed:</p> <ul style="list-style-type: none"> The defective fasteners at A1 434+50 have been replaced. The defective fasteners at A1 489+90 have been replaced. The defective fasteners at A1 490+60 have been replaced. The defective fasteners at A1 491+30 have been replaced. 						Number of Defects	2			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	<p>To achieve compliance WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must repair the three consecutive loose fasteners at A1 380+45. 										



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20181025-WMATA-TW-1		
	2018	10	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	C-Line, Foggy Bottom-GWU (C04) to Metro Center (C01), track 2						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 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					
							Foggy Bottom-GWU (C04)		Foggy Bottom-GWU (C04)					
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		TERRELL A WILLIAMS	Date Digitally signed by TERRELL A WILLIAMS Date: 2018.10.31 08:06:10 -04'00'
Inspector in Charge - Name Terrell Williams	Inspection Team Lee Emard and Robert Adams		

United States Department of Transportation
Federal Transit Administration

Description	FWSO inspectors received a job safety briefing from TRST 679 at Foggy Bottom-GWU (C04) 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				Track Inspection			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		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						
Line(s)	C-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From				To						
					Foggy Bottom-GWU (C04)				Metro Center (C01)						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A									
	N/A		N/A												
Description	FWSO inspectors performed a track inspection from Foggy Bottom (C04) to Metro Center (C01). The following non-color-coded defects were observed: <ul style="list-style-type: none">TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 61+00. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 49+90. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 36+00. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 35+00. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 31+20. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 29+20. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 20+80. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.							Number of Defects		7					
								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	20181028-WMATA-TW-1		
	2018	10	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 2, Rockville (A14) to Twinbrook (A13)						

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	4				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 679					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800-1200	Outside Shift	Yes	
Related Reports	N/A					Related CAPS / Findings			N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X					X						
Line(s)	A-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To				
								Rockville (A14)		Rockville (A14)				
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		TERRELL A WILLIAMS		Date Digitally signed by TERRELL A WILLIAMS Date: 2018.10.31 08:14:40 -04'00'
Inspector in Charge - Name Terrell Williams	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 679 at Bethesda (A09) 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 Inspection					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 679		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800-1200	Outside Shift	Yes	
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										
	RWPM 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				
							Rockville (A14)		Twinbrook (A13)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector performed a track inspection between Rockville (A14) and Twinbrook (A13) on track two. The following non-color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000, 13.5.7: At A2 737+60, 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. TRST 1000, 5.11.7: At A2 704+50 on the left rail, a 14-foot spalling condition was observed. TRST 1000, 9.12.6. (d): At the A2-3B switch, a holding brace at the frog was missing. TRST 1000, 13.5.7: At A2 701+30, the third rail end approach coverboard and the following two consecutive coverboards were missing. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-a. 						Number of Defects	4			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	To achieve compliance WMATA's requirements: <ul style="list-style-type: none"> WMATA must repair the spalling condition on the left rail at A2 704+50. WMATA must repair the missing frog holding brace at the 3B switch. 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20181030-WMATA-TW-1		
	2018	10	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 & F-Line, Track 1, Mt. Vernon Sq. (E01) to Navy Yard – Ballpark (F05)						

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 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					
							Mt. Vernon Sq. (E01)		Mt. Vernon Sq. (E01)					
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		TERRELL A WILLIAMS		Date Digitally signed by TERRELL A WILLIAMS Date: 2018.11.06 08:50:59 -05'00'
Inspector in Charge – Name Terrell Williams		Inspection Team Robert 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 679 at Mt. Vernon Sq. (E01) 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	Track Inspection					Activity Code	TRK	WI	OBS
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		CAP: FTA-TPE-17-021-a, TOC-SRT-15-002, FTA-16-4-T-9 Remedial Action ID: 2579						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	RWPM 2014										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	E & F Line	Track Number	Track 1	Chain Marker and/or Station(s)	From						
					Mt. Vernon Sq. (E01)		Navy Yard – Ballpark (F05)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	FWSO inspectors performed a track inspection between Mt. Vernon Sq. (E01) and Navy Yard – Ballpark (F05) on track one. One remedial action we verified as complete. The following color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000, 7.7, table 7.1: At F1 024+90, on the left rail field side, three consecutive loose non-holding fasteners were observed, and the distance between holding fasteners was 108 inches. Red condition. The following non-color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000, 3.2.2.4: At E1 015+50, a leak in the crown of the tunnel was observed. Remedial action for this defect is addressed in WMATA's approach to TOC-SRT-15-002. TRST 1000, 10.17.4.1: At F1 011+00, relay third rail was observed in the gauge of the track. TRST 1000, 10.17.4.1: At F1 013+00, relay third rail was observed in the gauge of the track. TRST 1000, 13.5.7: At F1 015+00, 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. TRST 1000, 3.1.2.2: Between F1 033+30 and 035+50, the center scuppers were filled with mud and debris and were not draining as designed. Remedial action for this defect is addressed in WMATA's approach to FTA-16-4-T-9. TRST 1000, 5.14.14: At F1 026+50 on the right rail, portec welding straps were being used in place of angle bars. The following remedial action was verified as complete: <ul style="list-style-type: none"> WMATA has replaced the frog at E1 023+00, at the 1A switch. Conditions on the frog point and riser are within WMATA, TRST 1000 tolerances, but observation of the current condition suggests that the wear at the point of the frog and at the riser at the throat area may be 	Number of Defects	7
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	caused by an electrolysis condition. The area of concern is a recently installed frog. See Figures 1 and 2 below.		
Remedial Action	To achieve compliance WMATA's requirements: <ul style="list-style-type: none">• WMATA must repair the non-holding fasteners at F1 024+90.• WMATA must replace the portex straps with angle bars at F1 026+50.• WMATA must remove the relay third rail at F1 011+00.• WMATA must remove the relay third rail at F1 013+00.		

Photos:



Figure 1: E1 023+00 1A switch, frog point.



Figure 2: E1 023+00 1A switch, riser at the throat of the frog.



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	20181030-WMATA-TW-2		
	2018	10	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	C-Line, Arlington Cemetery (C06) to Foggy Bottom-GWU (C04), track 2						

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	14				
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 1133					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				
								Arlington Cemetery (C06)		Arlington Cemetery (C06)				
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		TERRELL A WILLIAMS	Date Digitally signed by TERRELL A WILLIAMS Date: 2018.11.08 09:23:16 -05'00'
Inspector in Charge - Name Terrell Williams	Inspection Team Lee Emard		



United States Department of Transportation
Federal Transit Administration

Description	FWSO inspector received a job safety briefing from TRST 1133 at Arlington Cemetery (C06) 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.							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			Activity Code		TRK	WI	PI	
Job Briefing Employee Name/Title	TRST 1133				Accompanied Inspector?		Yes		Out Brief Conducted		Yes	Time	1000-1400	Outside Shift	No
Related Reports	N/A				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, rev. 6														
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A				
	X							X	X						
Line(s)	C-Line		Track Number		Track 2		Chain Marker and/or Station(s)	From		To					
								Arlington Cemetery (C06)		Foggy Bottom-GWU (C04)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A								
	N/A		N/A												
Description	FWSO inspector performed a third rail inspection on track 2 of the C-Line between Arlington Cemetery (C06) and Foggy Bottom-GWU (C04). Inspector also inspected track conditions in the area.							Number of Defects		14					
								Recommended Finding?		No					
								Remedial Action Required?		Yes					
	The following non-color-coded defects were observed:							Recommended Reinspection?		Yes					
<ul style="list-style-type: none"> • TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 172+90. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 150+00. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 129+70. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 92+00. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 88+00. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 87+90. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 86+80. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 85+80. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A. • TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 85+20. 															



	<p>Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.</p> <ul style="list-style-type: none">● TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 83+40. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 82+40. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.5.7: Third rail coverboard was missing at CM C2 79+20. Remedial action for this defect is addressed in WMATA's approach to FTA-TPE-17-021-A.● TRST 1000 13.6: Third rail insulator was defective, covered in mud and showing signs of arching at CM C2 163+20.● TRST 1000 10.17.4.1: Relay rail was observed between running rail and safety walk from CM C2 138+00 to CM C2 118+00, causing a tripping hazard. <p>Other notable observations:</p> <ul style="list-style-type: none">● FWSO inspector and WMATA's third rail superintendent verified forty-four third rail defects listed in WMATA's data base. None of these repairs were listed on FTA's data sheet.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">● WMATA must replace contact rail insulator at CM C2 163+20.● WMATA must remove relay rail between CM C2 138+00 and CM C2 118+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	20181031-WMATA-TW-1		
	2018	10	31				
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, Navy Yard – Ballpark (F05) to Southern Ave. (F08)						

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	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 687				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				
							Navy Yard – Ballpark (F05)		Navy Yard – Ballpark (F05)				
Vehicles	Head Car Number		Number of Cars		Equipment		N/A						
	N/A		N/A										

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

Inspector in Charge - Signature		TERRELL A WILLIAMS	Date Digitally signed by TERRELL A WILLIAMS Date: 2018.11.06 08:58:03 -05'00'
Inspector in Charge – Name Terrell Williams	Inspection Team Robert 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 687 at Navy Yard – Ballpark (F05) 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	Track Inspection					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 687		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	Safety Directive 17-1		Related CAPS / Findings		CAP: FTA-TPE-17-021-a, TOC-SRT-15-002, FTA-16-4-T-9 Remedial Action ID: 514, 515						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	RWPM 2014										
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	Track 1		Chain Marker and/or Station(s)		From				
							Navy Yard – Ballpark (F05)		Southern Ave. (F08)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspectors performed a track inspection between Navy Yard – Ballpark (F05) and Southern Ave. (F08) on track one.</p> <p>The following color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000, 7.7, table 7.1: At F1 202+30, on the right rail field side, four consecutive loose non-holding fasteners were observed. The gauge measured 56-3/16 inches static with 3/16 dynamic movement, and the distance between holding fasteners was 120 inches. Condition was determined to be a maintenance condition. Red condition. TRST 1000, 7.7, table 7.1: At F1 203+35, on the right rail, four consecutive loose non-holding fasteners were observed. The gauge measured 56-3/16 inches static with 3/16 dynamic movement, and the distance between holding fasteners was 120 inches. Condition was determined to be a maintenance condition. Red condition. <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000, 9.10: At F1 129+00, the number four rod on the F06-1A switch was loose. TRST 1000, 13.5.7: At F1 198+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. TRST 1000, 15.5.6: At F1 198+30, collector shoe marks were observed striking the end of the third approach, and several broken collector shoes were observed in the area. See Figure 1 below. TRST 1000, 3.1.2.2: Between F1 220+00 and 221+50, the center scuppers were filled with mud and debris and were not draining as designed. Remedial action for this defect is addressed in WMATA's approach to FTA-16-4-T-9. See Figure 2 below. TRST 1000, 3.2.2.4: At F1 248+40, a leak in the side wall of the tunnel was observed. Remedial action for this defect is addressed in WMATA's approach to TOC-SRT-15-002. See Figure 3 below. TRST 1000, 3.2.2.4: At F1 261+30 in the Congressional Heights Station platform area a broken water pipe in the acoustical ceiling tile of the 						Number of Defects	11			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			



	<p>tunnel was observed. Remedial action for this defect is addressed in WMATA's approach to TOC-SRT-15-002. See Figure 4 below.</p> <ul style="list-style-type: none">• TRST 1000, 10.17.4.1: At F1 263+00, relay rail was observed in the gauge of the track.• TRST1000, 10.17.4.1: At F1 264+50, relay rail was observed between the track and the catwalk.• TRST 1000, 3.2.2.4: At F1 279+35, a leak in the crown of the tunnel was observed allowing water to strike the rail. Remedial action for this defect is addressed in WMATA's approach to TOC-SRT-15-002. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none">• Repairs have been made to the 1A switch at F1 306+15.• Repairs have been made to the 3A switch at F1 306+15 <p>Other notable observations:</p> <ul style="list-style-type: none">• Between F1 200+00 and 205+00 in the curve, primarily on the right rail, loose and broken stud bolts were observed. Also, cracked failing elastic fasteners were observed. See Figure 5 below.		
Remedial Action	<p>To achieve compliance WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must repair the four non-holding fasteners at F1 202+30.• WMATA must repair the four non-holding fasteners at F1 202+35.• WMATA must tighten the number four rod at F1 129+00 F06-1A switch.• WMATA must adjust the height of the third rail end approach at F1 198+30.• WMATA must remove the relay rail at F1 263+00.• WMATA must remove the relay rail at F1 264+50.		

Photos:



Figure 1: At F1 198+30, strike marks and broken collector shoes at third rail end approach.

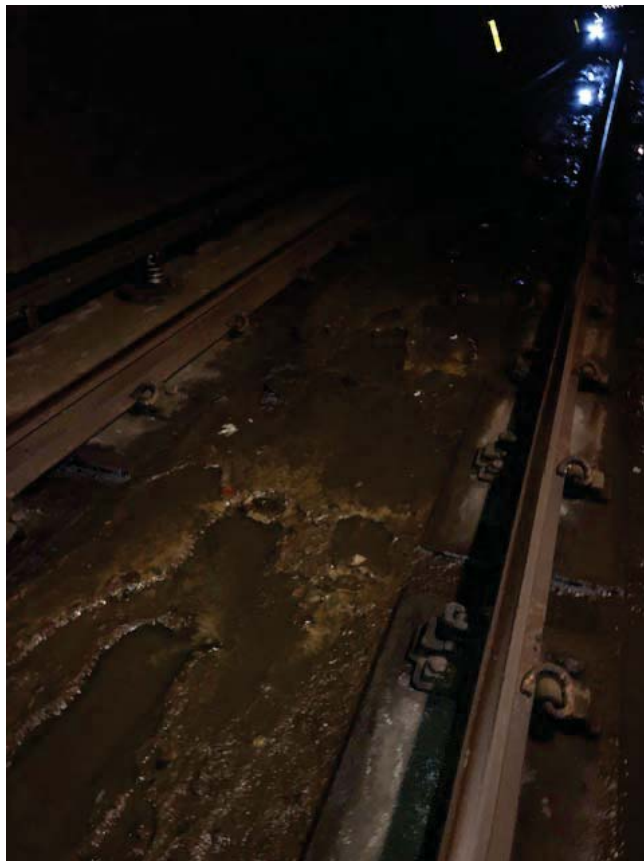


Figure 2: Between F1 220+00 and 221+50, gauge of track filled with mud, blocking the scuppers and not allowing water to drain as designed.



Figure 3: F1 248+40, leak in the side wall of the tunnel striking the water line and light.



Figure 4: F1 261+30 at the Congressional Heights Station Platform, a broken plastic water line behind the acoustical ceiling block was allowing water to leak onto the track.



Figure 5: Example of the failing and cracked fasteners in the curve between F1 200+00 and 205+00.