Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170301-WMATA-WP-1					
inspection Date	2017	03	01	Report Number						
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	Maintenance		
Rail Agency Department		Name		Email	Office Phone	9	Mobile Phone			
Contact Information										
Inspection Location	A-Line, track	1, between Be	thesda Station	and Grosvenor-Strathmo	ore					

Inspection Form

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	nspection Subj	ect	Roadwa	v Worke	er Protectio	on – Job Safe	ty Briefing	Activity Co	de	TR	K	RWP	OBS	
Job Briefing Employee Name/Title	TRST U TRST U	nit 6241, RWIC nit 6144, Inspec contractor				npanied	Yes	Out Brief Conducted	Yes	Time	100	00	Outside Shift	No	
Related Reports					Relate	ed CAPS / F	indings								
	Ref			Rule or S	ОР		Standard		Other / T	itle		Check	list Refer	ence	
Related Rules, SOPs, Standards, or Other	RWPM														
	Main Track	Yard	Stat	ion C	DCC	RTA Facility	FTA Office		At-grade	e Tur	nnel	Elev	ated	N/A	
Inspection Location	х							Track Type	x		х	2	x		
line(a)	A-Line	Track		1		Chain Ma	ker		From				То		
Line(s)	A-Line	Numbe	r	1		and/or Sta	ation(s)	A-09 CM 395+	-00		A-11	CM 560	+00		
	Head	Car Number		Number o	of Cars										
Vehicles		N/A		N/A		Equip	ment	N/A							
	-	safety briefing							Number	of Defect	s			0	
Description	briefing	was complete	and f	ully comp	liant wit	h all WMA	TA requirem	ents.	Recomm	ended Fir	nding?		X To 560+00		
									Remedia	l Action R	equire	d?		No	

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

 Inspector in Charge - Signature
 Date

 WINSLOW L. POWELL
 Discussion by Winslow V Winslow V Powell

 Discussion
 Discussion

 Inspector in Charge - Name
 Inspection Team

 Winslow Powell
 Alexander Nepa



		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Insp	ection Sub	ject	Trac	k Genera	Inspectio	n			Activity Co	ode	TR	K	GEN	INS			
Job Briefing Employee Name/Title	TRST	Unit 6	5241, RWIC 5285, Inspe tractor				ompanieo ector?	Yes		Out Brief Conducted	Yes	Time	100 143		Outside Shift	No			
Related Reports						Rela	ted CAPS	/ Findings											
Related Rules, SOPs, Standards, or Other	Ref TRST	1000				or SOP T-16-07		Standa	rd		Other / 1	ītle		Checkl	ist Refer	rence			
Inspection Location	Mai Trac		Yard	Stati	ion	OCC	RTA Facilit	FTA Office	•	Track Type	At-grad	e Tu	nnel	Eleva	levated N/				
	x										x		Х	x					
Line(s)	A-Line	е	Track Numb	er	1		Chain and/or	/larker Station(s)		A-09 CM 395-	From +00		A-11	CM 560+					
Vehicles	Неа		Number			er of Cars		ipment		N/A									
	condu	specti ucted.) inspe	track ctor, \	VMATA p	ersonnel,	and a contra		thmore was	Number	of Defect	s			15			
	Durin	g the	inspection	, the fo	llowi	ng three t	rains did i	ot appear to) slov	w to the	Recomm	ended Fi	nding?			Yes			
required 10 MPH while passing the watchman and work group, as required by P.O. T-16-07:			I Action I	Require	d?		Yes												
Description	To de calcul five se worke In ado		formula the s to pass a charge (RW , the follow Between C side of the hazard. At CM 442 At CM 451 of the trac Between C potentially Between C the cat wa a train eva At CM 482 unsecured Between C inches of t event of ar At CM 497 in a row or apart. (blac	ed of the station IC) to t ing de CM 402 track a +30, ar +60, the k bed. CM 451 causin CM 451 causin CM 451 causin +00, a from t CM 487 he catvo +00 on both ck conce +00 lef	ad cai ad cai he tra- es the nary c he Ra fects i +00 a fects i +00 a the Ra fects i +00 a the receisant +00 a the +00 a the +00 a the +00 a +00 a +00 +00 a +00 a +00 +00 +00 +00 +00 +00 +00 +00 +00 +0	number number in, the FW elength o bject. Eac il Operati were iden nd CM 41 e catwalk ing insula a broken nd 453+00 ip and fall nd 468+00 trip and fall nd 468+00 trip and rig and fall nd 468+00 trip and rig mathemathemathemathemathemathemathemathe	7018 3031 /SO inspe f a 75-foo h inciden ons Contr tified: 3+ 00, the is potent tor was d pipe leak 0, a relay hazard. 0, wires a fall hazard cal box is ht shaft, v trip and f st holding rail head	was report of Center (R relay rail be ally causing etected. ng water on ail, mud, an e obstructin to custome ying on the rires are obs all hazard to	g at ed by DCC) twee a tri the d del g eig rs in walk truct cust e loo ere :	10MPH takes y the roadway en the field p and fall third rail side bris are ght inches of the event of tway, ting eight comers in the se fasteners 120 inches		ended Re	einspect	10 Shift Checklist Reference Elevated X To CM 560+00		Yes			



	 At CM 510+98 at the portal, the ETS box has no cover. 		
	 Between CM 541 and 546 on the Grosvenor aerial structure—both 		
	tracks—the egg shape fasteners are failing. This condition is allowing the		
	rail to float in an unsecure manor, which threatens track geometry. Due		
	to the distance between non-defective supporting fasteners, this defect		
	is a black condition.		
	 At CM 547+30 next to the third rail power cables, there are five 		
	defective ties in-a-row. Due to the distance between non defective ties		
	and holding spikes, this defect is a red condition.		
	• Between CM 402+00 and CM 413+ 00, the relay rail must be collected, and	I the mud and debris must be cleared away.	
	• At CM 442+30, the arching insulator must be replaced.		
	 At CM 451+60, the leaking valve must be repaired or replaced. 		
	 Between CM 467+00 and 468+00, the wires obstructing the walkway must 	be re-secured to the wall.	
	• At CM 482+00, the 110-volt electrical box must be re-secured to the wall.		
	Between CM 487+00 and the vent shaft, the wires obstructing the walkwar	y must be re-secured to the wall.	
Remedial Action	• At CM 497+00 on the left and right rail, the fasteners must be tightened or		
	• At CM 497+00 left rail, the rail head defect must be repaired.	•	
	• At CM 510+98 at the portal, the ETS box cover must be replaced.		
	Between CM 541 and 546 on the Grosvenor aerial structure—both tracks-	-WMATA must assess the condition of the egg shape	
	fastener on the aerial structure. Until that time, WMATA must apply a spe		
	protect gage.		
	 At CM 547+30 next to the third rail power cables, WMATA must replace th 	e five defective ties in-a-row.	

Photos:



Conduit that became unattached from the wall and lying on the walkway





Unsecure conduit from the wall on the walking occupying 8-1/2 of the 24-inch walkway, leaving only 15-1/2 inches of useable walkway in the event of a train evacuation of passengers.



Walkway measurement





Damaged running surface of rail.



Defect measurements.







110-volt electrical box unsecure from the wall and on the walkway



Broken and cracked egg fasteners. 360 degree cracks, not secure to the fastener and allowing rails to float, which threatens track geometry.



Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170302-WMATA-WP-1					
inspection Date	2017	03	02	Report Number						
Rail Agency Name	Washington Metropolitan Area Transit Authority Rail Agency Department TRST Sub- Department Name Email Office Phone							Maintenance		
		Name		Email	Office Phone	1obile Phone				
Rail Agency Department										
Contact Information										
Inspection Location	A-Line, track	1, between M	etro Center Stat	ion and Farragut North	Station					

Inspection Summary

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

Activity Summaries

•														1
Inspection Activity #	1	Inspection	Subject	Roadw	ay Work	ker Protectio	on – Job Safe	ty Briefing	Activity Co	de	TR	K	RWP	OBS
Job Briefing Employee Name/Title	TRST U	Jnit 6144, R Jnit 6241, Ir Contractor				mpanied ector?	Yes	Out Brief Conducted	Yes	Time	11(143		Dutside Shift	No
Related Reports					Relat	ted CAPS / I	indings							
	Ref			Rule or	SOP		Standard		Other / T	itle		Check	ist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPN	1												
luces ation 1 continu	Mair Trac	Yard	St	ation	осс	RTA Facility	FTA Office	Treads Truce	At-grade	e Tu	nnel	Eleva	ated	N/A
Inspection Location	x							Track Type			х			
ling(a)	A-Line	Tra	ack	1		Chain Ma	rker		From				То	
Line(s)	A-LINE	Nu	mber	1		and/or St	ation(s)	A-01 CM 00+0	00		A-02	CM 040-	+00	
	Неа	d Car Numb	er	Number	of Cars									
Vehicles		N/A		N/	A	Equip	ment	N/A						
	-		0	•				was complete	Number	of Defect	s			0
Description					•		e end of the	job safety e (RWIC) Unit	Recomm	ended Fir	nding?			No
	briefii	ig, the 1 wo	mapec				incer in charge		Remedia	l Action R	Require	d?		No

Inspector in Charge - Signature		Date
WINSLOW L. POWELL	Digital spin day WRIGOR L-POREL Digital spin day RHIGOR L-POREL Digital spin day RHIGOR AND L-POREL Digital spin day RHIGOR AND L-POREL	
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Alexander Nepa	



 that it was his understanding that one or the other was required but not both. Ar informal challenge was made by the FWSO inspector, who consulted the Roadwa Worker Protection (RWP) Manual and verified that both an air horn and whistle a required. The RWIC agreed and phoned his supervisor, who provided an air horn prior to the work group entering the track. At the end of the job safety briefing, the FWSO inspector asked if there were any areas of the track listed as red, hot-spots, no-clearance or restricted view. The RWIC referred to the RWP Manual for the A-Line between Metro Center and Farragut Center and informed the FWSO inspector that there was only a yellow (restricted view) area. Once the inspection began, the FWSO inspector observed that the restricted view area began at CM 020+00, and a single watchman/lookou would not have the required 990 feet for safety. Therefore, the area between CM 020+00 and CM 035+00 should be listed as a red area, requiring an advance watchman/lookout or foul time. The inspector understands that WMATA is conducting an assessment of restricted view areas. 	e Recommended Reinspection?	No
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Inspection Activity #	2 In	spection Sub	ject	Track G	General I	nspection			Activity Co	de	TF	RK	GEN	INS
lob Briefing Employee Name/Title		t 6144, RWIC t 6241, Inspe ntractor			Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	Yes	Time	11 14		Outside Shift	No
Related Reports					Relat	ed CAPS /	Findings		11					
	Ref			Rule or S	SOP Standard			Other / Ti	tle		Checklist Reference			
Related Rules, SOPs, Standards, or Other	TRST 100	0		P.O. T-1	6-07									
Inspection Location	Main Track	Yard	Stat	ion	осс	RTA Facility	FTA Office	Track Type	At-grade	Tu	innel	Eleva	ated	N/A
	x							паск туре			х			
Line(s)	A-Line	Track		1		Chain Ma			From				То	
Line(3)	A-Line	Numbe	er			and/or St	ation(s)	A-01 CM 000	+00		A-02	CM 040	+00	
Vehicles		ar Number N/A		Number N//		Equip	ment	N/A						
	conducte were pre	sent for the i	inspe nspect vhile p	ctor, WN tion. The roceedin	1ATA per followin g to Met	rsonnel, an g defects v tro Center S	d a contracto vere identifie Station, a 700	or from NHTB d: 00 series train	Number o					4 Yes
Description	dim to t cou Cor • At 0 row fast • At 0 a-ro fast • Bet hol	the lights wh he speed of t ld be obtained trol Center. CM A1-004+0 vere observences. (black CM A1-012+8 ow were observences. (red co ween CM A1- ding fastener:	nile pa his tra ed. The o, on t condi o, on t erved, a conditio 013+0 s in-a-	ssing the ain, neith e RWIC re- the left ra- nd 144 in- tion) the right and 108 on) 20 and CM row were	watchm er a lead ported 1 ail, four o ches wei rail, thre inches w 1012+5 e observe	nan/lookou l car numbe chis inciden defective no re measure re defective rere measure o, on the ri ed, and 300	t and the wo er or trailing t to the Rail on-holding fa d between h e non-holding red between ght rail, 10 d	Operations Insteners in-a- olding g fasteners in- holding efective non- e measured	Remedial					Yes





0

No

No

No

Agency/Department Information

Inspection Date	YYYY	MM	DD	Depert Number	20170202 \\\\		
Inspection Date	2017	03	02	Report Number	20170302-WN	/IATA-WP-Z	
Rail Agency Name	Washington Authority	Metropolitar	n Area Transit	Rail Agency Department	POWR	Sub- Department	СМ
	I	Name		Email	Office Phone	e	Mobile Phone
Rail Agency Department Contact Information							
Inspection Location	CO2 – McPhe	rson Square	– Wayside				
Inspection Summary							
Inspection Activity #	1		2	3	4	5	6
Activity Code	TP-RM-	OBS					
Inspection Units	1						
Inspection Subunits	6						

Activity Summaries

Recommended Finding

Remedial Action Required¹

Recommended Reinspection

Defects (Number)

Inspection Activity #	1	Inspection Subject	CO2 – M Replace	lcPherson Square – ment	- Pigtail Feed	er Cable	Activity Co	ode	TI	Þ	RM	OBS
Job Briefing Employee Name/Title		ATA RWIC ATA Power Supervisor		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	010 050		Outside Shift	Yes
Related Reports				Related CAPS / F	indings							
	Ref		Rule or S	OP	Standard		Other / T	ïtle		Che	cklist Refere	nce
Related Rules, SOPs, Standards, or Other	MAIN INSP FOR CABL 1500 (REV 2015 ENGI MOD INST FOR EXPA TRAN CABL SYST	/ENTIVE NTENANCE ECTION (PMI) TRACK FEEDER .E - 1000 KCMIL / KCMIL ISION 4, JUNE 16,) NEERING DIFICATION RUCTIONS (EMI) JUMPER, INSION, AND ISITION POWER .ES REPLACEMENT EM WIDE (REVISION PTEMBER 16, 2016)										

Inspector in Charge - Signature		Date									
	NSLOW L. POWELL DE Construction Compared by WINSLOW L POWELL De California Compared by WINSLOW L POWELL De C										
Inspector in Charge – Name	Inspection Team										
Winslow Powell	Tino Sahoo										



	Main Track	Yard	Statio	on O	CC	RTA Facility	FTA Office		At-grade	Tu	nnel	Elevated	N/A		
Inspection Location	х		х					Track Type			х				
Line(s)	C-Line	Track Numbe	er	1		Chain Mai and/or Sta		C02 – McPhers	From Son Square		C02 -	Tc McPherson			
Vehicles		r Number I/A	١	Number of N/A		Equip	ment	Feeder Cable F	Repair/Replace	ement					
								learance areas,	Number of	Defect	s		0		
		s were taker					is part of the	discussion. No	Recommen		-		No		
Description	energizing of cable (a welded or (steel or c coming th is a mecha respective WMATA e cables. Fro present, V C3M had a WMATA h the ground cables. In WMATA cable are (a a copper l measures The cables ensuring e replaceme upgrade th trains. The electr procedure concerns v Section 8.: CABLE - 10 procedure "pigtail": 1. 2. 3.	the 3 rd rail. as it needs m huck boltect omposite). T rough the po- anical connec- e cable. mploys elect om speaking VMATA has is a crew of eig as four cable d (COG), and A's shop befor cut and pre- ug crimped a are taken to s out in the f enough slack ent on the fe he system for ical contract e and materi e was follows were noted. 2, PREVENTI 000 KCMIL / e for removir Remove th the lugs. (T the bolt siz Inspect the has corrosi Apply 1000 inside the fe of the cable	A "pigt ore giv to the he "pig ower di ction (r trical co with the rained ht, and e repain two co ore the megge on. As t exped ield are in the eder ca r the fit or, C3N als for fit ed corr VE MA 1500 K ag and e ten p meg Boo t shoul e for 15 cable on it sh	ail" or "w we/take co 3 rd rail, d gtail" is co uct bank v huts and b ontractors ne WMAT C3M con I WMATA r crews: tw rews conc it WMATA r crews: tw rews conc it work the mainte ite the inse e cut to th "pigtail". ables, 2 ky uture emp d, installe the weldin ectly by th INTENANO CMIL (REV replacing eripheral bt). two-pt t is broke d be replat 1/2" x 2" I t is track a be clear co con ca electrical t	hip" is t ompared lependir onnected via an or polts) be s from C A powe thractors had a c work, 6- giga-ohn enance stallatio heir need In addit V (voltag ploymer d six "p ng come he C3M CE INSPI VISION 4 the oral captive plicable lu vidence aned as cal tape o bely for tape sha	the flexible to strandung on the 3 d to the tra- range boot to comment of the tra- rew of thra- son the ex- rew of thra- son a state foot length nor higher window du n in the field ded length ion, anytin ge rating) of to of 100 p igtails" via e from the contractor ECTION (PI 4, JUNE 16 nge boot to the tra- screws from the contractor to ashers, loce e for 1000 gs.) of overhead per 7.1.6 is over the co additional all not inte	-stranded he ed) that is ei r ^d rail mater action power . In the oran two copper ance supervia act installati ee supervisin ractors to he e of good rep n portions of (). One end c uring a night eld (1300 – 1 and installe ne there is a cables are be ercent 7000 CADWELD. manufacture rs and no iss MI) FOR TRA , 2015) cove o install the wr the two-p ver and inspice e gasket mate e. k washer an kcmil cable I ating and coin n this PMI.	ial construct r feeder cable ge boot, there lugs of each witch out of sor that was on procedure. og their work. andle cables on air for the f 1000 kcmil of the cable has shift is short, 700 hours). d to the 3 rd rail new cable ing used to series, 8-car The CADWELD er, ERICO. The ues or CK FEEDER rs the feeder cable biece insulating ect for damage. cerial is d nuts from ugs. Determine rrosion. If a lug ug and cable of the copper e work of the	Recomment				No		



	 insulating cover (Orange Boot). If the cable does not have a sealing collar, install oneover the cable. Install a heat shrink tube over the conduit and the cable. Bolt together the two lugs using four 1/2" x 2" bolts. Each bolt shall have one flat washer on the "head" side of the bolt; one flat washer, and one split-lock washer, to the nut side of the bolt. All four bolts, washers, and nuts shall be silicon-bronze material. (This bolt size is applicable for the 1000 kcmil cable lugs. Verify the bolt size for the 1500 kcmil cable lugs.) All bolts connecting the cable lugs shall be torqued according to the specification found in this PMI. (for track feeder cable 1000 kcmil with 1/2" x 2" lug bolts, the torque shall be 40 foot per pound) Install the two-piece insulating cover (Orange Boot) along with the cable-sealing collars using the 10 peripheral captive screws. If there are stripped or missing screws, replace with new screws. Replace the boot if it is beyond repair. The cable connector size shall correspond to the size of the cable. If 1500 kcmil cable was used for any reason, the cable connector shall be designed to be used with 1500 kcmil cables.
Remedial Action	N/A

Federal Transit Administration

AuthorityDepartmentOffice PhoneMobile PhoneRail Agency Department Contact InformationNameEmailOffice PhoneMobile PhoneInspection LocationSurge 13 - Eisenhower Ave. to Braddock RoadSurge 13 - Eisenhower Ave. to Braddock RoadSurge 13 - Eisenhower Ave. to Braddock RoadSurge 13 - Eisenhower Ave. to Braddock RoadInspection SummaryInspection Activity #123456Activity CodeTRK-JSB-OBSTRK-WI-PIImage: Contact InformationImage: Contact InformationImage: Contact InformationInspection Units111Image: Contact InformationImage: Contact InformationImage: Contact Information	.8ee)/ = eperioree.e			-	1						
20170307Rail Agency NameWashington Metropolitan Area Transit AuthorityRail Agency DepartmentTRSTSub- DepartmentProductionRail Agency Department Contact InformationNameEmailOffice PhoneMobile PhoneInspection LocationSurge 13 - Eisenhower Ave. to Braddock RoadSurge 13 - Eisenhower Ave. to Braddock RoadSurge 13 - Eisenhower Ave. to Braddock RoadA56Inspection Activity #123456Activity CodeTRK-JSB-OBSTRK-WI-PIInternetInternetInternetInternetInspection Subunits111InternetInternetInternet	Increation Data	YYYY	MM	DD	Poport Number			2 0			
Rail Agency NameAuthorityDepartmentIRS1Sub-DepartmentProductionRail Agency Department Contact InformationNameEmailOffice PhoneMobile PhoneInspection LocationSurge 13 - Eisenhower Ave. to Braddock RoadSurge 13 - Eisenhower Ave. to Braddock RoadSurge 13 - Eisenhower Ave. to Braddock RoadSurge 13 - Eisenhower Ave. to Braddock RoadInspection SummaryInspection SummaryInspection SummaryInspection InternationImage: Surge 13 - Eisenhower Ave. InternationImage: Sur	inspection Date	2017	03	07	Report Number	20170307-001	VIATA-VV	P-3			
Rail Agency Department Contact Information Image: Contact Information Image: Contact Information Inspection Location Surge 13 - Eisenhower Ave. to Braddock Road Inspection Summary Inspection Activity # 1 2 3 4 5 6 Activity Code TRK-JSB-OBS TRK-WI-PI 1 Inspection Subunits 1 1 1	Rail Agency Name	0	Metropolitar	Area Transit	• •	TRST	· · ·				
Contact InformationSurge 13 - Eisenhower Ave. to Braddock RoadInspection LocationSurge 13 - Eisenhower Ave. to Braddock RoadInspection Summary123456Activity CodeTRK-JSB-OBSTRK-WI-PI111Inspection Units111111Inspection Subunits111111		Name Email Office Phone									
Inspection Summary Inspection Activity # 1 2 3 4 5 6 Activity Code TRK-JSB-OBS TRK-WI-PI 6 Inspection Units 1 1 1 6 Inspection Subunits 1 1 1 6	Contact Information										
Inspection Activity #123456Activity CodeTRK-JSB-OBSTRK-WI-PI6Inspection Units116Inspection Subunits116	Inspection Location	Surge 13 - Ei	senhower Av	e. to Braddock R	oad						
Activity Code TRK-JSB-OBS TRK-WI-PI Inspection Units 1 1 Inspection Subunits 1 1	nspection Summary										
Inspection Units 1 1 Inspection Subunits 1 1	Inspection Activity #	1		2	3	4	5	5	6		
Inspection Subunits 1 1	Activity Code	TRK-JSE	B-OBS	TRK-WI-PI							
	Inspection Units	1		1							
Defects (Number) 0 0 0	Inspection Subunits	1		1							
	Defects (Number)	0		0	0						

Inspection Form

Activity Summaries

Recommended Finding

Remedial Action Required¹

Recommended Reinspection

No

No

No

No No

No

Inspection Activity #	1	Inspe	ection Sub	ject	Job	Safety	Briefi	ing			Activity Co	ode	TR	КK	JSB	OBS
Job Briefing Employee Name/Title	Surge	13 Bri	iefing Tabl	e			Accom nspec	npanied ctor?	Yes	Out Brief Conducted	No	Time	100 150		Outside Shift	No
Related Reports	N/A					R	Relate	ed CAPS / I	indings	N/A				·		
	Ref				Rule	or SOP)		Standard		Other / T		Che	Checklist Reference		
Related Rules, SOPs, Standards, or Other	TRST	1000														
Standards, or Other	RWPN	Λ														
Inspection Location	Mair Trac		Yard	Stat	tion	000		RTA Facility	FTA Office	Track Type	At-grade	e Tu	nnel	Ele	evated	N/A
	Х										Х					
line(a)		1	Track					Chain Ma	rker		From	<u>.</u>			То	
Line(s)			Numb	er				and/or St	ation(s)	Eisenhower A	ve. (C14)		Brade	dock R	oad (C12)	
	Hea	d Car I	Number		Numb	er of C	Cars									
Vehicles		N/A	A			N/A		Equip	ment	N/A						
								0	0	iefing table.	Number	of Defect	ts			0
			•			• •			•	ction (RWP) er covered the	Recomm	ended Fi	nding?			No
Description			-			•					Remedia	Action I	Require	ed?		No
	safety their r	tions and types of work taking place, as well as the nearest hospital and types of work taking place, as well as the nearest hospital and ty rule of the day. FWSO personnel were provided a purple bracelet indicating receipt of the briefing and were granted access to the roadway. No ptions were taken.										No				

Inspector in Charge - Signature		Date
WINSLOW L. POWELL	julidy signed by WNSLOW L-POVELL C-USS, QuLS Coerniement, Qu-DOT Headquarters, Qu-FTAHQ, Cn-WINSLOW OWIELL R- 2017/SJJ: 01:6:665-0400	
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Troy Lloyd, Mike Vitale	



Remedial Action	N/A															
Inspection Activity #	2	Inspe	ction Sub	ject	Safe	Track Su	rge In	spectic	on		Activity Co	ode	TR	K	WI	PI
Job Briefing Employee Name/Title	Surge	13 Bri	efing Tabl	e			ompa pector		Yes	Out Brief Conducted	No	Time	100 150		Outside Shift	No
Related Reports	N/A					Rela	ated C	APS / I	Findings	N/A						
	Ref				Rule or SOP Standard				Other / T		Che	cklist Refe	rence			
Related Rules, SOPs, Standards, or Other	TRST	1000														
otaniaaras, or other	RWP	N														
luces stice to estimate	Mai Trac		Yard	Stat	tion	OCC		RTA cility	FTA Office	Tue els Ture e	At-grade	e Tu	nnel	Ele	evated	N/A
Inspection Location	х									Track Type	х					
Ling(a)		1	Track				Chain Marker			From				То		
Line(s)			Numbe	er			and/or Station(s)			Eisenhower A	ve. (C14)		Brade	dock F	Road (C12))
Vehicles	Hea	d Car N	Number		Numb	er of Car	s	Farria	mont	N/A						
venicies		N/A	λ.		I	N/A		Equip	ment	N/A						
									Surge #13 b		Number	of Defect	ts			0
										were in the rail elevation	Recomm	ended Fi	nding?			No
						•					Remedia	l Action I	Require	ed?		No
Description	perso FWSC	Remedial Action Required? No Process used in surge 12. WMATA personnel were jackhammering old pads and onstructing forms for new pads. All personnel were wearing required PPE. FWSO personnel also observed contract personnel performing fastener renewal. Remedial Action Required? No WSO inspectors noted deteriorating conditions at station platforms, currently eing supported with jacks, which is not scheduled to be corrected in the Recommended Reinspection? No														
			ope of wo													
Remedial Action	N/A															

Photos:



WMATA personnel jackhammering old grout pads.



Newly installed forms for grout pads



Contract Personnel performing fastener renewal





Granite platform edge supported by jacks



Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170307-WMATA-WP-1					
inspection Date	2017	03	07	Report Number						
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST - QICO	Sub- Department		Maintenance		
		Name		Email	Office Phone	е	Mobile Phone			
Rail Agency Department										
Contact Information										
Inspection Location	C-Line, track 1, between McPherson Square Station and Foggy Bottom Station									

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Insp	ection Sub	ject	Road Brief		ker Protect	ion (RWP) – .	lob Safety	Activity Co	ode	TR	к	RWP	OBS
Job Briefing Employee Name/Title		pliance	urance, Int e & Oversig				ompanied ector?	Yes	Out Brief Conducted	Yes	Time	11: 14:		Outside Shift	No
Related Reports						Rela	ted CAPS /	Findings							
	Ref				Rule o	r SOP		Standard	andard Other				Cheo	cklist Refei	ence
Related Rules, SOPs, Standards, or Other	RWP	M, 201	14 Rev. 2												
Standards, or other															
	Ma Tra		Yard	Stat	tion	OCC	RTA Facility	FTA Office	Treads Tread	At-grade	e Tui	nnel	Ele	evated	N/A
Inspection Location	х								Track Type			х			
Lino(a)	C-Lin		Track		1		Chain Ma	rker		From				То	
Line(s)	C-LIN	e	Numbe	er	1		and/or St	ation(s)	C-02 CM 26+	00		A-04	CM 78	3+45	
	Hea	ad Car	Number		Numbe	r of Cars									
Vehicles		N/	Ά		١	I/A	Equip	ment	N/A						
Description										Number	of Defect	s			0
Description										Recomm	ended Fi	nding?			No

Inspector in Charge - Signature		Date
WINSLOW L. POWELL	OWL FORE Incode/Tadquarter, our/Tadquarter, our	
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Alexander Nepa	

	The briefing was provided by WMATA Quality Assurance, Internal Compliance &	Remedial Action Required?	No
	Oversight (QICO) Unit 1 at McPherson Station. The briefing was complete and fully compliant with all WMATA requirements.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2 li	nspection Sul	oject	Track	k General I	nspection			Activity Co	ode	TR	K	GEN	INS
Job Briefing Employee Name/Title		Assurance, In Ince & Oversi		ICO)	Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	Yes	Time	110 143		outside Shift	No
Related Reports					Relate	ed CAPS /	Findings	Remedial Act	tions 136, 13	4, 300, 1	35, 104	3, 1042,	1041, 1	37
	Ref			Rule c	or SOP		Standard		Other / 1	ïtle		Checkl	ist Refer	ence
Related Rules, SOPs, Standards, or Other	TRST 10	00												
Inspection Location	Main Track	Yard	Stat	ion	осс	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Eleva	ted	N/A
	х										х			
Line(s)	C-Line	Track		1		Chain Ma and/or St		C-02 CM 26+	From		C 04	CNA 79 1	То	
	Head	Car Number	-	Numbe	er of Cars			C-02 CIVI 20+	00		C-04	CM 78+4	5	
Vehicles		N/A			N/A	Equip	ment	N/A						
						-		oggy Bottom	Number	of Defec	ts			3
						• •		medial Actions. and they are	Recomm	ended Fi	nding?			Yes
Description	 wii Att Att is Att re Att an Att 13 The following Att re cloas Att with err Re The following 	closed. CM 53+00, a moved. Remo CM 55+70, a d the speed r CM 78+45, a 7 is closed. CM 30+10, tr paired. This c osest non-def a black condi CM 31+20, g th TRST 1000	d. Rem ear the osed. In a third dial A dial A Il defect estrict Il cable ial Act rack 1 I onditic ective tion; ti rout pa standa iew co n 135	edial A e boots d rail co ying alc ction 1 ctive fib cion ren es have ions co right ra on now holding rack ge ads and ards. W onfigura remain	Action 136 a, there was over has be ong the roa .042 is clos xation fasten noved. Ren been attannoved. Ren been attannoved. the two includes fi g fasteners cometry is d fastening /MATA mu ation befor is open. bserved:	is closed. s no prese een replac dway has ed. eners have nedial Act ched to th closed: defective ve defect 164 inche not affecto systems i st provide e Remedia	ence of debri ed. Remedia been collect e been repair tion 1041 is o e wall. Remo fasteners ha ive fasteners es apart. TRS ed by this con n this area w FTA with re- al Action 135	s. Remedial Il Action 1043 ed and red or replaced closed. edial Action ve not been , with the T 1000 lists this ndition. ere compliant	Recomm	ended R	einspec	tion?		Yes
		CM 45+50, tl				-								
	• At	CM 28+00 A-	1 cm/i+	ch tha	covor boo	rd must b	aroplacod							





Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number		/ A T A \A	/D 2				
inspection Date	2017	03	07	Report Number	20170507-0010	20170307-WMATA-WP-2					
Rail Agency Name	Washington Authority	Metropolitan A	rea Transit	Rail Agency Department	RTRA	Sub- Dep	artment	N/A			
Dell Annual Descentariost		Name		Email	Office Phone	5	Ν	Nobile Phone			
Rail Agency Department Contact Information											
Inspection Location	Orange Line,	Silver Line									
Inspection Summary											

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RI-OBS	RTRA-RI-OBS	RTRA-RI-OBS			
Inspection Units	1	1	1			
Inspection Subunits	N/A	N/A	N/A			
Defects (Number)	0	0	0			
Recommended Finding	No	No	No			
Remedial Action Required ¹	No	No	No			
Recommended Reinspection	No	No	No			

Activity Summaries

Inspection Activity #	1	Inspe	ection Subj	ect	Rail Cor	npliand	e Inspection			Activity Co	de	RTR	RA	RI	OBS
Job Briefing Employee Name/Title	N/A					ompanied ector?	No	Out Brief Conducted	No Time		1000- 1100		Outside Shift	No	
Related Reports	N/A					Rela	ted CAPS / F	indings	N/A						
	Ref				Rule or S	OP		Standard		Other / T	itle		Chec	klist Refer	ence
Related Rules, SOPs, Standards, or Other	and Pr Handb	rocedi book	Safety Rules ures Order No. ⁻	T-	MSRPH (1.46-1.5 1.69-1.8 MSRPH (3.87 3.119, 3 3.121,3. 3.141 SOP# 12 50	2 4 Operati 120, 121.1, 3	ing Rules 3.79.1,								
	Mair Tracl		Yard	Stati	on (CC	RTA Facility	FTA Office		At-grade	e Tu	nnel	Ele	vated	N/A
Inspection Location	x								Track Type						x
Line(s)	Orang	Orange Track N/A				Chain Marker and/or Station(s)			From		\A/= =+		То		
			Numbe					111011(3)	New Carrollto	n		west	raiis C	Church	

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

Inspector in Charge - Signature		Date
	raped by RNRLOWL FOREL 2017 Hadgestins, conf7R4Q, ann8RRLOWL FOREL 2122 J. 2017 Hadgestins, conf7R4Q, ann8RRLOWL FOREL	
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Chris Difatta	

Form FTA-IR-1 Version date: 8/26/16



	Head Car Number	Number of Cars	_			
Vehicles	2052	8	Equipment	N/A		
		served train operations f		to West Falls	Number of Defects	0
	Church. The following o	observations were made:			Recommended Finding?	No
	r	Dperated to 8-car station platform.	Ū.		Remedial Action Required?	No
	o 4	Head was out of the wind Application of good train h is well as smooth, even ad	handling with smoot	h station stops		
Description		ents: Made proper announcem erminal. Made proper announcem Made announcement whe rain crossing over. Made proper announcem It terminal.	ents when berthed en train stopped due	at the station. to another	Recommended Reinspection?	No
	<u>between Ba</u> o 1 F	tions through Work Zone Ilston and East Falls Chur The train operator was in Rules and Procedures Han 8.87 and Permanent Orde The train operator acknov esponded with two short	ch compliance with Mo Idbook (MSRPH) Op Ir No. T-16-07, Rev 1 Vledged hand signal	etro Safety erating Rule		
	No exceptions were tal	ken during observations.				
Remedial Action	N/A					

Inspection Activity #	2	Inspection Sub	ject	Rail Co	mplianc	e Inspection	1		Activity Co	ode	RTRA	RI	OBS
Job Briefing Employee Name/Title	N/A					mpanied ector?	No	Out Brief Conducted	No	Time	1200- 1230	Outside Shift	No
Related Reports	N/A				Relat	ted CAPS / I	indings	N/A				I	
	Ref			Rule or S	SOP		Standard		Other / T	ïtle	C	hecklist Refe	ence
Related Rules, SOPs, Standards, or Other	and Pro Handbo	Rail Safety Rule ocedures ook nent Order No.	s T-	MSRPH 1.46-1.5 1.69-1.8 MSRPH 3.87 3.119, 3 3.121,3. 3.141 SOP# 12 50	2 4 Operati .120, 121.1, 3	ng Rules 3.79.1,							
	Main Track	Yard	Stati	ion	осс	RTA Facility	FTA Office		At-grad	e Tu	nnel	Elevated	N/A
Inspection Location	x							Track Type					х
Line(a)	Silver	Track		NI / A		Chain Ma	rker		From			То	
Line(s)	Silver	Numb	er	N/A		and/or St	ation(s)	East Falls Chu	irch		McPhers	ion Sq	
	Head Car Number Number of Cars												
Vehicles		6000		8		Equip	ment	N/A					



	Then FWSO inspector observed train operations from East Falls Church to	Number of Defects	0
	McPherson Square, the following was observed:	Recommended Finding?	No
	Train Operator Adherence to Electronic Device Policy:	Remedial Action Required?	No
	 Train Operators were in compliance with MSRPH General Rules 1.46-1.52 and MSRPH Safety Rule 4.227. 		
Description	 <u>Train Handling:</u> Operated to 8-car station berthing marker at the end of the platform. Head was out of the window when stopping an 8-car consist. Application of good train handling with smooth station stops, as well as smooth, even acceleration and deceleration. <u>Train Operations through Work Zones/Passing Roadway Workers between Rosslyn and McPherson Square:</u> The train operator was in compliance with MSRPH Operating Rule 3.87 and Permanent Order No. T-16-07, Rev 1. 	Recommended Reinspection?	No
	 The train operator acknowledged hand signals and responded with two short horn blasts. <u>Train Horn Communications:</u> Train operator complied with MSRPH Operating Rule 3.87.1 that states: "A rail vehicle shall sound their horns when entering and exiting tunnel portals." No exceptions were taken during observation. 		
Remedial Action	N/A		1

Inspection Activity #	3 Inspection Subject Rail Co				mplianc	e Inspectio	า		Activity Co	de	RTF	RA	RI	OBS
Job Briefing Employee Name/Title	N/A					mpanied ector?	No	Out Brief Conducted	No	Time	1300 1400		Outside Shift	No
Related Reports	N/A				Related CAPS / Findings N/A									
	Ref			Rule or S	SOP		Standard		Other / T	Other / Title				ence
Related Rules, SOPs, Standards, or Other	MetroRail Safety Rules and Procedures Handbook Permanent Order No. T- 16-07		3.119, 3.120, 3.121,3.121.1, 3.79.1, 3.141 SOP# 12, 15, 16, 35, 45,											
	Main Track	Yard	Stati	ion (осс	RTA Facility	FTA Office		At-grade	e Tu	nnel	Elev	ated	N/A
Inspection Location	x							Track Type						х
Line(s)	Silver	Track		N/A		Chain Ma	rker		From				То	
Line(s)	Silver	Numbe	er	N/A		and/or St	ation(s)	McPherson So	q		Court	House		
Vehicles		ar Number	1	Number	of Cars	Equip	ment	N/A						
Description	6011 The FWSO inspector observed train House, and the following was obser				•	ns from Mo	Pherson Squ	are to Court	Recomm	Number of Defects Recommended Finding?			0 No	
									Remedia	Action F	Require	d?		No



	 <u>Train Handling:</u> Operated to 8-car station berthing marker at the end of the platform. Head was out of the window when stopping an 8-car consist. Application of good train handling with smooth station stops, as well as smooth, even acceleration and deceleration. <u>Train Operations through Work Zones/Passing Roadway Workers between McPherson Square and Rosslyn:</u> The train operator was in compliance with MSRPH Operating Rule 3.87 and Permanent Order No. T-16-07, Rev 1. The train operator acknowledged hand signals and responded with two short horn blasts. 	Recommended Reinspection?	No
Remedial Action	N/A	I	

Federal Transit Administration

o <i>p</i> . i								
Inspection Date	YYYY	MM	DD	Report Number	20170309-WN			
inspection Date	2017	03	09	Report Number	20170509-000	VIATA-V	VP-1	
Rail Agency Name	Washington Authority	Metropolita	n Area Transit	Rail Agency Department	BIRA SUD-Den			
	I	Name		Email	Office Phone	e	N	1obile Phone
Rail Agency Department Contact Information								
Inspection Location	C05 (Rosslyn) – Track 1						
nspection Summary								
Inspection Activity #	1		2	3	4		5	6
Activity Code	RSTO-RO	C-OBS	RSTO-RC-OBS					
Inspection Units	1		1					

Inspection Units	1	1		
Inspection Subunits	10	2		
Defects (Number)	5	0		
Recommended Finding	No	No		
Remedial Action Required ¹	Yes	No		
Recommended Reinspection	No	No		

Activity Summaries

Inspection Activity #	1	Insp	ection Sub	ject	SOP #4	0 – Com	pliance Ch	ecks		Activity Co	ode	RST	0	RC	OBS
Job Briefing Employee Name/Title	N/A					Accor Inspe	npanied ctor?	N/A	Out Brief Conducted	No	Time 0915		-	Outside Shift	No
Related Reports						Relate	ed CAPS /	Findings			I				
	Ref				Rule or S	SOP		Standard		Other / Title			Checklist Reference		
Related Rules, SOPs, Standards, or Other	SOP #	40			40.5.5.1										
Standards, or Other	MSRP	Ή													
Inspection Location	Maii Trac		Yard	Stat	tion	осс	RTA Facility	FTA Office	Tue els Ture e	At-grade	e Tu	nnel	Elev	ated	N/A
Inspection Location				>	<				Track Type			х			
Line(s)	C-Line	C-Line Track 1					Chain Ma					То			
	0		Numbe	er	-		and/or Station(s) CO								
M. 1. 1. 1.	Hea	d Car	Number		Number	of Cars									
Vehicles		N/	/A		N//	4	Equip	ment	N/A						
										Number	of Defect	s			5
		Standard Operating Procedure (SOP) "During Rush Hours, personnel shall console area, allowing access to seat							ator soat and	Recommended Finding?					No
Description															Yes
			ere observ					•						No	

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

 Inspector in Charge - Signature
 Date

 WINSLOW L. POWELL
 Operating Workstown Frontier

 Inspector in Charge - Name
 Inspection Team

 Winslow Powell
 Robert Maniuszko



	Line	Car #	Compliant	Time										
	Blue	3226	No	0918										
	Silver	6058	Yes	0921										
	Silver	3024	Yes	0930										
	Orange	5183	No	0932										
	Orange	5036	Yes	0938										
	Orange	3081	Yes	0941										
	Silver	6087	No	0944										
	Orange 3026** No 0949													
	Orange													
	Silver	3134	Yes	1002										
	**-WMATA should verify this car number based on the time berthed at Rosslyn Station													
Remedial Action	WMATA should forward these observations to the responsible superintendents for follow-up.													

Inspection Activity #	2	Inspection S	ubject	Perm	anent Or	der T-16-07	7 Rev. 1 Com	pliance Check	Activity Co	ode	RST	го	RC	OBS
Job Briefing Employee Name/Title	N/A					mpanied ector?	N/A	Out Brief Conducted	No	Time	1122 – 1240		Outside Shift	No
Related Reports					Rela	ted CAPS /	Findings							
	Ref			Rule o	or SOP		Standard		Other / T	ïtle		Checklist Reference		
Related Rules, SOPs, Standards, or Other	Perma	nent Order		T-16-0)7 rev. 1									
Standards, or other														
Increation Location	Mair Trac	Yard	Sta	ation	OCC	RTA Facility	FTA Office	Treak Turne	At-grade	e Tu	nnel	Ele	evated	N/A
Inspection Location	x							Track Type	х		х			
line(a)	Cline	Trac	k	1		Chain Ma	rker	From					То	
Line(s)	C-Line	Nun	nber	1		and/or Station(s) C1 C			C1 CM145+00 C1 CM258+33					
	Head	d Car Numbei		Numbe	er of Cars									
Vehicles		N/A		Ν	I/A	Equip	ment	N/A						
		NSO inspecto							Number	of Defect	ts			0
		ements of T-: der. No excer				complied w	rith the requi	rements of	Recomm	ended Fi	nding?			No
Description		 Lead car 	5		Remedial Action Required?					No				
		Lead car	3143 -	- OK – 13	336 hours					Recommended Reinspection?				No
Remedial Action	N/A													



Federal Transit Administration

	YYYY	MM	DD		20170200 11/1		10.0	
Inspection Date	2017	03	09	Report Number	20170309-WN	VIAIA-W	VP-2	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST SMNT	Sub- Dep	artment	PROD POWR
		Name		Email	Office Phone	e	Ν	1obile Phone
Rail Agency Department Contact Information								
Inspection Location	C-Line – C05							

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Insp	pection Subj	ject			ker Protect ementatior	on – Job Safe	ety Briefing	Activity Co	ode	TR	К	RWP	OBS
Job Briefing Employee Name/Title	Track	Unit	#638				mpanied ector?	Yes	Out Brief Conducted	Yes	Time	110 130	-	Outside Shift	No
Related Reports						Relat	ed CAPS /	Findings					·		
	Ref				Rule or S	OP		Standard		Other / Title Checkl				dist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPI	M													
Standards, or other	MSRF	РΗ													
	Mai Trac		Yard	Stati	on (DCC	RTA Facility	FTA Office	T	At-grad	le Tunnel		Elev	ated	N/A
Inspection Location	х								Track Type	х	x x				
Line (a)	C Lin	-	Track		1		Chain Ma	rker		From			То		
Line(s)	C-Line	e	Numbe	er	1		and/or St	ation(s)	C1 CM145+00	C		C1 CN	A258+ 3	33	
	Hea	nd Car	r Number		Number	of Cars	Equip	N/A							
Vehicles		N,	/A		N/A										
Description	Track	rack Unit #638 provided the job safety briefing. Number of Defects													0
		•			•		•	nd would be inspection.	the Roadway	Recomm	ended Fi	nding?			No
			worker In (liarge	(RVVIC)	and esc	ort for this		Remedial Action Required?					No	

Inspector in Charge - Signature		Date
WINSLOW L. POWELL	signed by WWSLOW L HOWEL (~v1/LS Gumment, cn-VCT Hadquarter, cn-VTAPL, cn-WWSLOW L HOWEL 1222 2019266 ACM - CN	
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Bob Maniuszko	

No exceptions were taken to the protections provided by track unit #638. Remedial Action N/A
--

Inspection Activity #	2	Insp	ection Subj	ect	Track	Inspectio	on – Surg	e 12 area – Tra	ck #1	Activity Co	ode	TR	K	GEN	OBS
Job Briefing Employee Name/Title	Track	Unit #	#638				mpanied ector?	Yes	Out Brief Conducted	Yes	Time	110 130	-	Outside Shift	No
Related Reports						Relat	ted CAPS	/ Findings			1				
	Ref				Rule or	SOP		Standard		Other / 1	ītle		Checklist Reference		
Related Rules, SOPs, Standards, or Other	TRST	1000													
Standards, or other	MSRP	РΗ													
Increation Location	Mai Trac		Yard	Stati	ion	осс	RTA Facility	FTA Office	Trock Turne	At-grad	e Tu	nnel	Ele	evated	N/A
Inspection Location	x								Track Type	x		Х			
line(a)	C-Line		Track		1		Chain N	larker		From				То	
Line(s)								C1 CM145+0	0		C1 CI	M258+	+33		
Vehicles	Неа	d Car	Number	I	Number	of Cars		•	N/A						
venicies	N/A N/A Equipment N/A														
								s extremely bu		Number of Defects					0
					0 1			n to access the	,	Recomm	ended Fi	nding?			No
	1122 hours. We were only able to complete an inspection of track 1.										Action	Require	ed?		No
Description		 Surge Area Observations: WMATA has performed a number of activities in the work area. We observed new stud bolts, fasteners, plates, grout pads, insulators, expansion joint cables, joint elimination, leak mitigation, tie replacement and new ballast. Significant lighting improvements were also observed within the Pentagon portion of the tunnel. 												No	
Domodial Action		No exceptions were taken to the work performed on track 1 throughout the area.													
Remedial Action	N/A														

Inspection Activity #	3	Inspection Subject	ETS Box	Observation			Activity Co	ode	POWR	GEN	OBS	
Job Briefing Employee Name/Title	Track	c Unit #638		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1100 - 1300	Outside Shift	No	
Related Reports				Related CAPS / Findings								
	Ref		Rule or S	OP	Standard		Other / T	ïtle	Cl	Checklist Reference		



Related Rules, SOPs, Standards, or Other																						
Inspection Location	Main Track	Yard St		Yard Sta		Yard St		Yard		Yard		Yard Sta		on OCC	RTA Facility	FTA Office	Track Type	At-grade	Tun	nel	Elevated	N/A
inspection Location	х						Пасктуре	x														
Line(s)	C-Line	Track		1	Chain N	larker		From			То											
Line(s)	C-LINE	Numb	er	T	and/or	Station(s)	C1 CM145+00)														
Malata	Head Ca	r Number																				
Vehicles	N	/A		N/A	Equ	ipment	N/A															
	Concerns:		1					Number of	Defects	5		2										
	1.	-		• •		L is leaning and Id eventually f		Recommen	ded Fin	ding?		No										
	2.		•			th exposed wi		Remedial A	ction R	equired?		Yes										
Description		photo.)					·															
	General O	General Observations:								Recommended Reinspection? No												
	•			re in good sha latches all wo	•	es appear to b	be new. Maps															
Remedial Action	•			air ETS box nu air ETS box nu																		

Photos:



Figure 1 - C63 - Broken Conduit





Figure 2 - New Grout Pads and Expansion Joint Cabling



Figure 3 - New Grout Pad, Fasteners and Stud Bolts



Federal Transit Administration

YYYY	MM	DD	- Report Number	20170309-WMATA-WP-3						
2017	03	09	Report Number							
Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	RST Sub- Department Maintenan					
	Name		Email	Office Phone	е	N	Nobile Phone			
A-Line, track	1, between N	letro Center an	d Shady Grove							
	2017 Washington Authority	2017 03 Washington Metropolitan Authority Name	2017 03 09 Washington Metropolitan Area Transit Authority Image: Constraint of the second sec	20170309Report NumberWashington Metropolitan Area Transit AuthorityRail Agency Department	2017 03 09 Report Number 20170309-WN Washington Metropolitan Area Transit Authority Rail Agency Department TRST	2017 03 09 Report Number 20170309-WMATA-V Washington Metropolitan Area Transit Authority Rail Agency Department TRST Sub- Department Name Email Office Phone	2017 03 09 Report Number 20170309-WMATA-WP-3 Washington Metropolitan Area Transit Authority Rail Agency Department TRST Sub- Department Name Email Office Phone N			

Inspection Summary

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

Activity Summaries

Inspection Activity #	1 Ir	spection Sub	ject	Roadwa	iy Work	er Protecti	on – Job Safe	ety Briefing	Activity Co	ode	TR	К	RWP	OBS
Job Briefing Employee Name/Title	TRST Un	it 80			Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	Yes	Time	220 060		Outside Shift	Yes
Related Reports					Relat	ed CAPS /	Findings							
	Ref			Rule or S	OP	Standard			Other / T	ïtle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	RWPM													
lossesting Lossting	Main Track	Yard	Stat	ion C	осс	RTA Facility	FTA Office	Tue de Ture e	At-grade	e Tu	nnel	Elev	ated	N/A
Inspection Location	х		х					Track Type	x		х	>	(
Line(a)	A 1500	Track		1		Chain Ma	rker		From				То	
Line(s)	A-Line	Numb	er	1		and/or St	ation(s)	Metro Center	· A-0, CM 00	+00	Shady	y Grove	A-14, CN	1 950+00
	Head O	Car Number		Number c	of Cars			701/01						
Vehicles	т	GV-01		1		Equip	ment	TGV-01						
	-	safety briefin		•	'				Number	of Defect	s			0
Description	briefing	was thoroug	n and o	complied	with all	WMATA re	equirements		Recomm	ended Fi	nding?			No
									Remedia	l Action I	Require	d?		No

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



		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2 I	nspection Sul	bject	Track	Geomet	ry Inspecti	on, TGV-01.		Activity Co	ode	TR	K	GEN	INS
Job Briefing Employee Name/Title	TRST U	nit 80				ompanied ector?	Yes	Out Brief Conducted	Yes	Time	220 060	-	Outside Shift	Yes
Related Reports					Related CAPS / Findings									
	Ref			Rule or	or SOP Standard				Other / T	Chec	klist Refe	rence		
Related Rules, SOPs, Standards, or Other	TRST-1	000								-				
Standards, or other														
Increasion Location	Main Track	Yard	Sta	tion	осс	RTA Facility	FTA Office	Treek Ture	At-grad	e Tu	nnel	Elev	vated	N/A
Inspection Location	х		2	x				Track Type	x		х	х		
1:00(0)	A-Line	Track				Chain Marker			From			То		
Line(s)	A-Line	Numb	per		L	and/or S	Station(s) Metro Cente		r A-0, CM 00	+00	Shad	ady Grove A-14, CM 950+00		
	Head	Car Number		Number	of Cars			701/04						
Vehicles	-	FGV-01		1		Equi	pment	TGV-01						
		•			•		ction of track		Number	of Defec	ts			1
					0		on, the work g	group 6+80. WMATA	Recomm	ended Fi	nding?			No
Description						-		Ing following the Remedial Action Required?						No
		ion vehicle, ar d by the supp			s taken	out of serv	vice and imme	diately	Recomm	ended R	einspec	tion?		No
Remedial Action	N/A													

Federal Transit Administration

Increation Data	YYYY	MM	DD	Poport Number							
Inspection Date	2017	03	10	Report Number	20170310-WMATA-WP-1						
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Production					
	-	Name		Email	Office Phone	e	N	1obile Phone			
Rail Agency Department											
Contact Information											
Inspection Location	Surge 13 - Ei	senhower Ave	nue to Braddoo	k Road	•						
spection Summary											

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspe	ection Sub	ject	Job	Safety	Briefir	ng			Activity Co	ode	TR	K	JSB	OBS
Job Briefing Employee Name/Title	Surge	e 13 Bri	iefing Tabl	e			Accom	panied or?	Yes	Out Brief Conducted	No	Time	100 150		Outside Shift	No
Related Reports	N/A					Related CAPS / Findings N/A										
	Ref				Rule	or SOP	SOP Standard			Other / T	ïtle		Cheo	cklist Refe	rence	
Related Rules, SOPs, Standards, or Other	TRST	1000														
Standards, or Other	RWPI	М														
Inspection Location	-	Nain Yard Station		tion	000		RTA Facility	FTA Office	Track Type	At-grade	e Tu	nnel	Ele	vated	N/A	
	Х										Х					
Line(s)		·	Track				Chain Marker			From				То		
Line(s)			Numbe	er			and/or Station(s) Eisenhower A			ve. (C14)		Brade	dock R	oad (C12)		
	Hea	d Car I	Number		Numb	er of C	Cars									
Vehicles		N/#	Ą		I	N/A		Equip	ment	N/A						
										iefing table.	Number	of Defect	s			0
		All personal protective equipment				• •			•	· /	Recomm	ended Fi	nding?			No
Description		IDs were checked and the working locations and types of work taking									Remedia	Action F	Require	ed?		No
	safety rule of the day. FWSO personnel were provided a purple bracelet inc their receipt of the briefing. They were granted access to the roadway. No exceptions were taken.						celet indicating	g Recommended Reinspection?					No			

Inspector in Charge - Signature WINSLOW L. POWELL	remment, ou=DOT Headquarters, JONL POWEL	Date
Inspector in Charge – Name Winslow Powell	Inspection Team Mike Vitale	



Increation Activity #	2	Inconstion Col	niact C	foTrack	ao 12 loc-	oction		Activity C-		TO	NV I	14/1	Di
Inspection Activity #	2	Inspection Sul	oject Sa	ife I rack Sui	ge 13 Inspe	ection		Activity Coc	e	TR	(K	WI	PI
Job Briefing Employee Name/Title	Surge	13 Briefing Tab	le		ompanied pector?	Yes	Out Brief Conducted	No	1000- 1500		Outside Shift	No	
Related Reports	N/A			Rela	ated CAPS /	Findings	N/A						
	Ref		Ru	e or SOP		Standard		Other / Tit	le		Chec	klist Refe	rence
Related Rules, SOPs, Standards, or Other	TRST :	1000						FTA-TPE-1	FTA-TPE-17-005-a, -b				
	RWPN	Л			_								
Inspection Location	Mair Trac	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tu	nnel	Elev	vated	N/A
	х							х					
		Track			Chain M	arker		From				То	
Line(s)		Numb				tation(s)	Eisenhower A			Brade	dock Ro	oad (C12)	
	Hea	d Car Number	Nur	nber of Car	5			, ,				, ,	
Vehicles		N/A		N/A	Equi	pment	N/A						
	FWSO	personnel obs	erved a Qu	ality Assura	ance, Interr	al Complianc	e & Oversight	Number o	f Defec	ts			0
	(QICO) inspection of	the SafeTr	ack surge 1	3 work area	. QICO attem	pts to walk the	Recomme	nded Fi	nding?			No
		surge area ond gement team re					Remedial	Action	Require	ed?		No	
Description	the in has al track : Eisenh work of tracks FWSO inspec	ctor for his report At C1 575 were four replaceme Automatic running ra to the run Directive (FTA) issu clamps, in 0 0 These find	ontinued t s at the Bra velding of and Huntir olacement ently insta e Alexand ectors not ort: +00, the 3 id to be go ent. c Train Cor ning rails t17-1 on tra ed three ro structing V Discontir permane Locate an web/bolt permane	o demolish addock Roa joints and t gton. WMA s at the tim lled a new o ria yard. ed several i d rail end aj uged. QICC trol equipm 5+00. FWS0 using Polido troin powe equired acti WMATA to: use the prace nt installati nd replace a ed crimped nt installati relayed to	old grout p d station pla he replacer TA contrace e of the insp double cross tems, which pproaches f p noted tha pri rail clamped rir rail clamped ctice of usin on (FTA-TPI ill clamped cable conr ons (FTA-TF the QICO in hear the Kin	ads in prepara atform. Futur nent of insula tors were jus bection. sover for the n were provid or both the C in report to b en removed t the cables v bos. In FWSO's ral Transit Ad to these med g clamped bo 5-17-005-a). bonds with di ections, suita 2E-17-005-b). spector. g Street porta	ation. WMATA e work on itors between t beginning to yard lead led to the QICO and J Lines be marked for from the vere connected Special ministration chanical onds as a rilled rail able for	Recomme	nded R	einspec	ction?		No



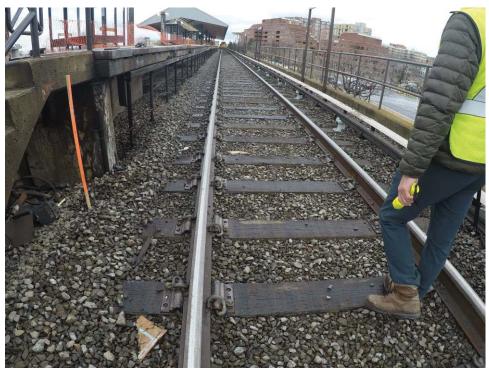
	 The contractors installing the third rail insulators were paying close attention to the lateral gauge of the third rail relative to the running rail. However, it was unclear how they would ensure the third rail was at the proper height. WMATA should ensure the third rail is properly gauged prior to the end of the surge. At C1 603+00, a drain was completely clogged. 	
	The QICO inspector also noted the deteriorating conditions at the platform edge at the King Street and Braddock Road stations FWSO previously noted this in the 3/7/2017 inspection of the area (see FTA inspection report 20170307-WMATA-WP-3).	
Remedial Action	N/A	

Photos:



Clogged Drain at C1 603+00





Recently Replaced Ties at Braddock Road Station



Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170314-WMATA-AD-1			
	2017	03	14					
Rail Agency Name	Washingto Transit Au	on Metropo thority	itan Area	Rail Agency Department	ROCC Sub- Department N/A		N/A	
Rail Agency Department Contact Information	Name		Email	Office Phone N		Nobile Phone		
Inspection Location	Carmen Turn 3500 Pennsy	,	ille, MD 20785					

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Rules Compliance & Safety Management Inspection (SMI) Required Actions Observation of Rail Traffic Controllers (RTC)			Activity Co	ode	ROCC	RC	OBS	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1200- 1530	Outside Shift	No	
Related Reports	Safety Management Inspection (SMI), Final Report, June 17, 2015		Related CAPS / Findings Required A		Actions: R-1-6-a						
	Ref Rule or S		Rule or S	OP Standard			Other / Title		Che	Checklist Reference	
Related Rules, SOPs, Standards, or Other	Rule Proc Han Road	roRail Safety es and cedures dbook & dway Worker ection Manual	Rules (I and Op	on 1 – General (Radio Usage Operation): 1.69 – 1.88		x	x			X	

Inspector in Charge - Signature	AMBURIDALEY	DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2017.03.21 16:50:58 -04'00'	Date
Inspector in Charge – Name Ambur Daley	Inspection Team Tamara Powell		



	(2014)													
	Perman	ent Order	NO	. T-16-10										
Inspection Location	Main Track	Yard	Station	осс	RTA Facility	Main Track	Yard	At-grade	Tunnel	Elevated	N/A			
				х							х			
Line(s)	N/A	Track Numbe	er N,	/Α	Chain Ma and/or St									
Vehicles		r Number	Num	ber of Cars	Equip	ment	N/A							
Description	The FWS controll oversee The FWS check th (ROCC) Rules #1 observa the SMI Procedu Roadwa RWP Tra General	required a 69 – 1.88 tion and c report, ru ures Handk y Worker aining Cou observati SafeTrack effect. He overseen the Ops 4 tions relat Cardinal communi and locat repeating o	at the Op ns on the or perfo d mainly ctions are and Per ompliane les from book (MS Protection rse. Ons: Console conso	s 3 conso e Green, rmed an on the R nd radio u manent (ce check the Metri SRPH), pr on (RWP) 3 (Yellow its routin nitored b se. SRPH: 3: "Employ vith ROCC CC shall a umber, lo sensured th given a cks. Train peed com uesting er vith posit For each ators rep cations ar ded by the e process adway ac	observatione, which Yellow, and observati ail Operat usage and Order T-1 were base roRail Safe rocedures Manual (/ & Blue li g and ope y another operstore cation, ar l all reque and receiv operators mergency ive acknow comman reated base and unders e RTC. s was follo ccess – ea n, via cha	on of the r controls a and Blue lin on and co ions Cont operation 6-10). The ed on find ety Rules 8 and rules 2014), and nes) is cur erations we controlle <i>I, when</i> <i>train/unit</i> <i>lge employ</i> <i>ad track.</i> " sts and tra- red proper s radioed i low speed reliefs. The wledgeme d given the ck their per tanding of owed by un ch acknow	rail traffic and less. mpliance rol Center ings from & from the d Level IV rrently in ere r manning <i>number</i> yee by ansmission ly through in regarding read-outs, he RTC ent of the ereafter, ermissive f direction nits calling vledged his or station	3	ed Finding? tion Require		0 No No			



	Observations related to SMI report findings:	
	• <i>R-1-6-a: "WMATA must establish and enforce a proper</i>	
	protocol for language and terminology that is used over	
	the radio – to include 100 percent word-for-word read-	
	back for safety-related instructions and unusual train	
	movements." (Also see Permanent Order T-16-10.)	
	 Starting at 1200 hours (beginning of observation 	
	period), the inspector observed operators, as well as	
	track and power personnel, contacting the RTC over	
	the radio to request permission to access the	
	roadway to perform maintenance and track	
	activities.	
	 The RTCs ensured all requests were received 	
	properly through read-backs. Power and track	
	personnel each performed word-for-word	
	confirmation of walking rights on the roadway.	
	Operators also acknowledged clearing points, as well	
	as understanding with all direction provided by the	
	ROCC.	
	• The RTC closed out each radio check transmission by	
	acknowledging, "That is a good copy," over the	
	radio.	
	• For each communication loop, RTCs closed out each	
	and every transmission with "over" until she closed	
	the loop with "Central out." The operators, in	
	response, using "over" sporadically,_did not achieve	
	100% compliance in this mandate.	
	 When calling in and/or confirming locations, both the BTC and units used the International Civil 	
	the RTC and units used the International Civil	
	Aviation Organization (ICAO) standard for	
	communicating accordingly, as warranted by the transmission.	
	• Level IV WMATA Roadway Worker Protection (RWP)	
	Course and Manual:	
	 RTC followed all procedures as required by the RWP 	
	Manual (See "General RWP Guidelines"),	
	accordingly.	
	 When calling on, each unit provided his/her ID 	
	number, exact location (by chain marker), and	
	identified his/her level of protection.	
	 Both the RTC and unit provided 100% repeat 	
	back when requesting and granting roadway	
	access, stating hot spots and confirming safety	
	briefings.	
	 When signing off, the unit acknowledged and 	
	repeated back his/her clearing time.	
	There were no exceptions noted during this observation shift.	
Remedial Action	N/A	





Date

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170315-WMATA-WP-1				
Inspection Date	2017	03	15	Report Number	20170313-001	VIATA-VVP	-T		
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	Automatic Train Control	Sub- Depart	tment		
	1	Name		Email	Office Phone	e	M	obile Phone	
Rail Agency Department Contact Information									
Inspection Location	Eisenhower	Avenue (C14)	- Train Control F	Room					

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Su	bject	ATC Ro	om Insp	ection			Activity Co	ode	AT	С	FI	PI
Job Briefing Employee Name/Title	N/A				Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	No	Time	100 140		Outside Shift	No
Related Reports	20160	127-WMATA-E	N-1		Relat	ed CAPS / I	Findings	N/A						
	Ref			Rule or	SOP		Standard		Other / T	ītle		Checklist Reference		
Related Rules, SOPs, Standards, or Other	ATC 10	000												
In a set is a large time.	Mair Tracl	Yard	Stat	ion	осс	RTA Facility	FTA Office	Treads Truce	At-grad	e Tur	nnel	El	evated	N/A
Inspection Location						х		Track Type						х
		Track				Chain Ma	rker		From				То	
Line(s)	N/A	Num		N/A		and/or St		Eisenhower A	Ave. (C14)					
	Head	l Car Number		Number	of Cars									
Vehicles		N/A		N/	A	Equip	ment	N/A						
Description									Number	of Defect	s			0

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

Inspector in Charge - Signature WINSLOW L. POWELL

Inspector in Charge – Name	Inspection Team
Winslow Powell	Leon Ferguson, Ed Nicholson, Al Nepa



	FWSO inspectors visited the train control room at the Eisenhower Avenue (C14)	Recommended Finding?	No
	station to follow up on a previous inspection conducted January 27, 2016. FWSO inspectors were able to close remedial action ID #17, which required WMATA to	Remedial Action Required?	No
	obtain a copy of the November and December 2015 Test 1008 data sheets and add them to the log book. Missing data sheets for switch obstruction tests conducted in October and November 2015 were properly filed in the log book. FWSO inspectors also confirmed that data sheets for monthly switch obstruction tests from October 2015 to February 2017 were properly filed in the log book.	Recommended Reinspection?	No
Remedial Action	N/A		



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170316-W		VD 1	
inspection Date	2017	03	16	Report Number	20170310-001	VIATA-V	VP-1	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Sub- Dep		
	I	Name		Email	Office Phon	e	Ν	Nobile Phone
Rail Agency Department Contact Information								
Inspection Location	A-Line, betw	een Medical (Center and Metr	o Center.				

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-GEN-INS					
Inspection Units	1					
Inspection Subunits	9					
Defects (Number)	9					
Recommended Finding	Yes					
Remedial Action Required ¹	Yes					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection S	ubject	Track S	tation I	nspection			Activity Co	de	TR	K	WI	PI	
Job Briefing Employee Name/Title	N/A					mpanied ector?	N/A	Out Brief Conducted	N/A	Time	080 150		Outside Shift	No	
Related Reports					Relat	ted CAPS / I	Findings								
	Ref			Rule or S	SOP		Standard		Other / T	itle		Checklist Reference			
Related Rules, SOPs, Standards, or Other	TRST 1	000													
luces stice to estimate	Main Track	Yard	Stat	ion (DCC	RTA Facility	FTA Office	Tue els Ture e	At-grade	At-grade Tunr		Ele	vated	N/A	
Inspection Location			х					Track Type			х				
		Trac	k	tracks	1	Chain Ma	rker		From				То		
Line(s)	A-Line	Num	ber	and 2		and/or St	ation(s)	Medical Cent	er (A10)		Metr	o Cent	er (A01)		
	Head	Car Number		Number	of Cars										
Vehicles		N/A		N/A	A	Equip	ment	N/A							
Description									Number	of Defect	s			9	

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

 Inspector in Charge - Signature
 Date

 WINSLOW L. POWELL
 Display lying down of WINSLOW LOWELL Display lying down of WINSLOW LOW



	The FWSO inspector performed a general inspection of track conditions	Recommended Finding?	Yes
	throughout the station platform areas. This inspection was performed from the	Remedial Action Required?	Yes
	 platform; no escort or safety briefing was required. The following conditions were observed, and there were no color coded conditions noted: The below are TRST 1000 defects, rule 3.2.2.2: Medical Center Station, track 1: Standing water on the inbound entrance side of the platform was observed; water is not draining as designed. Bethesda Station, tracks 1 and 2: Standing water was observed; water is not draining as designed due to debris blocking the drain entrance. Friendship Heights, tracks 1 and 2: Standing water from the escalator to the outbound entrances was observed; water is not draining as designed. Tenleytown-AU, track 1: Standing water and mud were observed in the gauge area of the track. Van Ness-UDC, track 2: Standing water was observed; water is not draining as designed. Woodley Park, track 2: Muddy conditions prevented standing water from draining as designed. Woodley Park, track 2: Muddy conditions prevented standing water from draining as designed. Woodley Park, track 2: Relay third rail on the field side of the track towards the platform presents a trip-and-fall hazard. Woodley Park Station, track 2: Relay rail in the gauge and field side of the track presents a trip-and-fall hazard. Woodley Park Station, track 2: Relay rail in the gauge and field side of the track presents a trip-and-fall hazard. The following is a TRST 1000 defect, rule 13.2.2: Van Ness Station, track 2: Relay rail in the gauge and field side of the track presents a trip-and-fall hazard. Woodley Park Station, track 2: Relay rail in the gauge and field side of the track presents a trip-and-fall hazard. Woodley as TRST 1000 defect, rule 13.2.2: Van Ness Station, track 2: Paper and debris were present at the third rail insulator support along the track. 	Recommended Reinspection?	Yes
Remedial Action	 Medical Center: WMATA should clean all scuppers, inlets and catch basin a designed (track 1). Medical Center: All relay rail should be collected and stored to prevent a tr Bethesda Station: WMATA should clean all scuppers, inlets and catch basin designed (tracks 1 and 2). Friendship Heights: WMATA should clean all scuppers, inlets and catch bas as designed (tracks 1 and 2). Tenleytown Station: WMATA should clean all scuppers, inlets and catch bas as designed (track 1). Van Ness Station: WMATA should clean all scuppers, inlets and catch bas as designed (track 2). Van Ness Station: WMATA should clean all scuppers, inlets and catch bas as designed (track 2). Woodley Park: WMATA should clean all scuppers, inlets and catch bas an are designed (track 2). Woodley Park: All rails should be collected and stored to prevent a trip/fal 	rip/fall hazard (track 1). n approaches so accumulated water sin approaches so accumulated wate usin approaches so accumulated wate n approaches so accumulated water opproaches so accumulated water car	can be drained as er can be drained er can be drained can be drained as

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY MM DD			Report Number	20170316-WMATA-WP-2					
Inspection Date	2017	03	16	Report Number	20170510-WIWATA-WP-2					
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	Car Maintenance and RTRA	Sub- Dep				
		Name		Email	Ν	Nobile Phone				
Rail Agency Department										
Contact Information										
Inspection Location	West Falls Cl	hurch Car Sho	o and Glenmon	t Rail Yard						

Inspection Form

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	VM-RM-PI	RTRA-GEN-PI				
Inspection Units	1	1				
Inspection Subunits	0	N/A				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required ¹	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Insp	ection Subj	ect	Remeo Church		on Verificat	ion Inspectio	on-West Falls	Activity Co	ode	VN	N	RM	PI
Job Briefing Employee Name/Title	Gary	Reyno	olds				ompanied ector?	Yes	Out Brief Conducted	Yes	Time	1030 1130		Outside Shift	No
Related Reports	2016	0412-	WMATA-TG	B-1		Rela	ted CAPS /	Findings	Remedial Act	ion #278					
	Ref				Rule or	SOP		Standard		Other / T	ïtle		Chec	klist Refei	rence
Related Rules, SOPs, Standards, or Other		I	N/A			N/A N/A			N/A			N/A			
Standards, or Other															
Inspection Location	Ma Tra		Yard	Stati	ion	осс	RTA Facility	FTA Office	Track Type	At-grade Tunnel		nnel	Elevated		N/A
			Х						-						Х
Line(s)	N/A		Track		N/A		Chain Marker			From				То	
Line(s)	N/A		Numbe	r	N/A		and/or St	ation(s)		N/A			N/A		
Vehicles	Hea	ad Car	. Number	I	Number	of Cars	Equip	mont	3142						
venicies		N/	/A		N/	Ą	Equip	ment	5142						
			•			0	0	on car #3142		Number	of Defect	s			0
Description	repai	ired as	s required by	y rem	iedial ac	ion #27	8. This action	on is now clo	osed.	Recomm	ended Fi	nding?			No
Description										Remedia	Action I	Require	ed?		No
										Recomm	ended Re	einspec	tion?		No
Remedial Action	N/A	A													

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

 Inspector in Charge - Signature
 Date

 WINSLOW L. POWELL
 District Scient Science (Scientific Conversion and Science (Science (Science



Inspection Activity #	2	Inspection Sub	ject	Remedi Yard	al Actio	n Verificati	ion Inspectio	n-Glenmont	Activity Co	ode	RTF	RA	GEN	PI
Job Briefing Employee Name/Title	N/A				Accor Inspe	npanied ctor?	No	Out Brief Conducted	Yes	Time	1230 1330		Outside Shift	No
Related Reports	20160)317-WMATA-JN	/IC-2		Relat	ed CAPS /	Findings	Remedial Acti	ion #46					
	Ref			Rule or S	OP		Standard		Other / T	ïtle		Check	dist Refer	ence
Related Rules, SOPs, Standards, or Other		N/A			N/A N/A			N/A						
Standards, or other														
Inspection Location	Main Track	Yard	Stati	Facility Office			At-grade Tu			nnel Ele		ated	N/A	
Inspection Location		×						Пасктуре						x
Line(a)	N/A	Track		N/A		Chain Ma	rker	From			То			
Line(s)	N/A	Numb	er	N/A		and/or St	ation(s)		N/A				N/A	
	Hea	d Car Number	1	Number c	of Cars		_							
Vehicles		N/A		N/A		Equip	ment	N/A						
		/SO inspectors verified that remedial action #46, which states that, "WMAT							Number	of Defect	s			0
		d place a bulletin w the instructior					0		Recomm	ended Fi	nding?			No
Description		dial action #46 i			iat die	issued, Ild		25580.	Remedia	l Action F	Require	ed?		No
										ended Re	einspec	tion?		No



Date

Form FTA-IR-1

Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170316-WN	10T0 \0	/D 2	
inspection Date	2017	03	16	Report Number	20170310-001	VIATA-W	VP-5	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department POWR Sub- Department				СМ
		Name		Email	Office Phone	e	N	1obile Phone
Rail Agency Department Contact Information								
Inspection Location	KO4 – Ballsto	on – Wayside						
nspection Summary								

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	КО4 –Ва	Illston – Jumper Ca	able Replace	ment	Activity Co	ode	TI	Р	RM	OBS
Job Briefing Employee Name/Title	WM	ATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	010 050		Outside Shift	Yes
Related Reports				Related CAPS /	Findings							
Related Rules, SOPs, Standards, or Other	MAII INSP FOR CABL 1500 (REV 2015 ENG MOL INST FOR EXPA	/ENTIVE NTENANCE ECTION (PMI) TRACK FEEDER LE - 1000 KCMIL / 0 KCMIL ISION 4, JUNE 16, 5) INEERING DIFICATION RUCTIONS (EMI) JUMPER, ANSION, AND NSITION POWER	Rule or S	OP	Standard		Other / T	ïtle		Che	ecklist Refere	ence
	SYST	LES REPLACEMENT EMWIDE (REVISION PTEMBER 16, 2016)										

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

 Inspector in Charge - Signature

 WINSLOW L. POWELL
 District Construction (non-OTT Nadqueter), non-ofT Nadqueter), non-ofT Nadqueter, n

Tino Sahoo

Winslow Powell



In a section for a section	Main Track	Yard	Stati	ion	OCC	RTA Facility	FTA Office	Treads Treas	At-grade	Tu	nnel	Elevated	N/A
Inspection Location	х		Х					Track Type			Х		
Line(s)	K-Line	Track Numb	er	2		Chain Ma and/or St		Ballston (K04)	From , CM 275+00		Ballst	Ton (K04), C	
Vehicles		ar Number	1		er of Cars	Equip	ment	Jumper Cable	Replacement				
	areas, cor discussior deenergiz	nmunication n. Track prot ation of the	n, and ection 3 rd rai	Roadw was E	vay Access xclusive T	s Guide wei rack Occup	ots, hazards, re used as pa ancy (ETO), o exceptions	art of the	Number of Recommen Remedial A	ded Fi	nding?	ed?	0 No No
Description	WMATA w Rating). Ju kicker rail two jump polyvinyl start until clearance at the late In WMAT, kcmil cabl anytime t rating) cal of 100 per The orang were rem the conduicable. The conduit. W one end c through. crimped c installed i of the new resistance used to pu one probe taken in 1 the readir New oran cable. The conduit. W one end c through. Crimped c installed i of the new resistance used to pu one probe taken in 1 the readir New oran cable. WMATA e cables. The WMATA f seven, an cable repaid (COG) and The electricables. Section 8. CABLE - 10 procedure	umper cables) from anoti er cables be chloride (PV 0215 hours of all equip est, unless th A's shop pre- le were cut; here was a i bles were bo rcent 7000 s ge boot asse oved, but th it stub-up v e old jumper Vhile pulling of the cable The new jum on each end n the condu v jumper ca e threshold (ulsate ~1000 e attached t -minute inc ng was 57 gi ge boot asse employs elect the WMATA p and trained a d WMATA p in crews: tw d two crews rical contract 2 in PREVEN	g two s are c her lon ing rep (C) con . The F ment a here w caceding useries & mblies everies & mblies reaceding useries & reaceding useries & mblies reaceding useries & reaceding useries	ables t ager pie olaced duit (3 Rail Op- and per as an e g night e-megg ble rep ble rep as an e cos were for a cos as were able wa jumpe -up on o ensur- ega-oh ough t unning ts up t ms and s were contrace maintee n the e rew of ws used ntrated SM, suc	that energece of 3rd were rou " or 4" de erations (rsonnel o emergence of work, gered (50 olacemen upgrade t rains. ach end o e kept int . This will removed cables, a it stub up as fished t er cable. N e ach end cables, a it stub up as fished t er cable. N e ach end cables, a it stub up as fished t er cable. N e ach end cables (grail (grou o 3-minut e athen inst e then assily me e then inst ctors from exact insta three sup d contract d on a sta ccessfully ENANCE I (REVISIO	gize one sm rail; hence ted undern epending or Control Cen ff the roady y (approxim two 120 for 0 megaohn t on the fee he system f f the jumpe act. Also, th be replaced l by pulling "fishing" ny in order to through the lew OZ Geo d. Field meg le insulatio electrical de one probe und)). The r tes. For eac et the minin talled on ea m C3M to co pervisor th allation pro- pervisor th allation pro- ters to hand te-of-good replaced th NSPECTION N 4, JUNE 1	all portion o the term "ju eath the corn h location). V ter (ROCC) v way by 1600 hately 2 hou obt-length poins or nigher) eder cables, i for the future er cables) beine e OZ Gedne d with the ne them out of flon rope wa pull the new e conduit. Co incey bushing gering was on net the m evice called a attached to esistance re- h of the new num resistar ch end of th pomplete this at was prese cedure. C3M eir work. WM dle cables on repair for th ne two powe I (PMI) FOR ¹ 6, 2015) cov	Acrete slab in Vork did not vanted - 1615 hours rs for repairs). Acrians of 1000 . In addition, 2 kV (voltage e employment and replaced y bushing on ew jumper the PVC s attached to y jumper cable pper lugs were done for each inimum fluke was the cable and adings were cables tested, ace threshold. e jumper switch out of nt related that had a crew of AATA had four the ground e cables. r jumper	Recommen	ded Re	einspec	tion?	No

 Remove the 10 peripheral captive screws from the Two-piece Insulating Cover (Orange Boot). Carefully remove the Two-piece Insulating Cover and inspect for damage. If the existing boot is broken, cracked or gasket material is damaged it shall be replaced with new one. Remove the four 1/2" x 2" bolts, washers, lock washer and nuts from 	
 Insulating Cover (Orange Boot). 2. Carefully remove the Two-piece Insulating Cover and inspect for damage. If the existing boot is broken, cracked or gasket material is damaged it shall be replaced with new one. 3. Remove the four 1/2" x 2" bolts, washers, lock washer and nuts from 	
 Carefully remove the Two-piece Insulating Cover and inspect for damage. If the existing boot is broken, cracked or gasket material is damaged it shall be replaced with new one. Remove the four 1/2" x 2" bolts, washers, lock washer and nuts from 	
damaged it shall be replaced with new one.3. Remove the four 1/2" x 2" bolts, washers, lock washer and nuts from	
3. Remove the four $1/2'' \times 2''$ bolts, washers, lock washer and nuts from	
the lugs. (This bolt size is applicable for 1000 kcmil cable lugs.	
Verify/determine the bolt size for 1500 kcmil cable lugs.)	
Inspect the cable lugs for evidence of overheating and corrosion, if a	
lug has corrosion it shall be cleaned as per 7.1.6 in this PMI.	
5. Apply 1000 V rated electrical tape over the compression lug and cable	
inside the boot (for each cable) for additional protection of the copper	
of the cable. The electrical tape shall not interfere with the work of the	
sealing collar and shall not hamper the installation of the Two-piece	
Insulating Cover (Orange Boot).	
6. If cable and does not have sealing collar, install sealing collar over	
cable.	
7. Install heat shrink tube over the conduit and the cable.	
8. Bolt together the two lugs using four $1/2'' \times 2''$ bolts, each bolt shall	
have one flat washer on the Head side of the bolt, one flat washer, and	
one split lock washer to the nut side of the bolt. All four bolts, washers	
and nuts shall be silicon-bronze material. (This bolt size is applicable	
for 1000 kcmil cable lugs. Verify/determine the bolt size for 1500	
kcmil cable lugs.)	
9. All bolts connecting the cable lugs, shall be torqued according to the	
specification found in this PMI. (for Track Feeder Cable 1000 kcmil with $1/2'' = 2''$ has belts the terms shall be 40 Feet. Boundal)	
with 1/2" x 2" lug bolts, the torque shall be 40 Foot – Pounds)	
 Install the Two-piece Insulating Cover (Orange Boot) along with the cable sealing collars using the 10 peripheral captive screws. If there 	
are stripped or missing screws, replace with new screws. If the Boot is	
beyond repair replace with new Boot.	
11. The cable connector size shall correspond to the size of the cable. If	
1500 kcmil cable was used for any reason, the cable connector shall be	
designed to be used with 1500 kcmil cables.	
Remedial Action N/A	



Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170317-WN	ΛΑΤΑ-ΑΓ	D-1		
	2017	03	17						
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	ROCC Sub- Department N,			N/A	
Rail Agency Department	Name			Email Office Phone M				Iobile Phone	
Contact Information									
Inspection Location	Carmen Turr 3500 Pennsy	,	ille, MD 20785						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection	on Subj	ect	(SMI) R	-	Actions Ob	Managemer servation of	nt Inspection Rail Traffic	Activity Co	ode	ROC	C	RC	OBS	
Job Briefing Employee Name/Title	N/A						mpanied ector?	N/A	Out Brief Conducted	Yes	Time	1600 1900		Outside Shift	No	
Related Reports		r Manageı , Final Rep				Rela	ted CAPS / F	indings	Required Acti	ons: R-1-6-a						
	Ref				Rule or S	SOP		Standard		Other / 1	Title		Check	klist Refere	ence	
Related Rules, SOPs, Standards, or Other	and P	MetroRail Safety Rules and Procedures Handbook Kules 1.			Jsage ar on):			х		х			х			
	Perm	anent Ord	der		NO. T-1	6-10										
In an action I anotion	Mai Trac	Ya	ard	Stati	on	осс	RTA Facility	Main Track	Yard	At-grad	e Tu	nnel	Elev	vated	N/A	
Inspection Location					х										х	
Line(a)	NI / A		Track		Chain Ma			·ker		From				То		
Line(s)	N/A		Numbe	r	N/A and/or Sta			ation(s)	tion(s) N/A			N/A	N/A			
Vehicles	Hea	d Car Nur	mber	1	Number	of Cars	Equip	ment	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.

sujjicient una ejjective.		Digitally signed by AMBUR I DALEY	
Inspector in Charge - Signature	AMBUR I DALEY		Date
Inspector in Charge – Name Ambur Daley	Inspection Team Tamara Powell		



	N/A	N/A				
		nducted an observation of			Number of Defects	0
	at the Ops 1 console, w	hich controls and overse	es operations on the	Red Line.	Recommended Finding?	No
	The FWSO inspector pe	rformed an observation a	and compliance chec	k that focused	Remedial Action Required?	No
	usage and operation (G The observation and co Management Inspectio Rules & Procedures Han General observations: • The FWSO In desk to learn	nspector visited the Main n procedures and discuss The inspector reviewed t	and Permanent Ord sed on findings from t rules from the Metro tenance Operations (open issues in regard	er T-16-10). the Safety oRail Safety Center (MOC)		
Description	provide train employee by Permanent (o T g o T tu c e a o F b	MSRPH: e 1.78: "Employees shall, n/unit number and location repeating train number, Order T-16-10.) he RTCs ensured all requiven and received proper rain operators contacted rain number and specific ommands, slow speed re mergency reliefs, to which cknowledgement of the re or each command given a ack their permissive bloc irection as provided by th	Recommended Reinspection?	No		
	There were no exception	ons noted during this obse	ervation shift.			
Remedial Action	N/A					



Agency/Department Information

Federal Transit Administration

•									
Inspection Date	YYYY	MM	DD	Report Number	20170317-WN				
inspection Date	2017	03	17	Report Number	201/051/-000	VIATA-WP-1			
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	POWR	Sub- Department	CBL. IN.		
	Na	ame		Email	Office Phone	e N	/lobile Phone		
Rail Agency Department Contact Information									
Inspection Location	B99 – Brentwood Yard								
nspection Summary									
Inspection Activity #	1		2	3	4	5	6		
Activity Code	TP-WI-O	DBS							

Activity Code	TP-WI-OBS			
Inspection Units	1			
Inspection Subunits	12			
Defects (Number)	4			
Recommended Finding	Yes			
Remedial Action Required ¹	Yes			
Recommended Reinspection	Yes			

Activity Summaries

Inspection Activity #	1 1	nspection Sub	oject	Walking	g Observ	vation (Cal	le Inspection	n)	Activity Co	Activity Code		Р	WI	OBS
Job Briefing Employee Name/Title	WMATA	WMATA RWIC WMATA Watchman/Lookout WMATA Documenter			Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	Yes	Time	100 140		Outside Shift	No
Related Reports						ed CAPS /	Findings							
Related Rules, SOPs,	Ref			Rule or S	OP		Standard		Other / T	ïtle		Check	list Refer	rence
Standards, or Other	RWPM													
	Main Track	Yard	Stat	ion C	осс	RTA Facility	FTA Office	T	At-grade Tunne		nnel Eleva		ated	N/A
Inspection Location		х						Track Type	х					
		Track	1			Chain Ma	rker		From			То		
Line(s)	B-Line	Numb	er	N/A		and/or St	ation(s)	B99 – Brentwood Yard			B99 – Brentwood Yard			
	Head	Car Number		Number o	of Cars									
Vehicles		N/A		N/A	L.	Equipment		N/A						
Description	The job	safety briefin	g was	comprehe	ensive. 1	The hot sp	ots, hazards,	clearance	Number of Defects					4
	areas, c	ommunicatio	n, and	Roadway	Access	Guide wer	e used as pa	rt of the	Recommended Finding?					Yes
	discussi	on. No except	tions v	vere taker	n to the	job safety	briefing.		Remedial Action Required?			ed?		Yes

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

[Inspector in Charge - Signature		Date					
-	Inspector in Charge – Name	Inspection Team						
	Winslow Powell	Tino Sahoo						



	Daily cable inspections are part of the holistic approach WMATA has instituted to		
	prevent cable fires and arcing incidents. On a typical day there are three different		
	WMATA cable inspection crews that are active, and they include three		
	personnel—the Roadway Worker in Charge (RWIC), the Watchman/Lookout, and		
	a documenter of conditions in wayside power cable and/or connections. Each		
	crew inspects a different portion of the mainline from 1000–1400 hours. The		
	pictures taken and conditions noted are entered into a database for nighttime		
	cable repair crews to fix.		
	The FWSO Inspector and WMATA personnel noted the following defects during		
	the course of the cable inspection at Brentwood Yard:		
	• YCR 81 – Conduit stub-ups broken (see Figure 1)		
	• YCR 81 – three missing OZ Gedney bushings on stub-ups (see Figure 2)		
	 YCR 16 – Conduit stub-ups missing heat shrink (see Figure 3) 		
	• YCR 25 – Heat shrink compromised on conduit stub-ups (see Figure 4)		
	· · · · · · · · · · · · · · · · · · ·		
	Other Notable Observations	Recommended Reinspection?	Yes
	The FWSO Inspector and WMATA personnel also observed the following instances		
	of cables lying on ballast:		
	 Yard Contact Rail (YCR) 70 – Cables lying on the ballast 		
	 YCR 56 – Cables lying on the ballast 		
	 YCR 65 – Cables lying on the ballast 		
	 YCR 76 – Cables lying on the ballast 		
	 YCR 81 – Cables Lying on the ballast; 		
	 YCR 11 – Cables lying on the ballast 		
	 YCR 80 – Cables lying on the ballast 		
	 YCR 13 – Cables lying on the ballast 		
	 YCR 14 – Cables lying on the ballast 		
	• YCR 9 – Cables lying on the ballast		
	FWSO will follow up to confirm the conclusion of the work once the cable issues		
	have been corrected.		
	YCR 81 – Replace conduit stub-ups		
	 YCR 81 – Replace OZ Gedney bushings 		
Remedial Action	 YCR 16 – Replace missing heat shrink on conduit stub-ups 		
	 YCR 25 – Replace heat shrink on conduit stub-ups 		



FIGURE 1 - YCR (YARD CONTACT RAIL) 81 - CONDUIT STUB-UPS BROKEN



FIGURE 2 - YCR (YARD CONTACT RAIL) 81 - OZ GEDNEY BUSHINGS COMPROMISED



FIGURE 3 - YCR (YARD CONTACT RAIL) 16 - MISSING HEAT SHRINK ON CONDUIT STUB-UPS



FIGURE 4 - YCR (YARD CONTACT RAIL) 25 - HEAT SHRINK COMPROMISED ON CONDUIT STUB-UPS



United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY MM DD Report Number 20170318-WM			MATA-AD-1	/IATA-AD-1			
	2017	03	18					
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	ROCC	Sub- Department	N/A	
Rail Agency Department		Name		Email	Office Phone		Mobile Phone	
Contact Information		_						
Inspection Location Carmen Turner Facility 3500 Pennsy Drive, Hyattsville, MD 20785								

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspectio	on Subje	ct			es and Rules Controllers (F	s Compliance Observation RTC) Activity Code			ROC	C RC		OBS	
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?			N/A	Out Brief Conducted	Yes	Time	1500 2200		-	Yes	
Related Reports		Safety Management Inspection (SMI), Final Report, June 17, 2015				Related CAPS / Findings Required Action			ons: R-1-6-b, R-1-9-a						
	Ref			R	ule or S	OP		Standard		Other / 1	ītle		Checklist Re	feren	ce
Related Rules, SOPs, Standards, or Other	and P Hand Work	oRail Safety Procedures book & Roa er Protectio Ial (2014)	, adway	(I C	Section 1 – General Rules (Radio Usage and Operation): Rules 1.69 – 1.88				Х	x			x		
	Perm	anent Orde	er	Ν	IO. T-16	-10									
Increation Location	Mai Trac	Ya	ird	Statio	n C	DCC	RTA Facility	Main Track	Yard	At-grad	e Tui	nnel	Elevated		N/A
Inspection Location						x									х
Line(a)		T	Track		N/A		Chain Mar	ker		From			То		
Line(s)	N/A	r	Number		IN/A		and/or Sta	ition(s)	N/A	N/A N/A					
Vehicles	Неа	ad Car Num	nber	N	umber o	of Cars	Equipr	nent	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	AMBURIDALEY Digitally signed by AMBURIDALEY DN: <=US, a=US. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBURIDALEY Date: 2017.03.28 09:39:38 -04'00'	Date
Inspector in Charge – Name Ambur Daley	Inspection Team Tamara Powell	

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Si

	 Level IV WMATA Roadway Worker Protection (RWP) Course and Manual: RTC followed all procedures as required by the RWP Manual (See "General RWP Guidelines"), accordingly: During hours of observation, three units called onto the roadway for RWP under Train Approach Warning (2) and Exclusive Track Occupancy (1) protection.	
	There were no exceptions noted during this observation shift. Inspector informed Assistant Superintendent of the same at end of shift.	
Remedial Action	N/A	

Agency/Department Information

Federal Transit Administration

Increation Data	YYYY	MM	DD	Demont Number	20170220 \	N / A T A \A/	D 1		
Inspection Date	2017	03	20	Report Number	20170320-W	IVIA I A-VV	P-1		
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	RTRA	Sub- Depa	Sub- Department N/A		
		Name		Email	Office Phor	ne	N	1obile Phone	
Rail Agency Department		_							
Contact Information									
Inspection Location	Red Line								
Inspection Location	Red Line								
•	Red Line		2	3	4	5		6	
spection Summary		I-OBS	2	3	4	5		6	
Inspection Summary	1	I-OBS	2	3	4	5		6	
Inspection Summary Inspection Activity # Activity Code	1 RTRA-R		2	3	4	5		6	
Inspection Summary Inspection Activity # Activity Code Inspection Units	1 RTRA-R 1	A	2	3	4	5		6	
Inspection Summary Inspection Activity # Activity Code Inspection Units Inspection Subunits	1 RTRA-R 1 N//	A	2	3	4	5		6	
Inspection Summary Inspection Activity # Activity Code Inspection Units Inspection Subunits Defects (Number)	1 RTRA-R 1 N//	A	2	3	4	5		6	

Activity Summaries

Inspection Activity #	1	Inspection Su	bject	Rail Con	npliand	ce Inspectio	n		Activity Co	ode	RTR	RA	RI	OBS
Job Briefing Employee Name/Title	N/A					ompanied ector?	N/A	Out Brief Conducted	No	Time	0600- 1100		Outside Shift	No
Related Reports	N/A				Rela	ted CAPS / I	indings	N/A						
	Ref					le or SOP Standard			Other / T		Chec	cklist Refer	ence	
Related Rules, SOPs, Standards, or Other	and F Hand	oRail Safety Rul Procedures book anent Order No	es o. T-	3.87 3.119, 3. 3.121,3.1 3.141	2 4 Dperati 120, L21.1, 3	ing Rules								
	Mai Trac	Yard	Stati	on C	CC	RTA Facility	FTA Office	T	At-grade	e Tui	nnel	Ele	vated	N/A
Inspection Location	х							Track Type						x
Line(s)	Red			N/A					From				То	

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

Inspector in Charge - Signature Date igned by WINSLOW L. POWELL , o=U.S. Government, ou=DOT ters, ou=FTAHQ, cn=WINSLOW L. POWELL 7.03.27 07:02:28 -04'00' tally signed by c=US. o=U.S. G WINSLOW L. POWELL DN Inspection Team Inspector in Charge - Name Winslow Powell **Chris Difatta**



I

		rack umber			ain Marker d/or Station(s)	Sha	dy Grove	Metr	o Center
Vehicles	Head Car Num	ber	Number of Cars		Equipment	N/A		1	
	N/A		N/A				1		
	An FWSO Inspect observations we				the Red Line, and th	e following	Number of Defec		0
							Recommended Fi	-	No
	Shady Grove Sta	tion:					Remedial Action	Required?	No
Description	platform to obse • Train • Statio • Statio • Statio • Statio • Statio • Statio • Statio • Statio • Statio	rve the foll Handling: O Opera the pl O Head consis decel o Applie consis decel o Verifi out of O Obser activit the de O Opera activit o Observed the ensur doors O Close befor Safety Rules Handling: O Operator A O Operator A o Train Safety Rules Handling: O Operator A o Train Safety Rules Handling: O Operator A o Cose befor Safety Rules Handling: O Operator A o Cose befor Safety Rules Handling: O Operator A o Cose befor Safety Rules Handling: O Operator A o Cose befor Safety Rules Handling: O Operator A o Cose consis decel stopp O Applie consis decel stopp O Applie consis decel stopp O Applie consis decel stopp O Applie consis decel stopp O Applie consis decel stopp O Applie consis decel stopp O Operator A Conse Co	owing: ated to 8–car sta latform. was out of the v st. ed good train ha sted of smooth a eration. <u>ors:</u> ed platform side f the cab window rved doors on pl ty in front of the oors. ed the window ar e that customer s. d the window ar e moving the train operations of g was observed: <u>adherence to Elec</u> Operator was in y Rules and Proce 1.46-1.52 and N ated to 8–car sta latform. engineer's head bing an 8-car con ed good train ha sted of smooth a eration. ator was in proper arance of being of ired by drugs. <u>c</u> proper announ- mal. e proper announ- minal. <u>proper announ- minal. munication:</u>	ation windo andlin and e e of the w. latfor e doo n the o nts. ing with rs we nd loo on or cectror on or cectror scenario d was asist. and lin cedur VISRP ation d was asist. and lin cenario cectror vise ation d was asist. and lin cectror vise ation d was and lin cectror vise ation d was ation d was ation d was ation d was ation d was ation d was ation decement t when ation decement t when ation decement t when ation decement t when	berthing mark on the berthing marker at ow when stopping a ng with smooth stat even acceleration ar he train by sticking rm side of train to v ors for 5 seconds bel correct platform sid th head outside cab re not hit or trappe oked in the directio orward. he train from Shady <u>nic Device Policy:</u> npliance with WMA ⁷ res Handbook (MSR 2H Safety Rule 4.227 berthing marker at s out of the window ng with smooth stat even acceleration ar hiform and without er the influence of al ents when departing ents when berthed en train stopped due ents when train wor here with MSRPH Op	the end of an 8-car ion stops. This ad his/her head erify any fore opening e and made window to d within n of travel Grove to TA's Metrorail PH) General '. the end of when ion stops. This ad the icohol or g initial at the station. e to another uld be arriving	Recommended R	einspection?	No



	No exceptions were taken during observations.	
Remedial Action	N/A	



Agency/Department Information

Federal Transit Administration

	YYYY	MM	DD						
Inspection Date	2017	03	21	Report Number	20170321-WN	VIATA-WP-1			
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	RTRA	Sub- Department N/A			
	1	Name		Email	Office Phone	e í	Nobile Phone		
Rail Agency Department Contact Information									
Inspection Location	Green Line S	tations							
nspection Summary									
Inspection Activity #	1		2	3	4	5	6		
Activity Code	EMGT-G	iEN-PI							
Inspection Units	1								
Inspection Subunits	11								
Defects (Number)	10								
Recommended Finding	Yes	5							

Activity Summaries

Remedial Action Required¹

Recommended Reinspection

Yes

Yes

Inspection Activity #	1 I	nspection Sub	ject	Fire Life	Safety I	nspection			Activity Co	ode	EMO	ЭT	GEN	PI
Job Briefing Employee Name/Title	N/A				Accon Inspec	npanied ctor?	No	Out Brief Conducted	No	Time	0700- 1300		Outside Shift	No
Related Reports	N/A				Relate	ed CAPS /	Findings	N/A						
	Ref			Rule or S	r SOP Standard				Other / T	ïtle		Checklist Reference		
Related Rules, SOPs, Standards, or Other		ail Safety Rule ocedures ook	5	SOP# 1A SOP# 8 SOP# 5										
Increation Location	Main Track	Yard	Stati	on (DCC	RTA Facility	FTA Office		At-grade	e Tu	nnel	Elev	ated	N/A
Inspection Location			Х					Track Type						х
line(a)	Creat	Track		NI/A		Chain Ma	rker		From				То	
Line(s)	Green	Numb	er	N/A		and/or St	ation(s)	Gr	reenbelt			Br	anch Ave	2.
	Head	Car Number	1	Number	of Cars									
Vehicles		N/A		N/A	1	Equip	ment	N/A						
		SO Inspector of							Number	of Defect	s			10
Description		n Branch Aver ion, the FWSO			-				Recomm	ended Fi	nding?			Yes
	inspecti	ion, the 1 w30	inspec	LUI EIISU	reu triat			onect	Remedia	l Action F	Require	d?		Yes

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

 Inspector in Charge - Signature
 Date

 WINSLOW L. POWELU
 Operative WINDOW CONTINUE
 Date

 Inspector in Charge - Name
 Inspector In Charge - Name
 Chris Difatta



	 emergency evacuation maps, functioning fire extinguishers, and that the station manager was in possession of the current MetroRail Safety Rules and Procedures Handbook (MSRPH) and Emergency Evacuation Procedures for reference in case of emergency. The following new non-color-coded defects were observed: 2015 Emergency Evacuation Maps were observed with 2016 maps at the Branch Ave. station. 1997 Emergency Evacuation Maps were observed with 2016 maps at the Naylor Road station. 1997 Emergency Evacuation Maps were observed with 2016 maps at the Southern Ave. station. Station Manager was not in possession of MSRPH or Emergency Evacuation Procedures at the Southern Ave. station. 2015 Emergency Evacuation Maps were observed with 2016 maps at the Congress Heights station. Station Manager was not in possession of MSRPH or Emergency Evacuation Procedures at the Congress Heights station. Station Manager was not in possession of MSRPH or Emergency Evacuation Procedures at the Congress Heights station. Station Manager was not in possession of MSRPH or Emergency Evacuation Procedures at the Anacostia station. The Anacostia station did not have current 2016 Emergency Evacuation Maps. Station Manager was not in possession of MSRPH or Emergency Evacuation Procedures at the Anacostia station. Station Manager was not in possession of MSRPH and Emergency Evacuation Procedures at the Anacostia station. Station Manager was not in possession of MSRPH and Emergency Evacuation Procedures at the Anacostia station. Station Manager was not in possession of MSRPH and Emergency Evacuation Procedures at the Anacostia station. Station Manager was not in possession of MSRPH and Emergency Evacuation Procedures at the Anacostia station. Station Manager was not in possession of MSRPH and Emergency Evacuation Procedures at the Anacostia station. 	Recommended Reinspection?	Yes
Remedial Action	 To achieve compliance with WMATA's requirements: WMATA must ensure all stations have the most current version of the er WMATA must ensure that all station managers are in possession of the N 	e , .	rocedures.



Date

Agency/Department Information

Federal Transit Administration

Increation Date	YYYY	MM	DD	Dement Number	20170221 14	N / A T A \A			
Inspection Date	2017	03	21	Report Number	20170321-W	IVIAIA-W	VP-2		
Rail Agency Name	Washington Authority	Metropolita	n Area Transit	Rail Agency Department	RTRA	Sub- Dep	Sub- Department N/A		
	1	Name		Email	Office Pho	ne	N	Iobile Phone	
Rail Agency Department									
Contact Information									
Inspection Location	Green Line								
Inspection Location	Green Line								
•	Green Line		2	3	4		5	6	
nspection Summary		I-OBS	2	3	4		5	6	
Inspection Summary	1	I-OBS	2	3	4		5	6	
nspection Summary Inspection Activity # Activity Code	1 RTRA-R		2	3	4		5	6	
Inspection Summary Inspection Activity # Activity Code Inspection Units	1 RTRA-RI		2	3	4		5	6	
Inspection Summary Inspection Activity # Activity Code Inspection Units Inspection Subunits	1 RTRA-RI 1 N/A	A	2	3	4		5	6	
Inspection Summary Inspection Activity # Activity Code Inspection Units Inspection Subunits Defects (Number)	1 RTRA-RI 1 N//	A	2	3	4		5	6	

Activity Summaries

Inspection Activity #	1	Inspect	ion Sub	ject	Rail Con	npliand	ce Inspectio	n		Activity Co	ode	RT	RA	RI	OBS	
Job Briefing Employee Name/Title			N/A				ompanied ector?	No	Out Brief Conducted	No	lo Time 120		-	Outside Shift	No	
Related Reports	2017	0110-WN	/ATA-W	P-1		Rela	ted CAPS / I	Findings	Remedial Act	ions: #1044	and #104	8				
	Ref					or SOP Standard			Other / T		Checklist Reference					
Related Rules, SOPs, Standards, or Other	and P Hand	oRail Safe Procedure book anent Or 7	es	5 I T-	3.87 3.119, 3.1 3.121,3.1 3.141	2 1 Dperati 120, 121.1, 1	ing Rules									
	Mai Trac	I Y	/ard	Statio	on C	CC	RTA Facility	FTA Office	T	At-grade	e Tun	nel	Ele	vated	N/A	
Inspection Location	х								Track Type						x	
Line(s)	Greei	n			N/A					From				То		

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Inspector in Charge - Signature

WINSLOW L. POWELL

Inspection Team

Chris Difatta

Inspector in Charge – Name Winslow Powell



	Track Numb	er	Chain Marker and/or Station(s)	Geo	rgia Ave	Gree	enbelt
Vehicles	Head Car Number	Number of Cars	Equipment	N/A			
	2034	8			1		
	An FWSO Inspector co observations were co		on the Green Line. The	following	Number of Defec	ts	1
	observations were co	iducted on one train.			Recommended Fi	nding?	Yes
	• <u>Train Hanc</u>	lling:			Remedial Action	Required?	No
Description	O O	Operated to 8-car star platform. Head was out of the v consist. Application of good tr stops. Operator provi and deceleration. <u>d Doors:</u> Verified platform side his/her head out of th Looked at doors on pl activity in front of the the doors. The operator observe outside cab window t or trapped within the The operator observe outside cab window t or trapped within the The operator closed t direction of travel bef observed the following nue and Greenbelt Star <u>Communications:</u> The train operator dic Safety Rules and Proc Rule 3.87.1 that state horns when entering defect was previously	atform side of train to v doors for 5 seconds be the doors on the correct d the train loading with o ensure that customer doors of the train. he window and looked ore moving the train fo operating rule was not	an 8 car th station cceleration r sticking verify any fore opening ct platform their head s were not hit in the rward. complied with CTA's Metrorail PH) Operating pund their als."_This 20170110-	Recommended R		Yes



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number			VD 1		
inspection Date	2017	03	22	Report Number	20170322-WMATA-WP-1				
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	POWR Sub- Department CM				
		Name		Email	Office Phon	е	N	1obile Phone	
Rail Agency Department Contact Information									
Inspection Location	Bethesda (A	09)– Wayside							
Inspection Summary									

Inspection Activity # 2 3 4 5 6 1 **Activity Code** TP-RM-OBS **Inspection Units** 1 **Inspection Subunits** 4 Defects (Number) 0 **Recommended Finding** No **Remedial Action Required¹** No **Recommended Reinspection** No

Activity Summaries

Inspection Activity #	1	Inspection Subject	Bethesd	a (09)– Expansion	Cable Repla	cement	Activity Co	ode	Т	Р	RM	OBS
Job Briefing Employee Name/Title	WM	ATA RWIC		Accompanied Inspector?	· Vec		Yes	Time	0100- 0500		Outside Shift	Yes
Related Reports			Related CAPS / Findings									
Related Rules, SOPs, Standards, or Other	MAII INSP FOR CABI 1500 (REV 2015 ENGI MOE INST JUM AND CABI SYST	/ENTIVE NTENANCE ECTION (PMI) TRACK FEEDER LE - 1000 KCMIL / O KCMIL ISION 4, JUNE 16, O IFICATION RUCTIONS (EMI) FOR PER, EXPANSION, TRANSITION POWER LES REPLACEMENT EMWIDE (REVISION PTEMBER 16, 2016)	Rule or :	SOP	Standard		Other / T	ïtle		Che	ecklist Refere	nce

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

 Inspector in Charge - Signature
 Date

 WINSLOW L. POWELL
 Desky spectral to WIX CML AND THE ADDRESS AND TH



Vehicles T a d e t t	areas, com discussion. energizatio the job safe In WMATA kcmil cable	'A munication Track prote on of the 3 rd ety briefing 's shop befe	Numl g was comp , and Roac ection was rail was de	lway Access Exclusive T	s Guide wer rack Occup	ment pts, hazards, re used as pa ancy (ETO) a	Bethesda (A09 Expansion Cab clearance rt of the	,	nt Defect	ts	To esda (K04) C			
Vehicles T a d e t t	Head Car N/ The job saf areas, com discussion. energizatio the job safe In WMATA kcmil cable	Number Number /A iety briefing munication Track prote on of the 3 rd ety briefing 's shop befo	was comp , and Road ection was rail was de	N/A prehensive. Iway Access Exclusive T	and/or St Equip The hot spo s Guide wer rack Occup	ment pts, hazards, re used as pa ancy (ETO) a	Bethesda (A09 Expansion Cab clearance rt of the) CM 384+00 le Replacemen Number of I	Defect	ts		M 384+00		
T a d e t t li k a	N/ The job saf areas, com discussion. energizatio the job safe In WMATA kcmil cable	Number /A fety briefing munication Track prote n of the 3 rd ety briefing /s shop befe	Numl g was comp , and Roac ection was rail was de	N/A prehensive. Iway Access Exclusive T	Equip The hot spo s Guide wer rack Occup	ment ots, hazards, e used as pa ancy (ETO) a	Expansion Cab clearance rt of the	le Replacemer Number of I	Defect	ts		0		
T a d e t t li k a	The job saf areas, com discussion. energizatio the job safe In WMATA kcmil cable	ety briefing munication Track prote on of the 3 rd ety briefing 's shop befo	, and Road action was rail was d	orehensive. Iway Access Exclusive T	The hot spo s Guide wer rack Occup	ots, hazards, e used as pa ancy (ETO) a	clearance rt of the	Number of I	Defect			-		
a d t t li k a	areas, com discussion. energizatio the job safe In WMATA kcmil cable	munication Track prote on of the 3 rd ety briefing 's shop befo	, and Road action was rail was d	lway Access Exclusive T	s Guide wer rack Occup	e used as pa ancy (ETO) a	rt of the					-		
d e t li k a	discussion. energizatio the job safe In WMATA kcmil cable	Track prote on of the 3 rd ety briefing 's shop befo	ection was rail was do	Exclusive T	rack Occup	ancy (ETO) a		Recommend	ded Fi	nding?		No		
e t li k a	energizatio the job safe In WMATA kcmil cable	on of the 3 rd ety briefing 's shop befo	rail was d				na the de-			NO				
lı k a	In WMATA kcmil cable	's shop befo			energization of the 3 rd rail was done via a red tag. No exceptions were taken to he job safety briefing.									
Description C A a c t t v v v v v v v	rating) cab 100 percer The FWSO Other Nota At the loca and replace crew along track 1) to was anothe the ground with a splic WMATA er cables. WM crew of sev has four ca	ere is a new les are bein at 7000 serie Inspector a able Observ tion of CM ed with a sp ed with a sp with WMA see if any o er set of exp I in this area to bar at the mploys elec MATA had tr ven and WM ble repair of	v cable rep g used to u es 8-car tra vations: 384+00, tr blice bar. Si TA walked ther cable: bansion cal a, and all e e expansion trical contr rained C3M /ATA had a rews: two	lacement o upgrade the ains. A personne ack 1: The e ince there v the full wo s needed be bles to be ri xpansion ca n joint. ractors fron 1 on the exa a crew of th crews use o	el did not n el did not n expansion co were no cab rk area (CM e to stood o eplaced. All ables had be n C3M to co act installati pree supervis contractors	er cables, 2 k the future e ote any defe ables had be les to replac 1 330+00 – C fi the ground cables had b een removed mplete this ion procedur ising their wo to handle ca	en removed e, the C3M M 402+00 on d or if there been stood off and replaced switch out of e. C3M had a ork. WMATA	Recomment	ded Re	einspec	tion?	No		



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170322-WN	10T0 V		
inspection Date	2017	03	22	Report Number	20170322-001	VIAIA-V	VP-2	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	POWR	Sub- Department		PMI
	1	Name		Email	Office Phone	9	N	1obile Phone
Rail Agency Department Contact Information								
Inspection Location	Traction Pow	ver Substation	(TPSS) #2 (920	North Frederick Street,	Arlington, VA 22205);	Ballston (K(04) - Closest	Metro Station

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspec	tion Subj	ject			witchgear (C intenance ir	,	C switchgear	Activity Co	ode	ТР)	RM	OBS
Job Briefing Employee Name/Title	WMA	ATA Elec	trician				mpanied ector?	Yes	Out Brief Conducted	Yes	Time	100 140	-	Outside Shift	No
Related Reports						Relat	ted CAPS / F	indings							
	Ref				Rule or S	SOP Standard				Other / T	ïtle		Checklist Reference		
Related Rules, SOPs, Standards, or Other	750 \ SWIT INSPI	PMI FOR GEC EEC CPC 750 VOLT DC SWITCHGEAR ANNUAL INSPECTION (REVISION 3, JUNE 20, 2013)													
la constitue la costitue	Ma Trac		Yard	Statio	on (CC	RTA Facility	FTA Office	Treads Truce	At-grade	e Tur	nnel	Ele	vated	N/A
Inspection Location				Х					Track Type						х
line(a)	K L in	_	Track		NI / A		Chain Ma	rker	From			То			
Line(s)	K-Lin	e	Numbe	er	N/A		and/or Sta	ation(s)	TPSS #2			TPSS #	#2		
Vehicles	Hea	ad Car N	umber	Ν	umber	of Cars	Equip	ment	750 V DC (Controlled Power Corporation – Manufacturer) SWGR						WGR

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Inspector in Charge - Signature		Date
WINSLOW L. POWELL	uDOT Haadquarters, VEL	
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Tino Sahoo	

	N/A N/A		
	Two WMATA high-voltage power electricians performed the preventive	Number of Defects	0
	maintenance on the lineup (5 total) of 750 V DC circuit breakers on the Controlled Power Corporation (CPC) DC switchgear. These breakers energize the 3 rd rail	Recommended Finding?	No
	trackside. The electricians' job safety briefing outlining potential safety hazards and work to be performed was done by their supervisor at their home rail yard or facility before appearing at the work site (Traction Power Substation #2). A job safety briefing was done at the Traction Power Substation also for FTA personnel. No issues or concerns were noted. The Rail Operations Control Center (ROCC) was notified by the WMATA personnel that power was to be de-energized to the individual breaker (ex. E-K04-53). Once the "go-ahead" was given by ROCC, the WMATA electricians put on switching suits and 1000 V-rated rubber gloves in order to de-energize and rack out the individual breaker. During this switching event, per WMATA protocol, any non-WMATA personnel must leave the room in case of any type of potential arc flash events. Maintenance was then performed according to the published Preventive Maintenance and Inspection (PMI) manual listed above.	Remedial Action Required?	No
	The FWSO Inspection and WMATA personnel did not note any defects.		
	Other Notable Observations: General Procedure for Preventive Maintenance of 750 V DC (CPC) switchgear (SWGR):		
	 Each of the five breakers had to be racked out of their respective DC SWGR cubicle one at a time as maintenance is performed one breaker at a time. 		
	 Any brake dust and contaminants were wiped away from the surface and internals of the breaker using industrial wipes. A blower and vacuum was also used to blow and suck contaminants from the device. The copper bus "stabs" were greased or lubricated with the 		
Description	 anufacturer-recommended lubricants. The breaker was wheeled to the breaker test cabinet—which is 		
Description	mounted on the adjacent wall—and connected. "Open" and "close" mechanisms of the breaker were tested using the test cabinet.	Recommended Reinspection?	No
	5. Various measurements were taken and noted on a checklist for (half shaft limit screw, hand/shunt trip rod adjustment, over/reverse current trip rod adjustment, trip knife gap, knife safety screw, arc contact set point, main contact gap with aux. contacts touching, main contact pressure gap, closing solenoid cap, under the voltage coil). These measurements (in millimeters) should fall within a certain range for each of parts noted above.		
	 The condition of the arc chute, operation of the puffer, and operation of anti-pump relay are observed for good condition and correct operation. 		
	 7. The insulation resistance of circuit breaker control wiring at 500 VDC is measured and noted. It should fall within a certain range if the insulation has not degraded. 		
	 The micro-Ohm meter was used to measure resistance of the copper bus to ensure it was within the proper limits (0-20 micro-ohms). Inspection of the frame of the breaker was done visually. 		
	 10. Inspection of the DC SWGR cubicle was done visually for rust, corrosion, loose connections, dust, and contaminants. Switches and knobs, DC control power components, and space heaters were checked to ensure they were working properly. 		
	11. Electricians re-racked the breaker back into the DC SWGR cubicle and verified it was properly working. Verification was done by checking the operation of the circuit breaker in the TEST position (operate controls - close and trip breakers electrically). This included the annunciator -		
	 alarm or target operation, etc. 12. ROCC was notified that the individual breaker was racked in and energized. 		
	 Procedures 1-9 were to be repeated for the other four breakers in the lineup. 		
Remedial Action	N/A		





Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number						
inspection Date	2017	03	23	Report Number	20170323-WMATA-WP-1					
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency TRST Sub- Department M			Maintenance/Safe			
	Name			Email	Office Phon	e	N	Nobile Phone		
Rail Agency Department										
Contact Information										
Inspection Location	F–Line, track	1 and 2 betw	een Gallery Pla	ce and Branch Avenue						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1 Ir	spection Sub	ject	Roadwa	y Work	er Protecti	on – Job Safe	ety Briefing	Activity Co	ode	TR	К	RWP	OBS
Job Briefing Employee Name/Title	TRST UN	IIT 89			Accon Inspec	npanied ctor?	Yes	Out Brief Conducted	Yes	Time	220 060		Outside Shift	Yes
Related Reports					Relate	d CAPS /	Findings							
	Ref			Rule or S	OP Standard				Other / Title			Checklist Reference		
Related Rules, SOPs, Standards, or Other	RWPM													
lucrostica Locatica	Main Track	Yard	Stat	tion C	occ	RTA Facility	FTA Office	Tuesda Taura	At-grade	e Tu	nnel	Eleva	ated	N/A
Inspection Location	x		>	x				Track Type	x		х	>	<	
line(a)	E Line	Track		Track 1	1 and Chain Marker			From			То			
Line(s)	F-Line	Numb	er	2		and/or St	ation(s)	Gallery Place	B01, CM 00+00 Bra			Branch Ave. F11, CM 549+00		
	Head (Car Number		Number o	of Cars									
Vehicles	т	GV-01		1		Equip	ment	TGV-01						
	•			• • •	unit 89 in the	Number			0					
Description	TGV veh requirer		fing w	as thorou	gh and o	and complied with all WMATA's				Recommended Finding?				No
	requirer	nents.							Remedial Action Required?					No

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

Inspector in Charge - Signature		Date							
WINSLOW L. POWELL	signed is WIRKOW LFOREL 6-0-15 Gomming - Go-Offikalgautris, cu-FTAR2, cn-WIRLOW L 1781.27 865612-04907								
Inspector in Charge – Name Inspection Team									
Winslow Powell	Alexander Nepa								



		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2 I	nspection Sub	ject	Track G	eometr	y Inspectio	n, TGV-01.	Activity Co	ode	TF	RK	GEN	INS	
Job Briefing Employee Name/Title	TRST UI	NIT 89			Accor Inspe	mpanied ctor?	Yes	Out Brief Conducted	Yes	Time	22 06		Outside Shift	Yes
Related Reports					Relat	ed CAPS /	Findings							
	Ref			Rule or S	SOP		Standard	I	Other / T	ītle		Checklist Reference		
Related Rules, SOPs, Standards, or Other	TRST-10	000												
	Main Track	Yard	Stat	ion (on OCC R		FTA Office		At-grad	e Tu	nnel	Ele	vated	N/A
Inspection Location	х		х	(Track Type	х		Х		х	
Line(s)	F-Line Track Tracks 1 and 2 Chain Marker Gallery Place							From F-B01, CM (-			To enue F11, CM 549+0		
Vehicles	Head Car Number Number of Cars Equipment TGV-01													
Description	Avenue	 was observed. (red condition) At CM 324+40, track 2: A_wide gauge measuring 57.08 (57-5/64) inches was observed. (red condition) At CM 538+30, track 2: A wide gauge measuring 57.08 (57-5/64) inches was observed. (red condition) At CM 202+70, track 1: A wide gauge measuring 57.90 (57-3/32) inches was observed. (red condition) At CM 60+53, track 1: A wide gauge measuring 57.07 (57-5/64) inches was observed. (red condition) 									rts nding? Require	ed?		0 No No
Remedial Action	The are N/A	as of concern	were i	immediat	ely prot	ected with	a slow spee	d restriction.						



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170222 \\\\\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \					
	2017	03	23	Report Number	20170323-WMATA-WP-2					
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	Track	Sub- Dep	Department Production			
Rail Agency Department Contact Information	Name			Email	Office Phone		Mobile Phone			
Inspection Location	Surge 13 Work Area Eisenhower Avenue (C14) to Braddock Road (C12)									

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection S	ubject	Job Safety Briefing Observation				Activity Co	ode TR		ĸĸ	JSB	OBS	
Job Briefing Employee Name/Title	Job Safety Briefing Table				ompanied ector?	Yes	Out Brief Conducted	No	Time	120 140		Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings N/A									
		Ref			Rule or SOP		Standard		Other / Title			Checklist Reference		ence
Related Rules, SOPs, Standards, or Other	MSRPH													
	RWPM													
Inspection Location	Main Track	Yard	Sta	ition (CC	RTA Facility	FTA Office		At-grade	e Tu	Tunnel		vated	N/A
	х							Track Type	х		Х			
Line(s)	C-Line Track Number			Chain Ma and/or St		rker		From			То			
			1			ation(s)	tion(s) Eisenhower A		ve. (C14) Brad			ldock Road (C12)		
Vehicles	Head Car Number			Number of Cars										
	N/A N,			N/A	4	Equipment N/A			A					
Description						y Briefing from the Surge 13 briefing table.			Number of Defects				0	
	All per	All personnel protective equipment (PPE) and roadway worker protection (RWP)						Recommended Finding?					No	

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

 Inspector in Charge - Signature
 Date

 WINSLOW L. POWELL
 Dispection in Charge - Name
 Inspection Team

 Winslow Powell
 Inspection Team



Related Rules, SOPs, Standards, or Other MSRPH												tion	istiu		Federal Transit Ad
Inspection Activity # 2 Inspection Subject SafeTrack Surge 13 Walking Inspection Activity Code TRK Iob Briefing Employee Job Safety Briefing Table Accompanied Inspector? Yes Out Brief Coducted No Time 1200- 120	No					oital and safety idicating their	nearest hosp e bracelet in	ell as the r d a purpl	olace as v ere provi	k taking onnel w	of worl O pers	and types o day. FWSC the briefing	tions a of the ipt of t	locati rule c recei	
Job Briefing Employee Name/Title Job Safety Briefing Table Accompanied Inspector? Yes Out Brief Conducted No Time 1200- 1400 Related Reports N/A Related CAPS / Findings N/A Image (Title) Other / Title Chen Chen<														N/A	Remedial Action
Employee Name/Title Job Safety Briefing Table Accompanied Inspector? Yes Out Brief Conducted No Time 1200- 1400 Related Reports N/A Ref Related CAPS / Findings N/A Related Rules, SOPs, Standards, or Other Ref Rule or SOP Standard Other / Title Che MSRPH Related Tubes, SOPs, Standards, or Other Main Yard Station OCC RTA Facility FTA Facility Office Track Type At-grade Tunnel Ele Inspection Location X Vard Station OCC RTA Facility Office Track Type At-grade Tunnel Ele Unless C-Line Track N/A Image of Cars Equipment N/A N/A Vehicles Head Car Number N/A N/A N/A N/A N/A FWSO personnel walked track 1 of the C-Line between Elsenhower Avenue and Braddock Road also inspectors noted that the grout pad and fastener rehabilitation between the Elsenhower Avenue platform and the portal were nearly completed that Adv, ATC personnel were observed reattaching equipment to the running rail to return the track to service. FWSO did notice several e-Clips that had been overdriven. This was reported to a Track and Structures (TRST) quality officer who was performing an inspection in the area. FWSO also observed fastener and grout pad renewal activities at the King Street st	WI	K V	TRK	de	Activity Co	ı	ng Inspectior	13 Walkir	ack Surg	SafeT	bject	pection Sub	Insp	2	Inspection Activity #
Related Rules, SOPs, Standards, or Other Ref Rule or SOP Standard Other / Title Che MSRPH MSRPH RVPM Image: Comparison of the provided and provided provided and provided and provided and provided and provided provided and provided provided and provided provided and provided provided provided provided provided provided provided provided pr	Outside Shift			Time	No		· Vec					Briefing Ta	Safety	Job S	Employee
Related Rules, SOPs, Standards, or Other MSRPH Image: Contract of the contract of			1		II	N/A	Findings	CAPS / I	Relat					N/A	Related Reports
Standards, or Other MSR/FH Image: Complexity of the complex	list Reference	Checklist	Che	itle	Other / Ti		Standard		SOP	Rule o				Ref	
Inspection Location Track Yard Station OUC Facility Office Track Type At-grade Tunnel End Line(s) C-Line Track Number 1 Chain Marker and/or Station(s) From Image: Station X X Vehicles Head Car Number Number of Cars Equipment N/A N/A N/A FWSO personnel walked track 1 of the C-Line between Eisenhower Avenue and Braddock Road also inspectring the J-Line between the C and J connector (C97) and the yard lead interlocking near the telegraph road systems maintenance facility. WMATA is nearing completion of this track, preparing to change over to track 2. Number of Defects PWSO inspectors noted that the grout pad and fastener rehabilitation between the Eisenhower Avenue platform and the portal were nearly complete, with the final work being completed that day. ATC personnel were observed reattaching equipment to the running rail to return the track to service. FWSO did notice several e-Clips that had been overdriven. This was reported to a Track and Structures (TRST) quality officer who was performing an inspection in the area. FWSO also observed fastener and grout pad renewal activities at the King Street Station that was nearing completion. Recommended Reinspection? In addition to this work, FWSO observed recently completed tie work between King Street and Braddock Road. This involved the addition of new ties, new Pandrol plates and clips, and new ballast. No exceptions were taken. Recommended Reinspection?			ASRPH												
X X X X Line(s) C-Line Track Number 1 Chain Marker and/or Station(s) From Image: From	ated N/	Elevated	Main Track Yard Station OCC RTA Facility FTA Office At-grade Tunnel Elevate												
Line(s) C-Line Number 1 Charles Eisenhower Ave. (C14) Braddock R Vehicles Head Car Number Number of Cars Equipment N/A N/A <td></td> <td></td> <td>x</td> <td>)</td> <td>x</td> <td>Пасктуре</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>(</td> <td>Х</td> <td>inspection location</td>			x)	x	Пасктуре							(Х	inspection location
Vehicles Head Car Number Number of Cars Equipment N/A	То	Т								1			ne	C-Lin	Line(s)
Vehicles N/A N/A Equipment N/A FWSO personnel walked track 1 of the C-Line between Eisenhower Avenue and Braddock Road also inspecting the J-Line between the C and J connector (C97) and the yard lead interlocking near the telegraph road systems maintenance facility. WMATA is nearing completion of this track, preparing to change over to track 2. Number of Defects FWSO inspectors noted that the grout pad and fastener rehabilitation between the Eisenhower Avenue platform and the portal were nearly complete, with the final work being completed that day. ATC personnel were observed reattaching equipment to the running rail to return the track to service. FWSO did notice several e-Clips that had been overdriven. This was reported to a Track and Structures (TRST) quality officer who was performing an inspection in the area. FWSO also observed fastener and grout pad renewal activities at the King Street Station that was nearing completion. Recommended Reinspection? In addition to this work, FWSO observed recently completed tie work between King Street and Braddock Road. This involved the addition of new ties, new Pandrol plates and clips, and new ballast. No exceptions were taken. Recommended Reinspection?	ad (C12)	ock Road (Braddock		Ave. (C14)	Eisenhower A	ation(s)	nd/or St			ber				- (-)
Braddock Road also inspecting the J-Line between the C and J connector (C97) and the yard lead interlocking near the telegraph road systems maintenance facility. WMATA is nearing completion of this track, preparing to change over to track 2.Recommended Finding? Remedial Action Required? Description FWSO inspectors noted that the grout pad and fastener rehabilitation between the Eisenhower Avenue platform and the portal were nearly complete, with the final work being completed that day. ATC personnel were observed reattaching equipment to the running rail to return the track to service. FWSO did notice several e-Clips that had been overdriven. This was reported to a Track and Structures (TRST) quality officer who was performing an inspection in the area. FWSO also observed fastener and grout pad renewal activities at the King Street Station that was nearing completion.Recommended Reinspection?In addition to this work, FWSO observed recently completed tie work between King Street and Braddock Road. This involved the addition of new ties, new Pandrol plates and clips, and new ballast. No exceptions were taken.Recommended Reinspection?						N/A	ment	Equip						Hea	Vehicles
and the yard lead interlocking near the telegraph road systems maintenance facility. WMATA is nearing completion of this track, preparing to change over to track 2.Recommended Finding?DescriptionFWSO inspectors noted that the grout pad and fastener rehabilitation between the Eisenhower Avenue platform and the portal were nearly complete, with the final work being completed that day. ATC personnel were observed reattaching equipment to the running rail to return the track to service. FWSO did notice several e-Clips that had been overdriven. This was reported to a Track and Structures (TRST) quality officer who was performing an inspection in the area. FWSO also observed fastener and grout pad renewal activities at the King Street Station that was nearing completion.Recommended Finding?In addition to this work, FWSO observed recently completed tie work between King Street and Braddock Road. This involved the addition of new ties, new Pandrol plates and clips, and new ballast. No exceptions were taken.Recommended Finding?Finally, FWSO noted new additional signage at the C and J connectors indicatingFinally, FWSO noted new additional signage at the C and J connectors indicating	0		s	of Defect	Number o										
Description FWSO inspectors noted that the grout pad and fastener rehabilitation between the Eisenhower Avenue platform and the portal were nearly complete, with the final work being completed that day. ATC personnel were observed reattaching equipment to the running rail to return the track to service. FWSO did notice several e-Clips that had been overdriven. This was reported to a Track and Structures (TRST) quality officer who was performing an inspection in the area. FWSO also observed fastener and grout pad renewal activities at the King Street Station that was nearing completion. Recommended Reinspection? In addition to this work, FWSO observed recently completed tie work between King Street and Braddock Road. This involved the addition of new ties, new Pandrol plates and clips, and new ballast. No exceptions were taken. Finally, FWSO noted new additional signage at the C and J connectors indicating	No		-							-					
WMATA personnel.	No					on between ete, with the reattaching did notice ack and in the area. re King Street rk between ies, new n. ors indicating	rehabilitatie early complete re observed vice. FWSO of rted to a Tran inspection trivities at the leted tie wor on of new ti s were taker d J connecto	d fastener al were n onnel we ick to ser was repo orming ar enewal ac atly comp the additi exception the C an	out pad a nd the po y. ATC pe turn the f riven. Th o was pe rout pad n. erved rece s involve allast. No signage	at the gr atform a d that da rail to re en overo fficer wh ner and g ompletic VSO obs Road. Th nd new b dditiona	ted that ipleted nning iad be ality of faster ring co pork, FV dock F lips, ar	pectors not ower Aven being com t to the rur Clips that h (TRST) qua o observed at was near to this wo t and Brado ates and cli /SO noted n tification, w	k 2. O insp Eisenh work pment ral e-C ctures O also ion tha ddition Street drol pla lly, FW k ident	track FWSC the E final sever Struc FWSC Static In ad- King S Pand Final track	Description



Photos:



Completed Grout Pad Replacement at Eisenhower Avenue Station



Overdriven Clip observed and reported to TRST Quality Officer

Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

	YYYY	MM	DD				15.4	
Inspection Date	2017	03	24	Report Number	20170324-WN	VIATA-V	VP-1	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	Track	Sub- Dep	artment	Maintenance
		Name		Email	Office Phone	e	Ν	/lobile Phone
Rail Agency Department Contact Information								
Inspection Location	D-Line tracks	s 1 and 2 betw	veen Stadium-Ar	mory (D08) and the D a	and G Junction (D98)			
nspection Summary								
Inspection Activity #	1		2	3	4		5	6

Inspection Form

Inspection Activity # 2 **Activity Code** TRK-JSB-OBS TRK-WI-PI **Inspection Units** 1 1 **Inspection Subunits** 1 1 **Defects (Number)** 0 4 **Recommended Finding** No Yes **Remedial Action Required¹** No Yes **Recommended Reinspection** No Yes

Activity Summaries

Inspection Activity #	1	Inspectio	on Subje	ect	Job Safe	ety Brief	ing Observ	ations		Activity Co	ode	TRK	JS	В	OBS
Job Briefing Employee Name/Title	TRST	6430				Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	No	Time	1000- 1400			No
Related Reports	2017 2017	1020-WM 0125-WM 0131-WM 0126-WM	ATA-AN ATA-CB-	- ID-1 ·1		Related CAPS / Findings Remedial Action 1121					, 1085, 10	986, 1087	', 1088, 11	00, 11	101, 120,
Deleted Dules CODe	Ref				Rule or S	ОР		Standard		Other / T	ïtle		Checklist I	Refere	nce
Related Rules, SOPs, Standards, or Other	TRST	1000													
···· ···, · · ···	RWP	M													
Inspection Location	Mai Trac	Ya	rd	Stati	ion C	осс	RTA Facility	FTA Office	Track Type	At-grade	e Tui	nnel	Elevated		N/A
	Х											X	х		
line(a)	D-Lin		Frack		Tracks	1	Chain Ma	rker		From			То		
Line(s)	D-LIII	e I	Numbe	r	and 2		and/or St	ation(s)	Stadium Arm	ory (D08)	Junction	(D98)			
	Hea	nd Car Nun	nber	1	Number c	of Cars	_								
Vehicles		N/A			N/A		Equip	ment	N/A						
Design de la la companya de la compa		•			a job safety briefing from Track and Structures (TRST)				Number of Defects					0	
Description	Unit	5430. All p	ersonal	prote	ective eq	uipmen	t (PPE) and	roadway w	Recommended Finding?					No	

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

Inspector in Charge - Signature	u=00THeadquarters, VEL	Date
Inspector in Charge – Name Winslow Powell	Inspection Team Adam Giovando, Mike Vitale	



	briefor co					inspection l		, as well as the	Remedial	Action F	Require	ed?		No
							ons were tak		Recomme	ended Re	einspeo	ction?		No
Remedial Action	N/A								1					
Inspection Activity #	2 Ins	pection Sub	niect R	Remedia	al Actio	n Follow II	p Inspection		Activity Co	de	TF	R	WI	PI
Job Briefing Employee Name/Title	TRST 643	•		terneute	Acco	mpanied ector?	Yes	Out Brief Conducted	No	Time	100 14	00-	Outside Shift	No
Related Reports	20170125 20170131)-WMATA-P 5-WMATA-A 2-WMATA-C 5-WMATA-A	MATA-AMD-1 MATA-CB-1 MATA-AD-3 Related CAPS / Findings Remedial Act 1121						ion IDs: 995,	1085, 10	086, 10	087, 108	8, 1100, 1	1101, 120
	Ref		Ru	Rule or SOP Standard				Other / Ti	tle		Chec	klist Refei	rence	
Related Rules, SOPs,	TRST 100	0												
Standards, or Other	RWPM													
Inspection Location	Main Track	Yard	Station	n 0	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tu	nnel	Elev	vated	N/A
	Х										Х		х	
Line(s)	D-Line	Track			1				From				То	
Line(3)	D-Line	Numb	er	and 2							D and	d G Jun	ction (D9	8)
Vehicles			Nu	mber o N/A		Equip	ment	N/A						
	FWSO pe	rsonnel insp	ected tra	icks 1 ar	nd 2 of	f the D-Line	between Sta	adium Armory	Number o	of Defect	s			4
							ons with WM		Recomme	ended Fi	nding?)		No
		•												
		Ref Rule or SOP Standard Other / Title Checklist TRST 1000 RWPM Station RTA FTA FTA At-grade Tunnel Elevated Main Track Yard Station OCC RTA Facility FTA Office Track Type At-grade Tunnel Elevated X Z Z Tracks 1 and 2 OCC RTA Facility Office Track Type At-grade Tunnel Elevated D-Line Track 1 Number Tracks 1 and 2 Chain Marker and/or Station(s) Track Type At-grade Tunnel Elevated Head Car Number Number of Cars Equipment N/A Reduited Armony N/A N/A Recommender Finding? Recommender Finding? FWSO personel inspected tracks 1 and 2 of the D-Line between Statium Armony and the D and G Junction to follow up on remedial actions with WMATA's Quality and Internal Compliance Office (QICO). Remedial Actions included replacing fasteners, replacing cover boards, and plugging leaks. FWSO closed the following remedial actions: Number of Defects Remedial Action Required? Number of Summa IUSS - WMATA has replaced fasteners at D1 231+10. IUSS - WMATA has replaced fastener												



	Other Notable Observations:		
	 D2 230+50 – Clog under ATC impedance bond. D1 226+70 – Clog under marker coil 		
	To achieve compliance with WMATA's requirements:	L	
Remedial Action	 WMATA must install correct joint bar at D1 270+10. WMATA must replace defective fasteners at D2 231+50. WMATA must replace defective fasteners at D2 265+75. WMATA must elevate cables at D2 262+00. 		

Photos:



Poor drainage at D2 226+50.





Clog under impedance bond at D2 230+50.



Defective fasteners at D2 231+50.





Cables on deck of aerial structure at D2 262+00.



Broken third rail anchor at D2 266+20.





Defective fasteners at D2 265+75.



Joint bar mismatch at D1 270+10.





Clog under marker coil at D1 226+70

Agency/Department Information

Federal Transit Administration

Increation Data	YYYY	MM	DD	Poport Number	20170325-WN			
Inspection Date	2017	03	25	Report Number	20170525-001	VIATA-V	VP-1	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Sub- Dep	partment	Maintenance
		Name		Email	Office Phone	е	N	1obile Phone
Rail Agency Department Contact Information								
Inspection Location	B-Line main	line switch ins	pection betwee	n Silver Spring (B08) an	d Takoma (B07).			

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-INS				
Inspection Units	1	1				
Inspection Subunits	6	11				
Defects (Number)	0	9				
Recommended Finding	No	Yes				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspecti	ion Subj	ect	Roadwa	ay Work	er Protecti	on – Job Safe	ety Briefing	Activity Co	ode	TR	K	RWP	OBS
Job Briefing Employee Name/Title		UNIT 616 UNIT 629 out	,		1	Accon Inspe	npanied ctor?	Yes	Out Brief Conducted	Yes	Time	080 170		Outside Shift	No
Related Reports					Related CAPS / Findings										
	Ref				Rule or S	ule or SOP Standard				Other / T	ïtle		Chec	klist Refer	ence
Related Rules, SOPs, Standards, or Other	RWP	N													
Increation Location	Mai Trac	Yard Station			ion C	n OCC RTA Facility		FTA Office	Trock Turne	At-grad	e Tu	nnel	Elev	vated	N/A
Inspection Location	x								Track Type	x					
Line(s)	B Line		Track		Tracks	1&	Chain Ma	rker					То		
Line(s)	DLIIIE	:	Numbe	r	2		and/or St	ation(s)	Silver Spring	(B08)		Fort 1	Fotten	(B06)	
	Неа	d Car Nu	mber		Number o	of Cars									
Vehicles		N/A			N/A	1	Equip	ment	N/A						
	-				•				oring Station.	Number	of Defect	s			0
							•		Ided WMATA	Recomm	ended Fi	nding?			No
Description								ning (TAW), s were taker	n with the job	Remedial Action Requ			ed?		No
		/ briefing							,	Recommended Reinspection?			tion?		No

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

Inspector in Charge - Signature		Date
WINSLOW L. POWELL	MIL HORELL NG - OCT Indeguater, co-FTHQ, LEGY	
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Adam Giovando & Alexander Nepa	



Remedial Actio

on N/A

nspection Activity #	2	Inspection Sub	oject	Track G	eneral Ir	spection			Activity Co	de	TR	K G	EN	INS	
ob Briefing mployee Iame/Title		Jnit 6168, RWI 296 watchman			Accon Inspec	panied tor?	Yes	Out Brief Conducted	Yes	Time	080 170		side lift	No	
elated Reports					Relate	d CAPS /	Findings								
	Ref		F	Rule or S	OP		Standard		Other / T	itle		Checklist	dist Reference		
elated Rules, SOPs, tandards, or Other	TRST 1	000	٦	Г-16-07											
tandards, or other															
nspection Location	Main Track	Vard	Statio	on C	DCC	RTA Facility	FTA Office	Track Type	At-grade	e Tu	nnel	Elevate	vated N		
	х								х						
ine(s)	B-Line	Track	er	Tracks and 2			rker ation(s)	Silver Spring	From (B08)		Fort T	T otten (B06	0		
	Head	d Car Number	Number of Cars				(000)		TOILT	otten (bot)				
'ehicles	Tieau	N/A N/A Equipment N/A						N/A							
	An incr	pection of B-Lir	o main	-		twoon Silv	or Spring (P))?) and Eart		(
		i (B06) was con						,	Number					9	
	person	nnel and a cont	ractor re	epresent	tative fro	om Harsco	. The contra	ctor	Recomm		12		Yes		
		cted the inspecent enance standar		0					Remedia	Action	Require	d?		Yes	
	•	defective defective a black co <i>TRST 1000</i> were obse <i>TRST 1000</i> protector, <i>TRST 1000</i> rod, right <i>TRST 1000</i> was obser designed. <i>TRST 1000</i> ballast. Th <i>TRST 1000</i> ballast. Th <i>TRST 1000</i> guard rail, <i>TRST 1000</i> end approt Notable Obser <i>SOP T-16-</i> number 7 lights or so reported t worker in	ties in a ties was ndition. noted t defect reved. defect loose b defect side, loc defect ved that defect is condi defect loose b defect loose b defect	row wer 180 incl he follow 9.22.4: / 9.22.4: / 9.22.4: / 9.22.4: / 9.22.4: / 9.22.4: / 9.22.4: / 9.22.4: / 9.22.4: / 1.2.5 8.10.6: / t the four 8.10.6: / t the four 8.10.6: / t the four 8.10.6: / t the four 8.10.6: / 1.2.5 1	re obser hes. This wing non At B2 35 At B2 35 the right At B2 35 tit clip bo At B2 35 tit clip bo At B2 35 til ballast At B2 35 til ballast At B2 35 to allow At B2 35 to allo	ved. The construction of the second s	ded defects: tch 3B, six loc e were obser tch 3B, On th observed. bound of the providing dra e tie showed to drain as d r ties in a rov h 3B, on the e B07 switch 7000-series t required 10 ucident was in	veen non- 200 manual as ose frog bolts witch point ved. e number four e 3B switch, it inage as signs of foul esigned. v with foul main side was missing rain, lead car mph, dim the mmediately y the roadway fect was	Recomm	ended Re	einspect	tion?		Yes	
emedial Action	•	 SOP T-16- number 7 lights or so reported t worker in previously ieve compliance WMATA 	07: At C 164, did bund the to the Ra charge (issued te with V must re	M 353+(not app e horn, a ail Opera (RWIC). ⁻ <u>in FWSO</u> WMATA' eplace d	ear to sl as requir ations Co The rem Preport i s require efective	ow to the ed. This in ontrol Cen edial actic 20170301	required icident w ter (ROC on for this -WMATA e B07-04	l 10 as ii C) b s de -WI Sigr	-WP-1. Signal.	I 10 mph, dim the as immediately C) by the roadway s defect was I-WP-1. Signal.	I 10 mph, dim the as immediately C) by the roadway s defect was WP-1. Signal.	I 10 mph, dim the as immediately C) by the roadway s defect was WP-1. Signal.	I 10 mph, dim the as immediately C) by the roadway s defect was I-WP-1. Signal.	I 10 mph, dim the as immediately C) by the roadway s defect was WP-1. Signal.	



- WMATA must tighten switch point protector bolts at B2 351+10, switch 3B.
- WMATA must tighten transit clip switch rod bolts at B2 351+10, switch 3B.
- WMATA must replace ballast and stabilize track geometry between B2 351+10 and 353+50.
- WMATA must tighten guard rail bolts at B2 351+10, switch 3B.
- WMATA must replace missing end approach cover board at B2 354+00.

Photos:



Foul ballast CM 351+10 static condition





Foul ballast CM 351+10 dynamic condition



Foul ballast CM 351+50





Foul ballast CM 351+50



Caption 5: Foul ballast and loose bolt condition



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170225 \A/A		ר חי		
Inspection Date	2017	03	25	Report Number	20170325-WMATA-WP-2				
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	POWR	irtment	CBL. IN.		
		Name		Email	Office Phon	e	N	1obile Phone	
Rail Agency Department Contact Information									
Inspection Location	Greenbelt Ya	ard (E99)							
spection Summary									

Inspection Activity #	1	2	3	4	5	6
Activity Code	TP-WI-OBS					
Inspection Units	1					
Inspection Subunits	29					
Defects (Number)	22					
Recommended Finding	Yes					
Remedial Action Required ¹	Yes					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Sul	oject	Walking	g Observ	ation (Cab	le Inspectior	ו)	Activity Co	ode	TF	þ	WI	OBS
Job Briefing Employee Name/Title	WMA	TA RWIC TA Watchman/ TA Documente		ut	Accon Inspec	panied tor?	Yes	Out Brief Conducted	Yes	Time	100 140		Outside Shift	No
Related Reports					Relate	d CAPS / I	Findings							
Related Rules, SOPs,	Ref	Ref Rule or Se					Standard		Other / T	ïtle		Check	list Refer	ence
Standards, or Other	RWPM													
lease ation 1 anotice	Mair Tracl	Yard	Stati	ion (DCC	RTA Facility	FTA Office	Tue els Ture e	At-grade	At-grade Tun		Eleva	ated	N/A
Inspection Location		х						Track Type	х					
Lino(a)	E-Line	Track		N/A		Chain Ma	rker		From				То	
Line(s)	E-Line	Numb	er	N/A		and/or St	ation(s)	Greenbelt Ya	rd (E99)		Greer	nbelt Ya	rd (E99)	
	Head	l Car Number		Number o	of Cars									
Vehicles		N/A		N/A	1	Equip	ment	N/A						
Description		b safety briefin	•	•		•			Number of Defects 22					22
		communicatio						rt of the	Recomm	ended Fi	nding?			Yes
	uiscus	лоп. но ексер			n to the job safety briefing.				Remedial Action Required?					Yes

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

 Inspector in Charge - Signature
 Date

 WINSLOW L. POWELL
 Inspector in Charge - Name
 Inspector Transmission

 Winslow Powell
 Tino Sahoo





			1
	 YCR 36 – Cables lying on the ballast. 		
	 YCR 35 – Cables lying on the ballast. 		
	• YCR 37 – Cables lying on the ballast.		
	 YCR 122 – Cables lying on the ballast. 		
	YCR 34 – Cables lying on the ballast.		
	 YCR 32 – Cables lying on the ballast. 		
	 YCR 31 – Cables lying on the ballast. 		
	FWSO will follow up to confirm the conclusion of the work once the cable issues		
	have been corrected.		
	To achieve compliance with WMATA's requirements, WMATA must:		
	 YCR 63 – Replace with new orange boots. Installing new orange boots requires 	s a new neoprene sleeve to be instal	led.
	• YCR 62 – Replace with new orange boots.		
	• YCR 64 - Replace with new orange boots.		
	 YCR 77 – Replace with new orange boots. 		
	 YCR 77 – Replace heat shrink on conduit stub-ups. 		
	YCR 76 - Replace with new orange boots.		
	YCR 78 - Replace with new orange boots.		
	 YCR 82 - Replace with new orange boots. 		
	YCR 75 - Replace with new orange boots.		
	• YCR 61 - Replace with new orange boots.		
Remedial Action	• YCR 61 – Replace cable with temporary repair with new cable.		
	• YCR 124 - Replace with new orange boots.		
	 YCR 123 - Replace with new orange boots. 		
	YCR 59 - Replace with new orange boots.		
	 YCR 58 – Replace with new orange boots. 		
	 YCR 60 – Replace with new orange boots. 		
	 YCR 60 - Replace heat shrink on conduit stub-ups. 		
	 YCR 144 – Replace with new orange boots. 		
	• YCR 38 – Move 3 rd rail cables and boots farther away from the 3 rd rail.		
	 YCR 35 – Replace heat shrink on conduit stub-ups. 		
		r longth cable such that the bast ha	onough clack to
	 YCR 35 – Replace vertical portion of cable going into orange boot with a longe step d vertical lower and and a step d vertical lower and step d vertical lower and a step d vertical lowe	i length cable such that the boot has	Senough Slack (O
	stand vertically upwards.		
	 YCR 37 – Replace with new orange boots. 		





FIGURE 1 - YCR 63 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT



FIGURE 2 - YCR 62 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT



FIGURE 3 - YCR 64 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT



FIGURE 4 - YCR 77 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT



FIGURE 5 - YCR 77 – HEAT SHRINK COMPROMISED ON CONDUIT STUB-UP



FIGURE 6 - YCR 76 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT







FIGURE 7 - YCR 78 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT



FIGURE 10 - YCR 61 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT



FIGURE 8 - YCR 82 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT



FIGURE 11 - YCR 61 - CABLE WITH TEMPORARY REPAIR



FIGURE 9 - YCR 75 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT



FIGURE 12 - YCR 124 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT





FIGURE 13 - YCR 123 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT



FIGURE 14 - YCR 59 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT



FIGURE 15 - YCR 58 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT



FIGURE 16 - YCR 60 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT



FIGURE 17 - YCR 60 - HEAT SHRINK COMPROMISED ON CONDUIT STUB-UP



FIGURE 18 - YCR 144 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT





FIGURE 19 - YCR 138 - CABLES AND "BLOW DRYERS" TOO CLOSE TO 3RD RAIL



FIGURE 20 - YCR 35 – HEAT SHRINK COMPROMISED ON CONDUIT STUB-UP



FIGURE 21 - YCR 35 -VERTICAL PORTION OF CABLE COMING THROUGH POWER DUCT BANK INTO "BLOW DRYER" TOO SHORT



FIGURE 22 - YCR 37 - NEOPRENE SLEEVE COMPROMISED ON ORANGE BOOT



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170327-WMATA-WP-1				
inspection Date	2017	03	27	Report Number					
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	Track and Structures	artment	Production		
	1	Name		Email	Office Phone	e	N	1obile Phone	
Rail Agency Department Contact Information									
Inspection Location	Surge 12 – C	-Line Track 2 P	entagon (C07) t	co Rosslyn (C05)					

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	2				
Recommended Finding	No	Yes				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Su	bject	Job Safe	ety Brie	fing Observ	ation		Activity Co	ode	TR	К	JSB	OBS
Job Briefing Employee Name/Title	TRST 6	TRST 6392				mpanied ector?	Yes	Out Brief Conducted	No	Time	110 150		Outside Shift	No
Related Reports	N/A	N/A				Related CAPS / Findings N/A								
	Ref					SOP Standard			Other / T		Checklist Reference			
Related Rules, SOPs, Standards, or Other	RWPM	RWPM												
Standards, or other	MSRPH	SRPH												
luces stice to estimate	Main Track	Yard	Stati	ation OCC		RTA Facility	FTA Office	Tue de Ture e	At-grade	e Tui	nnel	Ele	evated	N/A
Inspection Location	х							Track Type	x		х			
Line(a)	Cline	Track		Treal		Chain Ma	rker		From				То	
Line(s)	C-Line	Numb	per	Track 2	<u>-</u>	and/or St	ation(s)	Pentagon (CO	17)		Rossl	yn (CC	15)	
Malata	Head	Car Number	1	Number o	of Cars	F . 1.								
Vehicles		N/A		N/A	1	Equip	ment	N/A						
Description								•	Number	of Defect	s			0

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

 Inspector in Charge - Signature
 Date

 WINSLOW L. POWELL
 Unspector in Charge - Name
 Inspector in Charge - Name

 Winslow Powell
 Adam Giovando, Mike Vitale



					-	-		g for the work	Recomm	ended Fi	nding?			No	
	- ·	nsisting of tw n Station plat					•	•	Remedia	l Action F	Require	d?		No	
Dama dia 14 stian	briefing v be using invoked, througho methods correct P radioed t access th	was compreh (Train Appro- personal pro- out the work . TRST 6392 t PE and roady	ensive a ach Wa tective area, ar hen che vay wor ations C	and cove rning), h equipme nd the ne ecked ea rker prot Control C	ered th notspot ent (PF earest ach me tection Center	e type of pr ts in which f PE) requiren hospital and mber of the (RWP) bad (ROCC) and	otection the oul time woo nents, places d emergency e work group ge. TRST 639 was granted	e group would uld be s of safety contact o for the	Recomm	ended Re	einspec	tion?		No	
Remedial Action	N/A										-				
Inspection Activity #	2 In	spection Sub	ject	SafeTra	ck Surg	ge 12 Post-S	urge Inspect	ion	Activity Co	ode	TR	К	WI	PI	
Job Briefing Employee Name/Title	TRST 639	2				mpanied ector?	Yes	Out Brief Conducted	No	Time	110 150		Outside Shift	No	
Related Reports	N/A				Rela	ted CAPS /	Findings	N/A	-1						
Related Rules, SOPs,	Ref		F	Rule or S	SOP		Standard		Other / T	ïtle		Check	list Refe	rence	
Standards, or Other	RWPM														
	TRST 100	0				DTA	ET A								
	Main Track	Yard	Statio	on C	DCC	RTA Facility	FTA Office		At-grade	e Tu	nnel	nel Elevat		N/A	
Inspection Location	х							Track Type	x		х				
Line(s)	C-Line	Track		Track 2)	Chain Ma	rker		From			То			
2		Numb				and/or St	ation(s)	Pentagon (CO	7)		Rossl	yn (C05	5)		
Vehicles		ar Number	N	umber c		Equip	ment	N/A							
		N/A	<u> </u>	N/A											
		spectors perf spectors obse			•	•			Number					2	
	repaired	tunnel lightir	ng, fresł	h and re	gulated	d ballast, ne	w fasteners,		Recomm					No	
	insulator	s, and replace	ed runn	ning rail.	All wo	rk was of go	od quality.		Remedia	I Action I	Require	d?		No	
Description		drain. This condition is not applied a color code.									No				
	Other notable observations: • C2 249+70 – Tunnel light was burned out. • C2 240+20-241+20 – Water in culvert was draining slowly. • C2 233+90 – Tunnel leak was in ceiling. • C2 195+40-207+00 – Ballast piled up against third rail from track 2.														
Remedial Action	To achiev • •		ust cor	rect grou	ut pad	obstructing	drain at C2 water at C2								



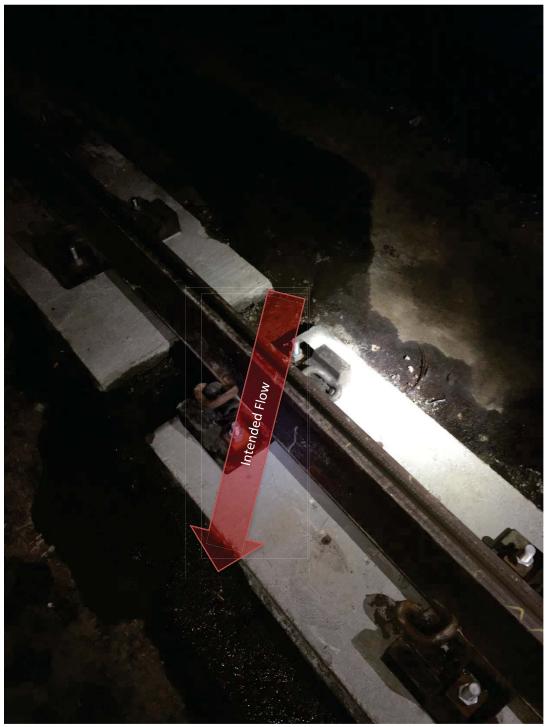
Photos:



Leak in tunnel ceiling at C2 233+90.



Ballast piled up against third rail between C2 195+40 and C2 207+00.



Grout pad obstructing drain at C2 162+60.



Agency/Department Information

Federal Transit Administration

	YYYY	MM	DD		20170220 110				
Inspection Date	2017	03	30	Report Number	20170330-WM	IVIATA-WP-1			
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	RTRA	Sub- Department	N/A		
		Name		Email	Office Phon	e í	Mobile Phone		
Rail Agency Department Contact Information									
Inspection Location	Green Line S	tations							
nspection Summary									
Inspection Activity #	1		2	3	4	5	6		
Activity Code	EMGT-G	EN-PI							
Inspection Units	1								
Inspection Subunits	10								
Defects (Number)	9								
Recommended Finding	No								

Activity Summaries

Remedial Action Required¹

Recommended Reinspection

No

Yes

Inspection Activity #	1	Insp	ection Sub	ject	Fire Li	e Safety	Inspectio	n		Activity Co	ode	EMG	т	GEN	PI
Job Briefing Employee Name/Title	N/A					Accor Inspe	mpanied ctor?	No	Out Brief Conducted	No	Time	0800- 1200	-	utside Shift	No
Related Reports	20170	0321-	321-WMATA-WP-1				ed CAPS /	Findings					÷		
	Ref	Ref Rule o				SOP		Standard		Other / T	ïtle		Checkli	st Refer	ence
Related Rules, SOPs, Standards, or Other	and P	roRail Safety Rules SOP# 1 Procedures SOP# 8 dbook SOP# 5				A									
Increation Location		Main Yard Station		ion	OCC RTA Facility		FTA Office	Track Tures	At-grade Tu		nnel	Elevated N		N/A	
Inspection Location				Х					Track Type						х
1	C		Track				Chain M	arker		From				То	
Line(s)	Greer	n	Numb	er	N/A		and/or S	tation(s)	Col	lege Park			Galle	ery Plac	9
	Hea	ad Car	Number		Number	of Cars									
Vehicles		N/	/Α		N/	A	Equi	pment	N/A						
			•					tions on the G		Number	of Defect	s			9
Description			0				Ouring the inspection, the FWSO			Recommended Finding?				No	
	inspector ensured that each station had the c					correct er	hergency eva	cuation maps,	Remedial Action Required?			?		No	

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

 Inspector in Charge - Signature
 Date

 WINSLOW L. POWELL
 Date

 Inspector in Charge - Name
 Inspection Team

 Winslow Powell
 Chris Difatta



Federal Transit Ad	 functioning fire extinguishers, and that the station manager was in possession of the current MetroRail Safety Rules and Procedures Handbook (MSRPH) and Emergency Evacuation Procedures for reference in case of an emergency. The following items were also listed as Remedial Actions in Report Number 20170321-WMATA-WP-1: The following new non-color-coded defects were observed: Station manager was not in possession of the MSRPH or Emergency Evacuation Procedures at the College Park station. 1997 Emergency Evacuation Maps were observed with 2016 Maps at the Georgia Ave-Petworth Station. Station Manager was not in possession of the MSRPH or Emergency Evacuation Procedures at the Georgia Ave-Petworth Station. Station Manager was not in possession of the MSRPH or Emergency Evacuation Procedures at the Georgia Ave-Petworth Station. 1997 Emergency Evacuation Maps were observed with 2016 Maps at the Columbia Heights Station. Station Manager was not in possession of the MSRPH or Emergency Evacuation Procedures at the Columbia Heights Station. Station Manager was not in possession of the MSRPH or Emergency Evacuation Procedures at the Columbia Heights Station. Station Manager was not in possession of the MSRPH or Emergency Evacuation Procedures at the Shaw-Howard University Station. Station Manager was not in possession of the MSRPH or Emergency Evacuation Procedures at the Shaw-Howard University Station. Station Manager was not in possession of the MSRPH or Emergency Evacuation Procedures at the Shaw-Howard University Station. Station Manager was not in possession of the MSRPH or Emergency Evacuation Procedures at the Shaw-Howard University Station. Station Manager was not in possession of the MSRPH or Emergency Evacuation Procedures at the Shaw-Howard University Station. Station Manager was not in possession of the MSRPH or Emergency Evacuation Procedures at the Shaw-Howard Univers	Recommended Reinspection?	Yes
	• Two fire extinguishers in the fire equipment room at the Columbia Heights Station were not inspected for the month of March.		
Remedial Action	N/A		<u> </u>



Agency/Department Information

Federal Transit Administration

Increation Date	YYYY	MM	DD	Den aut Number	20170220 \			
Inspection Date	2017	03	30	Report Number	20170330-WI	VIAIA-W	VP-Z	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	RTRA	Sub- Dep	artment	N/A
		Name		Email	Office Phon	e	N	1obile Phone
Rail Agency Department								
Contact Information								
Inspection Location	Union Statio	n						
nspection Summary								
Inspection Activity #	1		2	3	4		5	6
Activity Code	RTRA-GE	N-OBS						
Inspection Units	1							
Inspection Subunits	10							
	0							
Defects (Number)	0							
Defects (Number) Recommended Finding	No)						

Activity Summaries

Recommended Reinspection

No

Inspection Activity #	1	Inspe	ction Subj	ject	Rail Con	npliand	e Inspectio	า		Activity Co	de	RTF	RA	GEN	OBS
Job Briefing Employee Name/Title	N/A						mpanied ector?	No	Out Brief Conducted	No	Time	0600 0800		Outside Shift	Yes
Related Reports	N/A					Relat	ted CAPS / I	indings	N/A						
	Ref				Rule or S		l Puloc	Standard		Other / T	itle		Che	cklist Refe	ence
Related Rules, SOPs, Standards, or Other	and F Hand	Procedu Ibook Ianent C	afety Rules ires Order No.	1 5 M 3 T- 3 3 5	L.46-1.52 L.69-1.84 MSRPH (3.87 3.119, 3. 3.121,3.1 3.141	2 4 Dperati 120, 121.1, 3	ing Rules								
	Mai Trac		Yard	Statio	n C	DCC	RTA Facility	FTA Office	T	At-grade	t-grade Tunnel		Ele	evated	N/A
Inspection Location	х			х					Track Type						х
Line(s)	Red	·			N/A					From				То	

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

 Inspector in Charge - Signature
 Date

 WINSLOW L. POWELU
 Objection Science Scienc



	Track Num		Chain Marker and/or Station(s)	Unio	n Station		N/A
Vehicles	Head Car Number	Number of Cars	Equipment	N/A			
				1	Number of Defect	ts	0
		•	he 8-car berthing mark ins for compliance with		Recommended Fi	nding?	No
	plation at onion st		ins for compliance with	the following:	Remedial Action	Required?	No
Description Remedial Action	0 0 0 0	Operated to 8-car sta platform. Train operator's head stopping an 8-car cor Application of good t stops, as well as smo deceleration. <u>Ind Doors:</u> Verified platform side out of the cab windor Looked at doors on p activity in front of the opening the doors. Opened the doors on station announcemen Train operator observ cab window to ensur trapped within the do The train operator clo	rain handling with smoo oth and even acceleration e of the train by sticking w. latform side of train to e doors for five seconds the correct platform sidents. ved train loading with he e that customers were r pors. osed the window and loo fore moving the train for	when oth station on and his/her head verify any before de and made ead outside not hit or oked in the	Recommended Re	einspection?	No



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170331-WN	1 A T A \A	/D 1	
inspection Date	2017	03	31	Report Number	20170331-001		VF-T	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	POWR Sub- Department CM			СМ
	I	Name		Email	Office Phone	9	N	1obile Phone
Rail Agency Department Contact Information								
Inspection Location	Surge 13 Wo	rk Area –Eiser	nhower Ave Sta	tion (C14)				

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspec	tion Subj	ject			hower Ave Replaceme	(C14) – Pigta ent	il F	eeder	Activity Co	ode	т	Р	JSB	OBS
Job Briefing Employee Name/Title	SafeT	Frack De	dicated S	afety Briefe	٢	Accor Inspe	npanied ctor?	Yes	_	Out Brief Conducted	Yes	Time	-	00-	Outside Shift	Yes
Related Reports						Relat	ed CAPS / F	indings								
	Ref					Rule	or SOP	Standard	-		Other / T	ïtle		Checklist Refere		ence
Related Rules, SOPs, Standards, or Other																
Standards, or Other																
Inspection Location	Ma Tra		Yard	Station O		OCC RTA Facility		FTA Office	т	rack Type	At-grade	e Tu	nnel	Ele	vated	N/A
	х														Х	
Line(a)	C-Lin		Trock	lumber		Track	Chain N	Chain Marker			From			То		
Line(s)	C-LIN	e	таск и	umber		2	and/or	Station(s)		CM 592+00)		CI	VI 592+	00	
Male and	Неа	ad Car Ni	umber	Numb	er o	f Cars	-		-				. / D			
Vehicles		N/A			N/A		Equip	nent	I	raction Powe	er Feeder Ca	аріе Кера	ir/Rep	laceme	nt	
Description		•					0	Surge 13 br		0	Number of Defects					0
Description	All pe	ersonal p	protective	e equipmen	t (PF	PE) and	roadway w	orker protec	tio	on (RWP) ID	Recommended Finding?				No	

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

Inspector in Charge - Signature	WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=DOT Headquarte Date: 2017.04.07 10:01:07 -04'00'	Date rs, ou=FTAHQ, cn=WINSLOW L. POWELL
Inspector in Charge – Name Winslow Powell	Inspection Team Tino Sahoo		



United States Department of Transportation

				•				iefer covere spital and sa			Remedia	Action F	Require	ed?		No
				•				cating their i		•	Recomm	ended Re	einspec	tion?		No
Remedial Action	N/A															
Inspection Activity #	2 Ins	spection	on Subje	ect			hower Ave Replaceme	(C14) – Pigta ent	ail F	eeder	Activity Code		ТР		RM	OB:
Job Briefing Employee Name/Title	SafeTrack	Dedica	ated Sa	afety Brief	er		mpanied ector?	Yes		Dut Brief Conducted	Yes	Time	010 050		Outside Shift	Yes
Related Reports	2017021	7-WMA	ATA-WF	P-1		Relat	ted CAPS / I	indings								
	Ref					Rule	or SOP	Standard			Other / T	itle		Checklist Reference		
Related Rules, SOPs, Standards, or Other	KCMIL / 1 (REVISIO ENGINEE	on (PM CK FEED 1500 KC N 4, JUN RING M TIONS (I DN, ANI CABLES I VIDE (RI	AI) DER CA CMIL <u>NE 16,</u> MODIFIC (EMI) F D TRAN REPLAC	BLE - 1000 2015) CATION OR JUMPE VSITION CEMENT												
Inspection Location	Main Track	Yar	rd	Station	C	осс	RTA Facility	FTA Office	Т	Frack Type	At-grade	e Tu	nnel	Ele	vated	N/A
	х														Х	
Line(s)	C-Line	т	Frack N	umber	<u>I</u>	Track					From				То	
Line(s)	C-LINE			uniber		2	and/or	Station(s)		CM 592+00			CN	1 592+	00	
Vehicles	Head Ca	ar Numl	nber	Num	ber o	of Cars	Faulto			Traction Powe	r Foodor Co	bla Dana	ir /Doni		t	
venicies	1	N/A			N/A		Equip	inent	l '	Idelion Powe		ые кера	плері	aceme	int	
		•						nt and electr			Number	of Defect	s			0
		•						ack surge 13 installation			Recomm	ended Fi	nding?			No
	0	•						d per the En			Remedia	Action F	Require	ed?		No
				. ,	-		xpansion, a r 16, 2016.	nd transition	n po	ower cables						
Description	portions	of 1000) kcmil	cable, inc	ludir	ig insta	lling the ne	and tested 6 cessary conn cables being	ect	tion						

orange boot, and then cut to a more exact length and welded to the running rail.

The FWSO Inspector and WMATA personnel did not note any defects during the

All installations included the required slack to allow for the expansion and contraction of the 3rd rail, and all cables were elevated from the bridge deck in accordance with the EMI. Finally, in order to support the 100 percent 8-car train

power system upgrades, 2 kV voltage rated cables were used.

replacement process.

N/A

Remedial Action

Recommended Reinspection?

No



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170331-WN		/D 2	
inspection Date	2017	03	31	Report Number	20170551-001	VIATA-W	/ ۳-2	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	POWR	Sub- Dep	artment	CBL. IN.
	I	Name		Email	Office Phone	e	N	1obile Phone
Rail Agency Department Contact Information								
Inspection Location	Woodley Par	k (A04) to Var	n Ness (A06), tra	ack 1				

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TP-WI-OBS					
Inspection Units	1					
Inspection Subunits	9					
Defects (Number)	7					
Recommended Finding	Yes					
Remedial Action Required ¹	Yes					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1 Ir	spection Sub	ject	Walking	g Obser	vation (Cab	le Inspectior	ı)	Activity Co	ode	TF	>	WI	OBS
Job Briefing Employee Name/Title		RWIC Watchman/I Documenter		ut		mpanied ector?	Yes	Out Brief Conducted	Yes	Time	1000 1400		Outside Shift	No
Related Reports	RWPM				Relat	ed CAPS /	Findings							
	Ref			Rule or S	OP		Standard		Other / T	ītle		Chec	klist Refer	ence
Related Rules, SOPs, Standards, or Other														
Standards, or other														
Increation Location	Main Track	Yard	Stat	ion C	осс	RTA Facility	FTA Office	Track Turne	At-grad	e Tur	nnel El		vated	N/A
Inspection Location	x							Track Type			х			
line(a)	A-Line	Track		1		Chain Ma	rker		From				То	
Line(s)	A-Line	Numb	er	1		and/or St	ation(s)	Woodley Par	·k (A04)		Van I	Ness (A	406)	
	Head (Car Number		Number o	of Cars									
Vehicles		N/A		N/A		Equip	ment	N/A						
Develotion	-	safety briefin		•		•			Number	of Defect	s			7
Description	areas, co	ommunication	n, and	Roadway	Access	Guide wer	e used as pa	rt of the	Recomm	ended Fir	nding?			Yes

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

Inspector in Charge - Signature		Date
WINSLOW L. POWELL	a), genet for weather concentration of the second	
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Tino Sahoo	



	discussion. No exceptions were taken to the job safety briefing.	Remedial Action Required?	Yes
	 discussion. No exceptions were taken to the job safety briefing. Daily cable inspections are part of the holistic approach WMATA has instituted to prevent cable fires and arcing incidents. On a typical day, there are three different WMATA cable inspection crews that are active, and they include three personnel—the Roadway Worker in Charge (RWIC), the Watchman/Lookout, and a documenter of issues in wayside power cable and/or connections. Each crew inspects a different portion of the mainline from 1000–1400 hours. The pictures taken and issues noted are entered into a database for night time cable repair crews to fix. The FWSO Inspector and WMATA personnel noted the following defects: TRK 1 CM 135+00 – Standing water was observed in the tunnel. (See Figure 1) TRK 1 CM 146+00 – Standing water was observed in the tunnel. (See Figure 2) TRK 1 CM 154+00 to CM 156+00 – Catch basin approaches were clogged with mud and debris. (See Figure 3) TRK 1 CM 195+00 – Existing orange boots were on the deck and corroded; missing OZ Gedney bushings and heat shrink on conduit stub-ups. (See Figure 4 and 5) TRK 1 CM 147+00 – Cables were lying on the deck (concrete slab). TRK 1 CM 157+00 – Cables were lying on the deck. Mud, trash, and debris were surrounding the cables. TRK 1 CM 158+00 – Cables were lying on the deck. 	Recommended Reinspection?	Yes
	 TRK 1 CM 173+00 to CM 185+00 – 3rd rail cover_board was missing. TRK 1 CM 198+00 – Cables were lying on the deck. FWSO will follow up to confirm the conclusion of the work once the cable issues 		
	have been corrected. To achieve compliance with WMATA's requirements:		
Remedial Action	 WMATA must mitigate water intrusion at TRK 1 CM 135+00. WMATA must mitigate water intrusion at TRK 1 CM 146+00. WMATA must clean out catch basin approaches at TRK 1 CM 154+00 to CM 156+00. WMATA must replace existing orange boots with new orange boots at TRK 1 CM 195+00. WMATA must install OZ Gedney bushings at TRK 1 CM 195+00. WMATA must install heat shrink on conduit stub-ups at TRK 1 CM 195+00. WMATA must replace heat shrink on conduit stub-up at TRK 1 CM 195+00. 		

1





FIGURE 1 - TRK 1 CM 135+00 – STANDING WATER WAS OBSERVED IN THE TUNNEL



FIGURE 2 - TRK 1 CM 146+00 – STANDING WATER WAS OBSERVED IN THE TUNNEL



FIGURE 3 - TRK 1 CM 198+00 FOXINTING-ORANGETBOODERSIN XAPERED AND FOR AND GOODERNOIDED MUD AND DEBRIS.







FIGURE 5 - TRK 1 CM 195+00 – MISSING OZ GEDNEY BUSHINGS AND HEAT SHRINK ON CONDUIT STUB-UPS