

Date

DI: c=U5, c=U5, Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.05.08 12:51:03 -05'00'

United States Department of Transportation Federal Transit Administration

Agency/Department Information YYYY MM DD 20170501-WMATA-AG-1 **Inspection Date Report Number** 2017 05 01 Rail Agency Washington Metropolitan Area Transit **Rail Agency Name** TRST Sub- Department Maintenance Authority Department Name Email Office Phone Mobile Phone **Rail Agency Department Contact Information** Inspection Location E-Line, Track 2

Inspection Summary

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

Activity Summaries

Inspection Activity #	1 In	spection Sub	ject	Roadwa	ıy Worl	ker Protecti	on – Job Safe	ety Briefing	Activity Co	ode	TR	К	RWP	OBS
Job Briefing Employee Name/Title		it # 6014 it # 6077 RWI	C/Esco	rt		mpanied ector?	Yes	Out Brief Conducted	Yes	Time	1000 1400		Outside Shift	No
Related Reports	N/A				Relat	ted CAPS / I	Findings	N/A						
	Ref			Rule or S	OP		Standard		Other / Title			Che	cklist Refe	rence
Related Rules, SOPs, Standards, or Other	RWPM													
Standards, or other														
	Main Track	Yard	Statio	on C	OCC	RTA Facility	FTA Office	Tuesda Taura	At-grad	e Tur	nnel	Ele	evated	N/A
Inspection Location	х		х					Track Type	x					
Line(a)	E Line	Track		turnali 2		Chain Ma	rker		From				То	
Line(s)	E-Line	Numb	er	track 2		and/or Sta	ation(s)	Greenbelt Sta	ation (E10)		CM E	2-590	+00	
	Head C	Car Number	N	lumber c	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.

Digitally signed by ADAM ANTHONY GIOVANDO

ADAM ANTHONY GIOVANDO

Inspector in Charge – Name Adam Giovando Inspection Team Alexander Nepa

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



	The TRST unit 6014 conducted a job safety briefing at the Greenbelt Station. The	Recommended Finding?	No
	briefing was fully compliant with WMATA's Roadway Worker's Protection Manual (RWPM) requirements. It included WMATA badge-level verification, type of	Remedial Action Required?	No
	protection, inaccessible track (IT), potential hazards, hot spots and hospital location. No exceptions were taken to the job safety briefing.	Recommended Reinspection?	No
Remedial Action	N/A		

Activity Summaries

Inspection Activity #	2	Inspection	Subject	Track General Observation						Activity Co	ode	TR	К	WI	PI	
Job Briefing Employee Name/Title		Unit # 6014 Unit # 6077		scort		compa specto		Yes	Out Brief Conducted	Yes	Time	1000 1400		Outside Shift	No	
Related Reports	N/A				Re	lated	CAPS / I	Findings	N/A							
	Ref			Rul	e or SOP			Standard		Other / T	Title		Check	list Refer	st Reference	
Related Rules, SOPs, Standards, or Other	TRST-	1000 rev. 6														
						_										
Inspection Location	Mair Tracl	Yard	d St	ation	осс		RTA acility	FTA Office	Track Type	At-grad	e Tu	nnel	Elev	ated	N/A	
	х									x						
		Тг	ack			Ch	Chain Marker			From				То		
Line(s)	E-Line		umber	tr	ack 2	and/or Station(s)			Greenbelt Sta SafeTrack Su					590+00, SafeTrack Sur		
M.1.1.1.	Head	d Car Numb	er	Num	Number of Cars											
Vehicles		N/A			N/A		Equipment N/A									
					ormed an observation of completed track repairs,						of Defect	s			0	
	SafeTr	rack Surge 1	.4, betw	een Gr	eenbelt S	tation	(E10) a	nd CM E2-59	90+00.	Recomm	ended Fi	nding?			No	
	Notab	le Observa	tions:							Remedia	I Action F	Require	ed?		No	
Description														No		
Remedial Action	N/A	driven down completely. (See attached photo 2.)														





Photo 1: Newly installed crosstie split when lag bolt was installed.



Photo 2: Gage spike not completely driven down.





Photo 3: Four-inch running surface rail defect.



Increation Data	YYYY	MM	DD	Report Number	20170501-WMATA-AG-2					
Inspection Date	2017	05	01	Report Number	20170501-000	/ATA-A	IG-2			
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	RTRA Sub- Department N/A			N/A		
	Name			Email	Office Phone		N	1obile Phone		
Rail Agency Department Contact Information										
Inspection Location	McPherson S	iquare Station	(CO2) on the C	-Line						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Insp	pection Sub	ject	Rail Cor	nplian	ce Inspection	n		Activity Co	de	RTR	RA	GEN	OBS
Job Briefing Employee Name/Title	N/A						ompanied ector?	No	Out Brief Conducted	No	Time	0600- 1200		Outside Shift	Yes
Related Reports	N/A					Rela	ted CAPS / F	indings	N/A				·		
	Ref			F	Rule or S	OP		Standard		Other / T	itle		Chec	ence	
Related Rules, SOPs, Standards, or Other	and F Hand	Proceo Ibook nanen	Safety Rules dures t Order No.	1 5 N 3 T- 3 3 5	3.87 3.119, 3. 3.121,3.3 3.141	2 4 Dperat 120, 121.1, 3	ing Rules								
	Ma Tra		Yard	Statio	on C	DCC	RTA Facility	FTA Office	T	At-grade	e Tur	nnel	Elev	vated	N/A
Inspection Location				Х					Track Type						х

ADAM ANTHOI	NY GIOVANDO	Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorth Date: 2017.05.08 12:48:21 -05'00'	Date IX, cn=ADAM ANTHONY GIOVANDO
Inspector in Charge – Name Adam Giovando	Inspection Team Chris Difatta		



Line(s)	C-Line	Track	1	Ch	ain Marker	ſ	From		То
Line(s)	C-Line	Number	1	an	d/or Station(s)	McPherson Sq	uare Station (CO2)	McPherson Sq	uare Station (CO2)
Vehicles	Head Car N	lumber	Number of Cars		Equipment	N/A			
	N/A		N/A		-4				
		•			Inspections on the observed 18 trains f		Number of Defect	ts	0
		•	• • •		Handbook (MSRPH)		Recommended Fi	nding?	No
							Remedial Action I	Required?	No
	The FWSO Ir	ispector did no	ot observe any d	letec	ts during observatio	ons.			
	Other Notab	le Observation	ns:						
	• T	rain Handling:							
	• <u>-</u>		ated to 8-car sta	ation	berthing marker at	the end of the			
		platf							
					vhen stopping an 8 o handling with smoot				
					en acceleration and				
		tations and Do	ors						
Description	<u> </u>			e of t	he train by sticking l	his/her head			
			of the cab window		rm cido of train to u	orific on c	Recommended Re	einspection?	No
					rm side of train to ve ors for 5 seconds bef				
		the d							
			ied the doors on on announcemer		correct platform sid	e and made			
				•	th head outside cab				
		ensu door		rs we	ere not hit or trappe	d within			
				nd lo	oked in the direction	n of travel			
		befor	re moving the tra	ain fo	orward.				
Remedial Action	N/A								



Date

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Agency/Department Information

Federal Transit Administration

<i>o ,,</i> 1									
Inspection Date	YYYY	MM	l	DD	Report Number	20170503-WN	/ A T A \A	/D 1	
inspection Date	2017	05		03	Report Number	20170303-001	/IA I A- W	VP-1	
Rail Agency Name	Washington Authority	Metropolitar	n Area Tr	ansit	Rail Agency Department	artment	Inspection		
	I	Name			Email	Office Phone	5	N	1obile Phone
Rail Agency Department Contact Information									
Inspection Location	New Carrollto	on Service ar	nd Inspec	tion Facili	ity				
Inspection Summary									
Inspection Activity #	1			2	3	4		5	6

Inspection Activity #	1	2	3	4	5	6
Activity Code	VM-SI-WI					
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	Inspec	tion Subj	ect	Shop O	bservat	ions – New	Carrollton Ya	ırd	Activity Co	de	VN	N	SI	PI
Job Briefing Employee Name/Title	Supe	rintende	ent Car Ins	spection	on		mpanied ector?	Yes	Out Brief Conducted	Yes	Time	080 120		Outside Shift	No
Related Reports						Relat	ted CAPS / F	indings	N/A						
	Ref				Rule or S	SOP		Standard		Other / T	itle		Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other		Procedur book	fety Rules res		MSRPH 1.46-1.5 MSRPH 3.87, 3.2 3.121,3. 3.141 SOP# 12	52, 1.69- Operati 119, 3.1 121.1, 3	-1.84 ng Rules 20,	OSHA Stan	dard 1926.100						
Inspection Location	Mai Trac		Yard	Stat	ion	000	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Ele	evated	N/A
							Х								Х
Line(s)	N/A		Track Numbe	er	N/A		Chain Mar and/or Sta		N/A	From		N/A		То	
Vehicles	Hea	ad Car N	umber		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.

Inspector in Charge - Signature

WINSLOW L. POWELL

Inspector in Charge – Name Winslow Powell Inspection Team Tom Wozniak, Chris Difatta



FWSO inspectors conducted a general ob maintenance personnel at the New Carro	
maintenance personnel at the New Carro	
inspectors noted that all mechanics had t	r Recommended Finding?
(PPE), proper tooling, current maintenan	
Descriptionmodification instructions (EMIs). Also not attitude, as well as an enthusiastic willing inspectors observed annual maintenance were performed in the interior and exter 	vasa a positive and cooperative s to demonstrate their skills. FWSO four (4) rail cars. Inspection activities of each car. Image: Comparison of the cars



Photo 1: Vehicle Securement Chock



Federal Transit Administration

Increation Data	YYYY	MM	DD	Depart Number				
Inspection Date	2017	05	03	Report Number	20170503-WMATA-WP-2			
Rail Agency Name	Washington Authority	Metropolita	an Area Transit	Rail Agency Department	POWR Sub-Department CM			
	l	Name		Email	Office Phone	e l	Nobile Phone	
Rail Agency Department Contact Information								
Inspection Location	Braddock Ro	ad (C12), tr	ack 1 and Braddock	Road TPSS (Traction Pc	ower Substation)			
Inspection Summary								
Inspection Activity #	1		2	3	4	5	6	
						1		

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Braddock Road (C12 negative return cab			Activity Co	ode	TP		RM	OBS
Job Briefing Employee Name/Title	WMA	YMATA RWIC Accompanied Inspector? Yes Out Brief Conducted Yes				Yes	Time	0100- 0500		Outside Shift	Yes
Related Reports			Related CAPS / Find	lings							
	Ref		Rule or SOP	Standard		Other / T	itle		Che	cklist Refere	nce
Related Rules, SOPs,	Related Rules, SOPs, Standards, or Other Rection 2016 TRACTION POWER DESIGN DRAWING (DD-TP-SSI-013, REVISION 0, AUGUST 2001)										
Standards, or Other											

Inspector in Charge - Signature				Date
	WINSLOW L. F	POWELL	Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=DOT Head Date: 2017.05.10 07:19:10 -04'00'	dquarters, ou=FTAHQ, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team			
Winslow Powell	Tino Sahoo			



In a section I a section	Main Track	Yard Station OCC RTA Facility FTA Office Track Type		Tuesda Taura	At-grade	Tur	nnel	Elevate	d	N/A			
Inspection Location	х						таск туре			Х			
Line(s)	C-Line	Track	Number	1	Chain Mar		1	From			Т	o	
	0			-	and/or Sta	ation(s)	CM 523+00			CM 52	23+00		
	Head Ca	r Number	Numbe	er of Cars									
Vehicles	N	I/A	1	N/A	Equip	ment	Negative retur	n cables (1000) kcmil,	2 kV)			
				•	•		cal contractors						
	•	•			0		from Braddock ond). Pulling of	Recommended Finding?					No
		•	-			•	, .	Remedial A	Remedial Action Required?		No		
Description	cables was done via a tugger. Total distance for pulling each cable is 220 feet. Remedial Action R Additional negative return cables were installed to support the upgrade to 100% 7000 series 8-car trains. During the inspection, the FWSO Inspectors observed the contractor pulling and installing negative return cables. This operation was conducted per the Engineering Modification Instruction (EMI) - originally issued on September 16, 2016 - for jumper, expansion, and transition power cable replacement system wide. Recommended Rei The FWSO Inspector and WMATA personnel did not note any defects during the replacement process. Recommended Rei						inspecti	ion?		No			
Remedial Action	N/A	1											



Federal Transit Administration

Increation Date	YYYY	MM	DD	Device the Newsbarr	20170506 14/1		
Inspection Date	2017	05	06	Report Number	20170506-WMATA-WP-1		
Rail Agency Name	Washington Authority	Metropolita	n Area Transit	Rail Agency Department	POWR	Sub- Department	CBL. IN.
		Name		Email	Office Phone	2	Mobile Phone
Rail Agency Department Contact Information							
Inspection Location	Bethesda (AC	9) to Tenley	/town-AU (A07) tra	ack 2; Tenleytown-AU (A	A07) Station Platform		
Inspection Summary							
Inspection Activity #	1		2	3	4	5	6
Activity Code	TP-AMF	-OBS	TP-WI-OBS				
Inspection Units	1		1				

Recommended Reinspection Activity Summaries

Remedial Action Required¹

Recommended Finding

Inspection Subunits

Defects (Number)

1

0

No

No

No

1

3

Yes

Yes

Yes

Inspection Activity #	1	Inspe	ection Subj	ject			ytown-AU (er (AMF) Ob	A07) Advanc oservation	e N	lobile	Activity Co	de	Т	Р	AMF	OBS
Job Briefing Employee Name/Title	WMA	ATA RW	/IC			Accompanied Inspector?		Yes	Out Brief Conducted		Yes	Time	090 13		Outside Shift	No
Related Reports						Relat	ed CAPS / F	indings								
	Ref					Rule o	or SOP	Standard			Other / T	itle		Che	cklist Refere	ence
Related Rules, SOPs, Standards, or Other	03 A[OVANCI		ORDER R-1 E FLAGGER 7)												
Inspection Location	Mai Trac		Yard	Station	C	DCC	RTA Facility	FTA Office	Track Type		At-grade	e Tur	nnel	Ele	evated	N/A
				Х					1							Х
							Chain N	Aarker			From			То		
Line(s)	A-Lin	e	Track	Number		N/A	and/or	Station(s)		N/A				N/A		
	Неа	ad Car I	Number	Numl	ber d	of Cars										
Vehicles		N/A	Ą		N/A Equip			ment		I/A						
Description	The j	ob safe	ty briefing	was compi	rehe	nsive. T	he hot spot	s, hazards, cl	ear	ance areas,	Number	of Defects	5			0

Inspector in Charge - Signature			Date
	WINSLOW L. POWELL	Digitally signed by WINSLOW L POWELL DN: c=US, o=U.S. Government, ou=DOT Headquarte Date: 2017.05.16 13:48:41 -04'00'	rs, ou=FTAHQ, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team		
Winslow Powell	Tino Sahoo		

	communication, and Roadway Access Guide were used as part of the discussion. No	Recommended Finding?	No
	exceptions were taken to the job safety briefing.	Remedial Action Required?	No
	The FWSO Inspector observed the Advance Mobile Flagger (AMF) perform his duties to notify Class I/Class II vehicle operators that a mobile work crew was on the tracks ahead of them per Permanent Order R-17-03. This order was issued on April 28, 2017. The AMF had the proper personal protection equipment (PPE) required in addition to a flashing amber lantern, orange flag (18" x 18"), radio, air horn, and whistle. The AMF read from a script card to alert train operators about a mobile work crew ahead, speed stipulations, blasting of mainline horn requirements, and following the mobile work crew's roadway worker in charge's (RWIC's) hand signals. No issues/concerns or exceptions were taken to the AMF performing his duties. The FWSO Inspector did not note any defects.	Recommended Reinspection?	No
Remedial Action	N/A	I	1

Inspection Activity #	2	nspection Sul	oject	Walki	ng Observati	on (Cable Ins	spect	tion)	Activity Co	de	TP)	WI	OBS
Job Briefing Employee Name/Title	WMAT.	WMATA RWIC			npanied ctor?	Yes		ut Brief onducted	Yes	Yes Time			utside Shift	No
Related Reports					ed CAPS / Fi	ndings						·		
	Ref			Rule c	or SOP	Standard			Other / T	itle		Checkli	st Refere	ence
Related Rules, SOPs, Standards, or Other	TRACK AND STRUCTURES DIVISION – TRST 1000 TRACK MAINTENANCE AND INSPECTION MANUAL (REVISION 7, MARCH 2017)													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Tr	ack Type	At-grade	e Tui	nnel	Eleva	ted	N/A
	х							uentype			Х			
Line(a)	A 1 in a	Treat	Neuroleau	tue els 1	Chain N	/larker			From			То		
Line(s)	A-Line	Ггаск	Number	track	and/or	Station(s)		Bethesda (A	esda (A09) Friend				leights (408)
	Head	Car Number	Numl	per of Cars										
Vehicles	N/A N			N/A	Equip	nent	N/	/A						
		ble inspection							Number of Defects					3
Description	preven	t cable fires ar	nd arcing inci	dents. The	pictures tak	en and issue	s not	ted were	Recomm	ended Fir	nding?		`	/es
									Remedia	l Action R	Required	d?	``	/es

	entered into a database for nighttime cable repair crews to fix.		
	The following new defects were observed and were not in compliance with TRACK AND STRUCTURES DIVISION – TRST 1000 TRACK MAINTENANCE AND INSPECTION MANUAL (REVISION 7, MARCH 2017). There were no color-coded conditions noted:		
	 TRK 2 CM 325+00 – Mud and standing water surrounding power conduit stubups, orange boots, and 3rd rail post insulators. (See Figure 1.) TRK 2 CM 304+00 - Mud and standing water surrounding power conduit stubups, orange boots, and 3rd rail post insulators. (See Figure 2.) TRK 2 CM 382+00 to TRK 2 CM 303+00 – Scuppers, inlets, and catch basin approaches were obstructed with mud or debris. 		
	Other Notable Observations:		
	 TRK 2 CM 382+00 to TRK 2 CM 380+00 – Standing water by 3rd rail and 3rd rail insulators TRK 2 CM 376+00 to TRK 2 CM 374+00 – Re-lamping and cleaning of lens of tunnel light fixtures TRK 2 CM 371+50 – Mud and standing water by 3rd rail post insulators TRK 2 CM 360+30 - Mud and standing water by 3rd rail post insulators TRK 2 CM 358+50 – Standing water by 3rd rail post insulators TRK 2 CM 356+00 – Water leaking from tunnel wall TRK 2 CM 352+80 to TRK 2 CM 352+00 – Standing water by 3rd rail post insulators TRK 2 CM 351+90 to TRK 2 CM 350+00 – Standing water by 3rd rail post insulators TRK 2 CM 348+00 – Standing water by 3rd rail post insulators TRK 2 CM 348+00 – Standing water by 3rd rail post insulators TRK 2 CM 348+00 – Standing water by 3rd rail post insulators TRK 2 CM 348+00 – Standing water by 3rd rail post insulators TRK 2 CM 348+00 – Standing water by 3rd rail post insulators TRK 2 CM 348+00 – Standing water by 3rd rail post insulators TRK 2 CM 348+00 – Standing water by 3rd rail post insulators TRK 2 CM 344+60 – Standing water by 3rd rail post insulators TRK 2 CM 344+60 – Standing water by 3rd rail post insulators TRK 2 CM 341+90 – Water leaking from tunnel ceiling TRK 2 CM 341+00 – Standing water by 3rd rail post insulators TRK 2 CM 340+00 – Standing water by 3rd rail post insulators TRK 2 CM 330+00 – Standing water by 3rd rail post insulators TRK 2 CM 326+00 – Missing 3rd rail cover board TRK 2 CM 325+00 – Missing 3rd rail cover board TRK 2 CM 323+00 to TRK 2 CM 322+00 – Standing water by 3rd rail post insulators TRK 2 CM 325+00 – Missing 3rd rail cover board on end approach 	Recommended Reinspection?	Yes
	To achieve compliance with WMATA's requirements:	L . Lord	
Remedial Action	 WMATA must remove mud and water surrounding power conduit stub-ups, oran mitigate water intrusion. (TRK 2 CM 325+00) WMATA must remove mud and water surrounding power conduit stub-ups, oran mitigate water intrusion. (TRK 2 CM 304+00) WMATA must clean all scuppers, inlets, and catch basin approaches so accumula 382+00 to TRK 2 CM 303+00) 	nge boots, and 3 rd rail post insulators.	They must also





FIGURE 1 - TRK 2 CM 325+00 – MUD AND STANDING WATER SURROUNDING POWER CONDUIT STUB-UPS, ORANGE BOOTS, AND 3RD RAIL POST INSULATORS



FIGURE 2 - TRK 2 CM 304+00 – MUD AND STANDING WATER SURROUNDING POWER CONDUIT STUB-UPS, ORANGE BOOTS, AND 3RD RAIL POST INSULATORS



Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170508-WMATA-WP-1					
inspection bate	2017	05	08	Report Number						
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	RTRA	Sub- Department		N/A		
		Name		Email	9	N	Nobile Phone			
Rail Agency Department Contact Information										
Inspection Location	New Carrollt	New Carrollton Rail Facility								
Inspection Summary										

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

Activity Summaries

Inspection Activity #	1	Inspection Subjection	t Rules C	ompliance Observa	tion		Activity Co	de	RTR	RA	GEN	OBS
Job Briefing Employee Name/Title	Patric	ck Dixon		Accompanied Inspector?	NO I		Yes	Time	0800- 1200		Outside Shift	No
Related Reports	N/A			Related CAPS / Findings N/A								
Related Rules, SOPs, Standards, or Other		oRail Safety Rules Procedures book	1.46-1.5 1.69-1.8 MSRPH 0 3.87 3.119, 3 3.121,3. 3.141	General Rules 2 4 Operating Rules	Standard		Other / T	itle		Check	klist Refer	ence
Inspection Location	Mai Trac	Yard	Station	DCC RTA Facility	FTA Office	Track Type	At-grad	e Tur	nnel	Elev	vated	N/A

Inspector in Charge - Signature	WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWELL Dit: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L. POWELL Date: 2017.05.16 13:51:02 -04'00'
Inspector in Charge – Name Winslow Powell	Inspection Team Chris Difatta	



		x												х
Line(s)	Orange	Track Numbe	r N	/A		Chain Marker and/or Station(s)		From N/A			To N/A		o	
	Head Car	r Number	Nun	nber of Cars	1					1	1			
Vehicles	N,	/A		N/A		Equip	ment	N/A						
							the New Ca							0
		ng the inspects and safety				s observ	ed daily put-	-ins, radio	Recommend	ded Fin	nding?			No
	Yard Obser	,							Remedial A	ction R	equire	d?		No
Description	 <u>Daily Put-ins:</u> An FWSO Inspector positioned himself in the interlocking operator's control tower and observed daily put-ins. A total of six train sets arrived into the yard for layover. No exceptions were taken. 							ut-ins. A total						
Description	 <u>Radio Procedures:</u> An FWSO inspector observed compliant radio communication with regards to the "over and out" requirements and positive "word for word" repeat back. <u>Safety Stops:</u> Observations on six trains arriving at the facility were observed for proper safety stops. All were compliant with Operating Rule 3.89. 									No				
		ions were ta	ken durir	ng observati	on.									
Remedial Action	N/A													



Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170509-WMATA-WP-1					
inspection Date	2017	05	09	Report Number						
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Car Maintenance	Sub- Depa	artment	Inspection		
	1	Name		Email	Office Phone	e	Mobile Phone			
Rail Agency Department										
Contact Information										
Inspection Location	Brentwood Service and Inspection Facility									

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	VM-SI-WI					
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 Sul	oject	Shop Ol	bservat	tions – Brent	wood Yard		Activity Co	de	V	N	SI	PI
Job Briefing Employee Name/Title	Superi	ntendent Car li	nspecti	on		ompanied ector?	Yes	Yes Out Brief Conducted		Time	080 120		Outside Shift	No
Related Reports					Rela	ted CAPS / F	indings	N/A						
	Ref			Rule or S	SOP		Standard		Other / T	itle		Chec	cklist Refer	ence
Related Rules, SOPs, Standards, or Other			25	MSRPH General Rules 1.46-1.52, 1.69-1.84 MSRPH Operating Rules 3.87, 3.119, 3.120, 3.121,3.121.1, 3.79.1, 3.141 SOP# 12			OSHA Stan	dard 1926.100						
Inspection Location	Main Track	Yard	Stat	ion (OCC	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Ele	evated	N/A
						Х								Х
Line(s)	N/A	Track Numb		N/A		Chain Mar and/or Sta		N/A	From N/A		N/A	To 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

Inspector in Charge - Signature				Date
	١	WINSLOW L. POWELL	Digitally signed by WINSLOW L. POW DN: c=US, o=U.S. Government, ou=E Date: 2017.05.16 13:53:34 -04'00'	/ELL IOT Headquarters, ou=FTAHQ, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team			
Winslow Powell	Tom Wozniak, Chris Difatta			



	Head Car Number	Number of Cars				
Vehicles	N/A	N/A	Equipment	N/A		
	5.4/6.0.1		C L 	с н	Number of Defects	0
		icted a general observation l at the Brentwood Maint			Recommended Finding?	No
	noted that all mechanic	s had the proper persona	al protective equipm	ent (PPE),	Remedial Action Required?	No
Description	modification instructior cooperative attitude, as skills. FWSO Inspectors obserr exterior of each car. The transit vehicles. This ma involved checking brake electricial functions. A t inspectors observed no proper door function ar inspection and repair pi procedures on hand wh and labeled by task num There were no defects Other notable observat FWSO Insper- by SO Insper- which involve material. The	noted during observatio	an extremely positive villingness to demon performed in the inter- nual maintenance or mplete underbody in e components, where on was also conduct eplaced, as well as an chanics had easy acc es as well as the app onent. The procedur n. Is for proper calibrati at and orderly shop a tools, equipment and per which it did not for	ve and strate their erior and n two 7K series spection. This Is and all ed. The n inspection of ess to ropriate es are stored on dates. tmosphere is shop bul any	Recommended Reinspection?	No
Remedial Action	N/A					



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170510-WMATA-AD-1					
inspection Date	2017	05	10	Report Number						
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	rtment	Maintenance			
	1	Name		Email	Office Phone	9	N	Iobile Phone		
Rail Agency Department Contact Information										
Inspection Location	Forest Glen S Ballston Stat	. ,								

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Su	bject	Advance	ed Mob	ile Flagma	n – Observat	ions	Activity Co	ode	TRS	т	RWP	OBS
Job Briefing Employee Name/Title	N/A					N/A		Out Brief Conducted	No	Time	1110a	am –	utside Shift	No
Related Reports					Related CAPS / Findings									
	Ref			Rule or S	SOP Standard			Other / T	ītle		Checkli	st Refer	ence	
Related Rules, SOPs, Standards, or Other	Perma	anent Order		R-17-03	3			AMF						
				T-16-07 I	rev. 1									
	Mair Tracl	Yard	Stati	on C	DCC	RTA Facility	FTA Office	Tue de Ture e	At-grad	e Tui	nnel	Eleva	ted	N/A
Inspection Location	х		х					Track Type			х			
Line(a)	B-Line	Track		2		Chain Ma	rker		From				То	
Line(s)	B-Line	Numb	er	2		and/or St	ation(s)	B09	B08					
	Неас	d Car Number	1	Number o	of Cars									
Vehicles		7127		8		Equip	ment	N/A						
Description	Obser	vations:	1			1		1	Number	of Defect	s			1
Description									Recomm	ended Fi	nding?			No

<i>Sujjicični unu cjječine</i> .			
Inspector in Charge - Signature	AMBURIDALEY	Digitally signed by AMBURTDALEY DN: c=US, o=U.S. Government, ou=FMCSAHQ, ou=DOT Headquarters, cn=AMBURTDALEY Date: 2017.05.16 09:55:06 -04'00'	Date
Inspector in Charge – Name Ambur Daley	Inspection Team O Ambur Daley, Robert Maniuszko		



	The Forest Glen Advanced Mobile Flagger (AMF) and the Train	Remedial Action Required?	Yes
	 Operator (TO) of Lead Car 7127 were observed at approximately 1110 hrs. The AMF was not holding the orange flag. The flag was leaning against the wall. The Amber Flashing Lantern/E-Flare was placed as required. The AMF engaged in casual conversation with the TO. The script was not used until the FTA Inspector was observed. The TO did not sound two short bursts of her mainline horn when she observed the AMF The TO did not sound short bursts of the mainline horn when leaving the station until the mobile work crew was observed The TO did not sound the mainline horn when exiting the portal The TO did not sound two short blasts when she observed the Mobile Work crew The TO did slow the train, once she observed the Mobile Work Crew, to 10 mph as required by T-16-07 rev. 1. 	Recommended Reinspection?	Yes
Remedial Action	WMATA must follow-up with the Advanced Mobile Flagger (AMF) and the Train Ope	erator (TO) to ensure future complia	nce with R-17-03.

Inspection Activity #	2	Insp	ection Sub	ject	Adva	nced Mo	bile Fl	agmar	n – Observat	ions	Activity Co	ode	TR	ST	RWP	OBS	
Job Briefing Employee Name/Title	N/A						ompar ector		N/A	Out Brief Conducted	No	Time	1230	1230pm 00		No	
Related Reports						Rela	ted C/	APS / I	indings								
	Ref Ru			Rule o	r SOP			Standard		Other / T	ïtle		Che	cklist Refe	rence		
Related Rules, SOPs, Standards, or Other	Permanent Order R-17				R-17-0)3					AMF						
Standards, or other					T-16-0	7 rev.1											
	Mai Trac		Yard	Stat	tion	OCC		TA cility	FTA Office	T	At-grade	e Tu	nnel	Ele	evated	N/A	
Inspection Location	х)	ĸ					Track Type	х		х				
1	K 1.		Track				Cha	in Ma	rker		From			1	То		
Line(s)	K-Line	5	Numbe	er	2		and	/or St	ation(s)	K04 Ballston			K05 E	ast Fa	Ills Church		
	Hea	d Car	Number		Numbe	r of Cars											
Vehicles		20	23			8		Equip	ment	N/A							
										ew Advanced	Number	of Defec	ts			0	
			gger (AMF) compliance	•					perator (TO)	were in	Recomm	ended Fi	nding?			No	
Description			ons were ta		the req	unemen	.5 UI K	-17-03).		Remedial Action Required?			ed?		No	
											Recomm	ended R	einspec	tion?		No	
Remedial Action	N/A																



Form FTA-IR-1

United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170510-WMATA-AD-2					
inspection date	2017	05	10	Report Number	20170510-WIWIATA-AD-2					
Rail Agency Name	0	Metropolitan	Area Transit	Rail Agency	TRST	Sub- Department		Structures		
	Authority			Department	PLNT			Station Rehab		
	1	Name		Email	Office Phone	2	N	1obile Phone		
Rail Agency Department Contact Information										
Inspection Location	Forest Glen (Union Station									

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Su	bject	Forest (Glen – G	General Ob	servation Pla	tforms	Activity Co	ode	TR	К	GEN	OBS
Job Briefing Employee Name/Title	N/A					mpanied ector?	N/A	Out Brief Conducted	N/A	Time	0900 - 1000		Outside Shift	No
Related Reports					Related CAPS / Findings									
	Ref Rule				SOP		Standard		Other / T	ītle		Chec	klist Refer	ence
Related Rules, SOPs, Standards, or Other	TRST1	000		Section 2	13									
otaniaaras, or other														
	Main Track	Yard	Stat	ion (DCC	RTA Facility	FTA Office		At-grade Tu		nnel Ele		vated	N/A
Inspection Location	х		x					Track Type			х			
		Track				Chain Ma	rker		From				То	
Line(s)	B-Line	Num	ber	2		and/or St	ation(s)	B2 CM546+30	0		B2 CM546+50			
	Head	d Car Number		Number	of Cars						1			
Vehicles		N/A		N/A	A	Equip	ment	N/A						
Description	Observ	vation:	1					1	Number of Defects					0
·									Recomm	ended Fi	nding?	No		No

sufficient and effective.		()	Digitally signed by AMBUR I DALEY	
Inspector in Charge - Signature	AMBURI		DN: c=US, o=U.S. Government,	Date
			ou=FMCSAHQ, ou=DOT	
			Headquarters, cn=AMBUR I DALEY	
Inspector in Charge – Name			Date: 2017.05.16 11:58:03 -04'00'	
Ambur Daley	Ambur Daley, Robert Maniuszko			



	At the outbound end of Track #2 there is a water leak from the tunnel ceiling. The	Remedial Action Required?	Yes
	leaking water is dropping on top of the third rail cover board. The insulator located approximately 3-feet from this spot is melted to the ground. The third rail is not supported in this section. (See Photos below). Since there is only one (1) defective insulator assembly the TRST 1000 does not require a speed restriction for this condition.	Recommended Reinspection?	Yes
Remedial Action	WMATA must inspect the area noted above.		

Inspection Activity #	2	Inspection S	ubject			Four (4) JLC Union Sta		ound End of	Activity Co	de	TR	K	GEN	OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?			N/A	Out Brief Conducted	Yes	Time	1145 - 1210		Outside Shift	No
Related Reports					Relat	ed CAPS /	Findings							
	Ref Rule or S				SOP		Standard		Other / T	itle		Checklist Reference		
Related Rules, SOPs, Standards, or Other	MSRPH Rule				.3									
	Main Track	Yard	Stati	ion (occ	RTA Facility	FTA Office		At-grade	e Tu	nnel	Ele	vated	N/A
Inspection Location			x	(Track Type	X		Х			
Line(s)	B-Line	Trac Num				Chain Ma and/or St			From	rom			То	
	Head	l Car Number	Car Number Number		of Cars									
Vehicles	N/A			N/A	N/A Equipment			N/A						
	Gener	al Observatio							Number	of Defect	ts			0
	•					• • •	LG Lifts stor	ed on the	Recomm	Recommended Finding?				No
	 inbound side of Union Station Platform. The team found one of the lifts with Power still applied. 									Remedial Action Required?				No
Description	•	the E-Sto Photos (within S/	op butto See belo AFE for fi e PLNT n The e "on" of the The n butto inquir there repair	n. w) were follow-up manager emergenc position. e issue. manager on operat re with th is a reas red as rea	sent to . He too reported y off sw He corr did see t ed as de ne Static on that quired.	the Deputy ik immedia d to the are itch was pu ected the c the tie wrap esigned. PLI on Rehab cr it was place	ea and repor ulled out and condition and o but found f NT managen rew as to the	estigations ted that: I was in the d notified TRST that the E-Stop hent will e tie-wrap. If ment will be	Remedial Action Required?					No
			romai	ining lifts										

Photos:





Figure 1 - Melted insulator - bottom right of photo shows water dripping into accumulated water





Figure 2 - Water leaking down above light fixture. Small white dots above the right end of the light fixture is water dripping





Figure 3 - JLG Lift - E-Stop Button - Tie-Wrap around button





Figure 4 - JLG Lift - Power was left on



Federal Transit Administration

Increation Data	YYYY	MM	DD	Deport Number		AATA T\A/ 1			
Inspection Date	2017	05	10	Report Number	20170510-WMATA-TW-1				
Rail Agency Name	Washington Authority	Metropolita	an Area Transit	Rail Agency Department	Car Maintenance	Inspection			
	1	Name		Email	Office Phon	e	Mobile Phone		
Rail Agency Department Contact Information									
Inspection Location	Brentwood F	Rail Yard (B9	9)						
•	Brentwood F	Rail Yard (B9	9)						
nspection Summary	Brentwood F	Rail Yard (B9	2	3	4	5	6		
•				3	4	5	6		
nspection Summary Inspection Activity #	1			3	4	5	6		
nspection Summary Inspection Activity # Activity Code	1 VM-SI-	OBS		3	4	5	6		

Activity Summaries

Recommended Finding

Remedial Action Required¹

Recommended Reinspection

No

No

No

Inspection Activity #	1	Inspection Sub	ject	Shop O	bservat	ions – Brer	twood Rail Y	'ard (B99)	Activity Co	ode	V	N	SI	OBS
Job Briefing Employee Name/Title	N/A				Accompanied Inspector?		No	Out Brief Conducted	Yes	Yes Time)0-)0	Outside Shift	No
Related Reports	N/A				Relat	ed CAPS /	Findings	N/A						
	Ref			Rule or S	SOP		Standard		Other / T	ītle		Chec	klist Refer	ence
Related Rules, SOPs, Standards, or Other	N/A N/A						N/A							
otandaras, or other														
	Mair Trac	Yard	Stat	tion (DCC	RTA Facility	FTA Office	Tuesda Taure	At-grad	t-grade Tunnel		Elevated		N/A
Inspection Location						х		Track Type						Х
Line(a)	NI / A	Track		N1/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		Number of	of Cars									
Vehicles		5088-89 3056-57 6182-83		6	6 Equipment N/A		N/A							
Description		Inspectors obse				•	0 0		Number of Defects					0
	projects at the Brentwood Rail Y				Rail veł	nicles 5088	-89 and 3056	5-57 were	Recommended Finding?					No

Inspector in Charge - Signature	homas Wozniak	J	Digitally signed by Thomas Wozniak DN: cn=Thomas Wozniak, o=FRA, ou=DOT, ema Date: 2017.05.16 13:23:37 -05'00'	Date ail=thomas.wozniak@dot.gov, c=US
Inspector in Charge – Name Tom Wozniak	Inspection Team Tom Wozniak, Bill Hultsch			



	undergoing carpet and flooring replacement. All employees were wearing the	Remedial Action Required?	No
	required personal protective equipment (PPE) and all work was being performed in accordance with WMATA standards. No defects were observed during the replacement process for either trainset.		
	FWSO Inspectors also observed work performed on vehicle 6182-83, which was being modified for use as a "money train" to collect revenue. All employees were wearing the required PPE, and all work was being performed in accordance with WMATA standards. No defects were observed during the modification process.		
	FWSO inspectors also observed modifications being made to re-railing equipment for use on the 7000 series rail cars. Engineering review of the modifications is pending. No defects were observed during the modification process.	Recommended Reinspection?	No
	Finally, FWSO inspectors walked the shop area. Inspectors observed the proper placement of tools, equipment, and shop material which was stored in a manner where it did not foul any working track nor create a tripping hazard for employees. Additionally, the shop floor was clean and free of slip and fall hazards.		
	No defects were observed during the inspections.		
Remedial Action	N/A		



Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170510 \//	<i>ι</i> λτλ \λ	/D 1		
inspection Date	2017	05	10	Report Number	20170510-WMATA-WP-1				
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	POWR	Sub- Dep	artment	CBL. IN.	
		Name		Email	Office Phone	9	N	Nobile Phone	
Rail Agency Department Contact Information									
Inspection Location	East Falls Ch	urch (K05) to B	allston-MU (K04	1) track 2;	· · · · · · · · · · · · · · · · · · ·				
Inspection Summary	1								

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspe	ction Subj	iect			ing Observa esting Foul 1	tion (Mobile īime)	W	ork Crew	Activity Co	de	Т	P	FT	OBS
Job Briefing Employee Name/Title	WMA	ATA RW	IC				mpanied ector?	Yes	S Out Brief Conducted		Yes	Time		00- 00	Outside Shift	No
Related Reports						Relat	ed CAPS / F	PS / Findings								
	Ref					Rule	or SOP	Standard			Other / T	itle		Checklist Reference		
Related Rules, SOPs, Standards, or Other	02 G		G FOUL TI	ORDER R-17 ME (FRIDAY												
Inspection Location	Ma Tra		Yard	Station	C	осс	RTA Facility	FTA Office	Т	rack Type	At-grade	e Tu	nnel	El	evated	N/A
	Х										х		Х			
											From	·			То	
Line(s)	K-Lin	e	Track N	Number		track 2	track Chain Marker 2 and/or Station(CM 355+00 CM 315+00) (Blind Spot)) (Portal)				28+00 (Blind Spot) 28+00 (Portal)	
	Hea	ad Car N	lumber	Numb	er c	of Cars			. / .							
Vehicles		N/A			N/A	/A Equipment N/A		N/A								

Inspector in Charge - Signature	WINSLOW L. POWELL	Digitally signed by WINSLOW L POWELL DN: c=US, o=U.S. Government, ou=DOT Head Date: 2017.05.23 11:30:33 -04'00'	Date quarters, ou=FTAHQ, cn=WINSLOW L. POWELL
Inspector in Charge – Name Winslow Powell	Inspection Team Tino Sahoo		



	The job safety briefing was comprehensive. The hot spots, hazards, clearance areas,	Number of Defects	0
	communication, and Roadway Access Guide were used as part of the discussion. No exceptions were taken.	Recommended Finding?	No
		Remedial Action Required?	No
Description	The FWSO Inspector observed the WMATA roadway worker in charge (RWIC) request foul time for two "hot spots" encountered during the mobile work crew's cable inspection walk. One hundred percent repeat back did occur on radio communication between the RWIC and the Rail Operations Control Center (ROCC). The RWIC relinquished foul time once the mobile work crew completely walked through the "hot spots." No issues/concerns or exceptions taken to RWIC performing his duties. The FWSO Inspector did not note any defects.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2 In	spection Sub	oject	,	Walkin	g Observa	tion (Cable Ir	nsp	ection)	Activity Co	de	Т	Р	WI	OBS	
Job Briefing Employee Name/Title	WMATA	RWIC			Accom Inspec	panied tor?	Yes		Out Brief Conducted	Yes	Time		00- 100	Outside Shift	No	
Related Reports				1	Relate	d CAPS / F	indings									
	Ref			1	Rule or	SOP	Standard			Other / Title				Checklist Reference		
Related Rules, SOPs, Standards, or Other	- TRST 1 AND INS (REVISIO TRACTIO DRAWIN REVISIOI ENGINEE INSTRUC EXPANSI POWER SYSTEM	ND STRUCTU 000 TRACK M PECTION MA N 7, MARCH N POWER DE G (DD-TP-SSI O, AUGUST ERING MODIF CTIONS (EMI) ON, AND TR/ CABLES REPL WIDE (REVISI BER 16, 2016	IAINTENAN NUAL 2017) SIGN -013, 2001) ICATION FOR JUMPE ANSITION ACEMENT ON 2,	CE												
Inspection Location	Main Track	Yard	Station	OC	C	RTA Facility	FTA Office	Т	Frack Type	At-grad	e Tu	nnel	Ele	vated	N/A	
	х] .	index rype	х		Х				
Line(s)	K-Line	Track	Number		track 2	Chain N and/or	Narker Station(s)		East Falls C	From hurch (K05)	I	Ba	allston-I	To MU (K04)		
	Head C	Car Number	Num	ber of (Cars											
Vehicles		N/A		N/A		Equip	nent	P	N/A							
		le inspectior	•							Number	of Defect	s			4	
Description	prevent	cable fires ar	id arcing inc	idents.	The pi	ctures tak	en and issues	s no	oted were	Recomm	ended Fi	nding?)		Yes	
										Remedia	l Action F	Require	ed?		Yes	



	entered into a database for nighttime cable repair crews to fix.		
	The following new defects were observed, and there were no color-coded		
	conditions noted:		
	 TRK 2 CM 406+00 - Relay rail too close to 3rd rail¹ (See Figure 1) TRK 2 CM 392+00 - Expansion cables on field side of 3rd rail³ (See Figure 2) TRK 2 CM 361+00 - Power conduit stub-up missing heat shrink² (See Figure 3) TRK 2 CM 319+00 - Negative return cable conduit stub-up in power duct bank missing OZ Gedney bushing² (See Figure 4) ¹ The above defects should be compliant with: TRACK AND STRUCTURES DIVISION - TRST 1000 TRACK MAINTENANCE AND INSPECTION MANUAL (REVISION 7, MARCH 2017). ² The above defects should be compliant with: TRACTION POWER DESIGN DRAWING (DD-TP-SSI-013, REVISION 0, AUGUST 2001) detail "Cable Connector Assembly. ³ The above defects should be compliant with: ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES PEDIACEMENT SYSTEMMUDE (DEVISION 2, SEDTEMPER 16, 2016) 		
	REPLACEMENT SYSTEMWIDE (REVISION 2, SEPTEMBER 16, 2016). Other Notable Observations:		
	 TRK 2 CM 406+00 - Cables were lying on the ballast. TRK 2 CM 405+00 - Cables were lying on the ballast; Kindorf channel and cable clamps used to stand cables off the ground in vertical position in relation to the ballast. TRK 2 CM 403+00 - Cables were lying on the ballast. TRK 2 CM 402+00 - Cables were lying on the ballast TRK 2 CM 392+00 - Cables were lying on the ballast; missing 3rd rail coverboard. One fiberglass cable clamp broken. TRK 2 CM 382+00 - 3rd rail cover board was missing; broken cable clamp. TRK 1 CM 382+00 - 3rd rail cover board was missing. TRK 2 CM 377+00 - 3rd rail cover board was missing. TRK 2 CM 377+00 - 3rd rail cover board was missing. TRK 2 CM 377+00 - 3rd rail cover board was missing. TRK 2 CM 366+00 - 3rd rail cover board was missing. TRK 2 CM 366+00 - 3rd rail cover board was missing. TRK 2 CM 365+00 - 3rd rail cover board was missing. TRK 2 CM 365+00 - 3rd rail cover board was missing. TRK 2 CM 361+00 - Cables were lying on the ballast. TRK 1 CM 355+00 - 3rd rail cover board was missing. TRK 2 CM 340+00 - 3rd rail cover board was missing. TRK 2 CM 340+00 - 3rd rail cover board was missing. TRK 2 CM 330+00 - Cables were lying on the ballast. Cables entering gauge side of 3rd rail and need to be moved. TRK 2 CM 320+00 - There were broken Kindorf straps on cable clamps used to stand cables off the ground. TRK 2 CM 300+00 - There was a cable pigtail lying on the ground. TRK 2 CM 300+00 - There were jumper cables lying on the concrete deck. Trash and debris was observed surrounding the cables. 	Recommended Reinspection?	Yes
Remedial Action	 To achieve compliance with WMATA's requirements: WMATA must remove relay rail (TRK 2, CM 406+00). WMATA must move expansion cables to field side of 3rd rail (TRK 2, CM 392+00). WMATA must install heat shrink on conduit stub-up (TRK 2, CM 361+00). WMATA must install OZ Gedney bushing in conduit stub-up for negative return of the student of the stud		1





FIGURE 1 - TRK 2 CM 406+00 - RELAY RAIL TOO CLOSE TO 3RD RAIL.



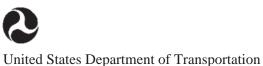
FIGURE 2 - TRK 2 CM 392+00 – EXPANSION CABLES ON FIELD SIDE OF 3RD RAIL.



FIGURE 3 - TRK 2 CM 361+00 – POWER CONDUIT STUB-UP MISSING HEAT SHRINK.



FIGURE 4 - TRK 2 CM 319+00 – NEGATIVE RETURN CABLE CONDUIT STUB-UP IN POWER DUCT BANK MISSING OZ GEDNEY BUSHING.



Form FTA-IR-1

Federal Transit Administration

Increation Date		YYYY	MN	N	DD	Dener	h Ni una la .		2017			T\A/ 1		
Inspection Date		2017	05	5	11	Report	t Numbe	er	20170511-WMATA-TW-1					
Rail Agency Name		Washington Authority (W		olitan Are	a Transit	Rail Agency Department			Car Mai (CMNT)	ntenance	ance Sub- Department		Inspection	
		1	Name			Email				Office Phon	e		Mobile Phor	ne
Rail Agency Departmen Contact Information	nt													
nspection Location		Largo Tail Tra	ack (G98	;)										
spection Summary														
Inspection Activity #		1			2		3			4		5		6
Activity Code		VM-SI-	OBS											
Inspection Units		1												
Inspection Subunits		1												
Defects (Number)		0												
Recommended Finding	5	No)											
Remedial Action Requi	red ¹	No)											
Recommended Reinsp	ection	No)											
ctivity Summaries														
Inspection Activity #	1	Inspection Su	ıbject		oservations – on Facility (G	0	il Tracks	Light		Activity Co	de	VM	SI	OBS
lob Briefing Employee Name/Title	N/A				Accompan Inspector?		No		Brief ducted	No	Time	0800- 1000	Outside Shift	No
Deleted Demonto	NI / A				Deleted CA			NI / A		[[

Name/Title																
Related Reports	N/A				Rela	ted CAPS /	Findings	N/A								
	Ref			Rule o	r SOP		Standard		Other / T	itle		Checklis	t Refer	ence		
Related Rules, SOPs, Standards, or Other	N/A			N/A			N/A									
Increation Location	Main Track	Yard			OCC	RTA Facility	FTA Office	Trock Turce	At-grade	e Tui	nnel	Elevate	ed	N/A		
Inspection Location						х		Track Type						х		
line(a)	NI/A	Track				Chain Ma	rker		From				То			
Line(s)	N/A	Numb	er	N/A		and/or St	ation(s)	N/A			N/A					
	Head Ca	r Number		Numbe	r of Cars											
Vehicles	Ν	I/A		N	I/A	Equip	ment	Car body/truc	k hoist whe	el chocks	5					
Description					•	0		his location,	Number	of Defect	ts			0		
						facility (like	Recomm	ended Fi	nding?			No				
	Uner fall	other rail yards) and is only used to perform light inspection and Daily Safety								Action F	Required	4?		No		

Inspector in Charge - Signature	Thomas Wozniak	Digitally signed by Thomas Wozniak DN: cn=Thomas Wozniak, o=FRA, ou=DOT, em Date: 2017.05.16 14:06:49 -05'00'	Date ail=thomas.wozniak@dot.gov, c=US
Inspector in Charge – Name Tom Wozniak	Inspection Team Tom Wozniak, Bill Hultsch		



	Tests (DSTs). FWSO Inspectors performed an inspection of three of the tracks. They also performed an inspection of the attendant suitability to properly perform light inspections and DSTs in the absence of a full service and inspection facility. No defects were observed during the inspection.	Recommended Reinspection?	No
Remedial Action	N/A		



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170511-WMATA-WP-1					
	2017	05	11	Report Number						
Rail Agency Name	Washington Metropolitan Area TransitRail AgencyAuthorityDepartment				RTRA Sub- Department ROCC			ROCC		
	Name			Email Office Phone		9	Mobile Phone			
Rail Agency Department		_								
Contact Information										
Inspection Location	Rail Operatio	ons Control Cer	ter				1			
Inspection Summary										

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspecti	on Subje	ect	ROCC Rules Compliance Observation					Activity Co	ode RT		RA	RC	OBS
Job Briefing Employee Name/Title	No				Accompanied Inspector?		No	Out Brief Conducted	No	Time	0900- 1500		Outside Shift	No	
Related Reports	N/A					Rela	ted CAPS / F	indings	N/A						
	Ref			1	Rule or S	OP		Standard		Other / T	itle		Checklist Reference		
Related Rules, SOPs, Standards, or Other	Handbook		- -	MSRPH General Rules 1.79											
	Mai Trac	Y	Yard Station (on C	OCC	RTA Facility	FTA Office		At-grad	e Tur	Tunnel		evated	N/A
Inspection Location							x		Track Type						x
Line(s)	N/A		Track Numbe	r	N/A		Chain Marker and/or Station(s)		From		То				

sujjicični unu ejječitve.					
Inspector in Charge - Signature		WINSLOW L	. POWELL	Digitally signed by WINSLOW L. PO DN: c=US, oe=US. Government, ou= POWELL Date: 2017.05.16 15:31:56 -04'00'	Date WELL DOT Headquarters, ou=FTAHQ, cn=WINSLOW L.
Inspector in Charge – Name Winslow Powell	Inspection Team Chris Difatta				



N/A N/A N/A N/A N/A N/A N/A The FWSO Inspector conducted Rules Compliance Observations at the Rail Operations Control Center (ROCC). The inspector observed activities on Ops Console 2 for compliance with WMATA'S Metrorail Safety Rules and Procedures Handbook. Number of Defects 0 The FWSO Inspector observed the rail traffic controllers (RTC) during each radio broadcast; all of which were compliant. The RTC ensured each unit or operator repeated back each clearance or operating instruction with 100 percent word-for-word read back, as required. There were no defects observed with this finding. The RTC acknowledged all radio requests as, "That is a good copy," and turned over or closed each transmission with "over" and "out" until the communication was concluded. Wumber of Defects 0 Per policy, RTCs must conduct hourly radio broadcasts that include a full read out of roadway protections (if applicable), time confirmation, rule of the day, Number of Defects 0	Vehicles	Head Car Number	Number of Cars	Equipment	N/A				
Description The FWSO Inspector conducted Rules Compliance Observations at the Rail Operations Control Center (ROCC). The inspector observed activities on Ops Console 2 for compliance with WMATA'S Metrorail Safety Rules and Procedures Handbook. Recommended Finding? No The FWSO Inspector observed the rail traffic controllers (RTC) during each radio broadcast; all of which were compliant. The RTC ensured each unit or operator repeated back each clearance or operating instruction with 100 percent word-for-word read back, as required. There were no defects observed with this finding. The RTC acknowledged all radio requests as, "That is a good copy," and turned over or closed each transmission with "over" and "out" until the communication was concluded. Recommended Finding? No Description Per policy, RTCs must conduct hourly radio broadcasts that include a full read out of roadway protections (if applicable), time confirmation, rule of the day, cardinal rule 1.79, and all operational anomalies in place. RTCs must also broadcast roadway worker protection (RWP) personnel protection announcements were 20 minutes. RTCs also maintained a written log of all personnel on the roadway and recorded all call-on/call-off times. Recommended Reinspection? No No defects were noted during this observation. Other Notable Observations: FWSO Inspector observed the Foul Time requests for eight work groups. All requests were compliant with Permanent Order No. R-17-02 (Granting Foul Recommended Reinspection? No	Venicies	N/A	N/A	Equipment					
Description Operations Control Center (ROCC). The inspector observed activities on Ops Console 2 for compliance with WMATA'S Metrorail Safety Rules and Procedures Handbook. Remedial Action Required? No Remedial Action Required? No Procedures Handbook. The FWSO Inspector observed the rail traffic controllers (RTC) during each radio broadcast; all of which were compliant. The RTC ensured each unit or operator repeated back each clearance or operating instruction with 100 percent word-for-word read back, as required. There were no defects observed with this finding. The RTC acknowledged all radio requests as, "That is a good copy," and turned over or closed each transmission with "over" and "out" until the communication was concluded. Per policy, RTCs must conduct hourly radio broadcasts that include a full read out of roadway protections (if applicable), time confirmation, rule of the day, cardinal rule 1.79, and all operational anomalies in place. RTCs must also broadcast roadway worker protection (RWP) personnel protection announcements every 20 minutes. RTCs also maintained a written log of all personnel on the roadway and recorded all call-on/call-off times. Recommended Reinspection? No No defects were noted during this observation. Other Notable Observations: FWSO Inspector observed the Foul Time requests for eight work groups. All requests were compliant with Permanent Order No. R-17-02 (Granting Foul FWSO Inspector observed the Foul Time requests for eight work groups. All requests were compliant with Permanent Order No. R-17-02 (Granting Foul No		The FW/SO Inspec	tor conducted Bules Cor	nliance Observations	s at the Rail	Number of Defects	0		
Procedures Handbook. The FWSO Inspector observed the rail traffic controllers (RTC) during each radio broadcast; all of which were compliant. The RTC ensured each unit or operator repeated back each clearance or operating instruction with 100 percent word-for-word read back, as required. There were no defects observed with this finding. The RTC acknowledged all radio requests as, "That is a good copy," and turned over or closed each transmission with "over" and "out" until the communication was concluded. Per policy, RTCs must conduct hourly radio broadcasts that include a full read out of roadway protections (if applicable), time confirmation, rule of the day, cardinal rule 1.79, and all operational anomalies in place. RTCs must also broadcast roadway worker protection (RWP) personnel protection announcements every 20 minutes. The required hourly broadcasts were observed every hour, and the RWP personnel protection announcements were observed every 20 minutes. RtCs also maintained a written log of all personnel on the roadway and recorded all call-on/call-off times. No defects were noted during this observation. Other Notable Observations: FWSO Inspector observed the Foul Time requests for eight work groups. All requests were compliant with Permanent Order No. R-17-02 (Granting Foul				•					
DescriptionRecommended Reinspection?NoDescriptionOther Notable Observed the Foul Time requests for eight work groups. All requests were compliant with Permanent Order No. R-17-02 (Granting FoulRecommended Reinspection?No			•	Metrorail Safety Rule	s and	Remedial Action Required	? No		
	Description	Console 2 for compliance with WMATA/S Metrorail Safety Rules and Procedures Handbook. Remedial Action Required? No The FWSO Inspector observed the rail traffic controllers (RTC) during each radio broadcast; all of which were compliant. The RTC ensured each unit or operator repeated back each clearance or operating instruction with 100 percent word-for-word read back, as required. There were no defects observed with this finding. The RTC acknowledged all radio requests as, "That is a good copy," and turned over or closed each transmission with "over" and "out" until the communication was concluded. Per policy, RTCs must conduct hourly radio broadcasts that include a full read out of roadway protections (if applicable), time confirmation, rule of the day, cardinal rule 1.79, and all operational anomalies in place. RTCs must also broadcast roadway worker protection (RWP) personnel protection announcements every 20 minutes. The required hourly broadcasts were observed every hour, and the RWP personnel protection announcements were observed every 20 minutes. RTCs also maintained a written log of all personnel on the roadway and recorded all call-on/call-off times. Recommended Reinspection? No No defects were noted during this observation. Other Notable Observed the Foul Time requests for eight work groups. All requests were compliant with Permanent Order No. R-17-02 (Granting Foul FWSO Inspector observed the Foul Time requests for eight work groups. All							
Remedial Action N/A	Remedial Action	N/A							



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170512 \\/\	20170513-WMATA-WP-1					
inspection Date	2017	05	13	Report Number	20170313-0010141A-00P-1						
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	Production			
	I	Name		Email	Office Phone	Nobile Phone					
Rail Agency Department											
Contact Information											
Inspection Location	Surge 14 – G	reenbelt (E10)	– College Park (E09)							

Inspection Summary

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

Activity Summaries

Inspection Activity #	1 I	nspection Sub	ject	Job Safe	ety Brie	fing and Wo	ork Zone Setu	р	Activity Co	ode	TR	K	RWP	OBS		
Job Briefing Employee Name/Title	Unit # 6	031				mpanied ector?	No	Out Brief Conducted	No	Time	0630 103		Outside Shift	Yes		
Related Reports					Relat	Related CAPS / Findings								·		
	Ref			Rule or S	OP	Standard			Other / T	ïtle		Chec	klist Refer	ence		
Related Rules, SOPs, Standards, or Other	MSRPH		SOP #30													
	TRST 10	00														
Inconstitute Location	Main Track	Yard	Stat	tion C	осс	RTA Facility	FTA Office	Treads Treas	At-grade	e Tui	nnel	Elevated		N/A		
Inspection Location	х							Track Type	x	x						
		Tard		Lucal a					From				То			
Line(s)	E-Line	Track Numb	er	tracks 2 and 2	L	Chain Mar and/or Sta		E1 CM662+00 E2 CM551+06				Л551+0 Л662+0				
Vahislas	Head	Car Number		Number o	of Cars	- Faulta		NI / A								
Vehicles		N/A		N/A		Equip	ment	N/A								
Description	No issues or concerns were obs				erved w	ith the job	safety briefin	ıg.	Number of Defects					0		
Description	•	Safety Dise	cussior	n pertained	d to Sta	indard Oper	ating Proced	lure (SOP) #30	Recomm	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: 2017.05.16 15:43:39-04'00'	Date ters, ou=FTAHQ, cn=WINSLOW L. POWELL
Inspector in Charge – Name Winslow Powell	Inspection Team Robert Maniuszko		

	(Speed Restrictions), specifically:	Remedial Action Required?	No
	 30.2.2 – A speed restriction must be applied to ensure the safe passage of trains over a segment of track(s) where normal operating speeds are unsafe to equipment, personnel or customers. 30.2.3 – A speed restriction may be established to protect personnel on the wayside. 30.2.4 – Any employee can request a speed restriction or have trains stopped if an unsafe condition is found that would be hazardous for the safe passage of trains. 		
	• The Red Tag is held by Mobile Command #2017120512A.		
	 Unit 6031 provided the briefing. 	Recommended Reinspection?	No
	 Roadway maintenance machines in the work zone appeared to move at 5 mph or less. 		
w	/ork Zone Setup:		
	• The work zone setup at the College Park end was at CM551+56.		
	• Work mats were at CM551+06.		
	 Inaccessible track was set up using crossties chained to the rail with shunts, e-flares and large red flags mounted in orange construction cones. 		
Remedial Action N	/Α		

Inspection Activity #	2	Insp	ection Subj	ject	Track -	- Gener	al Obse	rvatio	ons		Activity C	ode	TR	K	GEN	OBS
Job Briefing Employee Name/Title	Unit #	6031	1				ompanio ector?	ed	No	Out Brief Conducted	No	No Time		0630 – Outsid 1030 Shift		Yes
Related Reports						Rela	Related CAPS / Findings					1				
	Ref				Rule or	SOP	DP Standard			Other /	Other / Title Chec				ence	
Related Rules, SOPs, Standards, or Other	MSRP	Н														
Standards, or Other	TRST 1	1000														
	Mair Trac	Vard Station		on	осс	RT/ Facil		FTA Office		At-grad	e Tu	nnel	Ele	vated	N/A	
Inspection Location	x									Track Type	x					
		Track tracks 1					ch				From		То			
Line(s)	E-Line Number			and 2					E1 CM662+0	0		E1 CN	viss1+0	06		
		E2 CM551+06 E2 CM662							V662+0	00						
Vehicles	Hea	d Car	Number	1	Number	of Cars		auin	ment	N/A						
Venicies		N/			N/			• •	inent							
	The fo		ng was obs								Number	of Defect	s			0
	•						n the work that has been done.				Recomm	Recommended Finding?				No
	•		WMATA tra automatic			•	<i>,</i> ,		give the trac	ks to the	Remedia	Action F	Require	d?		No
		•		am wil	l reconr	,			restore oper	ational						
			systems, as	requi	icu.											
	Obser	vatio	ns:													
Description	•		Numerous													
					•			•	ed as neede		Recomm	ended Re	insner	tion?		No
				•	,					the third rail.	Recomm		mspee		? NU	
			Third rail ex fiberglass k	•		s have l	oeen re	place	d and are se	cured to						
	•		Crossties ha			iced in t	eners appear									
	•				•				In a few area	as, a new tie iginal Pandrol						

Remedial Action	N/A	
	The FWSO Inspector did not note any defects.	
	Any items that were tagged with orange paint were being addressed.	
	 A Quality Control Team was assigned in the area to rectify any open punch list items. 	
	 Signal lamps have been changed to LED lights. They appear to be brighter. 	
	• Joint bars were eliminated and the rails are now welded.	
	 Several rail defects were cut out and replaced with 39-foot plugs. The plugs were welded in place. 	
	• The emergency trip station (ETS) boxes appear to have been serviced.	
	 Third rail Insulators were replaced. The shims used under the new insulators are approximately ½" thick. This is an observation, not a concern. 	
	plates. The crossties are set slightly lower than the ties with the Pandrol plates. This is not a concern, just an observation.	

Photos:



Figure 1 - Third rail jumper cables bolted to third rail.



Agency/Department Information MM YYYY DD **Inspection Date Report Number** 20170516-WMATA-WP-1 2017 05 16 Washington Metropolitan Area Transit **Rail Agency Rail Agency Name** TRST - SAFE Sub- Department Maintenance Authority Department Name Email Office Phone Mobile Phone **Rail Agency Department Contact Information Inspection Location** White Flint (A12) to Rockville (A14) **Inspection Summary** 6

Inspection Activity # 1 2 3 4 5 **Activity Code** TRK-JSB-OBS TRK-RWP-OBS **Inspection Units** 1 1 Inspection Subunits 1 1 Defects (Number) 1 3 **Recommended Finding** No No Remedial Action Required¹ No No **Recommended Reinspection** No No

Activity Summaries

Inspection Activity #	1	Inspecti	ion Sub	ject	Job Sa	afety Brief	ing				Activity Co	de	TF	RK	JSB	OBS
Job Briefing Employee Name/Title	TRST U	Jnit 6144	1				Accompanied Inspector?		Yes	Out Brief Conducted	No	Time	1000 1430		Outside Shift	No
Related Reports	20161	109-WM	1ATA-A[D-2		Related CAPS / Findings Remedial Action 2			1023							
	Ref				Rule o	r SOP			Standard		Other / Titl	е		Check	dist Refere	nce
Related Rules, SOPs, Standards, or Other	RWPM	1			P.O. R- P.O T-2 P.O. R-		10 Radio Communicatio		munication							
Inspection Location	Mair Tracl	Y	'ard	Stati	ion	осс	OCC RTA Facility		FTA Office	Track Type	At-grade	Tunnel		Elevated		N/A
	Х			Х							Х)	ĸ			
Line(s)	A-Line		Track		track	. 1	Chain Marker		Fi		То					
Line(s)	A-Line		Numb	er	LIACK		and	l/or Sta	ation(s)	White Flint (A12)			Rock	ville (A1	4)	
	Head	d Car Nu	mber	1	Numbe	er of Cars										
Vehicles		N/A			N	I/A		Equip	nent	N/A						
a 1.11	-			•					. , ,	RST Unit 6144,	Number of Defects					1
Description which also acted as the roadway wo				orker in ch	arge	e (RWIC	:). The briefin	ng was partially	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=U5, o=U.S. Government, ou=DOT Headqua Date: 2017.05.24 12:15:14-04'00'	Date arters, ou=FTAHQ, cn=WINSLOW L. POWELL
Inspector in Charge – Name Winslow Powell	Inspection Team Alexander Nepa		



	compliant with the WMATA Roadway Worker's Protection Manual (RWPM)	Remedial Action Required?	No
	requirements. It included WMATA badge-level verification, type of protection, and train approach warning (TAW). It did not include hot spots, locations, as well as locations of hospitals.		
	The FWSO Inspector noted the following defects:		
	• The job safety briefing omitted the location of hot spot locations and the closest hospital location. RWPM Pages 13 and 14.	Recommended Reinspection?	No
	Remedial actions for this defect was previously issued in FWSO report 20161109-WMATA-AD-2.		
Remedial Action	N/A		

Inspection Activity #	2	Inspe	ection Sub	ject	Rule	es Cor	mpliance	Inspecti	ion		Activity Co	de	TF	RK	RC	OBS
Job Briefing Employee Name/Title	TRST	Unit 61	144				Accomp Inspecto		Yes	Out Brief Conducted	No	Time	1000 1430		Outside Shift	No
Related Reports	N/A						Related CAPS / Findings N/A									
	Ref				Rule	or SO	DP Standard				Other / Titl	e		Check	dist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPN	M			P.0 1	R-17- T-16-1 T-16-	10 Radio Communica			imunication						
Inspection Location	Mai Trac		Yard	Stat	tation OCC		cc ı	RTA acility	FTA Office	Track Type	At-grade	Tu	nnel	Elev	vated	N/A
	х			х	(х		х			
Line(s)	A-Line Track Number track 1				hain Ma nd/or St	rker ation(s)	Fi White Flint (A12)	rom		Rocky	ville (A1	To 4)				
Vehicles	Hea	Head Car Number Number of Cars Equipment N/A														
										compliance with	Number of	Defects				3
										T-16-10 – radio	Recommen	ded Fin	ding?			Yes
		communication protocol, and R-17-03 – advance mobile flagmen (AMF). The work group consisted of a RWIC, an advance watchman, an AMF, as well as a contractor performing the actual track inspection.								,	Remedial A	Action Re	equired	!?		Yes
Description	fully c horn. to the Durin Perma The F	omplia He sto train of the A anent (WSO In • T T a C • T o o th	ant. He ha opped ever operators AMF obser Order (P.C nspector r Train numl The operat opproachir Dperator F Train numl operator d operator a	d in hi ry train vation).) R-1 noted per sev for did ng the Proced per 12, id not dmitten nent o	s poss n and n at Rc 7-03 i the fc ven, le not s statio l ures , , lead sounce ed tha rder.	sessio trans ockvill instruct ead ca ound on. <i>De</i> <i>Item</i> car nu d the l it he d <i>Defec</i>	n a yello mitted fr le Statior ctions. ing non-c ar numbe the horn fect asso 1 of P.O. umber 7: horn who lid not at ct associe	w lanter om the s olor-coc r 7242 a acknow ciated w R-17-03 218 arriv en enter tend the ited with	n, orange flag script, as dire ded defects: rriving at Roo rledging the <i>A</i> vith Class I/Clas ing the static e class and wa h Class I/Clas	ckville at 1317: MF when Jass II Vehicle at 1333: The n. This train as unfamiliar with	Recommer	ided Rei	nspecti	on?		Yes
Remedial Action	To acl	On several occasions when communicating with the Rail Operations Control Center (ROCC), the RWIC failed to use the appropriate alphanumeric language, as required in P.O. T-16-10. <i>Defect associated with P.O. T-16-10 and MSRPH Rule 1.79.</i> To achieve compliance with WMATA's requirements:														



•	WMATA must comply with Permanent Order R-17-03.
•	WMATA must comply with MSRPH Rule 1.79.



Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170517-WMATA-WP-1					
inspection date	2017	05	17	Report Number	20170517-0010	/1A1A-VV	/P-1			
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	RTRA Sub- Department ROCC					
		Name		Email	Office Phone	5	Ν	/lobile Phone		
Rail Agency Department Contact Information										
	Rail Operatio	ns Control Cer	iter (ROCC)							
Inspection Location	3500 Pennsy	Drive								
	Landover, M	D 20785								

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspe	ction Subj	ject	ROCC Ru	ules Co	mpliance Ol	oservation		Activity Co	ode	RTF	RA	RC	OBS
Job Briefing Employee Name/Title	No						mpanied ector?	No	Out Brief Conducted	No	Time	0900 1400		Outside Shift	No
Related Reports			agement Ir Report, Ju	•		Related CAPS / Findings Requi			Required Acti	equired Actions: R-1-6-a, R-1-6-b					
	Ref				Rule or S	OP		Standard		Other / T	ïtle		Che	cklist Refe	rence
Related Rules, SOPs, Standards, or Other	and P Handl Perma No. T-	rocedu book (N anent (MSRPH); a Orders: No. R-17-	nd	(Radio Us Operatio	Section 1 – General Rules (Radio Usage and Operation): Rules 1.69 – 1.88									
	Maii Trac		Yard	Stat	ion C	ion OCC RTA Facility		FTA Office		At-grade Tur		nnel E		evated	N/A
Inspection Location						х			Track Type						x

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 Digitally signed by WINSLOW L. POWELL Dist: 2017.05.26 09:19:07-0400 Date: 2017.05.26 09:19:07-0400	
Inspector in Charge – Name	Inspection Team	1
Winslow Powell	Chris Difatta, Tamara Powell	







Agency/Department Information

Federal Transit Administration

	YYYY	MM	DD				
Inspection Date	2017	05	17	Report Number 20170517-WN	/IATA-WP-2		
Rail Agency Name	Washington Authority	Metropolitan /	Area Transit	Rail Agency Department	POWR	Sub- Department	СМ
	I	Name		Email	Office Phone	e l	Mobile Phone
Rail Agency Department Contact Information							
Inspection Location	Rhode Island	(B04) Tractior	n Power Substat	ion (TPSS)			
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 1 0 0 Defects (Number) **Recommended Finding** No No Remedial Action Required¹ No No **Recommended Reinspection** No Yes

Activity Summaries

Inspection Activity #	1	Inspection Sub	ject	Rhode Is	sland (B	04) – Safet	y Briefing		Activity Co	de	TF	þ	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC				Accompanied Inspector?			Out Brief Conducted	Yes	Time	0100 0500		Outside Shift	Yes
Related Reports					Relat	ed CAPS / F	indings							
	Ref			Rule or S	OP		Standard		Other / T	Other / Title				ence
Related Rules, SOPs, Standards, or Other	RWPM													
Standards, or Other														
	Main Track	Vard	Stati	on C	осс	RTA Facility	FTA Office		At-grade	e Tur	nnel	Elev	ated	N/A
Inspection Location	х							Track Type	х			2	x	
1	D.L.	Track		21/2		Chain Ma	rker		From				То	
Line(s)	B-Line	Numb	er	N/A		and/or Sta	ation(s)	N/A			N/A			
	Head	l Car Number	1	Number o	of Cars		_							
Vehicles		N/A		N/A		Equip	ment	N/A						
Description		•						dway worker in	Number	of Defect	s			0
Description	charge	(RWIC). All per	sonal p	protective	equipn	nent (PPE)	and roadway	worker	Recomm	ended Fir	nding?			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	Digitally signed by WINSLOW L. POW DN: c=US, o=U.S. Government, ou=D Date: 2017.05.26 07:35:03 -04'00'	ELL DT Headquarters, ou=FTAHQ, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team			
Winslow Powell	Tino Sahoo			



	protection (RWP) IDs were checked and the working limits were reviewed. The	Remedial Action Required?	No
	WMATA RWIC covered the nearest hospital and safety rule of the day. The hot spots, hazards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion. No exceptions were taken.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2 In	spection Sub	ject	Emergency Trip Station (ETS) Relay Cabinet Corrective Maintenance					Activity Co	ode	TF	>	RM	OBS
Job Briefing Employee Name/Title	WMATA	RWIC		Accompanied Inspector? Yes Out Brief Conducted			Yes	Time 0100			Outside Shift	Yes		
Related Reports					Relat	ed CAPS / I	indings							
Deleted Deles, CODe	Ref		F	Rule or S	OP		Standard		Other / 1	ïtle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other														
	Main Track	Yard	Static	on (CC	RTA Facility	FTA Office	Treek Turee	At-grad	At-grade Tunnel E			ated	N/A
Inspection Location	х							Track Type	x	X			<	
		Track		tracks	1	Chain Ma	rkor		From				То	
Line(s)	B-Line	Numb	er	and 2 and/or Station(s) Rhode Island (B04) TPSS Rhode Island							nd (B04) TPSS -CUA (B05) Station			
Vehicles		ar Number N/A	N	lumber (N/A		Equip	ment	Emergency Tr	rip Station (E	TS) Relay	Cabine	t		
		Emergency T							Number	of Defect	s			0
		o fix the stati						were ne 3 rd rail would	Recomm	ended Fi	nding?			No
								problem. ETS	Remedia	l Action F	Require	d?		No
Description	VDC in or were to b TPSS. The station pl that port	the Brooklar rder to be abl be depressed e relay(s) in th latform woul- ion of the 3 rd O Inspection	e to ser) to the ne ETS r d not be rail.	nd the "t ETS rela relay cab e able to	rip" sign y cabine inet ass trip the	nal (if the p et located i ociated wit e DC feeder	ush button in n the Rhode h the ETS bo breaker(s) t	n the ETS box Island (B04) x on the hat energize						
	Other No	Other Notable Observations: Recommended Reinspection? Yes										Yes		
	Rhode Isl boxes at	ETS crew and land (B04) TP Brookland (B addition to u	SS in or 05). Eig	der to g ht hund	et the n red feet	eeded 130 of new cor	VDC to static	on platform ETS						
	FWSO wi corrected		o confiri	m the co	onclusio	n of the wo	ork once issue	es have been						
Remedial Action	N/A													



Date

Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.05.31 10:44:47 - 05'00'

United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170518-WMATA-AG-1						
hopedion bute	2017	05	18	Report Humber	20170310 001						
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department TRST - SAFE Sub- Department				Maintenance			
	I	Name		Email	Office Phone	e	N	1obile Phone			
Rail Agency Department Contact Information											
Inspection Location	Rhode Island	ode Island Avenue (B04) to Glenmont (B11)									

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection S	ubject	Roadwa	ay Wor	ker Protecti	on		Activity Co	ode	TR	K	RWP	OBS
Job Briefing Employee Name/Title	Advan 6024	ce Mobile Fla	gger, Ti	RST Unit		mpanied ector?	No	Out Brief Conducted	No	Time	1000 1430		Outside Shift	No
Related Reports					Related CAPS / Findings									
	Ref			Rule or S	OP	Standard			Other / Title			Che	cklist Refe	rence
Related Rules, SOPs, Standards, or Other	RWPM	I		P.O. R-17 P.O T-16 P.O. T-16	-10	Foul Time Protection Radio Communication Advance Mobile Flagge								
	Main Track	Yard	Stat	tion C	DCC	RTA Facility	FTA Office	T	At-grade	e Tu	nnel	Ele	evated	N/A
Inspection Location	х)	ĸ				Track Type	х					
	B-Line	Trac	Ŀ			Chain Ma	thor		From		То			
Line(s)		Nun		track 1		and/or Sta		Rhode Island	de Island Avenue (B04)			Glenmont (B11)		
Vehicles	Head	l Car Numbei		Number o	of Cars	f Cars Equipmer								

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 ADAM ANTHONY GIOVANDO

Inspector in Charge – Name Adam. Giovando Inspection Team Adam Giovando, Alexander Nepa, Lee Emard



	The FWSO team performed random on-site platform audits of the advance mobile flagger (AMF) placed on the B-Line. The purpose of this inspection was to observe employee understanding and compliance of Permanent Order R-17-03 with the advance mobile flagger.	Number of Defects Recommended Finding? Remedial Action Required?	5 No No
Description	 The following defects observed were not in compliance with Permanent Order R-17-03. There were no color-coded conditions noted: FWSO team members were in the head unit number 7144 when it approached Takoma Station. Team members observed the AMF walking around the platform and not stationed at the end of the platform, as required. The yellow lantern was placed against a yellow sign, making it difficult 		
Description	 to see. The AMF did not have the 18" X 18" orange flag on his person, as required. After the train had passed, the FWSO team observed the AMF not 	Recommended Reinspection?	No
	 keeping a vigilant watch for oncoming trains, as required. The FWSO team observed the AMF using his cell phone during the performance of his duties. Remedial actions for these defects were previously issued in 20170516-WMATA-WP-1 and 20170119-WMATA-WP-2. 		
Remedial Action	N/A		



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170518 \//	/ ATA \A	/D 1			
inspection Date	2017	05	18	Report Number	20170518-WMATA-WP-1					
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	POWR	Sub- Department		CBL. IN.		
	l	Name		Email	Office Phone	е	N	Nobile Phone		
Rail Agency Department Contact Information										
contact information										
Inspection Location	West Falls Ch	urch (K06) to	Dunn Loring (KC)7) Track 1						
		,,	51	,						
Inspection Summary										

3 4 5 6 Inspection Activity # 1 2 Activity Code TP-JSB-OBS TP-WI-OBS **Inspection Units** 1 1 **Inspection Subunits** 1 1 Defects (Number) 0 12 **Recommended Finding** No Yes **Remedial Action Required¹** No Yes **Recommended Reinspection** No Yes

Activity Summaries

Inspection Activity #	1	Inspec	ction Subj	ject				n (K06) - Job : Work Crew)	Saf	fety	Activity Co	de	TI	Р	JSB	OBS
Job Briefing Employee Name/Title	WMA	ATA RWI	IC				mpanied ctor?	Yes		Out Brief Conducted	Yes	Time	100 140		Outside Shift	No
Related Reports						Related CAPS / Findings										
	Ref			R			or SOP	Standard			Other / T	itle		Che	cklist Refere	ence
Related Rules, SOPs, Standards, or Other	03 AI (FRID	OVANCE AY APR		ORDER R-1 FLAGGER 7)	7-											
	RWP	М	1													
Inspection Location	Mai Trac		Yard	Station	C	осс	RTA Facility	FTA Office	т	Frack Type	At-grade	e Tur	nel	El	evated	N/A
	Х										Х				Х	
	K L		Turk			track	Chain N	Aarker			From		То			
Line(s)	K-Lin	e	Ггаск Г	Number		1	and/or	Station(s)		N/A				N/A		
	Hea	ad Car N	lumber	Numl	ber c	of Cars										
Vehicles	N/A N/A		Equipn		nent	Γ	N/A									

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

Inspector in Charge - Signature		WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWELL Dictally signed by WINSLOW L. POWELL Dict.cuS, ou-U.S. Government, our-DOT Headquarters, ou=FTAHQ, cn=WINSLOW L. PO/ Date: 2017.05.26 07:44:51 - 04'00'
Inspector in Charge – Name Winslow Powell	Inspection Team Tino Sahoo		



	FWSO personnel received a job safety briefing from the WMATA roadway worker in	Number of Defects	0
	charge (RWIC). All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked and the working limits reviewed. The WMATA	Recommended Finding?	No
	RWIC covered the nearest hospital and safety rule of the day. The hot spots,	Remedial Action Required?	No
Description	 hazards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion. In addition to the required PPE, the advance mobile flagger (AMF) did have the required equipment and was compliant with "WMATA PERMANENT ORDER R-17-03 ADVANCE MOBILE FLAGGER (FRIDAY APRIL 28, 2017)." This equipment consisted of WMATA-approved flashing amber lantern/e-flare, orange flag (18'x18'), calibrated working radio, air horn, and whistle. The AMF did notify RWIC via positive communication (phone) that he was in place (next station ahead in the direction the mobile crew walked) and the flashing amber lantern /e-flare and orange flag had been positioned at the end of the platform (8-car marker or end gate). No exceptions were taken. The FWSO Inspector did not note any defects. 	Recommended Reinspection?	No
Remedial Action	N/A	L	1

Inspection Activity #	2 In	spection Sub	ject		Walki	ing Observa	tion (Cable Ir	spection)	Activity Co	de	TP	WI	OBS
Job Briefing Employee Name/Title	WMATA	RWIC			Accor Inspe	npanied ctor?	Yes Out Brief Conducted		Yes	Time	1000 140		No
Related Reports					Related CAPS / Findings								
	Ref				Rule o	or SOP	Standard		Other / T	ïtle		Checklist Refe	ence
Related Rules, SOPs, Standards, or Other	- TRST 1 AND INSI (REVISIO TRACTIO DRAWIN REVISION ENGINEE INSTRUC EXPANSI POWER (ND STRUCTU 2000 TRACK M PECTION MAI N 7, MARCH N POWER DE G (DD-TP-SSI- N 0, AUGUST RING MODIF TIONS (EMI) ON, AND TRA CABLES REPLA VIDE (REVISIO	AINTENANG NUAL 2017) SIGN 013, 2001) ICATION FOR JUMPE NSITION ACEMENT	CE									
	SEPTEME Main	3ER 16, 2016)				RTA	FTA						
Inspection Location	Track	Yard	Station	C	DCC	Facility	Office	Track Type	At-grade	e Tur	nel	Elevated	N/A
	х								х			х	
Line(s)	K-Line	Track	Number		track	Chain N	larker		From	1		То	
Line(5)	K-LITE	TTACK	Vullbel	nber 1		and/or	Station(s)	West Falls	Church (K06))	Dur	nn Loring (K07)	
Vahialaa	Head C	ar Number	Num	ber c	of Cars	E		N/A					
Vehicles		N/A		N/A		Equipr	nent						



	diministration		
	Daily cable inspections are part of the holistic approach WMATA has instituted to prevent cable fires and arcing incidents. The pictures taken and observations noted were entered into a database for nighttime cable repair crews to fix.		12
	The following new defects were channed, and there were no color added		
	The following new defects were observed, and there were no color-coded	Number of Defects	
	conditions noted:		
	• TRK 1 CM 526+00 – Conduit stub-up heat shrink compromised ² . (See Figure 1.)		
	• TRK 1 CM 536+00 – O-Z/Gedney bushing needed in empty/spare conduit stub-		
	ups to prevent water infiltration (5 total) ² . (See Figure 2)		
	TRK 1 CM 537+00 – O-Z/Gedney bushing needed in empty/spare conduit stub-	Recommended Finding?	Yes
	ups to prevent water infiltration (3 total). Heat shrink compromised on a conduit stub-up ² . (See Figures 3 and 4.)	Remedial Action Required?	Yes
	 TRK 1 CM 547+50 – O-Z/Gedney bushing needed in negative return cable 		
	conduit stub-ups to prevent water infiltration (2 total) ² . (See Figure 5.)		
	• TRK 1 CM 599+00 – Cable nicked/torn ² . (See Figure 6.)		
	• TRK 1 CM 610+00 – Cable pigtail has temporary repair, needs replacement ² .		
	(See Figure 7.)		
	• TRK 1 CM 621+00 – Negative return cables nicked/torn. O-Z/Gedney bushing		
	needed in negative return cable conduit stub-up ² .		
	 TRK 1&2 CM 623+00 – ETS Boxes (2 total) on aerial structure missing front 		
	panel and need complete replacement ¹ . (See Figures 8 and 9.)		
	 TRK 1 CM 645+00 – Negative return cables nicked/torn. Conduit stub-up hashes² (cas Simure 10 and 11) 		
	broken ² . (See Figures 10 and 11.)		
	¹ The above remedial actions should be compliant with: TRACK AND STRUCTURES		
	DIVISION – TRST 1000 TRACK MAINTENANCE AND INSPECTION MANUAL (REVISION		
	7, MARCH 2017).		
	² The above remedial actions should be compliant with: TRACTION POWER DESIGN		
Description	DRAWING (DD-TP-SSI-013, REVISION 0, AUGUST 2001) detail "Cable Connector		
	Assembly.		
	Other Natable Observations		
	Other Notable Observations:		
	TRK 1 CM 526+00 – Cables lying on the ballast.		
	 TRK 1 CM 527+50 - Cables lying on the ballast. TRK 1 CM 528+00 - Cables lying on the ballast. 	Recommended Reinspection?	Yes
	 TRK 1 CM 529+00 - Cables lying on the ballast. TRK 1 CM 529+00 - Cables lying on the ballast. 		
	 TRK 1 CM 539+00 – Cables lying on the ballast. 3rd rail cover board missing. 		
	 TRK 1 CM 548+00 - Cables lying on the ballast. 		
	• TRK 1 CM 558+00 – Cables lying on the ballast. 3 rd rail cover board missing.		
	• TRK 1 CM 568+00 – Cables lying on the ballast. Negative return cables lying on		
	the ballast.		
	• TRK 1 CM 569+00 – Cables lying on the ballast.		
	• TRK 1 CM 579+00 – Cables lying on the ballast. Cable clamp broken. 3 rd rail		
	 coverboard broken. TRK 1 CM 580+00 – 3rd rail cover board missing. 		
	 TRK 1 CM 580+00 – 3rd rail cover board missing. TRK 1 CM 584+00 – 3rd rail tie anchor needs replacement. 		
	 TRK 1 CM 585+00 – S rail the anchor needs replacement. TRK 1 CM 585+00 – Negative return cable has temporary fix, replace with new 		
	cable.		
	• TRK 1 CM 584+00 – Cables lying on the ballast. 3 rd rail cover board missing		
	over 3 rd rail expansion joint.		
	• TRK 2 CM 589+00 - 3 rd rail cover board damaged.		
	• TRK 1 CM 599+00 – Cables lying on the ballast. 3 rd rail cover board missing.		
	• TRK 1 CM 602+00 – Negative return cables lying on the ballast.		
	• TRK 1 CM 609+00 – Cables lying on the ballast.		
	• TRK 1 CM 610+00 – Cables lying on the ballast.		
	TRK 1 CM 622+00 – Cables lying on the ground (concrete deck of aerial). 3 rd rail source based missing		
	 cover board missing. TRK 1 CM 632+00 – Cables lying on the ground (concrete deck of aerial). 3rd rail 		



	cover board missing. Cables on the Kindorf channel need to be moved on field side of 3 rd rail.		
	• TRK 1 CM 645+00 – Cables lying on ballast. Negative return cables on ballast.		
	To achieve compliance with WMATA's requirements:		
	WMATA must replace heat shrink on conduit stub-up (TRK 1 CM 526+00).	4 50 6 00	
	 WMATA must install five O-Z/Gedney bushings in spare/empty conduits (TRK 1 CM WMATA must install three O-Z/Gedney bushings in spare/empty conduits (TRK 1 CM 		
	 WMATA must replace heat shrink on conduit stub-up (TRK 1 CM 537+00). 		
	WMATA must install two O-Z/Gedney Bushings in negative return cable conduit st	tub-ups (TRK 1 CM 547+50).	
Remedial Action	 WMATA must replace cable (TRK 1 CM 599+00). WMATA must replace cable pigtail (TRK 1 CM 610+00). 		
	 WMATA must replace case pigtal (TNR 1 CM 010100). WMATA must replace negative return cables (TRK 1 CM 621+00). 		
	• WMATA must install O-Z/Gedney bushings in negative return cable conduit stub-u		
	WMATA must replace the two emergency trip station (ETS) boxes (TRK 1 and 2 CN	A 623+00).	
	 WMATA must replace negative return cable (TRK 1 CM 645+00). WMATA must replace conduit stub-up (TRK 1 CM 645+00). 		





FIGURE 1 - TRK 1 CM 526+00 – CONDUIT STUB-UP HEAT SHRINK COMPROMISED

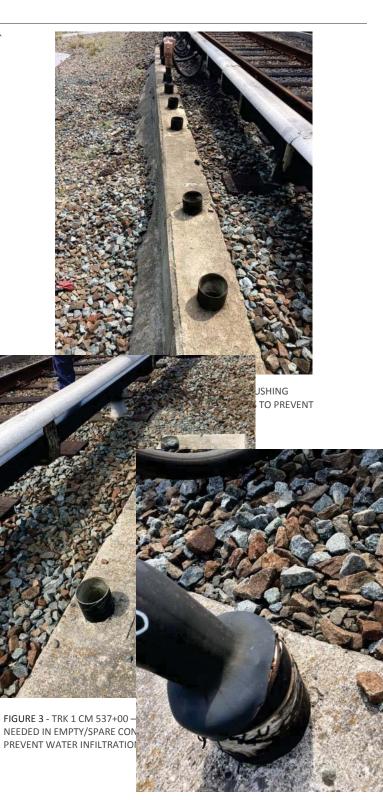


FIGURE 4 - TRK 1 CM 537+00 – HEAT SHRINK COMPROMISED ON A CONDUIT STUB-UP





FIGURE 5 - TRK 1 CM 547+50 – O-Z/GEDNEY BUSHING NEEDED IN NEGATIVE RETURN CABLE CONDUIT STUB-UPS TO PREVENT WATER INFILTRATION (2 TOTAL)



FIGURE 6 - TRK 1 CM 599+00 - CABLE NICKED/TORN

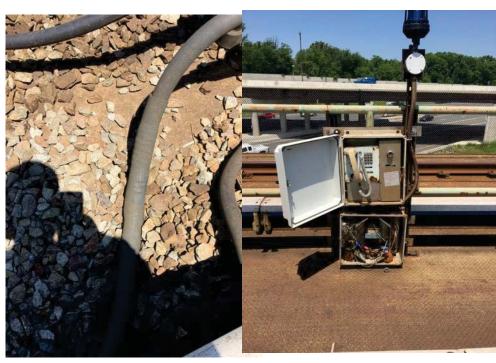


FIGURE 7 - TRK 1 CM 610+00 – CABLE PIGTAIL HAS TEMPORARY REPAIR, NEEDS REPLACEMENT

FIGURE 8 - TRK 1 CM 623+00 – ETS BOX ON AERIAL STRUCTURE MISSING FRONT PANEL AND NEED COMPLETE REPLACEMENT





FIGURE 9 - TRK 2 CM 623+00 – ETS BOX ON AERIAL STRUCTURE MISSING FRONT PANEL AND NEED



FIGURE 10 - TRK 1 CM 645+00 - NEGATIVE



FIGURE 11 - TRK 1 CM 645+00 - CONDUIT STUB-UP BROKEN



Form FTA-IR-1

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170519-WMATA-AG-1					
inspection Date	2017	05	19	Report Number						
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	Maintenance		
	1	Name		Email	Office Phon	e	Mobile Phone			
Rail Agency Department Contact Information										
Inspection Location	B-Line, track	1								

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspecti	on Subj	ect	Roadwa	ıy Work	er Protect	on – Job Safe	ety Briefing	Activity Co	ode	TR	К	RWP	OBS
Job Briefing Employee Name/Title	Advan 6302	TRST Un ice Watcl	hman TF	RST Ur	nit #		Accompanied Inspector?		Out Brief Conducted	Yes	Time	1000 1500		Outside Shift	No
Related Reports						Relat	ed CAPS /	d CAPS / Findings							
	Ref				Rule or S	OP		Standard		Other / Title			Checklist Refere		ence
Related Rules, SOPs, Standards, or Other	RWPN	M													
Standards, or Other															
	Mair Trac	Y Y	ard	Stati	on C	DCC RTA Facility		FTA Office	T	At-grade	e Tui	nnel	Ele	evated	N/A
Inspection Location	x			х					Track Type	x		х			
Lino(a)	B-Line		Track		track 1		Chain Ma	rker		From		То			
Line(s)	B-LINE		Numbe	r	LIACK I		and/or St	ation(s)	Forest Glenn	Station (B09) Si		Silver	Silver Spring Station (BO		308)
Vehicles	Head	d Car Nur	nber	١	Number c	of Cars									
							Equip	ment							

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

ADAM ANTHONY GIOVANDO

Inspector in Charge – Name Adam Giovando Inspection Team Adam Giovandio, Alexander Nepa, Lee Emard

Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.05.25 09:54:42 -05'00'

Date



		ted a job safety briefing a			Number of Defects	0
	<i>,</i> , ,	h WMATA Roadway Wor ed WMATA badge-level v		· /	Recommended Finding?	No
Description		potential hazards, hot sp		Remedial Action Required?	No	
	advance mobile flagger taken to the job safety	(AMF) was placed at the briefing.	e proper location. No	exceptions	Recommended Reinspection?	No
Remedial Action	N/A					

Activity Summaries

Inspection Activity #	2	Insp	ection Sub	ject	Track	General	Observation	ı		Activity Co	ode	TR	K	GEN	INS
Job Briefing Employee Name/Title	Adva # 630	nce W 02	T Unit # 61 /atchman T ⁻ Unit # 632	rrst u	Init		mpanied ector?	Yes	Out Brief Conducted	Yes	Time	1000 1500		Outside Shift	No
Related Reports						Relat	ed CAPS / I	Findings					·		
	Ref				Rule or	SOP		Standard		Other / 1	Title		Cheo	klist Refer	ence
Related Rules, SOPs, Standards, or Other	TRST-1000 rev. 6														
Inspection Location	Mai Trac		Yard	Stati	ion	OCC	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Ele	vated	N/A
inspection Location	х								There is the	х					
	B-Lin	е	Track		track	1	Chain Ma			From				То	
			Numb	-			and/or Sta	ation(s)	Forest Glen S	station (B09)		Silver	r Sprin	g Station (E	308)
Vehicles	Hea	ad Car	Number		Numbei	r of Cars	Equip	ment							
							ation of the	B-Line on tr	ack 1 between	Number	of Defect	s			9
	Fores	st Gler	n (B09) and	l Silver	· Spring	(B08).				Recomm	ended Fi	nding?			Yes
Description	The following new defects were observed, and there were no color coded conditions noted: Remedial Action Required? • TRST 1000 Defect 3.2.2.4: At CM 530+90, tunnel leak allowing water to corrode the Pandrol clip on the left rail. (See attached photo 1.) Remedial Action Required? • TRST 1000 Defect 10.15: Between Forest Glen Station and Silver Spring Station, track 1, the lighting condition ranges from extremely poor to nonexistent. TRST 1000 Defect 10.17.4.1: At CM 500+90, track 1, bench wall field side, relay rail potentially creating a trip-and-fall hazard. • TRST 1000 Defect 10.17.4.1: At CM 502+00, track 1, bench wall field side, relay rail potentially creating a trip-and-fall hazard.									Yes					
Remedial Action		1. 2. 3.	WMATA m WMATA m WMATA m	nust re nust re nust co	epair tur epair or ollect the	nnel leak replace t e relay ra	he lighting l iil so a pote	to corroding petween For ntial trip-fall	g fastening com est Glen and Si hazard is elimi hazard is elimi	lver Spring S nated (CM 5	Stations (t 500+90).		•		



5. WMATA must clean the debris from the center drain so it can work as designed (CM 498+00).
6. WMATA must clean the mud and debris from the track center as well as clean the drainage scuppers so they can work as
designed (between CM 500+00 and CM 498+00).
7. WMATA must reposition the wires so as not to create a potential trip, fall and electrical shock hazard (at CM 493+00, track 1,
on the catwalk).
8. WMATA must replace the broken third rail insulator support (CM 471+30).
9. WMATA must replace the missing end cover board (at the B08 switch).



Photo 1. Tunnel leak permitting water to back-up to rail base and fastening system. Water condition beginning to cause corrosion to Pandrol clip.





Photo 2. Blocked center drain.





Photo 3. Exposed, non-secure wires on the tunnel walkway allowing a potential trip-and -fall hazard. This condition is compounded with the lack of tunnel lighting.





Photo 4. Mud and debris blocking center scupper, not allowing water to drain as designed.



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170519-WMATA-WP-1					
inspection Date	2017	05	19	Report Number						
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST Sub-Department Pro			Production		
		Name		Email	Office Phone		Mobile Phone			
Rail Agency Department										
Contact Information										
Inspection Location	Surge 15 – New Carrollton (D13) – Minnesota Ave (D09)									
Increation Summary	1									

Inspection Summary

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

Activity Summaries

•														
Inspection Activity #	1	Inspection Sul	oject	Job Safe	ety Briefi	ng Observ	ation		Activity Co	de	TR	К	JSB	OBS
Job Briefing Employee Name/Title	Track Unit #6161				Accom Inspec	ipanied tor?	No	No	Time	000 043		Outside Shift	Yes	
Related Reports	N/A				Relate	d CAPS / I	indings	N/A				·		
	Ref			Rule or S	OP		Standard		Other / T	itle		Check	klist Refer	ence
Related Rules, SOPs, Standards, or Other	MSRPH	I		4.85										
Standards, or other	RWPM													
In succession I a section	Main Track	Yard	Sta	tion (DCC	RTA Facility	FTA Office	Treads Truce	At-grade	e Tui	Tunnel		vated	N/A
Inspection Location	х	х						Track Type	х					
Line/a)	Dino	Track		tracks	1	Chain Ma	rker		From				То	
Line(s)	D-Line	Numb	ber	and 2		and/or St	ation(s)	New Carrolton	New Carrolton (D13) Minnesota Av			ve. (D09)		
	Head	Car Number		Number o	of Cars									
Vehicles		N/A		N/A		Equip	ment	N/A						
	-		•		•	•	•	nd covered all	Number	of Defect	s			0
Description		ent facts for the					-		Recommended Finding?					No
hazards, local hospital, inaccessible				CESSIDIE LI	ack, udli	ier ties wi	in e-naies, ei	ic. Safety fulle	Remedia	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	WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWELL Dic c=US, c=US. Government, cu=DOT Headquarters, cu=FTAHQ, cn=WINSL Date: 2017.05.23 11:15:35 -04'00'	OW L. POWELL
Inspector in Charge – Name Winslow Powell	Inspection Team Robert Maniuszko		



	4.85 states "Employees shall use tools and equipment in the proper manner and for the purpose intended." A Red Tag Outage was in effect. Mobile Command Center (MCC) holds the red tag. The tag number is 2017136510A. No exceptions were taken.											No			
Remedial Action	N/A		Ken.												
Inspection Activity #	2 Ins	2 Inspection Subject Roadway Worker Protection – Work Zone Setup Verification TRK RW											RWP	OBS	
Job Briefing Employee Name/Title	Track Unit #6161 Accompanied Inspector? No Out Brief Conducted No Time 0000 – 0430									Dutside Shift	Yes				
Related Reports	N/A				Relat	ed CAPS / F	indings	N/A							
	Ref		Ru	le or SC	ЭР		Standard	1	Other / T	itle		Checkl	ist Refer	ence	
Related Rules, SOPs, Standards, or Other	MSRPH		4.8	85											
standards, or other	RWPM														
Inspection Location	Main Track	Yard	Station	0	CC	RTA Facility	FTA Office	Track Type	At-grade	e Tu	innel	Eleva	ated	N/A	
	x	х						The rype	x						
Line(s)	D-Line	Track Numbe		tracks 1 and 2		Chain Mar and/or Sta		New Carrolto	From n (D13)						
	Head C	ar Number	Nu	mber of	f Cars				. ,				. ,		
Vehicles		N/A		N/A		Equip	ment	N/A							
	The FWS	O inspector re	viewed t	the road	dway v	vorker prote	ection (RWP)	set up for	Number	of Defect	s			0	
		While the sco n at the Minn	•						Recomm	ended Fi	nding?			No	
		tion. All prote						0	Remedia	Action I	Require	d?		No	
		ed to employe													
	•	corrects a c the New Ca accurately switches 27	iscrepan rrollton V eflects th A and 29	cy that Yard (D9 he locat 9B.	was ol 99) end tion of	bserved on d of the setu mats and e	up. The revis -flares just p	ed 5/15/17 at ed map rior to							
Description		clamps are protection	not show rom any	vn on th thing th	ne map nat mig	, and provid ght move οι	de an added it of the loop f 5/16/2017	o track.	Recomm	and ad P	incroc	tion2		No	
	•		uipment	stored			track 2 was		Recomm		enispec			NO	
	•	There was i end of the v			occurrir	ng at the Ne	w Carrollton	Station (D13)							
	•		d and the	e batteri	ies we	re replaced	immediately	der. The MCC and proper							
	No oxcon	tions were ta	kon												
	N/A	nons were la	NC11.												



Form FTA-IR-1

United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170520-WMATA-AG-1				
Inspection Date	2017	05	20	Report Number					
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST Sub- Department Mainter			Maintenance	
	1	Name		Email	Office Phone	5	N	1obile Phone	
Rail Agency Department Contact Information									
Inspection Location	B-Line, track	2							

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspect	ion Subj	ect	Roadwa	y Worl	ker Protectio	on – Job Safe	ety Briefing	Activity Co	ode	TR	К	RWP	OBS
Job Briefing Employee Name/Title	RWIC, TRST Unit # 6321 Advance Watchman TRST Unit # 6112 AMF, TRST Unit # 6144 Superintendent TRST Unit #94			Accompanied Inspector?		Yes	Out Brief Conducted	Yes	Yes Time			Outside Shift	No		
Related Reports						Related CAPS / Findings									
	Ref Rule or So			OP		Standard		Other / Title			Checklist Reference				
Related Rules, SOPs, Standards, or Other	RWPN	Л													
Standards, or other															
	Mair Trac	I Y	'ard	Stati	ion C	OCC	RTA Facility	FTA Office	Treads Tread	At-grade	e Tui	nnel	Ele	evated	N/A
Inspection Location	х			х					Track Type	x		х			
Line(a)	Dling		Track		track 2	Chain Ma		ker		From				То	
Line(s)	B-Line	2	Numbe	er	track 2	and/or S		ation(s)	Takoma Stati	on (B07)		Fort Totten Station (B06		06)	
Vehicles	Hea	d Car Nu	mber	1	Number o	f Cars	Equip	nent							

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

ADAM ANTHONY GIOVANDO

Inspector in Charge - Name Adam Giovando

Inspection Team Adam Giovandio, Alexander Nepa, Lee Emard

Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.05.25 09:56:50 -05'00'

Date



	TRST Unit 6312 conducted a job safety briefing at Takoma Station. The briefing	Number of Defects	0
	was fully compliant with the WMATA Roadway Worker's Protection Manual(RWPM) requirements. It included WMATA badge-level verification, type	Recommended Finding?	No
Description	of protection, inaccessible track (IT), potential hazards, hot spots and hospital	Remedial Action Required?	No
	location. The advance mobile flagger (AMF) was placed at the proper location. No exceptions were taken to the job safety briefing.	Recommended Reinspection?	No
Remedial Action	N/A		

Activity Summaries

Inspection Activity #	2 In:	Inspection Subject Gene		ieneral 1	neral Track Observation					Activity Code		RK (GEN	INS
Job Briefing Employee Name/Title	RWIC, TRST Unit # 6321 Advance Watchman TRST Unit # 6112 AMF, TRST Unit # 6144 Superintendent TRST Unit # 94				Accompanied Inspector?		Yes	Out Brief Conducted	Yes	Time	1000 1500		Outside Shift	No
Related Reports					Related	CAPS / I	Findings							
Related Rules, SOPs, Standards, or Other	Ref TRST-1000 rev. 6			Rule or SOP			Standard		Other / Title		Checklist Reference		rence	
Inspection Location	Main Track	Yard	Station	00	cc ı	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Elev	ated	N/A
	х		х						х		Х			
	B-Line	Track Numb	er	track 2		hain Ma nd/or St		Takoma Stati	From ion (B07) For		Fort ⁻	To t Totten Station (B06)		306)
Vehicles	Head C	ar Number	Nu	mber of	Cars	Equip	ment							
Description	 Takoma (B07) and Fort Totten (B06). The following new defects were observed to secure the designed to secure two picts in the inbound side of the TRST 1000 Defect 13.3.13: was found unsecured. This TSTS 1000 Defect 13.3.14: attached and missing. This TRST 1000 Defect 5.14.7: securing one end of the jo condition. TRST 1000 Defect 13.3.11: insulator not providing sup coded defect. TRST 1000 Defect 13.3.13: are missing the connecting 				and 5.14.16: At CM 294+80, right rail, the be rail ends was a welded rail strap bar not eces of rail together. There was also one bolt joint bar. This is a yellow color-coded defect. At CM 306+50, the third rail support cable is is not a color-coded defect. At CM 311+20, an end cover board is not is is not a color-coded defect. At CM 324+00, a rail joint only had one bolt int bar. This is listed a red color-coded CM 324+00, the foul ballast was not draining 2-inch dynamic vertical deflection. This is				Number of Defects Recommended Finding? Remedial Action Required? Recommended Reinspection?					11 Yes Yes



	 TRST 1000 Defect 13.3.11: At the B-07-08 signal there is an unsecured third rail insulator not supporting the end of the third rail. This is not a color-coded defect. (See attached photo 5.) TRST 1000 Defect 13.3.14: At the B-07-08 signal there is a missing third rail end cover board. This is not a color-coded defect. (See attached photo 6.) TRST 1000 Defect 13.3.14: At CM B2-374+00, there is a missing third rail cover end board. This is not a color-coded defect.
Remedial Action	 To achieve compliance with WMATA'S requirements: WMATA must replace the strap bars with proper angle bars and secure the joint with the appropriate number of bolts (at CM 294+80). WMATA must re-secure the third rail support cables (at CM 306+50). WMATA must re-secure the missing end cover board (at CM 311+20). WMATA must secure the angle bar with the appropriate number of bolts (at CM 324+00). WMATA must install clean ballast and surface (tamp) the area to eliminate the vertical deflection condition (at CM 324+00). WMATA must replace the defective third rail insulator (at CM 324+00). WMATA must replace the bolts in the third rail support cable (at CM 326+00). WMATA must take the necessary steps to secure the deviation in uniform profile condition. This may include replacing ties, dumping ballast and surfacing the affected area (at the B-7-08 signal). WMATA must reinstall the missing third rail end cover board (at CM 374+00).





Photo 1. Overview of condition at B-07-08 signal, track two. Note rail was not seated properly into plates.





Photo 2. 1-5/8-inch spacing between tie and tie plate





Photo 3. 1-3/8-inch dynamic (pumping mark) on tie





Photo 4. One inch void between bottom of tie and ballast



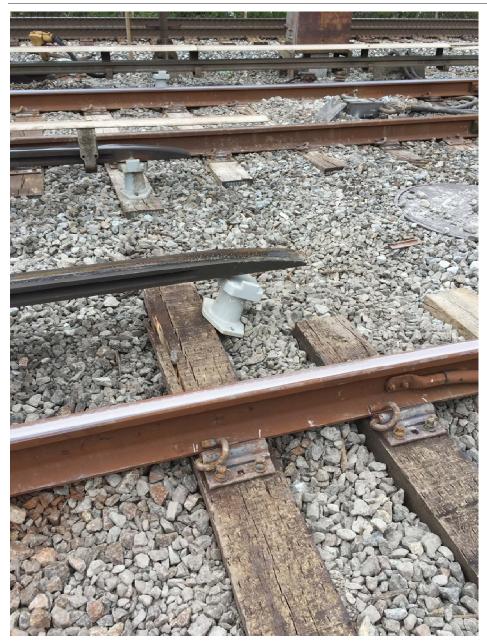


Photo 5. At the B-07-08 signal, unsecure third rail insulator and missing cover board



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number		۸۸۳۸ ۱۸	/D 1				
inspection Date	2017	05	20	Report Number	20170520-WMATA-WP-1						
Rail Agency Name	Washington Authority	Metropolitan /	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	Production			
	1	Name		Email	Office Phone	9	Mobile Phone				
Rail Agency Department											
Contact Information											
	New Carrollton Yard (D99)										
Inspection Location	Aerial Structure from Chain Marker (CM) 546+00 to Chain Marker (CM) 565+00										
	Minnesota A	venue (D09) o	ut to Chain Mar	ker (CM) D2 285+30							

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-RWP-OBS	TRK-GEN-OBS			
Inspection Units	1	1	1			
Inspection Subunits	1	1	1			
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	Inspec	tion Subj	ect	Roadwa	y Worke	er Protectio	on - Job Safet	y Briefing	Activity Co	de	TR	К	RWP	OBS
Job Briefing Employee Name/Title	Track	Track Unit #6355					Accompanied No No		Out Brief Conducted	No	Time	0800 123	-	Outside Shift	Yes
Related Reports						Related CAPS / Findings									
	Ref				Rule or S	r SOP Standard				Other / Title			Che	cklist Refe	ence
Related Rules, SOPs, Standards, or Other	MSRP	MSRPH 4.87			4.87										
otandardo, or other	RWPN	RWPM													
In an action I another	Maiı Trac		Yard	Stati	on C	осс	RTA Facility	FTA Office	Treads Truce	At-grade	e Tui	nnel	Ele	evated	N/A
Inspection Location	х							Track Type		x				х	
			Trad		Lucal a d		Chair Ma			From	То				
Line(s)	D-Line	9	Track Numbe	r	and 2	tracks 1 Chain Man and 2 and/or Sta		D2 CM607+8				D2 CM285+30 D1 CM314+64			
	Неа	d Car N	umber	1	Number o	er of Cars			N/A						
Vehicles		N/A			N/A		Equipme								

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 DIgitally sign
Inspector in Charge – Name	Inspection Team
Winslow Powell	Winslow Powell, Robert Maniuszko

	Job Safety Briefing: • Unit #6355 conducted the briefing. The briefing was and unted at New Compliant (D12)	Number of Defects Recommended Finding?	0 No
	 The briefing was conducted at New Carrollton Station (D13). FWSO Inspectors were escorted by the Department of SAFE Unit #205. 	Remedial Action Required?	No
Description	 The roadway worker in charge was the Mobile Command Center (MCC). The MCC was on Radio Operations (Ops) Channel #12. Safety Rule 4.87 was discussed. The rule states: "Visual inspections and tests of powered equipment, tools and machinery shall be made at the beginning of each tour of duty. Equipment or machinery shall not be operated if it is defective or in an unsafe condition." A red tag outage was in place. The tag number was 2017136510A. The area was under inaccessible track (IT) protection. There were wood crosstie barriers, shunts, and e-flares at the end of the work zone. Hot spots were discussed. Work zone hazards were discussed. 	Recommended Reinspection?	No
Remedial Action	N/A	I	

Inspection Activity #	2	Insp	ection Sub	ject	Roadw	ay Wor	ker Protectio	on – Work Zo	one Setup	Activity Co	de	TR	к	GEN	OBS
Job Briefing Employee Name/Title	Track	ack linit #6355			No		Out Brief Conducted	No	Time	080 12	-	Outside Shift	Yes		
Related Reports						Rela	Related CAPS / Findings					1			
	Ref				Rule or	SOP	DP Standard			Other / T	klist Refer	ence			
Related Rules, SOPs, Standards, or Other	TRST :	1000													
Standards, or Other	MSRP	MSRPH													
	Maiı Trac		Yard	Stati	ion	осс	RTA Facility	FTA Office	T	At-grad	e Tu	nnel	Ele	vated	N/A
Inspection Location	x							Track Type		x				х	
Line(s)	D-Line	D-Line Track tracks 1 Number and 2		1		Chain Marker and/or Station(s)		From 3		D2 CM285+30					
									D1 CM611+0	8		D1 CI	M314+	64	
Vehicles	Head Car Number Number of Cars Equipment N/A								N/A						
	Obser									Number	of Defect	s			0
								working. The , as designed	e SAFE escort	Recomm	ended Fir	nding?			No
			•				0			Remedia		No			
Description		 At the barrier crosstie located in D99 yard, track 1, the lock that secures the chain was not locked. The SAFE escort re-secured the lock immediately. /ork Zone Setup: E-flares were positioned as required. Wooden crossties were positioned as required. Shunts were positioned and connected as required. Work mats were positioned as required. The observed switches that required clamps were clamped as required. The team noted that there were also clamps on switches 25 and 21A. These switches were clamped in reverse and added an additional level of protection to the working limits. The clamps are not noted on the 										No			
		-	shutdown	nap.											

Inspection Activity #	3	Inspection Subject	General	Observations from	the Work A	rea	Activity Code		TRK	GEN	OBS
Job Briefing	Track	c Unit #6355		Accompanied	No	Out Brief	No	Time	0800 -	Outside	Yes



Employee Name/Title					Insp	ector?		Conducted			12	30	Shift		
Related Reports					Rela	ted CAPS /	Findings								
	Ref			Rule or	SOP		Standard		Other / Titl	e		Che	hecklist Reference		
Related Rules, SOPs, Standards, or Other	TRST 1000	C													
otandaras, or other	MSRPH														
Inspection Location	Main Track	Yard	Stat	ion	on OCC Fa		FTA Office	Track Type	At-grade	Tu	nnel	Ele	evated	N/A	
	х							паск туре	x				Х		
		Track		tracks	1	and/or Station(s) D2 CM607-			From				То		
Line(s)	D-Line	Numb	er	and 2				D2 CM607+88 D1 CM611+08			_	M285+ M314+			
Vehicles	Head Car Number Number of Cars Equipment N/A					N/A									
Description	General C	N/A N/A Equipment N/A General Observations: The grout pad replacement is ongoing on the aerial structure between New Carrollton (D13) and Landover (D12). The team observed the following activities associated with this work: The rail was lifted approximately 1-foot above the area that is to be replaced. A jack hammer was used to break up the old grout pad. New forms were built and installed. An Epoxy Bonding Agent (FX-752) was applied prior to the new concrete. The new concrete was installed and troweled into place around the old stud bolts. The rail plates were placed onto the grout pad. New holes were drilled for the new stud bolts. The rail was lowered onto the new tie plates. Recommended Reinspection? 										0 No No			
		re no except	ions ta	aken to t	he obse	rved activiti	es.								
Remedial Action	N/A														

Photos:





Figure 2 - Rail is raised up approximately 1-foot above the form



Figure 3 - Crew pours and levels concrete



Figure 4 - New concrete cures around old stud bolts



Figure 5 - Old stud bolts are cut flush with new grout pad



Figure 6 - New rail plates are placed under the rail

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







Date

Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.05.31 10:45:27 -05'00'

United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170521-WN	ΛΔΤΔ_Δ	G_1	
inspection bute	2017	05	21	Report Humber	20170321 001			
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST - SAFE	Sub- Dep	artment	Maintenance
	I	Name		Email	Office Phone	e	N	1obile Phone
Rail Agency Department Contact Information								
Inspection Location	F-10 and F-1	1						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspec	tion Sub	ject	Roadwa	iy Worl	ker Protecti	on		Activity Co	ode	TR	К	RWP	OBS
Job Briefing Employee Name/Title	Advan 6024	ice Mob	oile Flagg	er, TR	Accompanied Inspector?		No	Out Brief Conducted	No	Time	1000 1430		Outside Shift	No	
Related Reports	20170	516-WI	MATA-W	P-1		Relat	ted CAPS / I	indings							
	Ref				Rule or S	SOP Standard				Other / Ti	tle		Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	SRPH			P.O. T-16				Advance N	Nobile Flagger						
	Mair Tracl		Yard	Stati	on C	осс	RTA Facility	FTA Office		At-grade	e Tur	nnel	Ele	evated	N/A
Inspection Location	х			х					Track Type	x					
Line(s)										From				То	
	F-Line	1	Track Numbe	er	tracks 2	2	Chain Mar and/or Sta		Suitland Stati	ion (F10)		Branch Avenue Station			n (F11)
Vehicles	Head	d Car Ni	umber	1	Number o	of Cars	Equip	ment	nt Train number 503						

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

ADAM ANTHONY	GIOVANDO
--------------	----------

Inspector in Charge - Name Adam Giovando

Inspection Team

Adam Giovando, Alexander Nepa, Lee Emard

	5171	6				
	The FWSO team perform				Number of Defects	1
	flagman placed on the F employee understandin				Recommended Finding?	No
	advance mobile flagger		· · · · · ,	,	Remedial Action Required?	No
Description	arrive at Suit and observed full complian understandir boarded the compartmen Station, the o half the post line horn, as A remedial action for th 20170516-WMATA-WP Other Notable Observa • The FWSO te it approache standing at h and the oran The FWSO te	ere no color-coded cor am observed train num land Station at 1231 ho d AMF's instructions to ce with P.O. T-16-10. T us the instructions from train and stood directly t to observe complianc operator accelerated to ed track speed—and di required in Permanent is defect was previous -1.	he head unit number new provide the properties of the AMF. The FWSO team the train operator, whe train operator ack the AMF. The FWSO the AMF. The FWSO the AMF. The FWSO the operato the AMF. The FWSO the operato the continuously so order R-17-03. In the second the the operato the head unit number the head unit number	mber 5171, listened to yhich was in cnowledged 0 team r's f Suitland -more than ound his main eport r 7338 when d the AMF g light visible aching train. r instructions	Recommended Reinspection?	No
Remedial Action	N/A					



Date

Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, c=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.05.31 13:34:53 -05'00'

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170523-WN	1 A T A A	C 1			
inspection Date	2017	05	23	Report Number	20170525-001	VIATA-A	9-1			
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	SAFE	Sub- Depa	artment			
	1	Name		Email	Office Phone	е	Mobile Phone			
Rail Agency Department Contact Information										
Inspection Location C-Line, track 1, Pentagon (C07) to National Airport (C10)										

Inspection Summary

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

Activity Summaries

Inspection Activity #	1 I	nspection Sub	ject	Job Safe	ety Brief	ing Observ	ation		Activity Co	de	TR	К	JSB	OBS
Job Briefing Employee Name/Title	TRST 63	367			Accon Inspec	npanied tor?	Yes	Out Brief Conducted	No	Time	100 140		Dutside Shift	No
Related Reports	N/A				Relate	d CAPS / I	Findings	N/A						
	Ref			Rule or S	OP		Standard		Other / T	ïtle		Checkl	ist Refer	ence
Related Rules, SOPs, Standards, or Other	MSRPH			R-17-02										
	RWPM			R-17-03										
Inspection Location	Main Track	Yard	Stati	ion C	DCC	RTA Facility	FTA Office	Track Type	At-grade	e Tu	nnel	iel Elevat		N/A
	х										Х			
Line(a)	C-Line	Track		track 1	Chain Ma		hain Marker		From				То	
Line(s)	C-Line	Numb	er	LIACK I		and/or St	or Station(s) Pentagon (CO		7) Nat			National Airport (C10)		
	Head	Car Number	1	Number c	of Cars									
Vehicles		N/A		N/A	L.	Equip	ment	N/A						
Description		nspectors rece				0			Number	of Defect	ts			0
		as the roadwa			• •	<i>,</i> .	•	e roadway. mobile flagger	Recomm	ended Fi	nding?			No
	During	uie briefilig, ti	ie woi	v Brouh v	vas illi0i	meu tilat		mobile llagger	Remedia	l Action I	Require	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 ADAM ANTHONY GIOVANDO

Inspector in Charge - Name Adam Giovando

Inspection Team

Adam Giovando, Leon Ferguson, Tom Wozniak, Tammy Powell, Mike Vitale



	(AMF) had been briefed by the RWIC and had the approved personal protective equipment (PPE) to perform his duties. The RWIC covered all required aspects of the job safety briefing, to include the type of protection (train approach warning (TAW)), designation of roles within the work group, identification of hotspots, discussion of potential hazards to be encountered during the inspection, and the nearest hospital. All members of the work group had their PPE and roadway worker protection (RWP) cards checked for compliance. The RWIC contacted the AMF to confirm he was in position and then contacted the Rail Operations Control Center (ROCC) for permission to access the roadway. No exceptions were taken with the briefing.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspe	ction Subj	ject	RWIC ar	nd AMF F	Rules Com	pliance Obs	ervation	Activity C	ode	TR	K	RC	OBS	
Job Briefing Employee Name/Title	TRST	6367				Accom Inspec	panied tor?	Yes	Out Brief Conducted	No	Time	100 14		Outside Shift	No	
Related Reports	N/A					Relate	d CAPS /	Findings	N/A							
	Ref				Rule or S	OP		Standard	L	Other / -	Гitle		Check	list Refe	rence	
Related Rules, SOPs, Standards, or Other	MSRF	РΗ			R-17-02											
	RWPI	M			R-17-03											
Inspection Location	Mai Trac		Yard	Stati	on C	DCC	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Elev	ated	N/A	
	Х											Х				
Line(s)	C-Lin	e	Track Numbe	er	track 1		Chain Ma and/or St		Pentagon (CO	From 7)		Natio	onal Airp	To port (C10)		
	Hea	ad Car N	lumber	1	Number c	of Cars										
Vehicles		N/A			N/A		Equip	ment	N/A							
		FWSO Inspectors observed both the AMF and RWIC for compliance with Number of Defects 0											0			
	perm Flagg		orders R-1	7-02 (Requesti	ng Foul T	ime) and	R-17-03 (Adv	anced Mobile	Recomm	nended Fi	nding?			No	
	11055	erj.								Remedia	Action	Require	ed?		No	
Description	to red when relayd time of the time While work oblige road the A The F of Pe flashi The F estab the ir	quest for the pla ed all re- protect e reques- was reli- e in this group f ed and in way. Be- MF infor- WSO In rmanen ing amb WSO In plished on format	ul time o ace of safe equired in ions the R st and allo inquished area, the from the r relinquish cause of t orm opera spector o to Order R ver lanterr ispector v communic	n appr ety rec forma ROCC p owed t , the F ROCC roadwa red fou his, FV tors o bservi -17-02 n and d erifiec cation red by	roach to t quired ins tion to the but in place the team RWIC note C made m ay in orde ul time wil NSO pers of foul time ing the AI S. The AIV orange fla d that the with the Permane	the Natio pectors to re ROCC ce via rep to move ed the tir ultiple re er to faci hen the vis- connel ob to protect MF noted ag, and wis- RMIC. Th	nal Airpo to step ov for the re beat back through me when equests fo litate trai work grou bserving ti tions in p d complia I required vas positio is level-4 he AMF ef	rt in a sectio rer the third quest, confir . The RWIC n the work are contacting th r the RWIC t n movement p was safely he AMF did r lace. PPE, to inclu- poned at the 8 RWP qualifie ffectively cor	rail. The RWIC ming the foul oted the time a. When foul he ROCC. to clear the . The RWIC clear of the tot observe requirements ude the -car marker. d, and had	Recomm	ended R	einspec	tion?		No	
	NI / A															
Remedial Action	N/A															



Employee Name/Title	TRST 636	7			Accom Inspect	•	Yes	Out Brief Conducted	No	Time	100 140		Outside Shift	No
Related Reports	20170516	5-WMATA-W	P-1		Related	d CAPS / I	Findings	Remedial Act	ion ID: 1308			1		
	Ref		F	Rule or S	OP		Standard		Other / T	ïtle		Chec	klist Refere	ence
Related Rules, SOPs, Standards, or Other	MSRPH		F	R-17-02										
standards, or Other	RWPM		F	R-17-03										
Inspection Location	Main Track	Yard	Statio	on C	OCC	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Ele	vated	N/A
	Х										Х			
Line(s)	C-Line	Track Numbe	er	track 1		Chain Mai and/or Sta		Pentagon (CO	From 7)		Natio	nal Air	To port (C10)	
	Head Ca	ar Number	N	lumber o		-	.,	r entagon (co	,,		Hutto		poir (010)	
Vehicles		N/A		N/A		Equip	ment	N/A						
		pectors obse	ruad fi			c for com	nlianco with	normanont		(_
		17-02 (Reque			•		•	•	Number					7
		perators had			,	•			Recomm					No
		ving non-col				-			Remedia	Action	Require	ed?		No
Description		Defect asso Item 3 of P Train 303 fa work crew City (C09). I Procedures Train 409 fa work crew (C07). Defe Procedures Train 6118 AMF. Defec Procedures Train 3026 Defect asso Item 1 of P Train 7170 AMF. Defec Procedures Train 3287 AMF. Defec	ciated O. R-12 ailed to while to Defect of , Item 3 ailed to while to ct asso of ailed to ct asso of a le do ct asso of a le	with Clo 7-03. properly raveling associat 3 of P.O. properly raveling botated w 3 of P.O. to prope ciated w 1 of P.O. to prope ciated w 1 of P.O. to prope ciated w 1 of P.O. to prope ciated w 1 of P.O.	y sound t between ed with C R-17-03. y sound t between vith Class R-17-03. I for train ass I/Clas I for train ass I/Clas rly sound ith Class . R-17-03. rly sound ith Class . R-17-03.	s II Vehic the horn t Pentagoi Class I/Cla the horn t Pentagoi i I/Class II the horn I/Class II the horn	n City (CO8) a ass II Vehicle to acknowled n City (CO8) a Vehicle Ope when appro Vehicle Ope did not sound	Procedures, lage the mobile and Crystal of Operator lage the mobile and Pentagon erator baching the rator d the horn. Procedures, baching the rator baching the rator	Recomm	ended R	einspec	tion?		No
	20170516	5-WMATA-W table Observ FWSO Insp full-service personnel o mainline ho	vations ectors r horn o on the r orn per	noted co or yard ho roadway	orn (whic . P.O. R-1	hever is c 17-03 requ	quieter), to a uires the use							
Remedial Action	20170516	5-WMATA-W table Observ FWSO Inspo full-service personnel o	vations ectors r horn o on the r orn per	noted co or yard ho roadway	orn (whic . P.O. R-1	hever is c 17-03 requ	quieter), to a uires the use	cknowledge of the						
Remedial Action	20170516 Other No •	5-WMATA-W table Observ FWSO Inspo full-service personnel o mainline ho Procedures	vations: ectors r horn o on the r orn per	noted co or yard ho roadway items 1	orn (whic . P.O. R-1 and 3 of	hever is c 17-03 requ the Class	quieter), to a uires the use	cknowledge of the	Activity Co	ode	ROO		RC	OB

Related CAPS / Findings

Remedial Action ID: 1308

20170516-WMATA-WP-1

Related Reports



	Ref			Rule or SOP			Standard		Other / Title	9		Checklist Reference		
Related Rules, SOPs, Standards, or Other	MSRPH			R-17-02										
Standards, or Other	RWPM			R-17-03										
Inspection Location	Main Track	Yard	Stati	on OCC	F	RTA acility	FTA Office	Track Type	At-grade		nnel	Elevated		N/A
	Х										X			
Line(s)	C-Line	Track Numbe	r	track 1		hain Ma nd/or St		Pentagon (C07	From		Natio	To nal Airport		
	Head Ca	r Number	N	Number of Ca			.,	i cittagoli (co)			Nutic		(010)	
Vehicles	N	/A		N/A		Equip	ment	N/A						
					•			nonitored the	Number of	Defec	ts			1
	FSWO team members assigned to a WMATA inspection track unit walking from Pentagon (C07) to National Airport (C10). The RWIC assigned to the team was													No
	formally c	leared onto	the pr	otect list at 1	003 h	wed radio	Remedial A	ction	Require	ed?	١	No		
		-	-	gment via his initial call-on	-		entifying cation of the							
	first segme	ent of his wa	ılk froi	m Pentagon t	o Pen	nd identified								
				his crew, incl										
				a safety brief be walking un										
		that the work group would be walking under TAW protection. Lastly, he stated that there was an AMF stationed at Pentagon City for train operator notifications. The FWSO inspector noted that all radio transmissions between the rail traffic												
	The FWSO													
	controller	(RTC) and th	ne RW	IC concluded	with '	'over," a	nd the RTC o	concluded with						
		-		ommunication reviewed the										
	-			ranted permi										
	-			r the radio. Th										
	-		-	A Rule 1.79.				e.g. Charlie 07 e location						
		-		ection of the nce and inforr				RTC ensured						
				r foul time at				-						
Description				e FWSO and \ was asked to a				ted switch ROCC to allow						
		-		e area. The cro										
		They cance le work/insp			est, a	s they w	ould not hav	e enough time	Recommen	dod P	oincnor	tion2		No
		ie work/ilisp	ection	1.					Kecommen	ueu K	emspec	lion	I.	NU
				identified se										
								d stand clear," ne RTC button						
	controller	established	red si	gnals and pro	hibit	exits for	all affected s	ignals in the						
	-	0		apability. Blue er's display bo				orm was n one of three						
							-	the red signal						
				wo occasions										
				with no trains d specific fou				sured 100% d signals, etc.)						
	-			ul time acces										
	The FWSO	Inspector a	lso rev	viewed all RO	CC Fo	ul Time a	and Mainten	ance						
	Personnel	Access Chee	klists	for complian	ce of _l	oopulati	ng all reques	ts, as						
		eneral acces		completed b uest and all th				umenting here foul time						
	The follow	ing non-col	or cod	ded defect wa	as obs	erved:								
		At 1011 ho	urs. tr	ain 305, locat	ed at	Pentag	on City (CO7)	. track 1.						
		radioed the	e RTC r	requesting cla	arifica	tion that	there were	personnel on						
		the roadwa	y ahe	ad of her bet	ween	Pentago	n City and Pe	entagon. She						



	then reported that the AMF assigned to the team at Pentagon City told her to operate at normal speed, not half speed, as required by P.O. R- 17-03. She continued that despite her trying to tell him the crew was on the roadway, he said he did not hear the announcement. The RTC again clarified the announcement over the radio and informed the operator to proceed at half speed. The inspector did not observe or hear further communication between any parties regarding the clarification that the RTC's protect was established. <i>Defect associated with Roadway Worker in Charge (RWIC) Procedures, Item 4 of P.O. R-</i> 17-03. NOTE: There were no more reports of conflicting direction at	
	clarification that the RTC's protect was established. Defect associated with Roadway Worker in Charge (RWIC) Procedures, Item 4 of P.O. R-	
	Remedial actions for these defects were previously issued in 20170516-WMATA-WP-1.	
Remedial Action	N/A	



Date

Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorthTX, cn=ADAM ANTHONY GIOVANDO

Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170523-WMATA-AG-2						
inspection Date	2017	05	23	Report Number	20170525-WWATA-A0-2						
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	τκιν			
		Name		Email	Office Phon	е	Ν	Aobile Phone			
Rail Agency Department											
Contact Information											
Inspection Location	C-Line Track	1, Pentagon to	o National Airp	ort							

Inspection Summary

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

Activity Summaries

Inspection Activity #	1 Ir	spection Sub	oject	Job Safe	ety Briefi	ng Observ	vation		Activity Co	ode	TR	К	JSB	OBS
Job Briefing Employee Name/Title	TRST 63	67			Accom Inspec	panied tor?	Yes	Out Brief Conducted	No	Time	100 140	-	Outside Shift	No
Related Reports	N/A				Relate	d CAPS /	Findings	N/A						
	Ref			Rule or S	OP		Standard		Other / Title			Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	MSRPH			R-17-02										
Standards, or other	RWPM			R-17-03										
	Main Track	Yard	Stat	ion C	осс	RTA Facility	FTA Office	T	At-grad	e Tui	nnel	nel Elevato		N/A
Inspection Location	х							Track Type			х			
	C 1 ¹ · · ·	Track	1			Chain Ma	rker		From			1	То	
Line(s)	C-Line	Numb	er	track 1		and/or St	ation(s)	Pentagon (CO	7) Nati			nal Airp	ort (C10)	
	Head (Car Number		Number o	of Cars									
Vehicles		N/A		N/A		Equip	ment	N/A						
Description		spectors rece				0			Number	of Defect	s			0
••••		as the roadwa he briefing, t			• •	<i>,</i> .	•		Recomm	ended Fi	nding?			No
	During t	ne onening, t	ie wo	ik gioup v		incu tilat			Remedia	l Action F	Require	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.

Date: 2017.06.01 08:29:35 -05'00'

Inspector in Charge - Signature ADAM ANTHONY GIOVANDO

Inspector in Charge – Name Adam Giovando Inspection Team Adam Giovando, Mike Vitale

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



	flagger (AMF) had been briefed by the RWIC and had the approved personal protective equipment (PPE) to perform his duties. The RWIC covered all required aspects of the job safety briefing. This included the type of protection (train approach warning (TAW)), designation of roles within the work group, identification of hot spots, discussion of potential hazards to be encountered during the inspection, and the nearest hospital. All members of the work group had their PPE and roadway worker protection (RWP) cards checked for compliance. The RWIC contacted the AMF to confirm he was in position and then contacted the Rail Operations Control Center (ROCC) for permission to access the roadway. No exceptions were taken with the briefing.	Recommended Reinspection?	No						
Remedial Action	N/A								

	2 In	spection Sub	Subject Walking Track Inspection							ode	TR	к	WI	PI
ob Briefing Employee Name/Title	TRST 636	57	i		Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	No	Time	100 140		Outside Shift	No
Related Reports	N/A				Relate	ed CAPS /								
	Ref			Rule or SO	SOP Standard				Other / T	Other / Title Checkl				rence
Related Rules, SOPs, Standards, or Other	TRST 100	0		R-17-02	2									
stanuarus, or other	RWPM			R-17-03										
nspection Location	ation Main Track Yard Station		Statio	on O	OCC	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Elev	vated	N/A
							Пасктуре			Х				
.ine(s)	C-Line Track Number track 1				Chain Ma and/or St		Pentagon (CO	From 7)		Natio	onal Air	To port (C10)	
	Head Car Number Number				f Cars									
/ehicles		N/A		N/A		Equip	ment	N/A						
	FWSO In	spectors acco	ompani	ied WMA	TA trac	k inspector	rs performing	g a walking	Number	of Defec	ts	3		
	track ins	pection betw	ntagon (C	CO7) an	Recomm	ended Fi	nding?			Yes				
	The follo	The following new color-coded defect was observed:									Require	ed?		Yes



	components were loose or obstructing the free movement of the switch. A switch point bolt on the right-hand switch point is contacting the switch point stop, preventing the switch from fully positioning when lined for turnout movement. While this switch did not warrant a restriction at the time, WMATA should review the inspection records and perform required maintenance.	
Remedial Action	 To achieve compliance with WMATA's requirements: WMATA must replace defective fasteners at C1 277+73. WMATA must replace shims with proper grout pad at C1 301+20. WMATA must replace defective fasteners at C1 312+00. 	

Photos:



Photo 1: Shims used in lieu of grout pad at C1 301+20.





Photo 2: Switch rod number four contacting concrete pad supporting switch nine at C1 360+70.



Photo 3: Switch point stop interfering with bolts preventing the switch from fully positioning when lined for turnout movement at switch nine at C1 360+70.



Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170524-WMATA-AG-1						
inspection Date	2017	05	24	Report Number							
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	POWR	Sub- Department CM					
	1	Name		Email	Office Phone	ē	Mobile Phone				
Rail Agency Department Contact Information											
Inspection Location	Dupont Circle (A03) - Track 2										

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

Activity Summaries

Inspection Activity #	1	Inspection S	ubject	Dupont	Circle	(A03) Job S	afety Briefing	8	Activity Co	ode	TF	0	JSB	OBS
Job Briefing Employee Name/Title	WMAT	IATA RWIC				Accompanied Inspector?		Out Brief Conducted	Yes	Time	0100 0500		Outside Shift	Yes
Related Reports	N/A				Relat	ted CAPS /	Findings	N/A						
	Ref Rule or S				SOP		Standard		Other / T	Title		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other														
Standards, or other														
	Main Track	Yard	Stat	ion (CC	RTA Facility	FTA Office	T	At-grad	At-grade Tun		nel Elevat		N/A
Inspection Location	х							Track Type			х			
line(a)	A 15mm	Trac	k	turn als 2		Chain Marker		From			То			
Line(s)	A-Line	Nun	ber	track 2	<u>-</u>	and/or St	ation(s)	N/A	N/			N/A		
	Head	l Car Number		Number	of Cars									
Vehicles		N/A		N/A	Ą	Equip	ment	N/A						
Description		•				0		adway worker	Number	of Defect	s			0
	in char	rge (RWIC). A	l persor	nal protec	tive eq	uipment (P	PE) and road	way worker	Recomm	ended Fi	nding?			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 ADAM ANTHONY GIOVANDO

Inspector in Charge – Name Adam Giovando

Inspection Team Tino Sahoo Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.06.07 09:32:28 -05'00'



	protection (RWP) IDs were checked and the working limits were reviewed. The	Remedial Action Required?	No
	 WMATA RWIC covered the nearest hospital and safety rule of the day. The hot spots, hazards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion. Track protection was exclusive track occupancy (ETO) and the de-energization of the 3rd rail was done via a red tag. No exceptions were taken to the Job Safety Briefing. The FWSO Inspector did not note any defects. 	Recommended Reinspection?	No
Remedial Action	N/A	·	

Inspection Activity #	2	Inspe	ection Sub	ject	Dupont C Cables (1		. ,	Replacing Ex 2 kV)	pansion	Activity Co	ode		ТР	RM	OBS	
Job Briefing Employee Name/Title	WMA	TA RW	VIC		Accompa Inspector		d	Yes	Out Brief Conducted	Yes	Time	-	100- 1500	Outside Shift	Yes	
Related Reports	N/A				Related (САР	S / Find	ings	N/A							
	Ref				Rule or S	OP		Standard		Other / Title Check				ecklist Refe	rence	
Related Rules, SOPs, Standards, or Other	ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEMWIDE (REVISION 2, SEPTEMBER 16, 2016) TRACK AND STRUCTURES															
	TRACK AND STRUCTURES DIVISION – TRST 1000 TRACK MAINTENANCE AND INSPECTION MANUAL (REVISION 7, MARCH 2017)															
Inspection Location	Maii Trac		Yard	Station	OCC RTA Facility		FTA Office	Track Type	At-grade	e T	unne	el E	levated	N/A		
	х											Х				
Line(s)	A-Line	2	Track	Number	track 2		nain Ma			From				То		
2	7. 2.110	-	maaki		truck 2	ar	nd/or Sta	ation(s)	CM 088+00			С	M 089+0	0		
Vehicles	Hea		Number	Numl	ber of Cars		Equip	ment	Expansion Ca	bles (1000 k	cmil, 2	<v)< td=""><td></td><td></td><td></td></v)<>				
	EVALSO	N/A				r da	nartmo	at and plactr	ical							
					•	TA's power department and electrical f replacing four expansion cables.					Number of Defects				1	
	In WA	ΛΔΤΔ΄	s shon hef	ore the nig	ht of work	fou	ır 30-foo	t length nort	tions of 1000	Recommended Finding?				? Yes		
	kcmil	cable	were cut a	and pre-me	ggered. In a	add	ition, an	ytime there	is a new cable					d? Yes		
Description	to upp trains Durin expar septe The F expar The fo	kcmil cable were cut and pre-meggered. In addition, anytime there is a new cable replacement on the expansion cables, 2 kV (voltage rating) cables are being used to upgrade the system for the future deployment of 100 percent 7000 series 8-car trains.Remedial Action Required?YesDuring the inspection, the FWSO Inspectors observed the contractor installing expansion cables per the Engineering Modification Instruction (EMI) for jumper, expansion, and transition power cables replacement system wide, issued September 16, 2016.Recommended Reinspection?YesThe FWSO Inspector and WMATA personnel did not note any defects during the expansion cable replacement.YesYes											Yes			
	AND STRUCTURES DIVISION – TRST 1000 TRACK MAINTENANCE AND INSPECTION MANUAL (REVISION 7, MARCH 2017). There were no color-coded conditions noted:															



Form FTA-IR-1

	• TRK 2 CM 088+00 to CM 089+00 – Track invert clogged with mud and debris causing standing water. (See Figure 1.)									
Remedial Action	 To achieve compliance with WMATA's requirements: WMATA must clean track invert so accumulated water can be drained as designed at Dupont Circle (TRK 2 CM 0 									
	089+00).									







FIGURE 1 - TRK 2 CM 088+00 TO CM 089+00 - TRACK INVERT CLOGGED WITH MUD AND DEBRIS CAUSING STANDING WATER.



Date

Digitally signed by ADAM ANTHONY GIOVANDO DN: c=U5, c=U.5. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.06.07 09:33:42 -05'00'

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170524 \\/\	1ATA A	C 2				
inspection Date	2017	05	24	Report Number	20170524-WMATA-AG-2						
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department POWR Sub- Department				CBL. IN.			
	I	Name		Email	Office Phone	9	N	1obile Phone			
Rail Agency Department Contact Information											
Inspection Location	Franconia Springfield (J03) to Van Dorn (J02), track 2										

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspec	tion Sub	ject				gfield (J03) - J Work Crew)		Safety	Activity Co	ode	TI	D	JSB	OBS
Job Briefing Employee Name/Title	WMA	ATA RWI	С				mpanied ector?	Yes		Out Brief Conducted	Yes	Time	100 140		Outside Shift	No
Related Reports						Relat	Related CAPS / Findings									
	Ref					Rule	Rule or SOP Standard			Other / T	ītle		Che	cklist Refer	ence	
Related Rules, SOPs, Standards, or Other	03 AI	DVANCE		T ORDER R-17- E FLAGGER 17)												
	RWP	M														
Inspection Location	Ma Tra		Yard	Station	C	DCC	RTA Facility	FTA Office		rack Type	At-grade	e Tun	inel	Ele	evated	N/A
	Х										х					
lin a(a)	1.1.5.	_	Tuesday	Number		track	Chain	Marker			From		То			
Line(s)	J-Line	2	паскі	Number		2	and/o	r Station(s)		N/A			N/A			
Vehicles	Hea	ad Car N	umber	Numl	oer o	of Cars										
		N/A		N/A		Equipr		oment	٢	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 ADAM ANTHONY GIOVANDO

Inspector in Charge - Name Adam Giovando

Inspection Team Tino Sahoo



	FWSO personnel received a job safety briefing from the WMATA roadway worker	Number of Defects	0
	in charge (RWIC). All personal protective equipment (PPE) and roadway worker	Recommended Finding?	No
	protection (RWP) IDs were checked and the working limits were reviewed. The WMATA RWIC covered the nearest hospital and safety rule of the day. The hot	Remedial Action Required?	No
Description	 spots, hazards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion. In addition to the required PPE, the advanced mobile flagger (AMF) did have the required equipment and was compliant with "WMATA PERMANENT ORDER R-17-03 ADVANCE MOBILE FLAGGER (FRIDAY APRIL 28, 2017)." This equipment consisted of WMATA approved flashing amber lantern/e-flare, orange flag (18'x18') calibrated working radio, air horn, and whistle. The AMF did notify the RWIC via positive communication (phone) that he was in place (next station ahead in the direction the mobile crew walked) and the flashing amber lantern /e-flare and orange flag had been positioned at the end of the platform (8-car marker or end gate). No exceptions were taken. The FWSO Inspector did not note any defects. 	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection	n Subje	ct	Wa	Iking	Observa	tion (Cable I	nspection)		Activity Co	ode		TP	WI	OB	
Job Briefing Employee Name/Title	WMAT	A RWIC				compa pecto		Yes	Out Brie Conduct		Yes	Time		1000- 1400	Outside Shift	No	
Related Reports	20161	221-WMA	TA-WP-	3	Rol	ated (ADS / E	indings		·							
Related Reports	20170	224-WMA	24-WMATA-WP-2														
	Ref	Ref				e or S	OP	Standard			Other / T	ītle		Che	cklist Refe	rence	
Related Rules, SOPs, Standards, or Other	- TRST AND II (REVIS TRACT DRAW REVISI ENGIN INSTRI EXPAN POWE SYSTEI SEPTEI WMAT 02 GR/	TRACK AND STRUCTURES DIVISION – TRST 1000 TRACK MAINTENANCE AND INSPECTION MANUAL (REVISION 7, MARCH 2017) TRACTION POWER DESIGN DRAWING (DD-TP-SSI-013, REVISION 0, AUGUST 2001) ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEMWIDE (REVISION 2, SEPTEMBER 16, 2016) WMATA PERMANENT ORDER R-17- 02 GRANTING FOUL TIME (FRIDAY APRIL 28, 2017) Main								Other / Title					Checklist Reference		
Inspection Location	Main Track	Var	rd S	Station	осс		RTA acility	FTA Office	Track Ty	ne	At-grad	e T	unne	el El	evated	N/A	
	х										х						
Line(s)	J-Line	т	rack Nu	k Number			track Chain Marker 2 and/or Station(s)		From Franconia Springfield (J03) CM 875+00 (Crossover)					To Van Dorn (J02) CM 870+00 (Crossover)			
Vehicles	Норс	Car Num	hor	er Number of Ca						, -			-	,	,		

structure (old way of standing cables off the ground) is on the gage side of the third rail ¹ . Recommended Reinspection? ¹ The above defect should be compliant with: ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEMWIDE (REVISION 2, SEPTEMBER 16, 2016) Recommended Reinspection? From two related FTA reports (20161221-WMATA-WP-3 and 20170224-WMATA-WP-2), the following remedial actions have been corrected: • TRK 2 CM 826+00 – Repair conduit stub-up.		N/A	N/A				
did occur on radio communication between the RWIC and the Rail Operations Control Center (ROCC). The RWIC relinquished foul time once the mobile work crew completely walked through the "hot spot." No exceptions were taken to the RWIC performing his duties. The RWIC was compliant with WMATA PERMANENT ORDER R-17-02 GRANTING FOUL TIME (FRIDAY APRIL 28, 2017). Remedial Action Required? Daily cable inspections are part of the holistic approach WMATA has instituted to prevent cable fires and arcing incidents. The pictures taken and issues noted were entered into a database for nighttime cable repair crews to fix. The following new defect was observed, and there were no color-coded conditions noted: Recommended Reinspection? • TRK 2 CM 773+00 – Cables stood off the ground with the old metal Kindorf channel. The cables have shifted to where a portion of metal Kindorf channel. The cables have shifted to where a portion of metal Kindorf the third rail ¹ . Recommended Reinspection? • TRK 2 CM 773+00 – Cables stood off the ground with the old metal Kindorf channel. The cables have shifted to where a portion of metal Kindorf the third rail ¹ . Recommended Reinspection? • The above defect should be compliant with: ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEMWIDE (REVISION 2, SEPTEMBER 16, 2016) Recommended Reinspection? • TRK 2 CM 826+00 – Repair conduit stub-up. • TRK 2 CM 826+00 – Repair conduit stub-up. • TRK 2 CM 826+00 – Repair conduit stub-up.						Number of Defects	1
Control Center (ROCC). The RWIC relinquished foul time once the mobile work crew completely walked through the "hot spot." No exceptions were taken to the RWIC performing his duties. The RWIC was compliant with WMATA PERMANENT ORDER R-17-02 GRANTING FOUL TIME (FRIDAY APRIL 28, 2017). Remedial Action Required? Daily cable inspections are part of the holistic approach WMATA perMANENT or cable fires and arcing incidents. The pictures taken and issues noted were entered into a database for nighttime cable repair crews to fix. Remedial Action Required? Description The following new defect was observed, and there were no color-coded conditions noted: Remedial Action Required? • TRK 2 CM 773+00 - Cables stood off the ground with the old metal Kindorf channel. The cables have shifted to where a portion of metal Kindorf lattice structure (old way of standing cables off the ground) is on the gage side of the third rail ¹ . Recommended Reinspection? • TRK 2 CM 773+00 - Cables cond off the ground with the old metal Kindorf channel. The cables have shifted to where a portion of metal Kindorf the third rail ¹ . Recommended Reinspection? • TRK 2 CM 773+00 - Cables cond conditions cables off the ground with the old metal Kindorf the third rail ¹ . Recommended Reinspection? • Tre following remedial actions Ave been corrected: Recommended Reinspection? • TRK 2 CM 773+00 - Cables conditions ave been corrected: The above defect should be compliant with: ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, E		0			•	Recommended Finding?	Yes
RWIC performing his duties. The RWIC was compliant with WMATA PERMANENT ORDER R-17-02 GRANTING FOUL TIME (FRIDAY APRIL 28, 2017). Image: Compliant with WMATA has instituted to prevent cable inspections are part of the holistic approach WMATA has instituted to prevent cable fires and arcing incidents. The pictures taken and issues noted were entered into a database for nighttime cable repair crews to fix. The following new defect was observed, and there were no color-coded conditions noted: Image: Compliant with the old metal Kindorf channel. The cables have shifted to where a portion of metal Kindorf lattice structure (old way of standing cables off the ground) is on the gage side of the third rail ¹ . Image: The above defect should be compliant with: ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEMWIDE (REVISION 2, SEPTEMBER 16, 2016) From two related FTA reports (20161221-WMATA-WP-3 and 20170224-WMATA- WP-2), the following remedial actions have been corrected: Image: TRK 2 CM 826+00 – Repair conduit stub-up.		Control Center (ROCC). The	RWIC relinquished	obile work	Remedial Action Required?	Yes	
TRK 2 CM 782+00 – Repair conduit stub-up. TRK 2 CM 731+00 – Repair conduit/O-Z/Gedney Bushing. The other remedial actions and cable issues noted in the two related reports (i.e., FTA reports: 20161221-WMATA-WP-3 and 20170224-WMATA-WP-2) have not been addressed. To achieve compliance with WMATA's requirements:	Description	RWIC performing his duties ORDER R-17-02 GRANTING Daily cable inspections are prevent cable fires and arc entered into a database for The following new defect of conditions noted: • TRK 2 CM 773+00 – C channel. The cables h structure (old way of the third rail ¹ . ¹ The above defect should h INSTRUCTIONS (EMI) FOR J REPLACEMENT SYSTEMWIN From two related FTA repo WP-2), the following reme • TRK 2 CM 826+00 – R • TRK 2 CM 731+00 – R • TRK 2 CM 731+00 – R • TRK 2 CM 731+00 – R	s. The RWIC was com FOUL TIME (FRIDAY part of the holistic a ing incidents. The pio r nighttime cable rep was observed, and the ables stood off the g ave shifted to where standing cables off t DUMPER, EXPANSION DE (REVISION 2, SEPT orts (20161221-WM/ dial actions have be epair conduit stub-u epair conduit stub-u	npliant with WMATA APRIL 28, 2017). pproach WMATA has ctures taken and issu bair crews to fix. here were no color-or ground with the old me a portion of metal k the ground) is on the NGINEERING MODIFI I, AND TRANSITION P TEMBER 16, 2016) ATA-WP-3 and 2017(ten corrected: p. p. edney Bushing. oted in the two related d 20170224-WMATA	PERMANENT s instituted to es noted were coded hetal Kindorf Cindorf lattice gage side of CATION OWER CABLES D224-WMATA- ed reports	Recommended Reinspection?	Yes





FIGURE 1 - TRK 2 CM 773+00 – CABLES STOOD OFF THE GROUND WITH THE OLD METAL KINDORF CHANNEL. THE CABLES HAVE SHIFTED TO WHERE A PORTION OF METAL KINDORF LATTICE STRUCTURE (OLD WAY OF STANDING CABLES OFF THE GROUND) IS ON THE GAGE SIDE OF THE THIRD RAIL



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

			1						
Inspection Date	YYYY	MM	DD	Report Number	20170524-WN		\\/ 1		
Inspection Date	2017	05	24	Report Number	20170524-001	VIATA-T	VV-T		
Rail Agency Name		Washington Metropolitan Area Transit Authority (WMATA) Rail Agency Department Car Maintenance (CMNT) Sub- Department							
	1	Name		Email	Office Phone	5	N	Iobile Phone	
Rail Agency Department									
Contact Information		-							
Inspection Location	West Falls Ch	nurch Yard (KS	99)						
nspection Summary									
Inspection Activity #	1		2	3	4		5	6	
Inspection Activity # Activity Code	1 VM-SI-	OBS	2	3	4		5	6	
· · ·		OBS	2	3	4		5	6	
Activity Code	VM-SI-	OBS	2	3	4		5	6	
Activity Code Inspection Units	VM-SI-	OBS	2	3	4		5	6	
Activity Code Inspection Units Inspection Subunits	VM-SI- 1 1		2	3	4		5	6	

Activity Summaries

Remedial Action Required¹

Recommended Reinspection

No

Yes

Inspection Activity #	1	Ins	pection Subj	ect	Shop Ol Facility		ons – Wes	t Falls Churcl	h Inspection	Activity Code		VN	N	SI	OBS
Job Briefing Employee Name/Title	N/A					Accompanied No Inspector?			Out Brief Conducted	Yes	Time	080 110		Outside Shift	No
Related Reports	N/A					Relate	ed CAPS /	Findings	N/A						
	Ref				Rule or S	or SOP Standard			Other / 1	Гitle		Check	list Refer	ence	
Related Rules, SOPs, Standards, or Other	N/A				N/A	N/A									
la su stina la satian	Mai Trac		Yard	Stati	ion C	DCC	RTA Facility	FTA Office	Treads Torres	At-grad	e Tu	nnel	Elev	ated	N/A
Inspection Location							х		Track Type						х
Line(a)	NI / A		Track			Chain Marker				From			1	То	
Line(s)	N/A		Numbe	er	N/A		and/or St	ation(s)	N/A	N/A					
	Hea	ad Ca	r Number	1	Number o	of Cars			Under Floor C	Car Hoist (Automatic Wheel Stops)					
Vehicles		N/A N/A					Equip	ment	Under Floor C	or Car Hoist Overhaul					
Description						contractors performing overhaul of under				Number	s			0	
					0		0		cations under actors wearing	Recommended Finding?					No
	the 0	VEISI	SHE OF WIVIA	AIIIS	pectors.	inspecti	JIS UDSELV		actors wearing	Remedia	al Action F	Require	ed?		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	Thomas Wozniak	Digitally signed by Thomas Wozniak DN: cn=Thomas Wozniak, o=FRA, ou=DOT, ema Date: 2017.06.07 12:48:43 -05'00'	Date il=thomas.wozniak@dot.gov, c=US
Inspector in Charge – Name Tom Wozniak	Inspection Team Tom Wozniak, Bill Hultsch		



rederal Transit A			
	 appropriate personal protective equipment (PPE) and conducting work activities in a safe manner. FWSO Inspectors observed an automatic wheel stop on an under-floor car hoist that did not deploy with the train in the raised position. Automatic wheel stops are intended to prevent rail cars from rolling off the under-floor car hoist when the rail car is raised. Shop personnel were aware of the defect, ensured manual wheel stops were properly placed, and have included repair of the automatic wheel stops with the rehab contract on the under-floor hoists currently in progress. FWSO will perform a follow-up inspection following completion of under-floor car hoist rehab to ensure proper repair of the automatic wheel stops and development of a procedure for placement of manual wheel stops. FWSO Inspectors reviewed the procedure for wheel maintenance management and recording of measurements in Maximo. Recordings in Maximo included wheel diameter, flange thickness, and flange height. Maximo highlights in red any entries that are out of tolerance. Rail cars with wheels out of tolerance are held out of service for re-wheel. Finally, FWSO Inspectors walked the shop area. Inspectors observed the proper placement of tools, equipment, and shop material that was stored in a manner where it did not foul any working track nor create a tripping hazard for employees. Additionally, the shop floor was clean and free of slip and fall hazards. 	Recommended Reinspection?	Yes
Remedial Action	N/A		



Agency/Department Information

Federal Transit Administration

	YYYY	MM	DD							
Inspection Date	TTTT		00	Report Number	20170525-WN	ЛАТА-А	G-1			
	2017	05	25							
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	SAFE					
	1	Name		Email	Office Phone	5	N	1obile Phone		
Rail Agency Department										
Contact Information		_								
	_									
Inspection Location	E-Line Track	1, West Hyatt	sville (E07) to I	ort Totten (E06)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspect	tion Subj	ect	Job Safe	ety Brie	fing Observ	vation		Activity Co	de	TR	К	JSB	OBS
Job Briefing Employee Name/Title	TRST	6207				Accoi Inspe	mpanied ctor?	Yes	Out Brief Conducted	Yes	Time	1000 140		Outside Shift	No
Related Reports	N/A					Relat	ed CAPS /	Findings	N/A						
	Ref				Rule or S	OP	Standard			Other / Title			Checl	klist Refe	rence
Related Rules, SOPs, Standards, or Other	MSRP	РΗ			R-17-02										
	RWP	N		R-17-03											
	Mai Trac		Yard	Stati	on C	OCC RTA Facility		FTA Office		At-grade	e Tui	nnel	Elev	ated	N/A
Inspection Location	х								Track Type					х	
1:	E Line		Track		turnals 1	Chain Marker		From			То				
Line(s)	E-Line	2	Numbe	er	track 1		and/or St	ation(s)	West Hyattsv	ville (E07) F			Fort Totten (E06)		
	Hea	d Car Nı	umber	1	Number o	of Cars									
Vehicles		N/A N/A				Equip	ment	N/A							
Description			•				0	n Track and		Number of Defects			0		0
Description	(TRST) Unit 62	207, who	was s	erving as	s the roadway worker in charge (RWIC), prior				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 ADAM ANTHONY GIOVANDO

Inspector in Charge – Name Adam Giovando Inspection Team Chris DiFatta, Alexander Nepa, Tom Wozniak, Robert Maniuszko

Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.05.31 10:54:39 -05'00'



	to entering the roadway. During the briefing, the work group was informed that	Remedial Action Required?	No
	the advanced mobile flagger (AMF), Unit 6093, had been briefed by the roadway worker in charge (RWIC) and had the approved personal protective equipment (PPE) to perform his duties. The RWIC covered all required aspects of the job safety briefing. This included the type of protection (train approach warning (TAW)), designation of roles within the work group, identification of hot spots, discussion of potential hazards to be encountered during the inspection, and the nearest hospital. The RWIC also informed the work group that an advanced watchman, unit 6699, would be used. All members of the work group had their PPE and roadway worker protection (RWP) cards checked for compliance. The RWIC contacted the AMF to confirm he was in position. The briefing concluded at 1023 hours. The RWIC contacted the Rail Operations Control Center (ROCC) at 1047 hours and was instructed to stand by due to too many work groups on the roadway. At 1207 hours the ROCC contacted the RWIC for details of the request. The ROCC instructed the RWIC to stand by. At 1212 hours, the ROCC granted permission to access the roadway. At 1225 hours, the RWIC contacted the ROCC to request foul T=time to traverse two hot spots. The ROCC instructed the RWIC to stand by. At 1241 hours, the ROCC contacted the RWIC for details of the requested foul time. The ROCC instructed the RWIC to stand by. At 1251 hours, the ROCC apologized to the RWIC for the delay. They informed him that trains were backed up down the line and that it would take some time to grant the foul time. At 1251 hours the RWIC cancelled the request and was granted permission to return to the West Hyattsville (E07) station platform on track 2. At 1257 hours, the RWIC contacted the ROCC to notify the controller that the work group was clear of the roadway. No exceptions were taken with the briefing.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Insp	ection Sub	ject	RWI	C and AM	Rules Con	npliance Obs	ervation	Activity Co	ode	TRK		RC	OBS
Job Briefing Employee Name/Title	TRST	6207					Yes		Out Brief Conducted	Yes	Time	1000 – C 1400		Outside Shift	No
Related Reports	N/A					Rela	ted CAPS /	Findings	N/A						
	Ref				Rule	ule or SOP Standard				Other / Title Chee				klist Refe	rence
Related Rules, SOPs, Standards, or Other	MSRP	н			R-17-	-17-02									
Standards, or Other	RWPN	N			R-17-03										
	Mai Trac		Yard	Stat	ion	осс	RTA Facility	FTA Office	T	At-grade	e Tui	nnel	Elev	vated	N/A
Inspection Location	х								Track Type					х	
1	E 11.		Track				Chain Ma	rker		From			1	То	
Line(s)	E-Line	2	Numb	er	trac	СК 1	and/or Station(s) West Hy			ille (E07)		Fort 1	Fotten ((E06)	
	Hea	d Car	Number		Numb	er of Cars									
Vehicles		N/	'A			N/A	Equip								
						_				Number		0			
								ce with Perm d Mobile Flag	anent Orders	Recomm	ended Fi	nding?			No
		•					•		• •	Remedia	l Action F	Require	d?		No
Description Hyattsville (E07) and Fort Totten (E06). The RWIC relayed all required information to the ROCC for the first location at F1 chain marker (CM) 356+00 to F1 CM 335+00. The ROCC acknowledged the request and instructed the RWIC to stand by. The ROCC informed the RWIC that due to trains being backed up down the												No			



	No exceptions were taken with the duties and responsibilities performed by RWIC #6207.	
	The FWSO Inspectors observed the advanced mobile flagger for compliance with Permanent Order R-17-03 (Advanced Mobile Flagger).	
	The FWSO Inspector observing the AMF (unit 6093) noted compliance with the requirements of R-17-03. The AMF had all required personal protective equipment (PPE); including the flashing amber lantern and orange flag, and was positioned at the 8-car marker. The FWSO Inspector verified that the AMF was level-4 qualified and had established communication with the RWIC. The AMF communicated with each operator, as required by R-17-03. No exceptions were taken with the duties performed by the AMF.	
Remedial Action	N/A	I

Inspection Activity #	3	Insp	ection Sub	ject	Traii	n Operato	r Rules Cor	npliance Obs	ervation	Activity C	ode	RTI	RA	RC	OBS
Job Briefing Employee Name/Title	TRST	6207					mpanied ector?	Yes	Out Brief Conducted	Yes	Time	100 14	-	Outside Shift	No
Related Reports	2017	0516-	WMATA-W	/P-1		Rela	ted CAPS /	Findings	Remedial Act	tion ID: 1308	3		·		
	Ref				Rule	or SOP		Standard		Other / 1	Title		Chec	klist Refer	ence
Related Rules, SOPs, Standards, or Other	MSRF	РΗ			R-17-	·02									
Standards, or other	RWPI	М			R-17-	·03									
Inspection Location	Mai Trac		Yard	Stat	ion	OCC	RTA Facility	FTA Office	- Track Turno	At-grad	e Tu	nnel	Ele	vated	N/A
Inspection Location	x								Track Type					х	
Line(s)	E-Line	<u> </u>	Track		tra	ck 1	Chain Ma	arker	From			То			
Lille(3)	L-LIIR	c	Numb	er	trat		and/or Station(s) West Hyattsvil				ille (E07) F			(E06)	
Vehicles	Hea	nd Car	^r Number		Numb	er of Cars	of Cars Equipment N/A								
venicies		N/	/A		I	N/A	Equi	ment	IN/A						
			ectors obs		-	-		Number	of Defec	ts			2		
			.7-02 (Requ operator of		·	,	Recomm	ended Fi	nding?			No			
	WMA			cruin .	507 ma	a attenue	Remedia	Action	Require	ed?		No			
Description	inspe The fi assign	ollow ned to •	were on the ring non-co o the AMF: Train 306 f Station. The departing to Operator H Train 504 f Station to continuous Class I/Cla	le road ailed t e ope the sta Proced ailed t ackno sly wh ss II V these	dway. ded de to prop rator o ation. I <i>lures,</i> to prop wledge en dep ehicle	efects wer perly soun did not sou Defect ass Item 1 of I perly soun e the AMF parting the Operator	d the horn and the horn cociated wi P.O. R-17-0 d the horn . The opera e platform. Procedure	3 approaching ator did not s Defect assoc	nspector Fort Totten sly when ass II Vehicle Fort Totten ound the horn ciated with P.O. R-17-03.		iended R	einspec	tion?		No
Pomodial Action	NI/A														
Remedial Action	N/A														



Inspection Activity #	4	Insp	ection Sub	ject	ROCC	C Rules Co	mplian	ce O	bservation		Activity Co	de	RO	CC	RC	OBS
Job Briefing Employee Name/Title	TRST	6207					mpanie ector?	d	Yes	Out Brief Conducted	Yes	Time	100 14		Outside Shift	No
Related Reports	N/A					Rela	ted CAP	s / I	Findings	N/A						
	Ref				Rule o	r SOP			Standard	1	Other / T	itle		Chec	klist Refei	ence
Related Rules, SOPs,	MSRP	Ή			R-17-0)2										
Standards, or Other	RWPN	N			R-17-0)3										
	MSRP	н			T-16-1	.0										
	Mair		Yard	Stat	ion	OCC	RTA		FTA		At-grade	e Tu	unnel Ele		vated	N/A
Inspection Location	Trac	.K				х	Facilit	ιy	Office	Track Type		x		X		
Line(s)	E-Line	9	Track Numb	er	track	k 1	Chain and/o				From		Fort -	Totton	To	
	Нор	d Car	Number	-	Numbo	er of Cars					West Hyattsville (E07) Fort Totten					
Vehicles	Tiea						Eq	luip	ment	N/A						
	On Th	N/		2017		I/A	actor ro	nort	ted to the RO)(C and	NI	• -			0	
						•		•	sed FWSO te		Number					0
			-						<i>,</i> ,	ance regarding	Recommended Finding?					No
		badway worker protection (RWP) access procedures. There was a concentrated bcus on Permanent Order R-17-02 (Granting Foul Time), Permanent Order T-16-											No			
Description	RWIC hours The FV Other	assig WSO Nota • •	Inspector of able Observ The RWIC properly ic For his lass West Hyat number of also repor spots." He protection Totten (E0 The FWSO "over" bet "Central O The RTC re the reques The RTC gr announce Aviation O location. T Procedure The RWIC the walk. In each ins	team did not vations follow lentify t initia tsville perso ted he would (b) for Inspe ween ut," cc equest st befo ranted ment c rganiz 'his col s Hanc called	was for t note a s: ed radi ing as u l call-or (E07) – onnel in conduc d be wa y, he stu- train op ctor no the RTC oncludir ed him ore gran permis over the ation (I nforms dbook (clear or , the RT	rmally cle any defec o protoccurit 6207 n, he prov- Ft. Totte his crew cted a sai liking und ated that perator n ted all ra C and the ng the co ang the co ato stand nting perr ssion for u e radio. T (CAO) ass with the MSRPH) f locatior	ared on ts. bl, callin vided the n (E06), , includi fety brie ler train there w otification dio tran RWIC. 1 mmunic by and s nission of requeste he RTC ti gnment Metrors General o once ci	g or e loo , tra ng " efing app vas a cons. ssmis Che catio stan of th ed a useo t of rail S Rule rew	he protect list n via his port cation of his ck 1, and ide One FTA per g and identifi proach warni an AMF stati ssions conclu m loop. d clear while he RWP requ ccess, makin d Internation the alphabet afety Rules a e 1.79. completed t	able radio and walk from entified the rsonnel." He ed all "hot ng (TAW) oned at Ft. uded with ed with ed with e he reviewed est. ng a general al Civil t to clarify	Recomm	ended R	einspec	ction?		No
	FOUL	TIME	informatic REQUEST: The RWIC, 0	unit 6	5207, ca				one occasio +00 – E1 CM							



|--|



Date

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170525-WM		
inspection Date	2017	05	25	Report Number	20170525-001	VIATA-AG-Z	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	SAFE	Sub- Departme	ent
	1	Name		Email	Office Phon	e	Mobile Phone
Rail Agency Department							
Contact Information							
Inspection Location	E-Line, track	2, West Hyatt	sville (E07) to F	ort Totten (E06)			

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspectio	on Subj	ect	Job Safe	ety Brie	fing			Activity Co	ode	TR	к	JSB	OBS
Job Briefing Employee Name/Title	TRST #	¥6369					mpanied ector?	Yes	Out Brief Conducted	No	Time	100 140		Outside Shift	No
Related Reports	N/A					Relat	ed CAPS /	Findings	N/A						
	Ref			F	Rule or S	OP		Standard		Other / T	ïtle		Cheo	klist Refer	ence
Related Rules, SOPs,	MSRP	Н		F	R-17-02										
Standards, or Other	RWPN	Λ		F	R-17-03										
	Maiı Trac	Ya	ard	Static	on C	осс	RTA Facility	FTA Office		At-grade	e Tui	nnel	Ele	vated	N/A
Inspection Location	х								Track Type			Х		х	
line(a)	E Line		Track		4 ma al. 2		Chain Ma	rker		From				То	
Line(s)	E-Line	·	Numbe	r	track 2		and/or St	ation(s)	Fort Totten (B	E06)	West Hyattsville (E07)				
	Hea	d Car Nun	nber	N	umber c	of Cars									
Vehicles		N/A			N/A		Equip	ment	N/A						
Description									*	Number of Defects					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 ADAM ANTHONY GIOVANDO

Y GIOVANDO Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.06.01 08:31:04 -05'00'

Inspector in Charge – Name Adam Giovando

Inspection Team Chris DiFatta, Lee Emard, Tom Wozniak, Tino Sahoo



	The FW/S(O inspection	team re	ceived a	ioh sa	ufety briefir	og from TRST	#6369 All	Decomm	and ad Fi	n alim a C			No
	personal	, protective e	quipmen	nt (PPE) a	and ro	adway wor	ker protectio	on (RWP)	Recomm Remedia			sq5		No No
	working I hazards, d used as p The work an advand	imits, neares clearance are art of the dis	st hospit: eas, com scussion. also prov an for an	al and th imunicat vided with ny areas t	ne safe tion an th an a that re	ety rule of t ad the Road dvanced m equire addi	he day. The l way Access obile flagma	Guide were in (AMF) and	Recomm					No
Remedial Action	N/A													
Inspection Activity #	2 Ins	spection Sub	ject	RWIC and	d AMF	Rules Com	pliance Obs	ervation	Activity Co	ode	TR	K	RC	OBS
Job Briefing Employee Name/Title	TRST #63	69				mpanied ector?	Yes	Out Brief Conducted	No	Time	100 14		utside Shift	No
Related Reports	N/A				Relat	ed CAPS /	Findings	N/A		1				
	Ref			ule or SC	OP		Standard		Other / T	Checkli	st Refer	ence		
Related Rules, SOPs, Standards, or Other	MSRPH R-17-02 RWPM R-17-03													
Inspection Location	Main Track	Yard	Statior	n OC	сс	RTA Facility	FTA Office	Track Type	At-grade	e Tu	nnel	Elevat	ed	N/A
	х							The type			х	х		
Line(s)	E-Line	Track Numb	er	track 2		Chain Ma and/or St		Fort Totten (From E06)		West	: Hyattsvil	To le (E07)	
Vehicles		ar Number	Nu	umber of	Cars	Equip	ment	N/A						
		-	Charge (F						Number	of Defec	te			0
				-								g?		-
		•				•	•					ed?	NO	
Description	Totten (E informati E2 Chain request a granted t RWIC pro the area a At the sec foul time request w back occu that the F cleared th relinquish foul time No excep #6369.	N/AN/Aadway Worker in Charge (RWIC):Number of Defects0e FWSO inspectors observed the RWIC for compliance with permanent orders 17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Flagger). per the 2017 Roadway Access Guide, there are three hot spots between Fort tten (E06) and West Hyattsville (E07). The RWIC relayed all required ormation to the Rail Operations Control Center (ROCC) for the first location at Chain Marker (CM) 282+00 to E2 CM 290+00. The ROCC acknowledged the quest and instructed the RWIC to stand by. The ROCC rail traffic controller (RTC) anted the foul time per the requirements of Permanent Order R-17-02. The VIC provided a 100% repeat back via the radio. The inspection team traversed e area and foul time was relinquished as required by the RWIC. the second location, the RWIC combined two hot spots into one request for ul time. The request covered the area from E2 CM335+00 to E2 CM356+00. The quest was granted after the R-17-02 requirements were met and a 100% repeat ck occurred from the RWIC. During this foul time period the ROCC requested at the RWIC relinquish foul time to allow a train to pass through. The RWIC wared the team to a place of safety and alerted the RTC that foul time was linquished until the train passed. Once the train passed the RWIC was granted ul time and the walk was completed.Recommended Reinspection?NoNoexceptions were taken with the duties and responsibilities performed by RWICexceptions were taken with the duties and responsibilities performed by RWIC												



	The FWSO Inspector observing the AMF noted compliance with the requirements of R-17-03. The AMF had all required personal protective equipment (PPE); including the flashing amber lantern, orange flag, calibrated working radio, air horn and a whistle. The FWSO Inspector verified that the AMF was level 4- qualified and had established communication with the RWIC. The AMF communicated with each operator as required by R-17-03. No exceptions were taken with the duties performed by the AMF.	
Remedial Action	N/A	

Inspection Activity #	3 Ins	pection Sub	ject	Train O	perator	Rules Com	pliance Obs	ervation	Activity Co	ode	RTI	RA	RC	OBS
lob Briefing Employee Name/Title	TRST #63	69			Accor Inspe	mpanied ctor?	Yes	Out Brief Conducted	No	Time	100 14	-	Outside Shift	No
Related Reports	20170516	5-WMATA-W	P-1		Relat	ed CAPS /	Findings	Remedial Act	tion ID: 1308	}				
	Ref			Rule or S	OP		Standard		Other / 1	ītle		Chec	klist Refer	ence
Related Rules, SOPs,	MSRPH			R-17-02										
tandards, or Other	RWPM			R-17-03										
	Main Track	Yard	Statio	on C	DCC	RTA Facility	FTA Office	Treads Trues	At-grad	e Tu	nnel	Ele	vated	N/A
Inspection Location	x							Track Type			Х		Х	
Line(s)	E-Line	Track Numbe	er	track 2		Chain Ma and/or St		Fort Totten (From E06)		West	Hyatt	To sville (E07)
	Head Ca	ar Number	Ν	Number o	of Cars									
Vehicles	١	N/A		N/A	1	Equip	ment	N/A						
	FWSO Ins	pectors obse	erved 1	L8 train o	perator	rs for comp	liance with	permanent	Number	of Defect	ts			3
		• •			,	•		oile Flagger).	Recomm	ended Fi	nding?			No
		e train opera by WMATA.	train 502) had no	Remedia	Action I	Require	ed?		Yes				
Description	The follow the AMF: •	Train 504 fa located at V Class I/Clas Train 506 fa located at V Class I/Clas Train 505 o AMF locate	ailed to West H ailed to West H S II Ve nly sou d at W	o properi iyattsville chicle Op o properi iyattsville chicle Op unded th /est Hyat	ly sound e Statio erator I ly sound e Statio erator I e main ctsville S	d the horn a n platform Procedures d the horn a n platform. Procedures line horn o Station plat	approaching . <i>Defect asso</i> , <i>Item 1 of F</i> approaching . <i>Defect asso</i> , <i>Item 1 of F</i> nnce on appr form. <i>Defec</i>	<i>bciated with</i> <i>2.0. R-17-03.</i> the AMF <i>bciated with</i> <i>2.0. R-17-03.</i>	Recomm	ended Re	einspec	ction?		Yes
	Remedial actions for these defects were previously listed in FWSO report 20170516-WMATA-WP-1. Note: The FWSO Inspector riding within the operating cab of train numbers 504, 502, 509, 503, 505 did not note any noncompliance with R-17-03.													
Remedial Action	•	N/A												
			[DC	0.0

Inspection Activity #	4	Inspection Subject	ROCC R	ules Compliance O	bservation		Activity Co	ode	ROCC	RC	OBS
Job Briefing Employee Name/Title	TRST	#6369		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1400	Outside Shift	No
Related Reports	N/A			Related CAPS / I	Findings	N/A					



	Ref		Ru	ule or SOP		Standard		Other / Title	9		Checklis	t Refere	nce
Related Rules, SOPs,	MSRPH		R-	-17-02									
Standards, or Other	RWPM		R-	-17-03									
	MSRPH		T-	16-10									
Inspection Location	Main Track	Yard	Station	n OCC	RTA Facility	FTA Office	Track Type	At-grade	Tu	nnel	Elevat	ed	N/A
	х						Пасктуре			х	Х		
Line(s)	E-Line	Track Numbe	er .	track 2	Chain Ma and/or St		Fort Totten (E	From 06)		West	Hyattsvill	To le (E07)	
	Head Ca	r Number	Nu	mber of Cars					-				
Vehicles	N	/A		N/A	Equip	ment	N/A						
	On Thurso	lay, May 25,	2017, th	ne FWSO Insp	ector repor	ted to the R	OCC and	Number of	Defect	ts			0
				ervation with				Recommen					No
				roller (RTC) co edures. There	•		adway Worker		d?		No		
		· · ·					r-16-10 (Radio	Remedial Action Required?					
		as well as co		ce with Perma									
	console an inspection	nd monitore n track unit v	d the FSV valking fi	d the observa WO team me rom Ft. Totte nally cleared o	mbers assig n to West H	ned to a WN Iyattsville. Th	IATA ne RWIC						
	The FWSC	Inspector d	id not no	ote any defec	ts.								
	Other Not	able Observ	ations:										
Description	•	properly id For his last Totten and personnel i reported hi He would b Lastly, he s for train op The FWSO "over" betw "Central Ou The RTC re the requess The RTC gra announcen Organizatic conforms w (MSRPH) G The RWIC of the walk.	entifying initial ca West Hy n his cree e conduce walkin tated tha erator n Inspecto veen the ut," conc quested t before anted pen eneral R anted pen eneral R alled cle	yattsville, trac ew—including cted a safety I ng under train at there was a notifications. or noted all ra e RTC and the cluding the co him to stand granting perr ermission for er the radio. R I) assignment Metrorail Safe clue 1.79. ear of location	vided the lo vided the lo ck 2, and ide "One FTA poriefing and approach an AMF stat dio transmi RWIC. The mmunicatio by and star nission of th requested a TC used Int of the alpha ety Rules ar	cation of his entified the r personnel." H didentified a warning (TAV tioned at We ssions conclu RTC conclud on loop. nd clear while he RWP requ access, makir ernational C abet to clarif nd Procedure	walk from Ft. number of de also II "hot spots." W) protection. ist Hyattsville uded with ed with e he reviewed test. ng a general ivil Aviation y location. This	Recomment	ded Ré	einspect	tion?		No
	 FOUL TIME REQUEST: RWIC unit 6369 called on for foul time on two separate occasions: The first location was E2 CM283+00 – E2 CM290+00. The second location was E2 CM335+00 – E2 CM356+00. For each instance, the RWIC identified himself and crew properly and requested foul time, as required. 												



	 The RTC asked him to "stand by and stand clear," while he ensured proper protects were in place. For each instance, the FWSO inspector observed the RTC button controller establish red signals and prohibit exits for all affected signals in area, removing automatic capability. Blue block track and human form was established in said area, as well. On one of the two requests, the RTC contacted the approaching train to notify him of the red signal on approach. The RTC ensured 100% repeat back of clearance and specific foul time protection (exits, red signals, etc.) before granting the RWIC foul time access. 	
	No exceptions were taken with the ROCC rules compliance associated with this inspection.	
Remedial Action	N/A	



Date

Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.06.01 08:32:28 -05'00'

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170525-WMATA-AG-3					
inspection Date	2017	05	25	Report Number	20170323-WIVIATA-AG-3					
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST Sub- Dep		artment	Maintenance		
	1	Name		Email	Office Phone		Mobile Phone			
Rail Agency Department Contact Information										
Inspection Location	E-Line, track	1, West Hyatt	sville (E07) to F	ort Totten (E06)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	nspection Sub	ject	Job Safe	ty Brief	fing			Activity Co	de	TRI	K	JSB	OBS
Job Briefing Employee Name/Title	TRST 62	207			Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	Yes	5 Time		1000 - 1400		No
Related Reports	201705	25-WMATA-A	G-1		Related CAPS / Findings									
	Ref	ef Rule or S					Standard		Other / T	ïtle		Chec	klist Refe	ence
Related Rules, SOPs, Standards, or Other	MSRPH	MSRPH												
	RWPM								-					
	Main Track	Yard	Stati	on C	CC	RTA Facility	FTA Office		At-grade	e Tur	nnel	Elev	vated	N/A
Inspection Location	х							Track Type				х		
									From			То		
Line(s)	E-Line	Track Numb	er	track 1			n Marker or Station(s) E1 CM368+00			Fort Totten (E06) E1 CM356+00				
	Head	Car Number	1	Number o	f Cars									
Vehicles		N/A		N/A		Equip	ment	N/A	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 ADAM ANTHONY GIOVANDO

Inspector in Charge - Name Adam Giovando

Inspection Team Robert Maniuszko

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



	FWSO Inspectors received a job safety briefing from Track and Structures (TRST),	Recommended Finding?	No
	unit 6207, who was serving as the roadway worker in charge (RWIC), prior to entering the roadway. During the briefing, the work group was informed that the	Remedial Action Required?	No
	advanced mobile flagger (AMF), unit 6093, had been briefed by the RWIC and had the approved personal protective equipment (PPE) to perform his duties. The RWIC covered all required aspects of the job safety briefing. This included the type of protection (train approach warning (TAW)), designation of roles within the work group, identification of hot spots, discussion of potential hazards to be encountered during the inspection, and the nearest hospital. The RWIC also informed the work group that an advanced watchman, unit 6699, would be used. All members of the work group had their PPE and roadway worker protection (RWP) cards checked for compliance. The RWIC contacted the AMF to confirm he was in position. The briefing concluded at 1023 hours. No exceptions were taken with the briefing.	Recommended Reinspection?	No
Remedial Action	N/A		

lob Briefing Employee							ion		Activity C	Juc	TRK		GEN	OBS
Name/Title	TRST 6207				Yes		Out Brief Conducted	Yes	Time	1000 140	-	Outside Shift	No	
Related Reports	20170525	-WMATA-AG	6-1	Re	elated C	APS / I	Findings							
	Ref		Ru	le or SOP			Standard		Other / -	Fitle		Checkl	ist Refer	ence
Related Rules, SOPs, Standards, or Other														
	MSRPH													
nspection Location	Main Track	Yard	Station	occ		RTA cility	FTA Office	Track Type	At-grad	e Tu	nnel	Eleva	ted	N/A
ispection Location	Х							The rype				х		
Line(s)	E-Line	Track	+	rack 1		ain Ma			From				То	
		Numbe	er		and	d/or St	ation(s)	E1 CM368+0	D		E1 CM	1356+00		
/ehicles		r Number I/A	Nur	nber of Ca N/A	irs	Equip	ment	N/A						
	The FWSC) Inspector c	bserved	the track i	nspectio	on that	was perfori	ned by the	Number	of Defect	s			0
	Washington Metropolitan Area Transit Authority (WMATA) contractor from Rail Pro. The planned inspection was for track 1 from PG Plaza (E08) to Fort Totten (E06). Due to the rain and possible slippery conditions, the inspection was							Recomm	nended Fi	nding?			No	
								Remedia	al Action I	Required	d?		No	
Description	(E06). Foll West Hya traffic cor was made to enter t requestec hours tha the reque team rece 2. Note: The left for tra cancelled The FWSC Other No	lowing the jc ttsville and c ntroller (RTC) e at 1047 hou he roadway I foul time to t trains were sted foul time to trains were sted foul time ived permis remaining i ack access, w the inspector of table Observ	b safety ontacted for pern urs. The t was gran b traverse backed	briefing, tl I the Rail C hission to a eam was t ted at 121 e two hot s up on the I 51 hours th n the RTC t n activity w : 1 -hour, s ote any de	he team Operatic access t old to s 2 hours pots. Ti line and he RWIC o walk l would ha 9 minut	h travel ons Con he road tand b At 12 he RTC I that it C cance back to ave exc es. This	ed from For htrol Center dway. The in y, stand clea 25 hours, th notified the would take lied the requ west Hyatt seeded the a s is the reaso	(ROCC) rail tial request r. Permission e RWIC team at 1251 time to issue uest and the sville on track vailable time	Recomm	Remedial Action Required?				No



	1.	Within the platform area at West Hyattsville (E07), there were three
		locations where head checking was observed. This was at
		approximately chain marker (CM) 365+00 on both the left and right
		rail. The Rail Pro Inspector performs visual inspection only from the
		station platform. One of the head defects appeared to be
		approximately 3 inches in length. The inspector noted the area in his
		daily report for follow-up by their night inspection team. He explained
		that from 0000 hours – 0500 hours, they are able to inspect the
		platform areas due to limited train movement.
	2.	At approximately E1 CM359+00, the inspector noted one loose bolt at
		a rail joint on the left rail. The nut was still on the bolt at the time of
		inspection. As per the WMATA Track Maintenance and Inspection
		Manual, section 5.14.7 states: "All Joints must have a full complement
		of bolts and nutlocks. If bolts are missing or loose as indicated in the
		table below, restrictions shall be placed on track until condition is
		corrected." Table 5-21 notes that "One bolt in the other rail end"
		requires a 40-mph speed restriction. This would be considered a
		"Yellow" speed restriction. The inspector noted the condition in his
		report.
Remedial Action	N/A	



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170525-WMATA-AG-4				
inspection Date	2017	05	25	Report Number					
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST Sub- Department Mai			Maintenance	
		Name		Email	Office Phon	Mobile Phone			
Rail Agency Department Contact Information									
Inspection Location	E-Line, track	2, Fort Totten	(E06) to West	Hyattsville (E07)					

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	nspection Su	bject	Job Safe	ety Brie	fing			Activity Co	de	TR	К	JSB	OBS
Job Briefing Employee Name/Title	TRST 63	369				mpanied ector?	Yes	Out Brief Conducted	Yes	Yes Time		0 – 00	Outside Shift	No
Related Reports	201705	25-WMATA-/	\G-2		Related CAPS / Findings									
	Ref						Standard		Other / T	ïtle		Check	list Refe	rence
Related Rules, SOPs, Standards, or Other	MSRPH	MSRPH												
standards, or other	RWPM	RWPM												
	Main Track	Yard	Stat	ion (DCC	RTA Facility	FTA Office		At-grade	e Tui	nnel	Elev	ated	N/A
Inspection Location	х							Track Type			х	2	ĸ	
11 (-)	E 11	Track				Chain Ma	rker		From			То		
Line(s)	E-Line	Num	ber	track 2		and/or St	ation(s)	Fort Totten (B	(E06) We			est Hyattsville (E07)		
	Head	Car Number		Number o	of Cars									
Vehicles	N/A		N/A	\	Equip	ment	N/A							
Description		•		-		0		ctures (TRST),	Number	of Defect	s			0
Description	unit 63	69, who was	serving	as the ro	adway	worker in c	harge (RWIC), prior to	Recomm	ended Fi	nding?			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.

ADAM ANTHONY GIOVANDO

Inspector in Charge – Name Adam Giovando Inspection Team Tino Sahoo

	Date
Digitally signed by ADAM ANTHONY GIOVANDO	
DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorth	TX, cn=ADAM ANTHONY GIOVANDO
Date: 2017.06.02 13:08:14 -05'00'	
	1



	entering the roadway. During the briefing, the work group was informed that the	Remedial Action Required?	No
	advanced mobile flagger (AMF), unit 6288, had been briefed by the RWIC and had the approved personal protective equipment (PPE) to perform his duties. The RWIC covered all required aspects of the job safety briefing to include the type of protection (train approach warning (TAW)), designation of roles within the work group, identification of hot spots, discussion of potential hazards to be encountered during the inspection, and the nearest hospital. The RWIC also informed the work group that an advanced watchman, unit 6048, would be used. All members of the work group had their PPE and roadway worker protection (RWP) cards checked for compliance. The RWIC contacted the AMF to confirm he was in position. No exceptions were taken with the briefing.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2 Ir	spection Sub	ject	Track In	spectio	on Observa	tion		Activity C	ode	TF	RK	GEN	OBS
Job Briefing Employee Name/Title	TRST 63	69				- Voc		Out Brief Conducted	Yes	Time	100 14)0 – 00	Outside Shift	No
Related Reports	2017052	25-WMATA-A	G-2		Relat	ted CAPS /	Findings							·
	Ref		F	ule or S	SOP		Standard		Other / 1	Title		Cheo	klist Refe	rence
Related Rules, SOPs, Standards, or Other	TRST100	00												
Standards, or other	MSRPH													
Inspection Location	Main Track	Yard	Statio	n C	CC	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Ele	vated	N/A
inspection Location	x							The type			Х		х	
Lino(s)	E-Line	Track		track 2		Chain Ma	rker		From				То	
Line(s)	c-rine	Numb	er	U dUK Z	-	and/or St	ation(s)	Fort Totten (E06)		Wes	t Hyatt	sville (E07	7)
Vahialaa	Head (Car Number	N	umber o	of Cars	- E avia		N1/A						
Vehicles		N/A		N/A	4	Equip	ment	N/A						
		SO Inspector of					•		Number	of Defec	ts			0
							,	tor from Rail	Recomm	nended Fi	nding?	•		No
		e planned ins lle (E07).	pection	covered	u liack	2 Irom For	Totten (EUG	of to west	Remedia	Action	Requir	ed?		No
		. ,												
	The FWS	SO Inspector (did not i	note any	y defec	ts.								
	Other N	otable Obser	vations											
	Note: Ea daily rep		bservat	ons we	re docu	imented wi	thin the Rail	Pro inspectors						
		K 2 CM 204 . (202.5	0 T			Maria da est						
		k 2 CM 281+0 bris.	JU to CIV	1 282+5	u – Tra	ck drain inv	ert clogged	with mud and						
Description			0 to CN	1 289+0	0 - Trac	k drain inv	ert clogged v	vith mud and						
		bris.					u ard		Recomm	ended R	einspe	ction?		No
		K 2 CM 291+0 sulators.	00 – Mu	d and st	anding	water surr	ounding 3 ^{re} i	rail post						
	-	K 2 CM 294+0	0 – Mu	d and st	anding	water surr	ounding 3 rd ı	rail post						
		ulators.												
		K 2 CM 311+0						de of 3 ^{ra} rail. g 3 rd rail post						
		ulators.		1 31310	0 514	numg wate	Surroundin	g 5 Tan post						
			20 – Pile	of brok	en coll	ector shoes	on concrete	e slab on gage						
		le of 3 rd rail. K 2 CM 320+()0 – Tup	nel wall	lwator	leak								
	• TR						water surro	unding 3 rd rail						



Remedial Action N/A				
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Agency/Department Information

Federal Transit Administration

Increation Date	YYYY	MM	DD	Dement Number			\A/ 1				
Inspection Date	2017	05	25	Report Number	201/0525-001	20170525-WMATA-TW-1					
Rail Agency Name	Washington Authority (W	Metropolitan /MATA)	Area Transit	Rail Agency Department	Car Maintenance (CMNT)	Sub- Dep	artment	Inspection			
		Name		Email	Office Phon	e	Ν	Aobile Phone			
Rail Agency Department Contact Information		l									
Inspection Location	West Falls C	hurch Yard (KS	99)								
nspection Summary											
Inspection Activity #	1		2	3	4		5	6			
Activity Code	VM-SI-	OBS									
Inspection Units	1										
Inspection Subunits	1										
Defects (Number)	0										
Recommended Finding	No)									
Remedial Action Required ¹	No)									

Activity Summaries

Recommended Reinspection

No

Inspection Activity #	1	Inspec	tion Sub	ect	Shop Ol Facility		tions – Wes	Falls Church	n Inspection	Activity Co	ode	VN	N	SI	OBS
Job Briefing Employee Name/Title	N/A						mpanied ector?	No	Out Brief Conducted	Yes	Time	070 090	-	Outside Shift	No
Related Reports	N/A					Related CAPS / Findings N/A									
	Ref				Rule or S	OP		Standard		Other / T	ïtle		Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	N/A				N/A			2000/3000 Periodic In "A" Inspec							
	Mai Trac		Yard	Stati	on C	DCC	RTA Facility	FTA Office	Tue els Ture e	At-grade	e Tui	nnel	Ele	evated	N/A
Inspection Location							х		Track Type						х
	NI / A	·	Track				Chain Ma	rker		From				То	
Line(s)	N/A		Numbe	er	N/A		and/or St	ation(s)	N/A			N/A			
	Hea	d Car N	umber	١	Number o	of Cars									
Vehicles		2012-20 2028-20			4		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	Thomas Wozniak	Digitally signed by Thomas Wozniak DN: cn=Thomas Wozniak, o=FRA, ou=DOT, Date: 2017.06.01 11:44:31 -05'00'	Date email=thomas.wozniak@dot.gov, c=US
Inspector in Charge – Name Tom Wozniak	Inspection Team Bill Hultsch		



	FWSO Inspectors observed periodic maintenance activities on rail vehicles 2012-	Recommended Finding?	No
	2013, conducting an "A1" Type inspection.	Remedial Action Required?	No
	FWSO Inspectors observed periodic maintenance activities on rail vehicles 2028-2029, conducting an "A2" Type inspection.		
	FWSO Inspectors noted all personnel were wearing the required personal protective equipment (PPE) and were performing their duties in accordance with the prescribed WMATA procedures.	Recommended Reinspection?	No
	No defects observed with the periodic inspection process.		
Remedial Action	N/A		



Date

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Form FTA-IR-1

United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170530-WMATA-AG-1						
inspection Date	2017	05	30	Report Number	20170550-WIWATA-AG-1						
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	RTRA	Sub- Dep	artment	ROCC			
	1	Name		Email	Office Phone	5	N	1obile Phone			
Rail Agency Department Contact Information											
Inspection Location	Rail Operatio 3500 Pennsy Landover, M		nter (ROCC)								

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Su	bject	ROCC R	ules Co	ompliance O	bservation		Activity Co	de	RTF	RA	RC	OBS
Job Briefing Employee Name/Title	No					ompanied ector?	No	No Out Brief Conducted		Time	0900 1600		Outside Shift	No
Related Reports		Safety Management Inspection (SMI), Final Report, June 17, 2015			Rela	Related CAPS / Findings Required			Required Actions: R-1-6-a, R-1-6-b					
	Ref			Rule or S	OP		Standard		Other / T	itle		Checklist Reference		
Related Rules, SOPs, Standards, or Other	and Pr Handb Perma No. T-:	Rail Safety Rul ocedures ook (MSRPH); nent Orders: I6-10, No. R-1 No. R-17-02	and	(Radio U Operatio	1 – General Rules Isage and on): 59 – 1.88									
Inspection Location	Main Track	Yard	Stat	tion C	осс	RTA Facility	FTA Office		At-grade	e Tur	nnel	Ele	evated	N/A
				>				Track Type						x

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.

Date: 2017.06.07 09:36:51 -05'00'

Inspector in Charge - Signature ADAM ANTHONY GIOVANDO

Inspector in Charge – Name Adam Giovando Inspection Team Chris Difatta, Tamara Powell



Line(s)	N/A	Track		N/A	Chain Marker		From			То		
		Number	r	•	and/or Station(s)							
Vehicles	Head Car		NU	mber of Cars	Equipment	N/A						
	N/	A		N/A			Number of	Dofocto		0		
		•			pliance Observations at		Recommend		g?	No		
					ector observed activitie with the Metrorail Safet		Remedial A	0	No			
		Handbook		•								
Description	 The rad obs "The rad obs "The "ov SMI - R-1 language word-for movement" The ope req The (RV well lim SMI - R-2 establish that requand take Per rea the mu mir The FWSO I Other Nota New Per The All Fou All rad fou All rad fou All rad fou All rad fou RTC via 	E FWSO Insp io broadcas served with hat is a good er" and "out eaction of the eaction of the erating instr- uired. E RTC ensure erating instr- uired. E RTC ensure erating instr- uired. E an approace inspector of an approace instruction an approace inted two-we s full advam policy, RTC dout of roace day, cardin st also broa butes. E required h dway perso nutes. RTCs dway and re Inspector di Inspector di I time reque C established the Advance C contacted	ector o t; all of this find copy," t" until ATA mut black for ed each uction w bbserve ion. This back for the for co ay comi- tage of the for co ay comi- tage of tage	bserved the r which were c ding. The RTC and turned o the commun st establish at that is used our r safety-relat a unit or opera with 100 perce d this proced s included star r acknowledg ations, chain of the radio protoc protection solution available elect conduct hour rotections (if 1.79, and all c WP personne totection and aintained a wid d all call-on/ca baserved the f upliant with Per nent Order N d radio protoc r identification tion or chain of gnals and "pr rmation Mana d word-for-w of and repeated	cts. nd No. R-17-02 foul time requests for sizermanent Order No. R-1 o. R-17-03 (Advanced M tol when they called on/ on or self and work crew marker), and reason for ohibit exits," as well as l agement (AIM) system. ford repeat backs, ensure ed back full instructions regarding the foul time	rC) during each o defects requests as: smission with tocol for e 100 percent sual train clearance or l back, as protection llowance, as badway and cking areas. WMATA must d restrictions ain operator ures." include a full nation, rule of place. RTCs nents every 20 and the ved every 20 el on the kwork groups. 7-02 (Granting lobile Flagger). off over the , location of request. numan form, ing the track and clearance.	Recomment	ded Reinsp	pection?	Νο		



	 RTC ensured that an advanced mobile flagger was assigned to each crew and positioned in proper location/place to warn trains on approach to work/walk zones. RTC documented call-on/off times. RTC completed relevant checklists, confirming compliance of permanent orders. An FWSO Inspector also conducted an out brief with the ROCC Director to notify him of the observation activities.
Remedial Action	N/A