



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170602-WMATA-AG-1		
	2017	06	02				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line, track 1						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Roadway Worker Protection – Job Safety Briefing				Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	RWIC, TRST Unit # 6464 Advance Watchman TRST Unit # 6454 AMF, TRST Unit # 6469				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1900 0300	Outside Shift	Yes		
Related Reports	N/A				Related CAPS / Findings				N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard				Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X		X						X					
Line(s)	D-Line		Track Number	track 1		Chain Marker and/or Station(s)		From		To				
								Stadium-Armory Station (D08)		Capitol South Station (D05)				
Vehicles	Head Car Number		Number of Cars			Equipment		N/A						
	N/A		N/A											

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

Inspector in Charge - Signature ADAM ANTHONY 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: 2017.06.07 09:37:52 -05'00'		Date
Inspector in Charge – Name Adam Giovando		Inspection Team Alexander Nepa, Lee Emard		

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Version date: 8/26/16



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Description	TRST unit 6464 conducted a job safety briefing at Stadium-Armory Station (D08). The briefing was fully compliant with WMATA Roadway Worker's Protection Manual (RWPM) requirements. It included WMATA badge-level verification, type of protection, train approach warning, (TAW) with an advanced mobile flagger (AMF) and an advanced watchman, potential hazards, hot spots and hospital location. The AMF was placed at the proper location. No exceptions were taken to the job safety briefing.			
Remedial Action	N/A			

Activity Summaries

Inspection Activity #	2	Inspection Subject		Track Inspection Observation				Activity Code		TRK	WI	OBS
Job Briefing Employee Name/Title	RWIC, TRST Unit # 6464			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1900 0300	Outside Shift	Yes	
	Advance Watchman TRST Unit # 66454											
	AMF, TRST Unit # 6469											
Related Reports	20161129-WMATA-WP-1, 20160626-WMATA-RPM-1, and 20160626-WMATA-RPM-1			Related CAPS / Findings		Remedial Action ID: 793, 795, 1014						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard		Other / Title		Checklist Reference		
	TRST-1000 rev. 6											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X								X			
	D-Line		Track Number		track 1		Chain Marker and/or Station(s)		From		To	
									Stadium-Armory Station (D08)		Capitol South Station (D05)	
Vehicles	Head Car Number		Number of Cars			Equipment		N/A				
	N/A		N/A									
Description	FWSO performed an observation of a WMATA track inspection team on track one of the D-Line between Stadium-Armory (D08) and Capitol South (D05). No exceptions were taken with the WMATA team's performance during the inspection.							Number of Defects		3		
								Recommended Finding?		Yes		
								Remedial Action Required?		Yes		
	During this inspection, an FWSO team member conducted a remedial action verification of previously identified defects. These defects and remedial actions were documented in FWSO inspection reports and provided to WMATA.											
The following previously issued remedial actions have not been repaired:							Recommended Reinspection?		Yes			
<ul style="list-style-type: none">Remedial Action 1014, Report Number 20161129-WMATA-WP-1. At CM, D1-189+00. The bundles of wire have not been relocated from the safety catwalk.Remedial Action 793, Report Number 20160626-WMATA-RPM-1. On track one, between CM 221+00 and 191+00, the relay rail has not been removed from the roadway.Remedial Action 795, Report Number 20160626-WMATA-RPM-1. On track one, between CM 202+00 and 206+00, stud bolts exceeding 3 inches have not been replaced.												
Remedial actions for these defects were previously issued in FWSO reports 20161129-WMATA-WP-1, 20160626-WMATA-RPM-1, and 20160626-WMATA-RPM-1.												
Remedial Action	N/A											



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Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170602-WMATA-AG-2		
	2017	06	02				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line, track 1, Stadium-Armory (D08) to Capitol South (D05)						

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	1	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	Inspection Subject	Job Safety Briefing Observation				Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6464		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1700 0100	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	MSRPH		R-17-02								
	RWPM		R-17-03								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	D-Line	Track Number	track 1	Chain Marker and/or Station(s)	From		To				
					Stadium-Armory (D08)		Capitol South (D05)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO Inspectors received a job safety briefing from Track and Structures (TRST), unit 6464, who was serving as the roadway worker in charge (RWIC), prior to entering the roadway. The RWIC was thorough and covered all required aspects							Number of Defects		0	
								Recommended Finding?		No	
								Remedial Action Required?		No	

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Inspector in Charge - Signature ADAM ANTHONY 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: 2017.06.13 13:55:42 -05'00'		Date
Inspector in Charge - Name Adam Giovando	Inspection Team Lee Emard, Alexander Nepa, Chris DiFatta, Tamara Powell, Leon Ferguson			



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	<p>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 and the nearest hospital. The RWIC also informed the work group that an advanced watchman (unit 6454), and advanced mobile flagger (AMF) (unit 6469) would be used. All members of the work group had their personal protective equipment (PPE) and roadway worker protection (RWP) cards checked for compliance.</p> <p>No exceptions were taken with the job safety briefing.</p> <p>The RWIC contacted the Rail Operations Control Center (ROCC) at 1815 hours and was granted permission to enter the roadway. An FWSO team member assigned to the RWIC took no exceptions to the radio communication protocol.</p>	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	RWIC and AMF Rules Compliance Observation				Activity Code	TRK	RC	OBS
Job Briefing Employee Name/Title	TRST 6464		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1700 0100	Outside Shift	Yes
Related Reports	N/A		Related CAPS / Findings	N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference		
	MSRPH	R-17-02								
	RWPM	R-17-03								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated
	X								X	
Line(s)	D-Line	Track Number	track 1	Chain Marker and/or Station(s)		From		To		
						Stadium-Armory (D08)		Capitol South (D05)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A				
	N/A		N/A							
Description	Roadway Worker in Charge (RWIC):						Number of Defects	0		
	The FWSO Inspectors observed the RWIC for compliance with permanent orders R-17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Flagger). As per the 2017 Roadway Access Guide, there were two hot spots identified.						Recommended Finding?	No		
	The first area requiring foul time was a crossover at CM 141+00. The RWIC contacted the Rail Operations Control Center (ROCC) and was in full compliance with Permanent Order R-17-02. The RWIC provided 100% positive repeat back of the foul time instructions and appropriately relinquished the foul time after the entire work group traversed through the switch and was in a place of safety.						Remedial Action Required?	No		
	The second area requiring foul time was a crossover at CM 84+00. The RWIC contacted the Rail Operations Control Center (ROCC) and was in full compliance with Permanent Order R-17-02. The RWIC provided 100% positive repeat back of the foul time instructions and appropriately relinquished the foul time after the entire work group traversed through the switch and was in a place of safety.						Recommended Reinspection?	No		
	No exceptions were taken with the duties and responsibilities performed by RWIC #6464									
	Advanced Mobile Flagger (AMF):									
	The FWSO Inspectors observed the AMF for compliance with Permanent Order R-17-03 (Advanced Mobile Flagger).									
	The FWSO Inspector observing the AMF (unit 6469) noted compliance with the requirements of Permanent Order R-17-03. The AMF had all required PPE, which included the flashing amber lantern and orange flag, and was positioned at the 8-									



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	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 Permanent Order R-17-03.		
	No exceptions were taken with the duties performed by the AMF.		
Remedial Action	N/A		

Inspection Activity #	3	Inspection Subject	Train Operator Rules Compliance Observation				Activity Code	RTRA	RC	OBS						
Job Briefing Employee Name/Title	TRST 6464		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1700 0100	Outside Shift	Yes						
Related Reports	20160410-WMATA-NAV-2		Related CAPS / Findings		Remedial Action #: 400											
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference								
	MSRPH	R-17-02														
	RWPM	R-17-03														
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
	X								X							
Line(s)	D-Line	Track Number	track 1	Chain Marker and/or Station(s)	From			To								
					Stadium-Armory (D08)			Capitol South (D05)								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A										
	N/A		N/A													
Description	<p>FWSO Inspectors observed train operators for compliance with permanent orders R-17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Flagger).</p> <p>The FWSO Inspector assigned to the AMF noted the following non-color-coded defect:</p> <ul style="list-style-type: none"> At approximately 1900 hours, train number 301 departed Eastern Market Station after receiving Permanent Order. R-17-03 instructions for the AMF. Train number 301 approached the work group at the required speed of 10 mph. Two cars of the eight-car consist, while passing the work group, complied with the 10 mph requirement. The remaining six cars accelerated to what appeared to be normal track speed. This incident was reported to the ROCC by RWIC Unit 6464. <p>Defect associated with Permanent Order T-16-07</p> <p>A remedial action for this defect was previously issued in FWSO report 20160410-WMATA-NAV-2.</p> <p>Note: The FWSO Inspector riding within the operating cab of train numbers 401, 403, 408, 411, and 916 did not note any noncompliance with Permanent Order R-17-03.</p>						Number of Defects		1							
							Recommended Finding?		No							
							Remedial Action Required?		No							
							Recommended Reinspection?		No							
Remedial Action	N/A															

Inspection Activity #	4	Inspection Subject	ROCC Rules Compliance Observation				Activity Code	ROCC	RC	OBS
Job Briefing Employee Name/Title	TRST 6464		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1700 0100	Outside Shift	Yes
Related Reports	N/A		Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference		
	MSRPH	R-17-02								
	RWPM	R-17-03								
	MSRPH	T-16-10								



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Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
				X					X		
Line(s)	D-Line	Track Number	track 1	Chain Marker and/or Station(s)	From		To				
					Stadium-Armory (D08)		Capitol South (D05)				
Vehicles	Head Car Number	Number of Cars		Equipment	N/A						
	N/A	N/A									
Description	<p>FWSO Inspector observed, monitored, and documented Rail Traffic Controller (RTC) compliance regarding RWP access procedures. The FWSO Inspector conducted the observation from the Operations (OPS) 3 console and monitored the FSWO team members assigned to a WMATA inspection track unit walking from Stadium-Armory to Capitol South.</p> <p>At 2028 hours, the FWSO Inspector observed initial call-on of the RWIC Unit # 6464, who contacted the RTC via radio to request roadway access. Unit # 6464 continued to call-on at each location, in station-to-station increments, providing the following information:</p> <ul style="list-style-type: none"> • Provided proper ID of self and members of the gang (five personnel altogether; including the AMF), as well as the location. Also acknowledged hot spots and that the safety briefings had taken place. • Identified where the AMF was positioned via station. • Requested TAW protection, or foul time, as required. <p>The FWSO Inspector observed the following RTC actions:</p> <ul style="list-style-type: none"> • The RTC provided and received 100% read-back and acknowledgment of each request, granting the same. • The RTC concluded each transmission with "over," and concluded the communication loop with "Central out." • RTC made all RWP access broadcasts, as required in 20-24 minute increments, accordingly. • Maintenance RWP access checklist were completed for each call-on, and all fields were filled out properly. <p>Foul Time Request:</p> <p>The RWIC, unit 6464, called for foul time on two occasions: 2203 and 2305 hours. Foul time requests were compliant with Permanent Order R-17-02, as follows:</p> <ul style="list-style-type: none"> • The RTC ensured 100% read back on each request. • The RTC established red signals, prohibit exits, blue block, and human form. • The RTC contacted trains in vicinity held at the red signal in foul time area block. The crew was also informed about the number and ID of trains in the vicinity. • The RTC provided official call-on time to the RWIC over the radio, as well as the time when foul time was relinquished. • All foul time checklists associated with both requests were completed and filled out properly. • All radio announcements were made, as required. <p>The RWIC reported clear of the roadway and protect list at 2314 hours. The FWSO inspector conducted the brief with the on-duty Assistant Superintendent.</p> <p>Other Notable Observations at the ROCC:</p> <ul style="list-style-type: none"> ○ The RTC was informed of a potential RWP violation at 2107 hours. This observation involved train ID #611 that reportedly accelerated to speeds in excess of 10 mph before the entire train consist cleared the crew as they proceeded to clear onto the catwalk, approaching Potomac on track #1. ○ The operator was taken off the train for an interview; not removed from service. 							Number of Defects	0		
									Recommended Finding?	No	
									Remedial Action Required?	No	
									Recommended Reinspection?	No	



	<ul style="list-style-type: none">○ The operator was reinstructed by a Rail Transportation (RTRA) supervisor, and RTC reinstructed the operator on a recorded line.○ Assistant Superintendent was notified and monitored the situation and RTC action. <p>No exceptions were taken with the ROCC rules compliance associated with this inspection.</p>		
Remedial Action	N/A		



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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170603-WMATA-AG-1		
	2017	06	03				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Maintenance
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line, tracks 1 and 2, SafeTrack surge 15						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject			Roadway Worker Protection – Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	SAFETY BRIEFING, TRST Unit # 6271 RWIC/ESCORT, SAFE Unit # 307				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 1800	Outside Shift	No
Related Reports	N/A				Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X		X					X		X		
Line(s)	D-Line		Track Number	tracks 1 and 2	Chain Marker and/or Station(s)		From		To			
							New Carrollton Station (D13)		Aerial Structure at CM 552+00			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A					
	N/A		N/A									

^{Adam 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		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 09:41:45 -05'00'		Date
Inspector in Charge – Name Adam Giovando		Inspection Team Adam Giovando, Alexander Nepa, Lee Emard, Leon Ferguson		



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Description	TRST unit 6271 conducted a job safety briefing at the New Carrollton surge briefing table. The briefing was comprehensive and fully compliant with WMATA's Roadway Worker's Protection Manual (RWPM) requirements. It included type of protection, inaccessible track (IT) between D13 and D09, WMATA badge-level, potential hazards, hot spots and hospital location. No exceptions were taken to the job safety briefing.			
Remedial Action	N/A			

Activity Summaries

Inspection Activity #	2	Inspection Subject	SafeTrack Inspection					Activity Code	TRK	WI	PI
Job Briefing Employee Name/Title	SAFETY BRIEFING, TRST Unit # 6271 RWIC/ESCORT, SAFE Unit # 307		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 1800	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000 rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X		X	
	D-Line	Track Number	tracks 1 and 2	Chain Marker and/or Station(s)		From		To			
						New Carrollton Station (D13)		Aerial Structure at CM 552+00			
Vehicles	Head Car Number	Number of Cars		Equipment		N/A					
	N/A	N/A									
Description	<p>FWSO team members conducted an observation of completed track repairs performed at SafeTrack surge 15 between New Carrollton Station and the aerial structure adjacent to the Carmen Turner Facility at CM 552+00.</p> <p>The following new defects were observed, and there were no color-coded conditions noted:</p> <ul style="list-style-type: none"> TRST 1000 Defect 7.9.2.5. (j) On the aerial structure, adjacent to the Carmen Turner Facility, numerous studs anchor bolts exceed the allowable 3 inches. <i>(See attached photo 1.)</i> TRST 1000 Defect 7.9.2.3, 7.9.2.4, 7.9.2.5. On the aerial structure, adjacent to the Carmen Turner Facility, 18 in-a-row, newly-installed elastic fasteners were not seated to the newly-poured grout pad. Gaps between ¼ and ¾ of an inch were observed. <i>(See attached photo 2.)</i> <p>Other Notable Observations:</p> <ul style="list-style-type: none"> At CM 563+60, track two, scaffolding adjacent to the aerial structure was tied off and secured with wire. The base of the scaffolding was observed to be in mud. No boards were in place at the base to support and spread the load of the scaffolding. <i>(See attached photo 3.)</i> Observation and measurement of the newly-poured grout pads on the aerial structure adjacent to the Carmen Turner Facility did not appear to have the required 40-1 cant deficiency. The elastic fasteners observed did not look to have the built-in cant. Crossover at New Carrollton Chain Marker 586+00 observations indicate all neg return cables were being replaced, as well as clamps with bolted studs. Emergency trip station phones in the area were also found to be all replaced with new, updated equipment. 						Number of Defects		2		
									Recommended Finding?		Yes
									Remedial Action Required?		Yes
									Recommended Reinspection?		Yes
Remedial Action	To achieve compliance with WMATA'S requirements:										



- | | |
|--|--|
| | <ul style="list-style-type: none">• Prior to the end of surge 15, WMATA must repair studs exceeding 3 inches (on the aerial structure, adjacent to the Carmen Turner Facility).• Prior to the end of surge 15, WMATA must repair the fasteners on the aerial structure so they are seated to the grout pad (on the aerial structure, adjacent to the Carmen Turner Facility). |
|--|--|



Photo 1: Studs exceed the allowable 3 inch (TRST 1000).



Photo 2: Elastic fasteners not seated to the grout pad.



Photo 3: Scaffolding tied off with wire.



Inspection Form

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Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170605-WMATA-AG-1		
	2017	06	05				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Maintenance
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C-Line, track 2, Rosslyn (C05) to McPherson Square (C02)						

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	9				
Recommended Finding	No	Yes				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6460					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1900 – 0000	Outside Shift	No	
Related Reports	20170605-WMATA-AG-1					Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	MSRPH		R-17-02											
	RWPM		R-17-03											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X								X					
Line(s)	C-Line		Track Number	track 2		Chain Marker and/or Station(s)		From		To				
								Rosslyn (C05)		McPherson Square (C02)				
Vehicles	Head Car Number			Number of Cars			Equipment	N/A						
	N/A			N/A										

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

Inspector in Charge - Signature ADAM ANTHONY GIOVANDO		Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAfWorthTX, ou=DOT FRAfWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.06.13 10:51:08 -05'00'		Date
Inspector in Charge – Name Adam Giovando		Inspection Team Tino Sahoo, Mike Vitale		



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Description	<p>FWSO Inspectors received a job safety briefing from Track and Structures (TRST) Unit 6460, who was serving as the roadway worker in charge (RWIC) prior to entering the roadway. 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 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 advanced mobile flagger (AMF) to confirm he was in position.</p> <p>No exceptions were taken with the briefing.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Inspection Observation					Activity Code	TRK	GEN	OBS
Job Briefing Employee Name/Title	TRST 6460		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1900 – 0000	Outside Shift	No	
Related Reports	20160406-WMATA-NAV-1		Related CAPS / Findings		Remedial Action ID #: 312, 314, 315 and 321						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST1000										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	C-Line	Track Number	track 2	Chain Marker and/or Station(s)	From		To				
					Rosslyn (C05)		McPherson Square (C02)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>The FWSO Inspectors observed the WMATA track inspection team performing a regular track inspection of track 2 from Rosslyn (C05) to McPherson Square (C02). The track inspection team consisted of an RWIC, AMF, watchman/lookout, and a contractor performing the inspection. Note: Each of these observations were documented within the Rail Pros inspectors daily report.</p> <p>The FWSO Inspectors observed the following Black color-coded defect::</p> <ul style="list-style-type: none"> TRK 2 CM 106+70 – Five consecutive fasteners were defective. Fasteners were holding gage and not showing signs of excessive lateral or vertical movement. This is a black maintenance defect. TRST 1000 Table 7-1. <p>The FWSO Inspectors observed following non-color-coded defects::</p> <ul style="list-style-type: none"> TRK 2 CM 132+00 – Water leaking from tunnel ceiling directly on 3rd rail cover board. TRST 1000 3.2.2.4 TRK 2 CM 107+70 – Tunnel wall leaking water on the field side of the 3rd rail. Standing water was present around 3rd rail post insulators. TRST 1000 3.2.2.4 TRK 2 CM 107+00 to CM 106+00 –Track invert channel and drain clogged with mud and debris. TRST 1000 3.2.2.1 TRK 2 CM 106+40 – Tunnel wall leaking water on the field side of the 3rd rail. Standing water was present around 3rd rail post insulators. TRST 1000 3.2.2.4 							Number of Defects	9		
								Recommended Finding?	No		
								Remedial Action Required?	No		



	<ul style="list-style-type: none">• TRK 2 CM 102+50 - Tunnel wall leaking water on the field side of the 3rd rail. Standing water and mud was present around 3rd rail post insulators. TRST 1000 3.2.2.4• TRK 2 CM 100+00 to CM 099+00 – Standing water, mud, and debris surrounding 3rd rail post insulators and track fasteners. TRST 1000 3.2.2.1• TRK 2 CM 097+00 to CM 096+00 - Track invert channel clogged with mud and debris. TRST 1000 3.2.2.1• TRK 2 CM 095+00 – Track fastener with shims only instead of a grout pad. TRST 1000 requires that grout pads are made from, "Grout Pads may be either Portland cement grout, epoxy grout, or epoxy modified concrete." TRST 1000 6.14.2.2 <p>Notable Observations:</p> <ul style="list-style-type: none">• TRK 2 CM 131+00 to CM 130+00 – Missing 3rd rail cover board• TRK 2 CM 126+00 – Missing 3rd rail cover board• TRK 2 CM 125+00 – Three defective fasteners in a row were missing studs on the gage side of fasteners.• TRK 2 CM 124+00 – Three defective fasteners in a row were missing studs on the gage side of fasteners.• TRK 2 CM 126+00 – Expansions cables were lying on the concrete deck.• TRK 2 CM 112+50 – Expansion cables were lying on the concrete deck.• TRK 2 CM 107+00 – Missing bottom handrail on safety catwalk• TRK 2 CM 078+50 – Expansion cables were lying on the concrete deck.• TRK 2 CM 065+00 – Battered frog point• TRK 2 CM 030+50 – 3rd rail end approach needed replacement. <p>The following remedial actions have been corrected:</p> <ul style="list-style-type: none">• Remedial Action ID #312: Replace defective fasteners at C2 66+90.• Remedial Action ID #314: Replace defective fasteners at C2 65+30.• Remedial Action ID #315: Replace defective fasteners at C2 63+45.• Remedial Action ID #321: Replace defective fasteners at C2 30+40.	Recommended Reinspection?	No
Remedial Action	<p>To achieve compliance with WMATA’s requirements:</p> <ul style="list-style-type: none">• WMATA must repair defective fasteners at C2 106+70.• WMATA must mitigate tunnel leak at C2 132+00.• WMATA must mitigate tunnel leak at C2 107+70.• WMATA must clear drain at C2 107+00.• WMATA must mitigate tunnel leak at C2 106+40.• WMATA must mitigate tunnel leak at C2 102+50.• WMATA must mitigate standing water at C2 100+00.• WMATA must clear drain at C2 97+00.• WMATA must install correct grout pad at C2 95+00.		

Photos:



Photo 1: Battered frog point at C2 65+00.



Photo 2: Tunnel leak at C2 107+00.



Inspection Form

FOIA Exemption: All (b)(6)

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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170605-WMATA-AG-2		
	2017	06	05				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C-Line, track 2, Rosslyn (C05) to McPherson Square (C02)						

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	1	18	0		
Recommended Finding	No	Yes	No	No		
Remedial Action Required ¹	No	Yes	No	No		
Recommended Reinspection	No	Yes	No	No		

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing Observation			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6460				Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	2030-0030	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings			N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard			Other / Title		Checklist Reference			
	MSRPH		R-17-02										
	RWPM		R-17-03										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X								X				
Line(s)	C-Line	Track Number	track 2	Chain Marker and/or Station(s)	From			To					
					Rosslyn (C05)			McPherson Square (C02)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										
Description	FWSO Inspectors received a job safety briefing from TRST unit 6460, who was serving as the roadway worker in charge (RWIC) prior to entering the roadway.								Number of Defects		0		
									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		Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFTWorthTX, ou=DOT FRAFTWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.06.13 11:07:25 -05'00'		Date
Inspector in Charge - Name Adam Giovando	Inspection Team Adam Giovando, Tammy Powell, Tino Sahoo, Chris DiFatta, Mike Vitale			



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	<p>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 roadway worker protection (RWP) cards checked for compliance. The RWIC then dispatched the advanced mobile flagger (AMF) to his work location. The AMF contacted the RWIC to confirm he was in position and subsequently the RWIC contacted the Rail Operations Control Center (ROCC) and was granted permission to access the roadway.</p> <p>No exceptions were taken with the briefing.</p>	Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	RWIC and AMF Rules Compliance Observation				Activity Code	TRK	RC	OBS	
Job Briefing Employee Name/Title	TRST 6460		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	2030-0030	Outside Shift	No	
Related Reports	20170516-WMATA-WP-1		Related CAPS / Findings		Remedial Action: 1308						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH	R-17-02									
	RWPM	R-17-03									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	C-Line	Track Number	track 2	Chain Marker and/or Station(s)	From		To				
					Rosslyn (C05)		McPherson Square (C02)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO Inspectors observed both the AMF and RWIC for compliance with permanent orders R-17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Flagger).</p> <p>The RWIC requested foul time on two separate occasions: once to inspect the interlocking outside of Foggy Bottom, and again to pass through the interlocking outside McPherson Square. In both instances, the RWIC relayed all required information to the ROCC for the request and confirmed the foul time protections the ROCC put in place via repeat back. The RWIC noted the time of the request and allowed the team to move through the work area. When foul time was relinquished, the RWIC noted the time when contacting the ROCC.</p> <p>The FWSO Inspector observed the AMF for a total of 29 trains at Foggy Bottom, Farragut West, and McPherson Square stations. The AMF gave proper flag signals for each train that serviced or proceeded to/through the station. All operators (both service trains and nonrevenue) properly berth their train at the appropriate 8-car marker, stopping at the AMF for instruction. The AMF included all script requirements, instructing the operators on the roadway conditions ahead. Additionally, the AMF included in the proper instruction on how to count chain markers to ensure each car is clear of the roadway workers. When the crew was within a few hundred feet outside the station on approach, the AMF amended the script accordingly, advising the trains to use restricted speed when departing the station, instead of proceeding up to half of the operating speed. The AMF maintained constant contact with the RWIC on the crew's location and kept vigilance for their arrival.</p> <p>The FWSO Inspector observing the AMF noted compliance with the requirements of Permanent Order R-17-03. The AMF was in possession of a flashing amber lantern and orange flag, and was positioned at the 8-car marker. The FWSO Inspector verified that the AMF was level 2 RWP qualified and had established communication with the RWIC. The AMF was not equipped with an air horn and whistle as required by P.O. R-17-03. The AMF stated he had not been issued an air</p>					Number of Defects	1				
						Recommended Finding?	Yes				
						Remedial Action Required?	Yes				
						Recommended Reinspection?	Yes				



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	<p>horn and whistle by WMATA and was not aware that they were required for the AMF.</p> <p>The FWSO Inspector did not observe the AMF informing operators of foul time protection in place as no trains were at the platform when foul time was in place.</p> <p>Due to the close proximity of stations, train noise, and the presence of an advanced watchman well in advance of the work group, FWSO track inspectors could not gauge if operators were complying with the Permanent Order R-17-03 requirement to sound the horn periodically prior to seeing the work group.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> The AMF was not equipped with an air horn and whistle. Defect associated with Advanced Mobile Flagger Procedures, Item 3, of P.O. T-16-07. <p>Remedial actions for these defects were previously issued in FWSO report 20170516-WMATA-WP-1.</p>		
Remedial Action	N/A		

Inspection Activity #	3	Inspection Subject	Train Operator Rules Compliance Observation				Activity Code	RTRA	RC	OBS							
Job Briefing Employee Name/Title	TRST 6460			Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	2030-0030	Outside Shift	No						
Related Reports	20170516-WMATA-WP-1			Related CAPS / Findings	Remedial Action: 1308												
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard			Other / Title		Checklist Reference							
	MSRPH	R-17-02															
	RWPM	R-17-03															
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A						
	X								X								
Line(s)	C-Line	Track Number	track 1	Chain Marker and/or Station(s)	From				To								
					Rosslyn (C05)				McPherson Square (C02)								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A											
	N/A		N/A														
Description	<p>FWSO Inspectors observed five train operators in the operating cabs for compliance with permanent orders R-17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Flagger). All train operators had attended the AMF training, as required by WMATA. All operators complied with permanent orders R-17-02 and R-17-03.</p> <p>The FWSO inspector, observing the AMF, observed that all trains departed the station at a very slow speed as required per Class I/Class II Vehicle Operator Procedures (#3) of the P.O. R-17-03. Additionally, the inspector listened for the operators to "blow the mainline horn continuously, using short blasts," once departing the station.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> 14 trains failed to acknowledge the AMF with two short blasts of the mainline horn when entering the station. Defect associated with Class I/Class II Vehicle Operator Procedures, Item 1, of P.O. T-16-07. Four trains did not blow the mainline horn upon departing the station. Defect associated with Class I/Class II Vehicle Operator Procedures, Item 3, of P.O. T-16-07. <p>Remedial actions for these defects were previously issued in FWSO report 20170516-WMATA-WP-1.</p>						Number of Defects		18								
							Recommended Finding?		No								
							Remedial Action Required?		No								
							Recommended Reinspection?				No						
Remedial Action	N/A																

Inspection Activity #	4	Inspection Subject	ROCC Rules Compliance Observation				Activity Code	ROCC	RC	OBS
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Federal Transit Administration

Form FTA-IR-1

Job Briefing Employee Name/Title	TRST 6460		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	2030-0030	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH	R-17-02									
	RWPM	R-17-03									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	C-Line	Track Number	track 2	Chain Marker and/or Station(s)		From		To			
						Rosslyn (C05)		McPherson Square (C02)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>The FWSO Inspector observed the operations (Ops) 2 console and monitored the FSWO team members observing a track inspection between Rosslyn (C05) and McPherson Square (C02).</p> <p>The RWIC assigned to the team was formally cleared onto the protect list at 2041 hours. The RWIC assigned to the FWSO team called on for RWP clearance and rights on track 2 of the C- and D-Lines from Rosslyn (C05) to Smithsonian (D02). The RWIC followed radio protocol; calling on via his portable radio, properly identifying himself as unit 6460. For his initial call-on, he provided the location of his walk from Rosslyn to Smithsonian, track 2, and identified the number of personnel in his crew, including "Two FTA personnel." The RWIC also reported that a safety briefing was conducted and all "hot spots" had been identified. The RWIC explained that the work group would be walking under TAW protection. Lastly, he stated that there was an AMF stationed at Foggy Bottom for train operator notifications.</p> <p>The FWSO Inspector noted all radio transmissions concluded with "over" between the rail traffic controller (RTC) and the RWIC. The RTC concluded with "Central Out," concluding the communication loop. The RTC requested him to standby and stand clear while he reviewed the request before granting permission of the RWP request. The RTC granted permission for requested access, making a general announcement over the radio. The RTC used International Civil Aviation Organization (ICAO) assignment of the alphabet to clarify location, as required by WMATA rule 1.79. In each instance, the RTC ensured 100% repeat back of clearance and information provided. The RWIC called clear of the location once the work group completed all sections of the walk.</p> <p>RWIC unit 6460 called on for Foul Time on two separate occasions to clear interlockings at Foggy Bottom (C04) and McPherson Square (C02). For each instance, the RWIC identified self and crew properly, requesting foul time, and stating chain markers. The RTC asked him to "standby and stand clear," while he ensured proper protection was in place.</p> <p>For each request, the RTC button controller established red signals and prohibit exits for all affected signals in the area, removing automatic signal capability. The button controller also established Blue Block Track, and human form in the area. The RTC contacted the approaching train to notify him of the red signal on approach, as required. The RTC ensured 100% repeat back of clearance and specific foul time protection (exits, red signals, etc.) before granting the RWIC foul time access.</p> <p>The track inspection team ceased their inspection at McPherson Square due to time restraints.</p> <p>No defects were noted during observation.</p>						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		No		
							Remedial Action	N/A			



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170607-WMATA-AG-1		
	2017	06	07				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C- Line, track 2, between Pentagon (C07) and Rosslyn (C05)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Roadway Worker Protection – Job Safety Briefing				Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST Unit 6034 Adv. Watchman TRST Unit 6367 AMF, TRST Unit 6369				Accompanied Inspector?	No	Out Brief Conducted	YES	Time	1000 1500	Outside Shift	No		
Related Reports	N/A				Related CAPS / Findings		N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X	X					
Line(s)	C-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To						
					Pentagon (C07)			Rosslyn (C05)						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	The job safety briefing was provided by TRST unit #6034 at Pentagon Station (C07). The briefing was thorough and fully compliant with WMATA's Roadway							Number of Defects		0				
								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		Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAftWorthTX, ou=DOT FRAftWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.06.13 14:03:23 -05'00'	Date
Adam A. Giovando Adam Giovando		Inspection Team Lee Emard, Alexander Nepa	



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	<p>Worker Protection Manual (RWPM) requirements. It included WMATA level 1 ID check, type of protection, train approach warning (TAW), potential hazards, hot spots, and hospital locations. The advanced mobile flagger (AMF) was properly placed in advance—at the station ahead of the work group.</p> <p>No exceptions were taken with the job safety briefing.</p>	Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Inspection Observation					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST Unit 6034 Adv. Watchman TRST Unit 6367 AMF, TRST Unit 6369		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 1500	Outside Shift	No	
Related Reports	20170327-WMATA-WP-1 20160406-WMATA-TGB-1 20160410-WMATA-NAV-2		Related CAPS / Findings		Remedial Actions: 162, 163, 165, 400, 1259, 1260						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	TRST 1000, rev. 6		P.O. T-16-07								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X		
Line(s)	C-Line	Track Number	Track 2	Chain Marker and/or Station(s)		From		To			
						Pentagon (C07)		Rosslyn (C05)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
	<p>An inspection of the C-Line, Track 2, was conducted between Pentagon (C07) and Rosslyn (C05).</p> <p>The FWSO Inspector noted the below non-color-coded conditions:</p> <ul style="list-style-type: none"> TRST 1000 DEFECT 7.9.2.5. (j): Between CM C2, 240+00 and C2, 220+00, on both rails, several anchor bolts exceed 3 inches. Permanent Order T-16-07: At 1159 hours, Lead car number 3291 approached the work group located at CM C2, 225+00 at a speed that appeared to be more than half the normal track speed. The train was not able to reduce its speed to the required 10 mph until half of the lead car had passed the work group. Permanent Order T-16-07: At 1129 hours, Lead car number 3033 did not sound the main line horn repeatedly at CM C2 250+00 as required, when it approached the work group. <p>Remedial actions for the second and third defect were previously issued in FSWO report: 20160410-WMATA-NAV-2.</p> <p>The following remedial actions have been inspected for compliance and closed:</p> <ul style="list-style-type: none"> 162: At CM 170+20, WMATA has repaired the exposed bond cable. 163: At CM 216+50, WMATA has repaired the exposed bond cable. 165: At CM 184+00, WMATA has repaired the nonworking overhead lights at the sandpipe location. 1259: At CM 162+60, WMATA has relieved the blocked drain issue. 1260: At CM 144+90, WMATA has relieved the standing water issue. 						Number of Defects	3			
							Recommended Finding?	Yes			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must fix the stud bolts to comply with the TRST 1000 requirements (between CM C2, 240+00 and C2, 220+00, on both rails). 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170607-WMATA-AG-2		
	2017	06	07				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C-Line, track 2, Pentagon (C07) to Rosslyn (C05)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST #6034				Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	930 - 1345	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings			N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	MSRPH		R-17-02										
	RWPM		R-17-03										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
			X						X				
Line(s)	C-Line	Track Number	track 2	Chain Marker and/or Station(s)	From			To					
					Pentagon (C07)			Rosslyn (C05)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										
Description	The FWSO Inspection team received a job safety briefing from TRST #6034. All personal protective equipment (PPE) and roadway worker protection (RWP)								Number of Defects		0		
									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		Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFTWorthTX, ou=DOT FRAFTWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.06.20 08:41:45 -05'00'		Date
Inspector in Charge - Name Adam Giovando	Inspection Team Lee Emard, Al Nepa			



United States Department of Transportation
Federal Transit Administration

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	identification were checked. The roadway worker in charge (RWIC) reviewed the working limits, nearest hospital and the safety rule of the day. The hot spots, hazards, clearance areas, communication, and the Roadway Access Guide were used as part of the discussion.	Remedial Action Required?	No
	The work group was also provided with an advanced mobile flagman (AMF) and an advanced watchman for any areas that require additional protection.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Permanent Order R-17-03 Rules Compliance Observation-AMF				Activity Code		TRK	RC	OBS
Job Briefing Employee Name/Title	TRST #6034		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	930 - 1345	Outside Shift	No	
Related Reports	20170516-WMATA-WP-1		Related CAPS / Findings		Remedial Action ID: 1308						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM	R-17-03									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X						X		
Line(s)	C-Line	Track Number	track 2		Chain Marker and/or Station(s)		From		To		
							Pentagon (C07)		Rosslyn (C05)		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								
Description	Advanced Mobile Flagger (AMF):						Number of Defects		1		
	The FWSO Inspectors observed the AMF for compliance with Permanent Order R-17-03 (Advanced Mobile Flagger).						Recommended Finding?		Yes		
	The FWSO Inspector observing the AMF noted compliance with the requirements of Permanent Order R-17-03. The AMF had all required PPE. This included 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 Permanent Order R-17-03.						Remedial Action Required?		Yes		
	The following non-color-coded defect was noted by the inspector assigned to the AMF: <ul style="list-style-type: none"> The AMF did not read from the script but informed the operators of the required information in summary from the R-17-03. Defect associated with Advanced Mobile Flagger (AMF) Procedures, Item 9 of P.O. R-17-03. A remedial action for this defect was previously listed in FWSO report 20170516-WMATA-WP-1.						Recommended Reinspection?		Yes		
Remedial Action	N/A										

Inspection Activity #	3	Inspection Subject	Permanent Order R-17-03 Rules Compliance Observation-Operator				Activity Code		RTRA	RC	OBS
Job Briefing Employee Name/Title	TRST #6034		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	930 - 1345	Outside Shift	No	
Related Reports	20170516-WMATA-WP-1		Related CAPS / Findings		Remedial Action ID: 1308						



United States Department of Transportation
Federal Transit Administration

Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWPM		R-17-03								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X						X		
Line(s)	C-Line	Track Number	track 2	Chain Marker and/or Station(s)	From		To				
					Pentagon (C07)		Rosslyn (C05)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO Inspectors observed 18 train operators for compliance with permanent orders R-17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Flagger). WMATA.</p> <p>The following non-color-coded defects were noted by the inspector assigned to the AMF:</p> <ul style="list-style-type: none"> Train 411 failed to properly sound the horn approaching the AMF located at Arlington Cemetery Station platform. Note that the operator informed the AMF that his electric horn was inoperable and that the air horn would be used to advise the work crew. Defect associated with Class I/Class II Vehicle Operator Procedures, Item 1 of P.O. R-17-03. Train 402 failed to properly sound the horn approaching the AMF located at Arlington Cemetery Station platform. Defect associated with Class I/Class II Vehicle Operator Procedures, Item 1 of P.O. R-17-03. Train 404 failed to properly sound the horn approaching the AMF located at Arlington Cemetery Station platform. Defect associated with Class I/Class II Vehicle Operator Procedures, Item 1 of P.O. R-17-03. <p>Remedial actions for these defects were previously listed in FWSO report 20170516-WMATA-WP-1.</p>						Number of Defects		3		
							Recommended Finding?		Yes		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		
Remedial Action	N/A										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170607-WMATA-TW-1		
	2017	06	07				
Rail Agency Name	Washington Metropolitan Area Transit Authority (WMATA)			Rail Agency Department	Car Maintenance (CMNT)	Sub- Department	Inspection
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Greenbelt Service and Inspection Facility (E99)						

Inspection 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					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject				Shop Observations - Greenbelt Service and Inspection Facility			Activity Code		VM	SI	OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	No	Out Brief Conducted	No	Time	0800-1100	Outside Shift	No		
Related Reports	N/A			Related CAPS / Findings		N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title			Checklist Reference			
	Service Bulletin SBD-038, Engineering Modification Instruction EMI 160149, 5000 and 6000 Series Heavy Repair Manual Chapter 7 Trucks and Vehicle Suspension		N/A		N/A								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
					X							X	
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)	From				To				
					N/A				N/A				

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

Inspector in Charge - Signature	Thomas Wozniak		Digitally signed by Thomas Wozniak DN: cn=Thomas Wozniak, o=FRA, ou=DOT, email=thomas.wozniak@dot.gov, c=US Date: 2017.06.18 05:30:16 -05'00'	Date
Inspector in Charge - Name Tom Wozniak	Inspection Team Tom Wozniak, Bill Hultsch			

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Version date: 8/26/16



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Federal Transit Administration

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Vehicles	Head Car Number	Number of Cars	Equipment	Under Floor Car Hoist (Manual Wheel Stops)		
	6166-6177 6112-6113	4				
Description	FWSO Inspectors observed a "B"-type inspection on railcars 6166-6177 – No deficiencies were observed. FWSO Inspectors observed "B"-type inspection on railcars 6112-6113 – No deficiencies were observed. FWSO Inspectors observed on-the-job training (OJT) on a mechanical coupler on railcar 6166. Mechanics were using special gauges and could articulate the process for performing the mechanical coupler inspection. No deficiencies were observed. FWSO Inspectors observed that yellow caution ribbons were being placed on under-floor car hoists manual wheel stops to enhance visibility. This is a temporary measure until the new manual wheel stops are delivered to all shops and a service bulletin is written to establish a consistent procedure for chocking wheels on the under-floor car hoists. Recommend reinspection following the development of the service bulletin. Finally, FWSO Inspectors performed a document review in the truck shop of documentation on the shop floor provided to mechanics for truck overhaul procedures. Inspectors noted that Service Bulletin SBD-038 for CAF-5000 Series Immediate Brake Disc Replacement has been superseded by MSI 160114 Removal and Replacement of Knorr Brake Discs. Also, the 5000 Series Heavy Repair Manual Chapter 7 Trucks and Vehicle Suspension Rev 1.0 5/12/11 has been revised with 5000 Series Heavy Repair Manual Chapter 7 Trucks and Vehicle Suspension Rev 1.1 10/11. Recommend that maintenance documentation is audited and replaced with current versions.			Number of Defects	0	
				Recommended Finding?	No	
				Remedial Action Required?	No	
				Recommended Reinspection?	No	
Remedial Action	N/A					



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170607-WMATA-WP-1		
	2017	06	07				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ROCC	Sub- Department	N/A
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Carmen Turner Facility 3500 Pennsy Drive, Hyattsville, MD 20785						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject			Rules Compliance & Safety Management Inspection (SMI) Required Actions Observation of Rail Traffic Controllers (RTC)			Activity Code		ROCC	RC	OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1300-1845	Outside Shift	No	
Related Reports	Safety Management Inspection (SMI), Final Report, June 17, 2015			Related CAPS / Findings		Required Actions: R-1-6-a, R-1-7-b						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	Metrorail Safety Rules and Procedures Handbook & Roadway Worker Protection Manual (2014)		Section 1 – General Rules (Radio Usage and Operation): Rules 1.69 – 1.88		X		X		X			
	Permanent Orders NO. T-16-10 & NO. R-17-03											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	Main Track	Yard	At-grade	Tunnel	Elevated	N/A	
				X							X	
Line(s)	N/A		Track		N/A		Chain Marker		From		To	

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.06.28 10:21:39 -0400		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Tamara Powell				



United States Department of Transportation
Federal Transit Administration

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		Number		and/or Station(s)	N/A	N/A
Vehicles	Head Car Number	Number of Cars		Equipment	N/A	
	N/A	N/A				
Description	<p>The FWSO Inspector conducted an observation of the rail traffic controllers (RTC) at the Ops (Operations) 3 console, which controls and oversees operations on the Green, Yellow, and Blue Lines.</p> <p>The FWSO Inspector performed an observation and compliance check that focused mainly on the Rail Operations Control Center (ROCC) required actions and radio usage and operation (General Rules #1.69 – 1.88 and Permanent Order T-16-10). The observation and compliance check were based on findings from the SMI report and rules from the Metrorail Safety Rules and Procedures Handbook (MSRPH).</p> <p>Observations related to MSRPH:</p> <ul style="list-style-type: none"> Cardinal Rule 1.78: <i>“Employees shall, when communicating with ROCC, provide train/unit number and location...ROCC shall acknowledge employee by repeating train number, location, and track.”</i> <ul style="list-style-type: none"> The RTCs ensured all requests and transmissions were both given and received properly through read-backs. Train operators radioed in regarding loss of speed commands, slow speed read-outs, and requesting emergency reliefs. The RTC replied with positive acknowledgment of the request. For each command given thereafter, the operators repeated back their permissive block locations and understanding of direction as provided by the RTC. <p>Observations related to the Roadway Worker Manual, permanent orders, and SMI report findings:</p> <ul style="list-style-type: none"> R-1-6-a: <i>“WMATA must establish and enforce a proper protocol for language and terminology that is used over the radio – to include 100 percent word-for-word read-back for safety-related instructions and unusual train movements.”</i> (Also see Permanent Order T-16-10.) <ul style="list-style-type: none"> Starting at 1300 hours (beginning of observation period), the inspector observed operators, as well as track and power personnel, contacting the RTC over the radio to request permission to access the roadway to perform maintenance and track activities. The RTCs ensured all requests were received properly through read-backs. Power and track personnel each performed word-for-word confirmation of walking rights on the roadway. Operators also acknowledged clearing points, as well as understanding with all direction provided by the ROCC. The RTC closed out each radio check transmission by acknowledging, <i>“That is a good copy,”</i> over the radio. For each communication loop, the RTC closed out each and every transmission with <i>“over”</i> until she closed the loop with <i>“Central out.”</i> The operators, in response, using <i>“over”</i> sporadically, did not comply with this mandate. When calling in and/or confirming locations, both the RTC and units used the International Civil Aviation Organization (ICAO) standard for communicating accordingly, as warranted by the transmission. R-1-7-b: <i>“WMATA must enhance RTC reference materials to direct internal operations at the ROCC, including the use of the Advanced Information Management (AIM) system, visual schematics of WMATA stations and facilities, and internal ROCC administrative policies and procedures.”</i> <ul style="list-style-type: none"> In accordance with the roadway worker’s protection manual and Permanent Order R-17-03, RTCs are required to populate checklists to document all roadway access requests, including a separate checklist for foul time requests. The FWSO Inspector reviewed all checklists for same day roadway 				Number of Defects	0
					Recommended Finding?	No
					Remedial Action Required?	No
					Recommended Reinspection?	No



	<ul style="list-style-type: none">access.○ All fields (date, time, location, etc.) were filled out properly, and the checklists were complete.○ The FWSO Inspector observed that the on-duty Assistant Superintendent also performed a spot-check of the checklists, and reviewed the same with the RTC.• <i>Level IV WMATA Roadway Worker Protection (RWP) Course and Manual:</i><ul style="list-style-type: none">○ RTC followed all procedures as required by the RWP Manual (See “General RWP Guidelines”), accordingly.<ul style="list-style-type: none">▪ When calling on, each unit provided his/her ID number, exact location (by chain marker), and identified his/her level of protection.▪ Both the RTC and unit provided 100% repeat back when requesting and granting roadway access, stating hot spots and confirming safety briefings.▪ When signing off, the unit acknowledged and repeated back his/her clearing time.▪ RTC made hourly and 20-minute incremental broadcasts for all roadway access for the line.• <i>Permanent Order R-17-03 Advanced Mobile Flagger</i><ul style="list-style-type: none">○ During the observation, the RTC ensured there was an AMF assigned to each unit and roadway team signing on to the roadway.○ Track units also notified RTC when AMF location/position changed in accordance with inspection track limits. <p>There were no exceptions noted during this observation shift.</p>		
Remedial Action	N/A		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170608-WMATA-TW-1		
	2017	06	08				
Rail Agency Name	Washington Metropolitan Area Transit Authority (WMATA)			Rail Agency Department	Car Maintenance (CMNT)	Sub- Department	Inspection
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Greenbelt Service and Inspection Facility (E99)						


Inspection 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					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Shop Observations - Greenbelt 7000 Series Vehicle Acceptance Facility			Activity Code		VM	SI	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?		No	Out Brief Conducted		No	Time	0700 - 1100	Outside Shift	No		
Related Reports	N/A		Related CAPS / Findings			N/A								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title			Checklist Reference				
	N/A		N/A		N/A									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
					X							X		
Line(s)	N/A	Track Number		N/A	Chain Marker and/or Station(s)		From			To				
							N/A			N/A				
Vehicles	Head Car Number		Number of Cars		Equipment		N/A							
	N/A		N/A											
Description	FWSO Inspectors observed contractor personnel performing an incoming inspection of the 7000 Series railcars. Proper personal protective equipment (PPE) was worn. No deficiencies were noted.							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				

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

Inspector in Charge - Signature	 Digitally signed by Thomas Wozniak DN: cn=Thomas Wozniak, o=FRA, ou=DOT, email=thomas.wozniak@dot.gov, c=US Date: 2017.06.18 05:29:36 -05'00'		Date
Inspector in Charge - Name Tom Wozniak	Inspection Team Bill Hultsch		



	<p>The FWSO Inspectors observed the pit area where 7000 Series railcars are given incoming inspection/testing by the contractor. No deficiencies were noted.</p> <p>The FWSO Inspectors reviewed a car-lifting procedure utilized for lifting railcars using portable car jacks. No deficiencies were noted.</p> <p>The FWSO Inspectors reviewed with contractor personnel a procedure for removing secondary suspension (i.e., air bags) from 7000 Series trucks. No deficiencies were noted.</p> <p>The FWSO Inspectors did not note any defects.</p>	Recommended Reinspection?	No
Remedial Action	N/A		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170608-WMATA-WP-1		
	2017	06	08				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	POWR	Sub- Department	CBL. IN.
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	McLean (N01) to East Falls Church (K05), 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	0				
Recommended Finding	No	No				
Remedial Action Required ¹	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing (Mobile Work Crew)			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	20171207-WMATA-WP-2					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref					Rule or SOP		Standard		Other / Title		Checklist Reference		
	WMATA PERMANENT ORDER R-17-03 ADVANCE MOBILE FLAGGER													
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X		X				
Line(s)	N-Line K-Line	Track Number		track 2		Chain Marker and/or Station(s)		From		To				
								N/A		N/A				
Vehicles	Head Car Number			Number of Cars			Equipment	N/A						
	N/A			N/A										
Description	FWSO personnel received a job safety briefing from the WMATA roadway worker in									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		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo			

Digitally signed by WINSLOW L. POWELL
DN: cn=US, ou=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2017.06.28 10:26:13 -0400



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	<p>charge (RWIC). All personal protective equipment (PPE) and roadway worker 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 spots, hazards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion.</p> <p>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.</p> <p>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.</p> <p>The FWSO Inspector did not note any defects.</p>	Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Walking Observation (Cable Inspection)				Activity Code	TP	WI	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	20171207-WMATA-WP-2		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title		Checklist Reference					
	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)										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X		X	
Line(s)	N-Line	Track Number	track 2	Chain Marker and/or Station(s)	From			To			
	K-Line				McLean (N01)			East Falls Church (K05)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspector observed the WMATA cable inspection crew performing a cable inspection on track 2 between the McLean and East Falls Church stations. WMATA crew inspected each power assembly and documented any discrepancies. The FWSO inspector did not note any defects.</p> <p>Notable Observations:</p> <ul style="list-style-type: none"> • TRK 2 CM 624+00 – Expansion cables lying on the concrete deck. • TRK 2 CM 614+00 – Expansion cables lying on the ballast. • TRK 2 CM 590+00 – Expansion cables lying on the ballast. • TRK 2 CM 551+00 – Expansion cables lying on the ballast. • TRK 2 CM 530+00 – Expansion cables lying on the ballast. 						Number of Defects	0			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	No			



	<ul style="list-style-type: none">• TRK 2 CM 510+00 – Expansion cables lying on the ballast. Missing 3rd rail cover board.• TRK 2 CM 502+00 – Expansion cables lying on the ballast.		
Remedial Action	N/A		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170610-WMATA-AG-1		
	2017	06	10				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C- Line, King Street Station (C13)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Advanced Mobile Flagger Observation			Activity Code		TRK	RC	OBS
Job Briefing Employee Name/Title	AMF, TRST Unit 631					Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	1000 1500	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM		P.O. R-17-03											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X					X						
Line(s)	C-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To						
					King Street (C13)			King Street (C13)						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	The FWSO Inspector observed advanced mobile flagger (AMF) compliance with Permanent Order R-17-03 at the King Street Station. The FWSO Inspector observed the AMF stationed at the appropriate location on the platform. The								Number of Defects		0			
									Recommended Finding?		No			
									Remedial Action Required?		No			

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

Inspector in Charge - Signature ADAM ANTHONY 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: 2017.06.20 08:45:06 -05'00'		Date
Inspector in Charge - Name Adam Giovando	Inspection Team Alexander Nepa			



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	amber light was in place, the AMF was flagging approaching trains correctly, and the AMF read instructions to the operator from the script, as required. No exceptions were taken to the AMF's performance.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Advanced Mobile Flagger Observation				Activity Code	RTRA	RC	OBS						
Job Briefing Employee Name/Title	AMF, TRST Unit 631		Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	1000 1500	Outside Shift	No						
Related Reports	20170516-WMATA-WP-1		Related CAPS / Findings		Remedial Action: 1308											
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference								
	RWPM	P.O. R-17-03														
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
			X					X								
Line(s)	C-Line	Track Number	track 2	Chain Marker and/or Station(s)	From			To								
					King Street (C13)			King Street (C13)								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A										
	N/A		N/A													
Description	The FWSO Inspector observed train operator compliance with Permanent Order R-17-03 at the King Street Station. A total of 10 trains were observed for Permanent Order R-17-03 compliance. The following new defects were observed and were not in compliance with Permanent Order R-17-03. There were no color-coded conditions noted: <ul style="list-style-type: none">WMATA Blue Line train, lead car number 5163, departed King Street Station at 1000 hours without sounding its mainline horn, as required. Defect associated with Class I/Class II Vehicle Operator Procedures, Item 3, of P.O. R-17-03.WMATA Blue Line train ID number 406, lead car number 3028, departed King Street Station at 1008 hours without sounding its mainline horn, as required. Defect associated with Class I/Class II Vehicle Operator Procedures, Item 3, of P.O. R-17-03.WMATA Blue Line train, lead car number 6072, departed King Street Station at 1010 hours without sounding its mainline horn, as required. Defect associated with Class I/Class II Vehicle Operator Procedures, Item 3, of P.O. R-17-03.WMATA Blue Line train ID number 408, lead car number 3268, departed King Street Station at 1038 hours without sounding its mainline horn, as required. Defect associated with Class I/Class II Vehicle Operator Procedures, Item 3, of P.O. R-17-03. Remedial actions for these defects were previously issued in FWSO report 20170516-WMATA-WP-1.						Number of Defects		4							
							Recommended Finding?		No							
							Remedial Action Required?		No							
							Recommended Reinspection?		No							
Remedial Action	N/A															



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170610-WMATA-WP-1		
	2017	06	10				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Production
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Surge 15 – New Carrollton (D13) – Cheverly (D11)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Roadway Worker Protection – Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST Unit #4446					Accompanied Inspector?	No	Out Brief Conducted	No	Time	0700 – 1130	Outside Shift	Yes	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	MSRPH		4.181											
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X		X				
Line(s)	D-Line		Track Number	tracks 1 and 2	Chain Marker and/or Station(s)		From		To					
							New Carrollton (D13)		Cheverly (D11)					
Vehicles	Head Car Number		Number of Cars		Equipment		N/A							
	N/A		N/A											
Description	The inspector attended the job safety briefing at New Carrollton (D13) station. The briefing was led by Track and Structures (TRST) Unit 4446. The inspector was								Number of Defects		0			
									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=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.06.29 07:18:00 -04'00'		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Robert Maniuszko				



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Federal Transit Administration

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	escorted by TRST Unit 6430. The Mobile Command Center (MCC) was the roadway worker in charge (RWIC) for the work zone. The MCC can be contacted via operations (OPS) radio channel 12 or via landline. The protection for the area was inaccessible track (IT). There are wood tie barriers on each end of the work zone. The work zone was covered by a Red Tag outage. The Red Tag is 2017136510A. The safety rule of the day was 4.181. This rule states "While walking or working in tunnels or on elevated structures, employees shall arrange to carry or otherwise provide sufficient light to permit work to be performed safely." The briefer discussed all of the hot spots in the area as well as all of the hazards. All employees were reminded that unattended roadway maintenance machines (RMM) must be secured and chocked. All employees were reminded that personal protective equipment (PPE) is required, including any specialized PPE required for individual tasks. The briefer checked all identification and PPE prior to issuing an orange wristband.							Remedial Action Required?		No	
	No exceptions were taken with the job safety briefing.							Recommended Reinspection?		No	
Remedial Action		N/A									

Inspection Activity #	2	Inspection Subject	General Observations from the Work Area				Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST Unit #4446		Accompanied Inspector?	No	Out Brief Conducted	No	Time	0700 – 1130	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	TRST 1000		7.9.2.5 (j)								
	MSRPH										
	OSHA				1910						
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X		X	
Line(s)	D-Line	Track Number	tracks 1 & 2	Chain Marker and/or Station(s)	From			To			
					New Carrollton (D13)			Cheverly (D11)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	Notable Observations:							Number of Defects		0	
	<ul style="list-style-type: none"> Track and Structures (TRST) crews that were installing the new grout pads on track #1 on the New Carrollton aerial structure were using compressed air to blow dirt and debris from the grout pad forms. This practice created a lot of dust. Only one individual was observed to be wearing a dust mask. The inspector contacted the SAFE Officer on duty to inform her about the concern. During the return inspection on track #1, the inspector observed the same condition. It is not known if the SAFE Officer on duty addressed the concern. TRST crews that were using a jackhammer to remove the old grout pads on the New Carrollton aerial structure were not using hearing protection of any type. TRST crews on the New Carrollton aerial structure were using an air compressor for various tasks on the structure. The compressor supplied compressed air to the pneumatic tools via a "Chicago" line. The inspector did not observe any "Whip Checks", pins or wire ties at any of the connection points on the air supply lines. During the walk on track #2 toward Cheverly, a TRST crew was observed pouring concrete for the new grout pads on track #1 on the Landover aerial. Four individuals were observed without hard hats within the construction area. The inspector spoke to one individual, later identified as the supervisor for the crew. The supervisor pointed to a red helmet claiming that it was his. When asked again, the supervisor pointed to a white hard hat. The supervisor proceeded to put the white hard hat on. The inspector asked the escort to verbally remind the crew about the 							Recommended Finding?		No	
								Remedial Action Required?		No	



	<p>PPE requirements. Upon return from Cheverly to New Carrollton on track #1, one individual was observed without his hard hat for the second time. The individual was the supervisor identified earlier. During the job safety briefing, the briefer clearly stated that all PPE was required.</p> <ul style="list-style-type: none">During the walk on track #2 over the New Carrollton aerial structure, the inspector noted numerous anchor bolts that had been cut. The inspector also noted that there were numerous anchor bolts that exceeded a length of (3 inches) above the base of the rail. Per the WMATA 1000: Track Maintenance & Inspection Manual 7.9.2.5 (j), these would be considered "defective".At Chain Marker 582+00 the inspector noted four compressed gas cylinders standing unsupported and unsecured. Three of the cylinders were identified as oxygen and the fourth was identified as acetylene. A representative of G.W. Peoples told the inspector that the bottles were staged for upcoming rail cutting activities adjacent to track #1. Per OSHA 1910.253(b)(5)(iii)(B): "Cylinders shall be handled carefully. Rough handling, knocks, or falls are liable to damage the cylinder, valve or safety devices and cause leakage."Emergency Trip Station (ETS) box D151 was observed to be leaning. On further inspection, it was discovered that the base supporting the frame for mounting the box was broken. <p>General Observations:</p> <ul style="list-style-type: none">The inspector observed work crew throughout the area between New Carrollton (D13) to Cheverly (D11).The ongoing work that was observed is as follows:<ul style="list-style-type: none">New grout pad installation on track #1 on the New Carrollton and Landover aerial structures. The crews were observed performing:<ul style="list-style-type: none">Jack hammering of the old grout padInstalling forms for the new grout padCompressed air cleaning of dirt and debris from demolitionApplication of concrete preparation coatingPouring of concrete into forms around old existing anchor boltsLeveling of concrete with trowelsRemoval of old anchor boltsDrilling of new anchor bolt holes <p>No exception was taken to the new work being performed on track #1.</p> <ul style="list-style-type: none">The inspector observed the ballast vacuum vehicle removing ballast from the area between the third rails.WMATA teams were observed performing area cleanup. Debris, old crossties, rail segments, wood and old fasteners were being removed.A crew was also observed cleaning and prepping a section of the third rail that was being welded.The inspector notes that WMATA has replaced an extensive amount of crossties within the observed work zone. The fasteners, ballast, rail, and crossties appear to meet the requirements established by WMATA.		
Remedial Action	N/A		

Photos:



Figure 1 - Chicago air compressor line - no "Whip Check", pins or wire ties



Figure 2 - Freestanding compressed gas cylinders. 3 - Oxygen, 1 - Acetylene



Figure 3 - Newly installed stud bolt on New Carrollton aerial, track 2.

Bolt appears to have been cut after installation.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170613-WMATA-WP-1		
	2017	06	13				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C-Line, track 2, Pentagon (C07) to Rosslyn (C05)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST # 6339					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	2030 - 2345	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	MSRPH		R-17-02											
	RWPM		R-17-03											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X						X					
Line(s)	D-Line	Track Number	track 1		Chain Marker and/or Station(s)		From		To					
							Stadium-Amory (D08)		Smithsonian (D02)					
Vehicles	Head Car Number		Number of Cars		Equipment		N/A							
	N/A		N/A											
Description	The FWSO Inspector received a job safety briefing from TRST #6339. All personal protective equipment (PPE) and roadway worker protection (RWP) identification were checked. The roadway worker in charge (RWIC) reviewed the working limits,							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				

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

Inspector in Charge - Signature		Date	
WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.06.28 10:17:48 -0400	
Inspector in Charge - Name Winslow Powell	Inspection Team Lee Emard		



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Federal Transit Administration

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	nearest hospital and the safety rule of the day. The hot spots, hazards, clearance areas, communication and the Roadway Access Guide were used as part of the discussion. The work group was also provided with an advanced mobile flagger (AMF) and an advanced watchman for any areas that require additional protection. No exceptions were taken with the job safety briefing.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Permanent Order R-17-03 Rules Compliance Observation-AMF				Activity Code	TRK	RC	OBS	
Job Briefing Employee Name/Title	TRST #6339		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	2030 - 2345	Outside Shift	No	
Related Reports	20170516-WMATA-WP-1		Related CAPS / Findings		Remedial Action ID: 1308						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWPM		R-17-03								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X						X		
Line(s)	D-Line	Track Number	track 1		Chain Marker and/or Station(s)	From		To			
						Stadium-Armory (D08)		Smithsonian (D02)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	The FWSO Inspector observed the AMF for compliance with Permanent Order R-17-03 (Advanced Mobile Flagger). The FWSO Inspector observing the AMF noted compliance with the requirements of Permanent Order R-17-03. The AMF had all required PPE. This included 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 Permanent Order R-17-03. No exceptions were taken with the Advance Moble Flagger(AMF)						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		No		
Remedial Action	N/A										

Inspection Activity #	3	Inspection Subject	Permanent Order R-17-03 Rules Compliance Observation-Operator				Activity Code	RTRA	RC	OBS	
Job Briefing Employee Name/Title	TRST #6339		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	2030 - 2345	Outside Shift	No	
Related Reports	20170516-WMATA-WP-1		Related CAPS / Findings		Remedial Action ID: 1308						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWPM		R-17-03								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X						X		
Line(s)	D-Line	Track	Track 1		Chain Marker	From		To			



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		Number		and/or Station(s)	Statium-Armory (D08)	Smithsonian (D02)
Vehicles	Head Car Number	Number of Cars		Equipment	N/A	
	N/A	N/A				
Description	The FWSO Inspector observed 20 train operators for compliance with permanent orders R-17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Flagger). WMATA. The following non-color-coded defects were noted by the inspector assigned to the AMF: <ul style="list-style-type: none">Train 410 failed to properly sound the horn approaching the AMF located at Capital South Station platform. <i>Defect associated with Class I/Class II Vehicle Operator Procedures, Item 1 of P.O. R-17-03.</i>Train 910 failed to properly sound the horn approaching the AMF located at Capital South Station platform. <i>Defect associated with Class I/Class II Vehicle Operator Procedures, Item 1 of P.O. R-17-03.</i> Remedial actions for these defects were previously listed in FWSO report 20170516-WMATA-WP-1.				Number of Defects	2
					Recommended Finding?	Yes
					Remedial Action Required?	Yes
						Recommended Reinspection?
Remedial Action	N/A					



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170615-WMATA-AG-1		
	2017	06	15				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Production
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	SafeTrack Surge 15 Work Area. New Carrollton Station (D13) to D1 402+00						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	Surge 15 Briefing Table					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	0900-1400	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings			N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	MSRPH													
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X		X				
Line(s)	D-Line		Track Number	tracks 1 and 2	Chain Marker and/or Station(s)		From		To					
							New Carrollton Station (D13)		D1 402+00					
Vehicles	Head Car Number			Number of Cars		Equipment	N/A							
	N/A			N/A										

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

Inspector in Charge - Signature ADAM ANTHONY 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: 2017.06.20 08:52:40 -05'00'		Date
Inspector in Charge - Name Adam Giovando		Inspection Team Adam Giovando, Wes Albright, Mike Vitale		



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Description	FWSO personnel received a job safety briefing from the briefing table at New Carrollton (D13). All personal protective equipment (PPE) was confirmed by the briefer. All roadway worker protection (RWP) badges were also confirmed by the briefer. The briefing was thorough and covered the protections in place for the entire work area, inaccessible track, and the locations of all barriers, switches and working limits throughout the area. The briefer noted the nearest hospital and appropriate radio channel and phone number for the Mobile Command Center (MCC) which is serving as the roadway worker in charge (RWIC) for the work area. Finally, the briefer also noted the safety rule of the day. FWSO personnel were given gray wristbands demonstrating they had been briefed and were given permission to enter the work zone.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	SafeTrack surge 15 Follow-Up Inspection				Activity Code	TRK	WI	PI	
Job Briefing Employee Name/Title	Surge 15 Briefing Table		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	0900-1400	Outside Shift	No	
Related Reports	20170603-WMATA-AG-1		Related CAPS / Findings		Remedial Action ID: 1347, 1348						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH										
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X		X	
Line(s)	D-Line	Track Number	tracks 1 and 2	Chain Marker and/or Station(s)	From		To				
					New Carrollton Station (D13)		D1 402+00				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO personnel performed an inspection of the SafeTrack surge 15 to follow-up on defects noted in report 20170603-WMATA-AG-1. Inspectors observed WMATA employees making corrections to the fastener quality conditions noted in 20170603-WMATA-AG-1, using a hammer and chisel to ensure a uniform surface underneath the newly installed fasteners. In addition to following up on fasteners, FWSO Inspectors performed a walking inspection of the surge area between New Carrollton Station and D1 402+00.</p> <p>The FWSO Inspector did not note any defects.</p> <p>Other Notable Observations:</p> <ul style="list-style-type: none"> In multiple locations on both tracks, FWSO inspectors noted signal and negative return cables with exposed wires and cut insulation that had been reinstalled. Between D1 438+00 and D1 443+00, the boundary fence separating the WMATA and CSX tracks was not secured at the bottom. At D1 414+00, grout is covering the base and parts of the web of the right running rail. On the three aerial structures inspected, many drains are clogged with debris. In the ballasted areas inspected, the ballast is stacked up against the third rail. At D1 420+00 the third rail anchor arm is not secured. At D1 412+18 the light on Emergency Trip Station (ETS) Box D119 is not functioning properly. 						Number of Defects	0			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	No			
Remedial Action	N/A										

Photos:



Photo 1: Grout on running rail at D1 414+00.



Photo 2: Unsecured third rail anchor arm at D1 420+00



Photo 3: Example of damaged negative return cable seen in work zone.



Photo 4: Ballast piled up against the third rail seen in work zone.



Photo 5: Hammer and chisel technique being used to provide uniform surface under fastener.



Photo 6: Unsecured fence between D1 438+00 and D1 443+00.



Photo 7: Example of clogged drains seen on aerial structure in work zone.



Inspection Form

FOIA Exemption: All (b)(6)
Form FTA-IR-1

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Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170615-WMATA-AG-2		
	2017	06	15				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Shady Grove (A15) to Rockville (A14)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST Unit #6030				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0930 – 1405	Outside Shift	No	
Related Reports					Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	MSRPH		R-17-02										
	RWPM		R-17-03										
			T-16-07										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X							X					
Line(s)	A-Line	Track Number	track 2	Chain Marker and/or Station(s)	From				To				
					A2 CM947+80				A2 CM804+00				
Vehicles	Head Car Number		Number of Cars		Equipment		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		Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFTWorthTX, ou=DOT FRAFTWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.06.23 14:12:40 -05'00'		Date
Inspector in Charge – Name Adam Giovando		Inspection Team Leon Ferguson, Tom Wozniak, Tamara Powell, Lee Emard, Robert Maniuszko		



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	N/A	N/A			
Description	Job Safety Briefing: <ul style="list-style-type: none"> The job safety briefing was led by TRST Unit #6030. The advanced mobile flagger (AMF) assigned to the team was TRST Unit #6085. The planned walk for the mobile workgroup was from Shady Grove (A15) to Rockville (A14). Train approach warning (TAW) and foul time (FT) would be the means of protection for the group. There were three Red hot spots identified in the Roadway Access Guide. The group would also have an advanced watchman, if necessary. Hazards were discussed. The closest hospital was Shady Grove Hospital. All ID's and personal protective equipment (PPE) were checked. No exceptions were taken with the Job Safety Briefing.			Number of Defects	0
				Recommended Finding?	No
				Remedial Action Required?	No
				Recommended Reinspection?	No
Remedial Action	N/A				

Inspection Activity #	2	Inspection Subject	RWIC Rules Compliance Observations				Activity Code	TRK	RC	OBS	
Job Briefing Employee Name/Title	TRST Unit #6030		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0930 – 1405	Outside Shift	No	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH	R-17-02									
	RWPM	R-17-03									
		T-16-07									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	A-Line	Track Number	track 2	Chain Marker and/or Station(s)		From		To			
						A2 CM947+80		A2 CM804+00			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	Advanced Mobile Flagger (AMF) - (Permanent Order R-17-03): <ul style="list-style-type: none"> The AMF assigned to the FWSO team was TRST Unit #6085. The AMF was located on the outbound side of the platform at Rockville Station (A14), track 2. The AMF possessed all required personal protective equipment (PPE). The AMF was observed to follow all the requirements of Permanent Order R-17-03. No exceptions were taken. Roadway Worker in Charge (RWIC) – (Permanent Orders: R-17-03, R-17-02 and T-16-10): <ul style="list-style-type: none"> The RWIC assigned to the work group was TRST Unit #6030. The RWIC accompanied the group during the track inspection. The RWIC possessed a working, calibrated WMATA radio. The RWIC communicated with the AMF, as required. The RWIC was given permission to access the roadway. The RWIC made three separate requests for foul time to traverse through the three access guide identified Red hot spots. 						Number of Defects	0			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	No			



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	<ul style="list-style-type: none"> ○ All rules and requirements were followed as required by permanent orders R-17-02 and T-16-10. ○ There were several requests from the ROCC to relinquish foul time to allow for train movement through the foul time areas. These requests were granted and the team stood by until the ROCC contacted the RWIC and reestablished the foul time area. ○ It should be noted that two of the three areas where foul time was required exceeded 1800'. These areas take longer than a "short period of time" to traverse. <p>No exceptions were taken with the rules compliance of the RWIC.</p>		
Remedial Action	N/A		

Inspection Activity #	3	Inspection Subject	Train Operator Rules Compliance, R-17-03 and T016-07				Activity Code	RTRA		RC	OBS
Job Briefing Employee Name/Title	TRST Unit #6030		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0930 – 1405	Outside Shift	No	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH	R-17-02									
	RWPM	R-17-03									
		T-16-07									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	A-Line	Track Number	track 2		Chain Marker and/or Station(s)		From		To		
							A2 CM947+80		A2 CM804+00		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								
Description	Onboard Inspector Observations: <ul style="list-style-type: none"> • The FWSO Inspector performed head-end rides onboard revenue trains that operated from Shady Grove to Twinbrook and from Twinbrook to Shady Grove • All train operators who operated trains through the area had received the WMATA training as a part of the stand down. • The inspector observed a total of eight trains. All operators operated their trains in compliance with Permanent Order R-17-03. <p>No exceptions were taken.</p> Roadway Inspection Team Observations: <ul style="list-style-type: none"> • 31 trains were observed for compliance with the requirements of permanent orders T-16-07 and R-17-03. • The FWSO roadway inspection team noted no incidents of noncompliance by the train operators. • The operators met all requirements of permanent orders R-17-03 and T-16-07. <p>No exceptions were taken.</p>						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
								Recommended Reinspection?		No	
Remedial Action	N/A										

Inspection Activity #	4	Inspection Subject	ROCC Rules Compliance Observation	Activity Code	ROCC	RC	OBS
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Job Briefing Employee Name/Title	TRST Unit #6030			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0930 – 1407	Outside Shift	No
Related Reports				Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	MSRPH		R-17-02								
	RWPM		R-17-03								
			T-16-07								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
				x							
Line(s)	A-Line	Track Number	track 2		Chain Marker and/or Station(s)		From		To		
							A2 CM947+80		A2 CM804+00		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								
Description	<p>The FSWO Inspector observed the operations (Ops) 1 console and monitored the FSWO team members assigned to a WMATA inspection track unit walking from Shady Grove to Rockville.</p> <p>The RWIC assigned to the team was formally called onto the roadway worker protection (RWP) list at 1044 hours. The RWIC followed radio protocol, properly identifying himself as Unit 6030. For his initial call on, the RWIC provided the location of the team's inspection area from Shady Grove to Rockville on track 2, and identified the number of personnel in his crew (10 personnel), including "two FTA personnel." The RWIC also reported he conducted a safety briefing, identified all "hot spots," and that the work group would be walking under foul time (FT) and TAW protection. Lastly, he stated that there was an AMF stationed at Rockville for train operator notifications.</p> <p>The FSWO Inspector noted that all radio transmissions between the rail traffic controller (RTC) and the RWIC concluded with "over," and the RTC closed the communication loop with "Central Out." The RWIC requested to start his inspection walk with foul time. RTC requested him to standby and stand clear while he reviewed the request before granting permission for the RWP request. The RTC granted permission for requested access, making proper announcements over the radio. The RTC used International Civil Aviation Organization (ICAO) assignment of the alphabet to clarify location, as required by WMATA policy.</p> <p>RWIC 6030 made three foul time requests during his inspection between the two stations. He was granted the same accordingly at 1050 (Shady Grove crossover), 1209 (A2-923+00 to 905+00), and 1333 (A2-828+00 to 805+00) hours. The work group was asked to clear twice intermittently by the ROCC to allow revenue service through the area.</p> <p>For each instance, the RWIC identified self and crew properly, requesting foul time and stating chain markers. The RTC asked him to "stand by and stand clear," while he ensured proper protects were in place. In each instance, the RTC button controller established red signals and prohibit exits for all affected signals in the area, removing automatic capability. Blue Block Track and human form were established on the Controller's display board in the area, as well. On each occasion, the RTC contacted the approaching train to notify the operator 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. Also, on each instance, the RTC formally broadcast the foul time clearance and relinquishing times.</p> <p>The FSWO Inspector also reviewed all ROCC Foul Time and Maintenance Personnel Access Checklists for compliance of populating all requests, as required. All checklists were completed by the RTC accordingly, documenting</p>						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		No		



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	<p>both the general access request and all three separate instances where foul time was granted.</p> <p>The RWIC called clear of the roadway once the crew completed the track inspection at 1407 hours. The RTC ensured 100% repeat back of clearance and information provided.</p> <p>No exceptions were taken.</p>		
Remedial Action	N/A		

Inspection Activity #	5	Inspection Subject	Track General Observations – Pre-Surge 16				Activity Code		TRK	GEN	OBS
Job Briefing Employee Name/Title	TRST Unit #6030			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0930 – 1405	Outside Shift	No
Related Reports	20170202-WMATA-WP-1			Related CAPS / Findings		Remedial Actions: 1155, 1156, 1157, 1158, 1159, 1160, 1162, 1163, 1164 and 1165					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	MSRPH		R-17-02								
	RWPM		R-17-03								
			T-16-07								
			T-16-10								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	A-Line	Track Number	track 2	Chain Marker and/or Station(s)	From			To			
					A2 CM947+80			A2 CM804+00			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>General Observations:</p> <ul style="list-style-type: none"> The FWSO team were accompanied by two members of the HNTB contractors group along with one member of the Rail Pro inspection team. The team also included two WMATA employees that were performing a pre-surge inspection of the upcoming Surge 16 work zone. The inspectors noted that there were numerous bundles of new crossties placed throughout the area. Many items within the track system were pre-marked with Orange spray paint to indicate required maintenance during the upcoming surge. <p>Note: The team did not note any areas for immediate repairs. Conditions requiring repair had already been designated for rehabilitation during the upcoming surge activities.</p> <p>Remedial Action Follow-up Inspection:</p> <p>The FWSO team noted that the following remedial actions have been addressed by WMATA: 1155, 1156, 1157, 1158, 1159, 1160, 1162, 1163, 1164 and 1165</p>						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		No		
Remedial Action	N/A										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170615-WMATA-WP-1		
	2017	06	15				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	SafeTrack Surge #15 - Cheverly (D11) - track 1						

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	0				
Recommended Finding	No	No				
Remedial Action Required ¹	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing Observation			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	SafeTrack Dedicated Safety Briefer					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0000-0430	Outside Shift	Yes	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard			Other / Title		Checklist Reference				
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X						
Line(s)	D-Line	Track Number	track 1	Chain Marker and/or Station(s)	From			To						
					N/A			N/A						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	FWSO personnel received a job safety briefing from the Surge 15 briefing table. All personal protective equipment (PPE) and roadway worker protection (RWP)							Number of Defects		0				
								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		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo			



United States Department of Transportation
Federal Transit Administration

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	IDs were checked and the working limits were reviewed. The briefer 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. FWSO personnel were provided a bracelet indicating their receipt of the briefing and were granted access to the roadway. No exceptions were taken.						Remedial Action Required?		No	
	The FWSO Inspector did not note any defects.						Recommended Reinspection?		No	
Remedial Action		N/A								

Inspection Activity #	2	Inspection Subject	Cheverly (D11) – Normalizing Negative Return Cables			Activity Code		TP	RM	OBS	
Job Briefing Employee Name/Title	SafeTrack Dedicated Safety Briefer		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0000-0430	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEM WIDE (REVISION 2, SEPTEMBER 16, 2016)										
	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	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	D-Line	Track Number	1	Chain Marker and/or Station(s)		From		To			
						CM 426+00		CM 426+00			
Vehicles	Head Car Number		Number of Cars		Equipment	Negative Return Cables (1000 kcmil, 2 kV)					
	N/A		N/A								
Description	<p>FWSO Inspectors observed WMATA's power department and electrical contractors reconnecting eight negative return cables to the wayside Wee-Z bond (normalization of negative return cables).</p> <p>During the inspection, FWSO Inspectors observed the contractor reconnecting eight negative return cables to the wayside Wee-Z bond per the Engineering Modification Instruction (EMI) for jumper, expansion, and transition power cables replacement system wide; issued September 16, 2016. The negative return cables were originally disconnected from the impedance bond in order for the TRST (Track and Structures) Department to replace the rail ties that the bond was secured to.</p> <p>The FWSO Inspector and WMATA personnel did not note any defects during the normalization of the negative return cables.</p>						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		No		
Remedial Action		N/A									



Inspection Form

FOIA Exemption: All (b)(6)
Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170617-WMATA-AG-1		
	2017	06	17				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Production
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A- Line, tracks 1 and 2, between Twinbrook (A13) and Shady Grove (A15)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Roadway Worker Protection – Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST Unit 6161 SAFETY Unit 202					Accompanied Inspector?	No	Out Brief Conducted	No	Time	0000 0800	Outside Shift	Yes	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X		X					X						
Line(s)	A-Line		Track Number	Track 1&2		Chain Marker and/or Station(s)		From		To				
								Twinbrook (A13)		Shady Grove (A15)				
Vehicles	Head Car Number			Number of Cars		Equipment		N/A						
	N/A			N/A										

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

Inspector in Charge - Signature ADAM ANTHONY 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: 2017.06.23 14:15:57 -05'00'		Date
Inspector in Charge – Name Adam A. Giovando		Inspection Team Alexander Nepa		



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Description	The job safety briefing was provided by TRST unit #6161 at Rockville briefing table at Rockville Station (A14). The briefing was thorough and fully compliant with WMATA's Roadway Worker Protection Manual (RWPM) requirements. It included a Roadway Worker Protection (RWP) ID check, type of protection, inaccessible track (IT), potential hazards, hot spots, hospital locations, red tag outage number, and safety rule of the day. No exceptions were taken with the job safety briefing.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Surge Setup Observation					Activity Code	TRK	RWP	PI
Job Briefing Employee Name/Title	TRST Unit 6161 SAFE Unit 202		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	0000 0800	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		X					X			
Line(s)	A-Line	Track Number	Track 1 & 2		Chain Marker and/or Station(s)		From		To		
							Twinbrook (A13)		Shady Grove (A15)		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								
	An FWSO Inspector performed an inspection of the RWP setup for Surge 16 on both tracks between Shady Grove Yard and CM 704+45 on the A-Line. The FWSO Inspector did not note any defects. Other Notable Observations: <ul style="list-style-type: none">Job safety briefing tables at Rockville and Shady Grove were set up and operational.The Mobile Command Center (located at the Rockville Station parking lot) was set up and operational.Third rail power was deactivated, red tag outage number 2017-168508A was issued, and POWER employees were performing hot-stick verification.Yard to mainline switches at Shady Grove had been locked and clamped. As of 0530 hours, WMATA was still moving equipment into the surge area, barricades and shunts had yet to be applied. FWSO will perform subsequent inspections to ensure their application.						Number of Defects	0			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	No			
Remedial Action	N/A										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170617-WMATA-WP-1		
	2017	06	17				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	New Carrollton Rail Yard (D99)						

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	15				
Recommended Finding	No	Yes				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings			N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	MSRPH													
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
		X						X						
Line(s)	D-Line		Track Number	N/A	Chain Marker and/or Station(s)		From		To					
							N/A		N/A					
Vehicles	Head Car Number		Number of Cars		Equipment		N/A							
	N/A		N/A											
Description	FWSO personnel received a job safety briefing from the WMATA roadway worker in charge (RWIC). All personal protective equipment (PPE) and roadway worker								Number of Defects		0			
									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		Date
Inspector in Charge - Name	Winslow Powell	Inspection Team	Tino Sahoo	



	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 hazards, clearance areas, and communication were used as part of the discussion. No exceptions were taken.						Remedial Action Required?		No	
	The FWSO Inspector did not note any defects.						Recommended Reinspection?		No	
Remedial Action		N/A								

Inspection Activity #	2	Inspection Subject	Cable Inspection Observation				Activity Code		TP	WI	OBS
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard		Other / Title		Checklist Reference				
	TRST 1000										
	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)										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X						X			
Line(s)	D-Line	Track Number	N/A	Chain Marker and/or Station(s)		From		To			
						N/A		N/A			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>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.</p> <p>The following new non-color-coded defects were noted:</p> <ul style="list-style-type: none"> YCR (Yard Contact Rail) 17D – Metal Kindorf structure rather than EMI approved fiberglass kindorf standing cables off the ground. Metal structure on gauge side of 3rd rail¹. (See Figure 1) YCR 16B – Heat shrink on conduit stub-up compromised². (See Figure 2) YCR 13 – Heat shrink on conduit stub-up compromised². (See Figure 3) YCR 12 – Heat shrink on conduit stub-up compromised². (See Figure 4) YCR 12 – Cap unused conduit². (See Figure 5) YCR 8 – Nicked/torn pigtail². (See Figure 6) YCR 7 – Heat shrink on conduit stub-up compromised². (See Figure 7) YCR 70 – 3rd rail tie anchor missing bolt³. (See Figure 8) YCR 69 – Pigtail CADWELD compromised to steel 3rd rail². (See Figure 9) 						Number of Defects		15		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		No		



	<ul style="list-style-type: none">• YCR 69 – Nicked pigtail². (See Figure 10)• YCR 3 – Feeder cables stood off the ground with metal Kindorf structure and zip ties¹. (See Figure 11)• YCR 3 – Cap unused conduit properly². (See Figure 12)• YCR 6 –Orange boot power assembly too close to kicker 3rd rail¹. (See Figure 13)• YCR 4 – Orange boot power assembly lying on the ballast¹. (See Figure 14)• YCR 2 – Heat shrink on conduit stub-up compromised². (See Figure 15) <p>¹The above remedial actions should be in compliance with: ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEMWIDE (REVISION 2, SEPTEMBER 16, 2016).</p> <p>²The above remedial actions should be in compliance with: TRACTION POWER DESIGN DRAWING (DD-TP-SSI-013, REVISION 0, AUGUST 2001) detail “Cable Connector Assembly.</p> <p>³The above remedial actions should be in compliance with: TRACK AND STRUCTURES DIVISION – TRST 1000 TRACK MAINTENANCE AND INSPECTION MANUAL (REVISION 7, MARCH 2017).</p> <p>Other Notable Observations:</p> <ul style="list-style-type: none">• YCR (Yard Contact Rail) 17B – Trash and debris surrounding jumper cables. Jumper cables lying on the ballast. Kindorf straps on cable clamps were rusted out.• YCR 17D – Jumper cables lying on the ballast. Trash surrounding jumper cables.• YCR 14 – Missing 3rd rail cover board.• YCR 11 – Missing 3rd rail cover board.• YCR 12 – Missing 3rd rail cover board on end approach.• YCR 8 – Pigtails lying on the ballast. Abandoned boot needs removal. Duct seal missing in conduit.• YCR 7 – Pigtails lying on the ballast.• YCR 73 – Duct seal missing in conduit.• YCR 76 – Duct seal missing in conduit. Cables lying on the ballast.• YCR 77 – Cables lying on the ballast. Metal strap standing conduit off the ballast broken.• YCR 80 – Cables lying on the ballast.• YCR 71 – Missing 3rd rail cover board on end approach.• YCR 69 – Negative return cables lying on the ballast.• YCR 3 – Pigtails lying on the ballast.• YCR 5 – Abandoned boot needs removal.• YCR 4 – Pigtails lying on the ballast.• YCR 4 – Negative return cables lying on the ballast.• YCR 2 – Missing 3rd rail cover board on kicker rail. Pigtails lying on the ballast.• YCR 1 – Pigtails lying on the ballast.		
Remedial Action	<p>To achieve compliance with WMATA’s requirements:</p> <ul style="list-style-type: none">• WMATA must stand cables off the ground per latest EMI (YCR 17D).• WMATA must replace heat shrink on conduit stub-up (YCR 16B).• WMATA must replace heat shrink on conduit stub-up (YCR 13).• WMATA must replace heat shrink on conduit stub-up (YCR 12).• WMATA must cap unused conduit to prevent water infiltration (YCR 12).• WMATA must replace nicked/torn pigtail (YCR 8).• WMATA must replace heat shrink on conduit stub-up (YCR 7).• WMATA must install missing 3rd rail tie anchor bolt (YCR 70).• WMATA must reweld compromised CADWELD of the pigtail to steel 3rd rail (YCR 69).		



- WMATA must replace nicked pigtail (YCR 69).
- WMATA must stand cables off the ground per latest EMI (YCR 3).
- WMATA must cap unused conduit properly to prevent water infiltration (YCR 3).
- WMATA must relocate orange boot power assembly for more clearance from the 3rd rail (YCR 6).
- WMATA must stand off the ground orange boot power assembly per latest EMI (YCR 6).
- WMATA must replace heat shrink on conduit stub-up (YCR 2).

Photos:



FIGURE 1 - YARD CONTACT RAIL (YCR) 17D – METAL KINDORF STRUCTURE RATHER THAN EMI APPROVED FIBERGLASS KINDORF STANDING CABLES OFF THE GROUND. METAL STRUCTURE ON GAUGE SIDE OF 3RD RAIL



FIGURE 2 - YCR 16B – HEAT SHRINK ON CONDUIT STUB-UP COMPROMISED



FIGURE 3 - YCR 13 – HEAT SHRINK ON CONDUIT STUB-UP COMPROMISED



FIGURE 4 - YCR 12 – HEAT SHRINK ON CONDUIT STUB-UP COMPROMISED



FIGURE 5 - YCR 12 – CAP UNUSED CONDUIT



FIGURE 6 - YCR 8 – NICKED/TORN PIGTAIL



FIGURE 7 - YCR 7 – HEAT SHRINK ON CONDUIT STUB-UP COMPROMISED



FIGURE 8 - YCR 70 – 3RD RAIL TIE ANCHOR MISSING BOLT



FIGURE 9 - YCR 69 – PIGTAIL CADWELD COMPROMISED TO STEEL 3RD RAIL



FIGURE 10 - YCR 69 – NICKED PIGTAIL



FIGURE 11 – YCR 3 - FEEDER CABLES STOOD OFF THE GROUND WITH METAL KINDORF STRUCTURE AND ZIP TIES



FIGURE 12 - YCR 3 – CAP UNUSED CONDUIT PROPERLY



FIGURE 13 - YCR 6 –ORANGE BOOT POWER ASSEMBLY TOO CLOSE TO KICKER 3RD RAIL



FIGURE 14 - YCR 4 – ORANGE BOOT POWER ASSEMBLY LYING ON THE BALLAST



FIGURE 15 - YCR 2 – HEAT SHRINK ON CONDUIT STUB-UP COMPROMISED



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170619-WMATA-WP-1		
	2017	06	19				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	ROCC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Rail Operations Control Center (ROCC) 3500 Pennsy Drive Landover, MD 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	Inspection Subject	ROCC Rules Compliance Observation				Activity Code	RTRA	RC	OBS	
Job Briefing Employee Name/Title	No		Accompanied Inspector?	No	Out Brief Conducted	No	Time	0800-1400	Outside Shift	No	
Related Reports	Safety Management Inspection (SMI), Final Report, June 17, 2015		Related CAPS / Findings		Required Actions: R-1-6-a, R-1-6-b						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	Metrorail Safety Rules and Procedures Handbook (MSRPH); and Permanent Orders: No. T-16-10, No. R-17-03		Section 1 – General Rules (Radio Usage and Operation): Rules 1.69 – 1.88								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
				X							X
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)		From		To			
						N/A		N/A			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.06.28 10:07:55 -0400		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Chris Difatta				



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	N/A	N/A		
Description	<p>The FWSO Inspectors conducted Rules Compliance Observations at the Rail Operations Control Center (ROCC). The inspector observed activities on Operations (Ops) Console 2 for compliance with the Metrorail Safety Rules and Procedures Handbook (MSRPH).</p> <p>The FWSO Inspector observed the rail traffic controllers (RTC) during each radio broadcast; all of which were compliant. 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.</p> <p>The RTC ensured each unit or operator repeated back each clearance or operating instruction with 100 percent word-for-word read back, as required. Inspector observed this procedure for RWP instruction regarding standing by for foul time allowance, as well as repeat back for acknowledgment of personnel on roadway and limits of protection, via stations, chain markers, and/or interlocking areas.</p> <p>Per policy, RTCs must conduct hourly radio broadcasts that include a full readout of roadway protections (if applicable), time confirmation, the 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 roadway 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.</p> <p>The FWSO Inspector observed the requests for track access for four work groups. All requests were compliant with Permanent Order No. R-17-03 (Advanced Mobile Flagger). All personnel followed radio protocol when they called on/off over the radio; including proper identification of self and work crew, the location of foul time request (station or chain marker), and the reason for the request. RTC established blue blocks as well as human form, via the Advanced Information Management (AIM) System. RTC required 100% and word-for-word repeat backs, ensuring the track units were in receipt of and repeated back full instructions. RTC ensured that an AMF 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.</p> <p>The FWSO Inspector did not note any defects.</p>	Number of Defects		0
		Recommended Finding?		No
		Remedial Action Required?		No
		Recommended Reinspection?		No
		Remedial Action	N/A	



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170620-WMATA-AG-1		
	2017	06	20				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	F-Line, track 1						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Roadway Worker Protection – Job Safety Briefing				Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	RWIC, TRST Unit # 6699 Advance Watchman TRST Unit # 6207 AMF, TRST Unit # 6006				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 1500	Outside Shift	No		
Related Reports	N/A				Related CAPS / Findings		N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X		X					X	X					
Line(s)	F-Line		Track Number	track 1		Chain Marker and/or Station(s)	From		To					
							Southern Avenue Station (F08)		CM F1 414+00					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											

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

Inspector in Charge - Signature			Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFTWorthTX, ou=DOT FRAFTWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.07.03 12:17:12 -05'00'	Date
Inspector in Charge – Name Adam Giovando	Inspection Team Alexander Nepa, Lee Emard			

Form FTA-IR-1

Version date: 8/26/16



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	TRST unit 6699 conducted a job safety briefing at Southern Avenue Station (F08). The briefing was fully compliant with WMATA Roadway Worker's Protection Manual (RWPM) requirements. It included WMATA badge-level verification, type of protection, train approach warning, (TAW) with an advanced mobile flagger (AMF) and an advanced watchman, potential hazards, hot spots and hospital location. The AMF was placed at the proper location and notified the roadway worker in charge (RWIC) when trains departed the station. No exceptions were taken to the job safety briefing.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Activity Summaries

Inspection Activity #	2	Inspection Subject	Track Inspection Observation				Activity Code	TRK	WI	OBS						
Job Briefing Employee Name/Title	RWIC, TRST Unit # 6699 Advance Watchman TRST Unit # 6207 AMF, TRST Unit # 6006		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 1500	Outside Shift	No						
Related Reports	20160410-WMATA-TGB-1		Related CAPS / Findings	Remedial Action ID #s 455-467												
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference								
	TRST-1000 rev. 6															
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
	X							X	X							
Line(s)	F-Line	Track Number	track 1	Chain Marker and/or Station(s)	From			To								
					Southern Avenue Station (F08)			CM F1 414+00								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A										
	N/A		N/A													
Description	<p>FWSO performed an observation of a WMATA track inspection on track one of the F-Line between Southern Avenue Station (F08) and CM 414+00.</p> <p>The following new color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 defect 7.7: At F1 337+70, right rail, four loose fasteners in a row allowing ¼ inch deviation in gauge and ½ inch vertical deflection were observed. This condition exists in a curve with 142 inches between non-defective holding fasteners. TRST 1000 lists this as a black condition. The WMATA contractor classified this as a maintenance defect per the guidance in sections 7.9.2.3 and 7.9.2.4 and documented this as a yellow color-coded condition. TRST 1000 defect 7.7: At F1 338+40, right rail, four loose fasteners in a row allowing ¼ inch deviation in gauge and ½ inch vertical deflection were observed. This condition exists in a curve with 152 inches between non-defective holding fasteners. TRST 1000 lists this as a black condition. The WMATA contractor classified this as a maintenance defect per the guidance in sections 7.9.2.3 and 7.9.2.4 and documented this as a yellow color-coded condition. TRST 1000 defect 7.7: At F1 365+20, right rail, five loose fasteners and missing clips in a row allowing 5/8-inch vertical deflection between the grout pad and fastener were observed. This condition exists on an aerial structure in a curve with 92 inches between non-defective holding fasteners. TRST 1000 lists this as a red condition. The WMATA contractor classified this as a maintenance defect per the guidance in sections 7.9.2.3 and 7.9.2.4 and documented this as a yellow color-coded condition. TRST 1000 defect 6.14.2.7: Between F1 364+00 and 366+00 on the aerial structure, high rail side, a series of fasteners (5 in a row) were observed that were not seated to the grout pad. This condition created a void of between ¼ inch to ¾ inch between the fastener and 						Number of Defects	8								
							Recommended Finding?	Yes								
							Remedial Action Required?	Yes								
							Recommended Reinspection?	Yes								



	<p>the grout pad on the gauge side. No deviation in track gauge or geometry was observed. TRST 1000 manual lists this as a yellow condition.</p> <p>The following new non-color-coded defects were observed:</p> <ul style="list-style-type: none">• TRST 1000 defect 10.17.4.1: Between CM F1 325+00 and CM 331+00, on the field side between the running rail and the cat-walk, Relay rail allowing a trip-fall hazard was observed.• TRST 1000 defect 13.3.14L At F1 357+40, missing end-approach cover board was observed.• TRST 1000 defect 13.3.14: At F1 398+00, missing end-approach cover board was observed.• TRST 1000 defect 10.18: At CM F2-387+15, a low-voltage junction box was hanging unsecured. <p>FWSO inspectors verified the completion of the following remedial actions previously issued in FWSO report 20160410-WMATA-TGB-1:</p> <ul style="list-style-type: none">• Remedial Action ID # 455• Remedial Action ID # 456• Remedial Action ID # 457• Remedial Action ID # 458• Remedial Action ID # 459• Remedial Action ID # 460• Remedial Action ID # 461• Remedial Action ID # 462• Remedial Action ID # 463• Remedial Action ID # 464• Remedial Action ID # 465• Remedial Action ID # 466• Remedial Action ID # 467		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must repair the four loose fasteners at F1 337+70.• WMATA must repair the four loose fasteners at F1 338+40.• WMATA must repair the five loose fasteners at F1 365+20.• WMATA must repair the fasteners between F1 364+00 and 366+00.• WMATA must re-secure the low-voltage junction box at F2 387+15.• WMATA must replace end-approach cover board at F1 357+40.• WMATA must replace end-approach cover board at F1 398+00.• WMATA must remove unused relay rail between F1 325+00 and 331+00.		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170620-WMATA-WP-1		
	2017	06	20				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	ROCC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Rail Operations Control Center (ROCC) 3500 Pennsy Drive Landover, MD 20785						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC-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 Subject				ROCC Rules Compliance Observation			Activity Code		ROCC	RC	OBS
Job Briefing Employee Name/Title	N/A				Accompanied Inspector?	N/A		Out Brief Conducted	Yes	Time	1130-1700	Outside Shift	No
Related Reports	Safety Management Inspection (SMI), Final Report, June 17, 2015				Related CAPS / Findings		Required Actions: R-1-6-a, R-1-6-b; R-1-10-a						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard		Other / Title		Checklist Reference			
	MetroRail Safety Rules and Procedures Handbook (MSRPH); and Permanent Orders: No. T-16-10, No. R-17-03, & No. R-17-02		Section 1 – General Rules (Radio Usage and Operation): Rules 1.69 – 1.88										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
				X								X	
Line(s)	N/A		Track Number	N/A		Chain Marker and/or Station(s)	From		To				
							N/A		N/A				

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.07.05 10:44:08 -04'00'		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Tamara Powell				

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United States Department of Transportation
Federal Transit Administration

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Vehicles	Head Car Number	Number of Cars	Equipment	N/A		
	N/A	N/A				
Description	<p>An FWSO Inspector conducted a Rules Compliance observation at the Rail Operations Control Center (ROCC). The inspector observed activities on operations (Ops) Console 2 for compliance with the Metrorail Safety Rules and Procedures Handbook (MSRPH), as well as permanent orders that govern roadway access activities and procedures.</p> <p>The FWSO Inspector observed the rail traffic controllers (RTC) during each radio broadcast; all of which were compliant. There were no defects observed with this finding. The RTC acknowledged all radio requests and turned over or closed each transmission with "over" and "out" until the communication loop was concluded.</p> <p>The RTC ensured each unit or operator repeated back each instruction, clearance or operating instruction, with 100 percent word-for-word read back.</p> <p>The RTC conducted hourly radio broadcasts that include a full readout of roadway access protection list, time confirmation, the rule of the day, cardinal rule, and all operational anomalies in place. The RTC broadcasted the roadway worker protection (RWP) list every 20 minutes and maintained a written log of all personnel on the roadway with recorded all call-on/call-off times. There were nine personnel teams on the maintenance access list from the automatic train control (ATC) and track departments.</p> <p>The FWSO inspector observed a ROCC Assistant Superintendent conduct a spot audit on the button controller (RTC) regarding the defect list. RTC was quizzed on his knowledge of the power section defect (breakers were tied together) and the proper procedures to follow in case of an emergency. The Assistant Superintendent then provided immediate feedback and review to the RTC's on his response and actions.</p> <p>The FWSO Inspector observed the foul time requests for five of the nine work groups. All requests were compliant with Permanent Order No. R-17-02 (granting foul time) and Permanent Order No. R-17-03 (Advanced Mobile Flagger). All personnel followed radio protocol when they called on/off over the radio; including proper identification or self and work crew, the location of foul time request (station or chain marker), and the reason for the request. RTC established red signals and "prohibit exits," as well as human form, via the Advanced Information Management (AIM) System. RTC required 100% and word-for-word repeat backs, ensuring the track units were in receipt of and repeated back full instructions and clearance. RTC contacted trains in the vicinity regarding the foul time request and the location of personnel, as applicable. RTC ensured that an AMF 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. Four of the nine work groups required an AMF under train approach warning (TAW) protection; the other five were under Exclusive Track Occupancy (ETO) protection.</p> <p>The FWSO Inspector did not note any ROCC rules compliance defects.</p> <p>Other Notable Observations:</p> <ul style="list-style-type: none">➤ The FWSO inspector observed that many train operators and some field units were not in compliance with Permanent Order T-16-10, and did not use "over" and "out," as required when transmitting over the radio and communicating with the ROCC RTC. The RTC used "over" when communicating with all personnel on the radio, but many did not reciprocate which, at times, led to interruptions.➤ At approximately 1530 hours, a train operator made inappropriate transmission over the radio in response to another transmission. The ROCC Assistant Superintendent and RTC immediately contacted the field supervisor, who reinstructed the operator.	Number of Defects	0			
		Recommended Finding?	No			
		Remedial Action Required?	No			
		Recommended Reinspection?	No			
Remedial Action	N/A					





Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170621-WMATA-AG-1		
	2017	06	21				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Production
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A- Line, tracks 1 and 2, between Twinbrook (A13) and Shady Grove (A15)						

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Roadway Worker Protection – Job Safety Briefing				Activity Code		TRK	JSB	OBS	
Job Briefing Employee Name/Title	TRST Unit 6059 RWIC, TRST Unit 6198					Accompanied Inspector?	No	Out Brief Conducted	No	Time	1000 1430	Outside Shift	No			
Related Reports	N/A					Related CAPS / Findings			N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title			Checklist Reference				
	RWPM															
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
	X		X					X								
Line(s)	A-Line		Track Number	tracks 1 and 2		Chain Marker and/or Station(s)		From		To						
								Twinbrook (A13)		Shady Grove (A15)						
Vehicles	Head Car Number			Number of Cars		Equipment		N/A								
	N/A			N/A												

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

Inspector in Charge - Signature	ADAM ANTHONY GIOVANDO		Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFWorthTX, ou=DOT FRAFWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.06.29 13:36:33 -05'00'	Date
Inspector in Charge - Name Adam A. Giovando	Inspection Team Alexander Nepa and Lee Emard			



United States Department of Transportation
Federal Transit Administration

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Description	The job safety briefing was provided by TRST unit #6059 at the Shady Grove briefing table (A15). The briefing was thorough and fully compliant with WMATA's Roadway Worker's Protection Manual (RWPM) requirements. It included WMATA level-1 ID check, type of protection, inaccessible track (IT), potential hazards, hot spots, hospital locations, red tag outage number, and safety rule of the day. No exceptions were taken with the job safety briefing.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Surge 16 -Track Maintenance and Safety Inspection				Activity Code	TRK	WI	PI						
Job Briefing Employee Name/Title	TRST Unit 6059 RWIC, TRST Unit 6198		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 1430	Outside Shift	No						
Related Reports	N/A		Related CAPS / Findings	FTA-VSC-16-001												
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference								
	TRST 1000															
	MSRPH															
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
	X		X					X								
Line(s)	A-Line	Track Number	tracks 1 and 2	Chain Marker and/or Station(s)	From			To								
					Twinbrook (A13)			Shady Grove (A15)								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A										
	N/A		N/A													
	<p>FWSO Inspectors performed a safety and compliance observation of Surge 16, between Shady Grove (A15) and Twinbrook (A13).</p> <p>The following green color-coded defect was observed</p> <ul style="list-style-type: none"> TRST 1000 defect, 11.15: At CM 700+47, on track one, at the right-side rail joint, (platform side). One inch dynamic deflection, (uniform profile). TRST 1000 lists this condition as green. <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 defect, table 9-11, item 9. At the 3-B switch, left heel block, loose bolts. This condition is not color protected. TRST 1000 defect, table 9-11, item 9. At the 3-B switch, left guard rail, loose bolts. This condition is not color protected. WMATA, MSRP 3.106 and safety rule 3.126: At CM 800+10, track one, rail maintenance vehicle number NSD01, (lag spiker) was unattended and not secured. No wheel chocks were observed. There is no color code assigned to this defect. This defect is addressed in FWSO CAP FTA-VSC-16-001. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> At the Shady Grove barricade location CM 003.73, tie barricades were secure, flashing warning lights and work mats were in place and shunts applied. Switches 5-A, 5-B, 7-A, and 7-B were clamped. The tie barricades at Twinbrook CM 704+09 were in place and secure. Work mats and flashing lights were in place, and shunts applied. At the time of the observation, 1340 hours, no equipment was observed in operation. 						Number of Defects	4								
							Recommended Finding?	Yes								
							Remedial Action Required?	Yes								
							Recommended Reinspection?	Yes								
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must repair the loose heel block bolts at the 3-B switch. WMATA must repair the loose guard rail bolts at the 3-B switch. WMATA must tamp the joint ties at CM 700+47 to eliminate vertical defection under load. 															



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170621-WMATA-TW-1		
	2017	06	21				
Rail Agency Name	Washington Metropolitan Area Transit Authority (WMATA)			Rail Agency Department	Car Maintenance (CMNT)	Sub- Department	Inspection
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	New Carrollton Yard (D99)						


Inspection 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					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Shop Observations – New Carrollton Yard Service and Inspection Facility (D99)				Activity Code	VM	SI	OBS	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0730 - 1000	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	Maintenance Manual, "5000 Series Periodic "B" Inspection, Task 90 Doors		Administrative Procedure 205-05, Test, Measurement and Diagnostic Equipment								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
					X						
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					N/A			N/A			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	5104		1								
Description	FWSO Inspectors observed a mechanic performing a 5000 Series Periodic Inspection "B" Inspection Task 90 Doors on railcar 5104. Inspectors observed						Number of Defects		0		
							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	 Digitally signed by Thomas Wozniak DN: cn=Thomas Wozniak, o=FRA, ou=DOT, email=thomas.wozniak@dot.gov, c=US Date: 2017.06.28 09:41:38 -05'00'		Date
Inspector in Charge – Name Tom Wozniak	Inspection Team Bill Hultsch		



	<p>mechanics' performance of subtasks 90.2.6 thru 90.2.11 for lubrication and examination of door centering and parallelism. The FWSO Inspectors noted no exceptions to procedure Task 90.</p> <p>FWSO Inspectors randomly selected two handheld devices requiring calibration, a Fluke 289 RMS Serial #36240037 (see Figure 1) and a digital caliper asset # 581523 (see Figure 2). WMATA supervisors demonstrated how calibration is controlled via the Maximo Maintenance Management Information system, and both were found to be in compliance. This is consistent with WMATA's Administrative Procedure 205-05 for Test, Measurement, and Diagnostic Equipment, sections 7.4 thru 7.7 4.9, for test equipment requiring precision measurement.</p> <p>FWSO Inspectors also reviewed a Fluke multimeter (see Figure 3) that by WMATA standards did not require calibration, and observed that it was properly labeled as "Calibration Not Required." This is consistent with WMATA's Administrative Procedure 205-05 for Test, Measurement and Diagnostic Equipment, section 4.9, for test equipment not requiring precision measurement.</p> <p>The FWSO Inspectors did not note any defects.</p>	Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		



Figure 1: Precision Fluke 289 RMS Serial #36240037



Figure 2: Digital Caliper Asset #581523



Figure 3: Non-Precision Fluke Multimeter #36240037



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170621-WMATA-WP-1		
	2017	06	21				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Maintenance
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Branch Avenue Yard (E99) and Alexandria Yard (C99)						


Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TRK	JSB	OBS	
Job Briefing Employee Name/Title	Track Access Escort Support (TAES) – Unit #6159		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0700 1130	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X						X			
Line(s)	E-Line	Track Number	Yard Tracks	Chain Marker and/or Station(s)	From		To				
	C-Line				Branch Avenue Yard (E99) Alexandria Yard (C99)						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	General Observations: • Track Access Support (TAES) escort #6159 provided the job safety briefing for each location.						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		

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

Inspector in Charge - Signature		WINSLOW L. POWELL		 Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, pu=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.06.28 10:00:57 -04'00'		Date
Inspector in Charge – Name	Winslow Powell		Inspection Team	Robert Maniuszko		



United States Department of Transportation
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	<ul style="list-style-type: none"> The briefing included a discussion about hazards, clearance location, and the type of protection. The work performed was a visual and physical inspection of specific locations as identified in the Remedial Action database. All work was limited to the areas within the yard limits The escort communicated with the yard towers at Alexandria and Branch Avenues. The escort also communicated with the block house at Branch Avenue, Unit #17. Unit #17 provided and additional measure of protection by dropping Signal F11-34 to Red. <p>No exceptions were taken to the briefings.</p>	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Branch Avenue Yard (E99) – Remedial Action Follow-up				Activity Code	TRK	WI	PI					
Job Briefing Employee Name/Title	Track Access Escort Support (TAES) – Unit #6159		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0700 1130	Outside Shift	No					
Related Reports	20160409-WMATA-JLK-1		Related CAPS / Findings		Remedial Action Numbers: 349, 350, 351, 353 and 354										
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference							
	RWPM														
	MSRPH														
	TRST1000	5.25 (b)				Restraining Rail									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A				
		X						X							
Line(s)	E-Line	Track Number	Yard Tracks	Chain Marker and/or Station(s)		From		To							
						Branch Avenue Yard (E99)									
Vehicles	Head Car Number		Number of Cars		Equipment	N/A									
	N/A		N/A												
Description	<p>Inspector performed Remedial Action Follow-up Inspections at Branch Avenue Yard. The original remedial actions were from the following inspection report: 20160409-WMATA-JLK-1.</p> <p>The remedial actions 349, 350 and 351 have been addressed by WMATA.</p> <p>The remedial actions 353 and 354 require further action on the part of WMATA.</p> <p>The following defect was observed, which was not in compliance with TRST 1000. There were no color-coded conditions noted:</p> <p>In the area from Yard Lead (YL) 1, Chain Marker (CM) 010+00 to CM 012+00, the inspector noted greater than 10 broken, missing or loose rail holding bolts on the restraining rail. The inspector also noted that many of the screw spikes were loose at the connection point between the rail plates and the cross tie. Several of the screw spikes had been replaced by cut spikes. In two locations where there was evidence of lateral plate movement, WMATA had installed cut spikes at the end of the rail plate to hold gauge. TRST 1000, section 5.25 (b) and (j)</p>						Number of Defects		3						
							Recommended Finding?		No						
							Remedial Action Required?		Yes						
							Recommended Reinspection?		Yes						
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must replace missing rail holding bolts (in the area from Yard Lead (YL) 1, Chain Marker (CM) 010+00 to CM 012+00). WMATA must tighten loose rail holding bolts (in the area from Yard Lead (YL) 1, Chain Marker (CM) 010+00 to CM 012+00). WMATA must secure fasteners on the chair plates (in the area from Yard Lead (YL) 1, Chain Marker (CM) 010+00 to CM 012+00). 														



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Inspection Activity #	3	Inspection Subject	Alexandria Yard (C99) – Remedial Action Follow-up					Activity Code	TRK	GEN	OBS
Job Briefing Employee Name/Title	Track Access Escort Support (TAES) – Unit #6159			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0700 1130	Outside Shift	No
Related Reports	20160409-WMATA-TGB-1			Related CAPS / Findings		Remedial Action Numbers: 355, 356, 357, 358, 359, 360, 363, 365, 366 and 368					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWPM										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X						X			
Line(s)	C-Line	Track Number	Yard Tracks	Chain Marker and/or Station(s)	From			To			
					Alexandria Yard (C99)						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	Inspection Summary: The FWSO Inspector performed Remedial Action Follow-up Inspections at Alexandria Yard. The original remedial actions were from the following inspection report: 20160409-WMATA-TGB-1. Remedial actions 355, 356, 357, 358, 359, 360, 363, 365, 368 have been addressed. Remedial action 366 requires further action on the part of WMATA. The following non-color-coded defect was observed: In the area from Yard Switch 189 to Signal C99-148, there were numerous crossties that were not holding geometry. This is the loop track that goes around the back of the rail operations building. There is evidence of plate movement and loose spikes. The gauge was checked using a wooden ruler and the gauge was within the WMATA standard. TRST 1000, section 6.3.1 Remedial action for this defect was previously issued in FWSO report 20160409-WMATA-TGB-1.							Number of Defects		1	
								Recommended Finding?		No	
								Remedial Action Required?		No	
								Recommended Reinspection?		Yes	
Remedial Action	N/A										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170621-WMATA-WP-2		
	2017	06	21				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	SafeTrack Surge #16 - Rockville (A14) - 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	0				
Recommended Finding	No	No				
Remedial Action Required ¹	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Rockville (A14) Mobile Command Center – Job Safety Briefing			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	SafeTrack Dedicated Safety Briefer					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0100-0500	Outside Shift	Yes	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X						
Line(s)	A-Line	Track Number	track 2		Chain Marker and/or Station(s)		From		To					
							N/A		N/A					
Vehicles	Head Car Number		Number of Cars		Equipment		N/A							
	N/A		N/A											
Description	FWSO personnel received a job safety briefing from the Surge 16 briefing table. All									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		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.06.28 09:51:13 -0400		Date
Inspector in Charge – Name Winslow Powell	Inspection Team Tino Sahoo					



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	<p>personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked and the working limits were reviewed. The briefer 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. FWSO personnel were provided a bracelet indicating their receipt of the briefing and were granted access to the roadway. No exceptions were taken.</p> <p>The FWSO Inspector did not note any defects.</p>	Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject					Rockville (A14) –Replacing Expansion Cables			Activity Code		TP	RM	OBS
Job Briefing Employee Name/Title	SafeTrack Dedicated Safety Briefer			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0100-0500	Outside Shift	Yes			
Related Reports	N/A			Related CAPS / Findings		N/A								
Related Rules, SOPs, Standards, or Other	Ref			Rule or SOP		Standard		Other / Title		Checklist Reference				
	ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEM WIDE (REVISION 2, SEPTEMBER 16, 2016)													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X						
Line(s)	A-Line	Track Number	track 2	Chain Marker and/or Station(s)	From				To					
					CM 903+00 CM 893+00				CM 903+00 CM 893+00					
Vehicles	Head Car Number		Number of Cars		Equipment	Expansion Cables (1000 kcmil, 2 kV)								
	N/A		N/A											
Description	<p>FWSO Inspectors observed WMATA's power department and electrical contractors. They were performing the task of replacing four expansion cables at two different locations for a total of eight expansion cables.</p> <p>In WMATA's shop before the night of work, eight 25-foot length portions of 1000 kcmil cable were cut and pre-megged. In addition, anytime there is a new cable replacement on the expansion cables, 2 kV (kilovolt) cables are being used to upgrade the system for the future deployment of 100 percent 7000 series 8-car trains.</p> <p>During the inspection, 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.</p> <p>The FWSO Inspector and WMATA personnel did not note any defects during the expansion cable replacement.</p>										Number of Defects	0		
											Recommended Finding?	No		
											Remedial Action Required?	No		
											Recommended Reinspection?	No		
Remedial Action	N/A													



Inspection Form

FOIA Exemption: All (b)(6)
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United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170621-WMATA-WP-3		
	2017	06	21				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	ROCC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Rail Operations Control Center (ROCC) 3500 Pennsy Drive Landover, MD 20785						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC-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 Subject	ROCC Rules Compliance Observation				Activity Code	ROCC	RC	OBS	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	No	Time	0900-1330	Outside Shift	No	
Related Reports	Safety Management Inspection (SMI), Final Report, June 17, 2015		Related CAPS / Findings	Required Actions: R-1-6-a, R-1-6-b							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	MetroRail Safety Rules and Procedures Handbook (MSRPH); and Permanent Orders: No. T-16-10, No. R-17-03		Section 1 – General Rules (Radio Usage and Operation): Rules 1.69 – 1.88								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
				X							
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)		From		To			
						N/A		N/A			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTA, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.07.05 10:49:19 -0400		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Chris Difatta				



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	N/A	N/A		
Description	<p>The FWSO Inspectors conducted Rules Compliance Observations at the Rail Operations Control Center (ROCC). The inspector observed activities on operations (Ops) Console 3 for compliance with the Metrorail Safety Rules and Procedures Handbook (MSRPH).</p> <p>An FWSO Inspector observed the requirements for Permanent Orders R-17-03 and T-16-10, as well as proper radio procedures on the Ops 3 console. The FWSO Inspector observed the foul time requests for three work groups. All requests were compliant with Permanent Order No. R-17-02 (granting foul time) and Permanent Order No. R-17-03 (Advanced Mobile Flagger). All personnel followed radio protocol when they called on/off over the radio; including proper identification or self and work crew, location of foul time request (station or chain marker), and reason for request. The rail traffic controllers (RTC) established red signals and "prohibit exits" as well as human form, via the Advanced Information Management (AIM) System. RTC required 100% and word-for-word repeat backs, ensuring the track units were in receipt of and repeated back full instructions and clearance. RTC contacted trains in the vicinity regarding the foul time request and the location of personnel, as applicable.</p> <p>The RTC ensured that an advanced mobile flagger (AMF) was assigned to each crew and positioned in proper location/place to warn trains on approach to work/walk zones. The RTC documented call on/off times.</p> <p>The FWSO Inspector did not note any defects.</p>	Number of Defects	0	
		Recommended Finding?	No	
		Remedial Action Required?	No	
		Recommended Reinspection?	No	
Remedial Action	N/A			



Inspection Form

FOIA Exemption: All (b)(6)
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United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170621-WMATA-WP-1		
	2017	06	21				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	ROCC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Rail Operations Control Center (ROCC) 3500 Pennsy Drive Landover, MD 20785						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC-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 Subject				ROCC Rules Compliance Observation			Activity Code		ROCC	RC	OBS
Job Briefing Employee Name/Title	N/A				Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	0130-0510	Outside Shift	Yes	
Related Reports	Safety Management Inspection (SMI), Final Report, June 17, 2015				Related CAPS / Findings		Required Actions: R-1-6-a, R-1-6-b; R-1-9-a						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	Metrorail Safety Rules and Procedures Handbook (MSRPH); and Permanent Orders: No. T-16-10 and No. R-17-03.		Section 1 – General Rules (Radio Usage and Operation): Rules 1.69 – 1.88										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
				X								x	
Line(s)	N/A		Track Number	N/A	Chain Marker and/or Station(s)		From		To				
							N/A		N/A				

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: cn=US, o=U.S. Government, ou=FTA HQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.07.05 10:53:32 -0400		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Tamara Powell				



Vehicles	Head Car Number	Number of Cars	Equipment	N/A		
	N/A	N/A				
Description	<p>FWSO Inspector conducted a Rules Compliance observation at the Rail Operations Control Center (ROCC). The inspector observed activities on operations (Ops) Console 1 for compliance with the Metrorail Safety Rules and Procedures Handbook (MSRPH), as well as permanent orders that govern roadway access activities and radio procedures.</p> <p>Radio Procedures and Protocols</p> <ul style="list-style-type: none">○ The FWSO Inspector observed the rail traffic controllers (RTC) during each radio broadcast. The RTC acknowledged all radio requests and ended each transmission with “over” and “out” until the communication loop was concluded.○ The RTC ensured each unit or operator acknowledged each operating instruction, clearance, and transmission with 100 percent word-for-word read back.○ The RTC made appropriate radio broadcasts that informed personnel of all operational anomalies and established roadway access protection in place (e.g., foul time). <p>Documentation and Checklists</p> <ul style="list-style-type: none">○ The FWSO Inspector reviewed all required documentation checklists with regard to roadway access and foul time, noting that the RTC maintained a written log of all personnel on the roadway with recorded all call-on/call-off times, level of protection, and other required information to manage and monitor access and coordination.○ The foul time checklists were properly filled out in accordance with Metro rules and permanent orders; including time and location of access, the establishment of red signal prohibit exits, human form, blocked track, and trains restricted by each request.○ An FWSO Inspector observed relieving RTC electronically sign onto the Advanced Information Management (AIM) screen at the beginning of his shift, as well as initial the logbook (paper records) acknowledging defects on the line. <p>The FWSO Inspector observed the foul time requests for two work groups. The requests were compliant with Permanent Order No. R-17-02 (Granting Foul Time) and Permanent Order No. R-17-03 (Advanced Mobile Flagger).</p> <ul style="list-style-type: none">○ All personnel followed appropriate radio protocol when they called on/off over the radio; including proper identification or self and work crew, the location of foul time request (station or chain marker), and the reason for the request.○ RTC established red signals and “prohibit exits,” as well as blue block track and human form, via the AIM system.○ RTC required 100% and word-for-word repeat backs, ensuring the track units were in receipt of and repeated back full instructions and clearance.○ RTC contacted trains in the vicinity regarding the foul time request and the location of personnel, as applicable.○ An advanced mobile flagger (AMF) was appropriately assigned to one crew and positioned at a station to warn trains on approach to work/walk zones. The second crew only needed to access a power room; therefore, no AMF was required.○ The RTC documented the process on the maintenance roadway access and foul time checklists, accordingly. <p>The FWSO Inspector did not note any ROCC rules compliance defects.</p>	Number of Defects	0			
		Recommended Finding?	No			
		Remedial Action Required?	No			
		Recommended Reinspection?	No			
Remedial Action	N/A					



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170622-WMATA-AG-1		
	2017	06	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	F-Line, track 2						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Roadway Worker Protection – Job Safety Briefing				Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	RWIC, TRST Unit # 6302 Advance Watchman TRST Unit # 6699 AMF, TRST Unit # 6369					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 1500	Outside Shift	No		
Related Reports	N/A					Related CAPS / Findings		N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title			Checklist Reference			
	RWPM														
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A				
	X		X					X	X						
Line(s)	F-Line	Track Number	track 2		Chain Marker and/or Station(s)		From			To					
							CM F2 479+00			CM F2 403+00					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A								
	N/A		N/A												

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

Inspector in Charge - Signature	ADAM ANTHONY 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: 2017.06.29 13:37:43 -05'00'	Date
Inspector in Charge – Name Adam Giovando	Inspection Team Alexander Nepa, Lee Emard			

Form FTA-IR-1

Version date: 8/26/16



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Form FTA-IR-1

Description	<p>TRST unit 6302 conducted a job safety briefing at Suitland Station (F10). The briefing was fully compliant with WMATA Roadway Worker's Protection Manual (RWPM) requirements. It included WMATA badge-level verification, type of protection, train approach warning, (TAW) with an advanced mobile flagger (AMF) and an advanced watchman, potential hazards, hot spots and hospital location. The AMF was placed at the proper location and notified the roadway work in charge (RWIC) when trains departed the station.</p> <p>No exceptions were taken to the job safety briefing.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Activity Summaries

Inspection Activity #	2	Inspection Subject	Track Inspection Observation					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	RWIC, TRST Unit # 6302 Advance Watchman TRST Unit # 6699 AMF, TRST Unit # 6369		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 1500	Outside Shift	No	
Related Reports	20160410-WMATA-TGB-1		Related CAPS / Findings		Remedial Action ID #: 470, 471 and 472; CAPs: R-2-18-A and R-2-19-A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000 rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X		
Line(s)	F-Line	Track Number	track 2	Chain Marker and/or Station(s)	From			To			
					CM F2 479+00			CM F2 403+00			
Vehicles	Head Car Number	Number of Cars		Equipment	N/A						
	N/A	N/A									
Description	<p>FWSO Inspectors performed an observation of a WMATA track inspection team on track two of the F-Line between CM F2 479+00 and CM F2 403+00.</p> <p>The following non-color-coded defects were observed, which were not in compliance with TRST 1000, defect 3.1.2.5 and Permanent Order 17-6-10:</p> <ul style="list-style-type: none"> TRST 1000, defect 3.1.2.5: At CM F1 448+36, located at the end of Suitland (F10) Station platform on track one, the light emergency trip station (ETS Box) needs repair. TRST 1000, defect 3.1.2.5: At CM F2 448+36 at end of the Suitland Station (F10) platform on track two, the light ETS Box and latching handle needs repair. TRST 1000, defect 10:17.41: Between CM F2 476+00 and CM F2 471+50, on the field side between the running rail and the cat-walk, the relay rail is allowing a trip-fall hazard. Permanent Order T-16-07 defect: At 1215 hours, head end number 6178 track 2, CM 431+00, the train operator did not acknowledge hand signals to proceed. This defect is addressed in FWSO CAPs R-2-18-A and R-2-19-A. Permanent Order T-16-07 defect: At 1250 hours, head end number 6120 track 2, CM 403+00, the train operator failed to sound the horn to reduce speed to half-track speed, as required. The train appeared to pass the work group at a speed in excess of 10 mph. This defect is addressed in FWSO CAPs R-2-18-A and R-2-19-A. 							Number of Defects	5		
								Recommended Finding?	Yes		
								Remedial Action Required?	Yes		
								Recommended Reinspection?	Yes		



	FWSO Inspectors verified the completion of the following remedial actions previously issued in FWSO report 20160410-WMATA-TGB-1: <ul style="list-style-type: none">• Remedial Action ID # 470• Remedial Action ID # 471• Remedial Action ID # 472		
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none">• WMATA must repair the light at the ETS box at F1 448+36.• WMATA must repair the light at the ETS box and latching handle at F2 488+36.• WMATA must remove unused relay rail between F2 476+00 and 471+50.		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170622-WMATA-TW-1		
	2017	06	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority (WMATA)			Rail Agency Department	Car Maintenance (CMNT)	Sub- Department	Inspection
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	New Carrollton Yard (D99)						


Inspection 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					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Shop Observations – New Carrollton Yard Service and Inspection Facility (D99)			Activity Code		VM	SI	OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0700-1000	Outside Shift	No			
Related Reports	N/A			Related CAPS / Findings			N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	N/A		N/A		N/A									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
					X							X		
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)		From		To						
						N/A		N/A						
Vehicles	Head Car Number		Number of Cars		Equipment	Under Floor Car Hoist (Manual Wheel Stops)								
	N/A		N/A			Newly constructed platform for 7K roof-mounted equipment maintenance								
Description	FWSO Inspectors observed the latest evolution in their corrective action follow-up to the Alexandria derailment on April 17, 2017. WMATA's efforts to date have been to increase the visibility of the presence of the manual wheel stops. The										Number of Defects		0	
											Recommended Finding?		N/A	
											Remedial Action Required?		No	

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Inspector in Charge - Signature	 Digitally signed by Thomas Wozniak DN: cn=Thomas Wozniak, o=FRA, ou=DOT, email=thomas.wozniak@dot.gov, c=US Date: 2017.06.28 09:42:49 -05'00'		Date
Inspector in Charge – Name Winslow Powell	Inspection Team Tom Wozniak, Bill Hultsch		



	<p>reason for this action is to mitigate overlooking them during the required walk-around prior to moving vehicles off the hoist. Initially, WMATA repainted the stops with high-visibility coatings. They later changed the original metal stops to high-visibility plastic. These have two stops connected by a cord at a precise length to allow placement of the stops under both sides of a wheel with an attendant long handle for easy installation and removal. The latest enhancement adds a high visibility flag that is approximately 3" wide by 18" long with "REMOVE WHEEL CHOCK BEFORE TRAIN MOVEMENT" boldly written down the length of the flag (see Figure 1). This flag is clipped on the under-car body near the location of the wheel chocks (see Figure 2). A service bulletin is to be issued to all maintenance locations. However, it is pending WMATA's receipt of the new manual wheel stops and flags in sufficient quantities for all of their maintenance facilities. FWSO Inspectors take no exception to WMATA's progress in establishing and standardizing how manual wheel stops are used with in-floor car hoists.</p> <p>FWSO Inspectors observed the construction of elevated platforms on track #s 20, 18, and 17 being installed to accommodate roof-mounted equipment on the 7000 Series vehicles. The platforms on track # 20 are still under construction (see Figure 3). The platforms on track #s 18 and #17 have been completed per design (see Figure 5). However, WMATA has issued orders not to use the newly constructed platforms due to three noted deficiencies: (1.) The gap between the platform and the car is excessive creating a hazard for personnel to fall between; (2.) The grating used for personnel to walk on has openings that could allow dropped tools to fall through to personnel below; and (3.) There is no railing to prevent personnel from falling when no vehicle is present.</p> <p>FWSO Inspectors also reviewed WMATA's "Rooftop Access Platform Operating Instructions," dated 5/26/17, developed to instruct personnel on the safe use of the platforms (see Figure 4). Currently, use of the platforms is prevented (see Figure 6) and revisions are pending. Also, note that these deficiencies have been addressed prior to the construction of the platforms on track # 20.</p> <p>FWSO Inspectors took no exception to WMATA's safety precautions for use of these platforms.</p> <p>Reinspection is recommended following development, issuance, and implementation of a service bulletin for manual wheel stops and following modifications to platforms on track #s 18 and 17.</p> <p>The FWSO Inspectors did not note any defects.</p>	Recommended Reinspection?	Yes
Remedial Action	N/A		

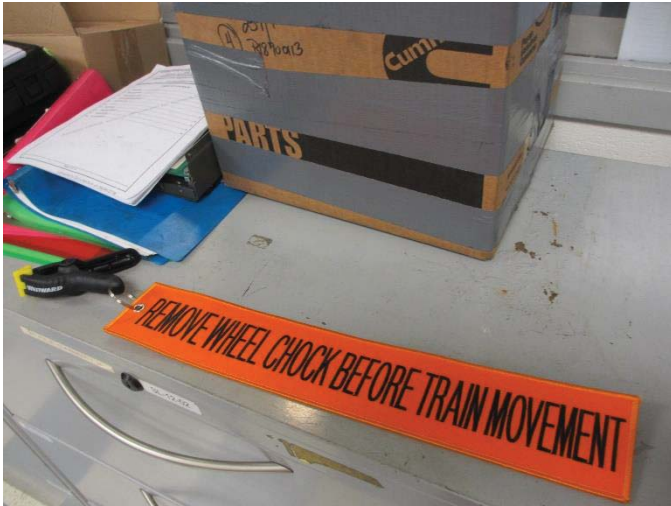


Figure 1: New flag to hang under car body where manual wheel stops are placed.



Figure 2: New type plastic manual wheel stops with long handles. The new flag is also placed on the car underframe.

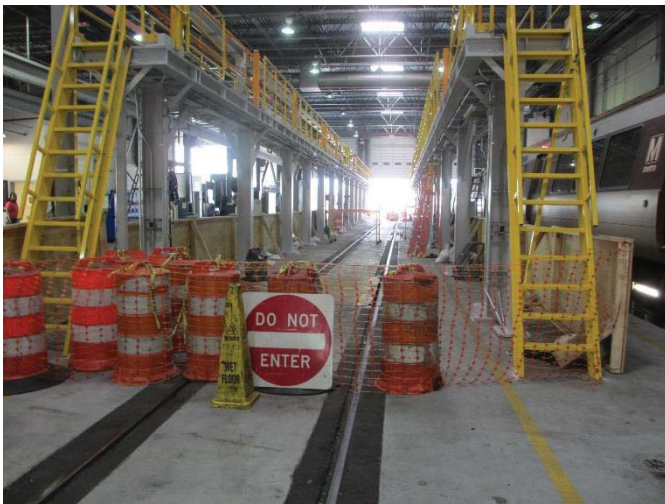


Figure 3: New platform under construction; note railing is in place.

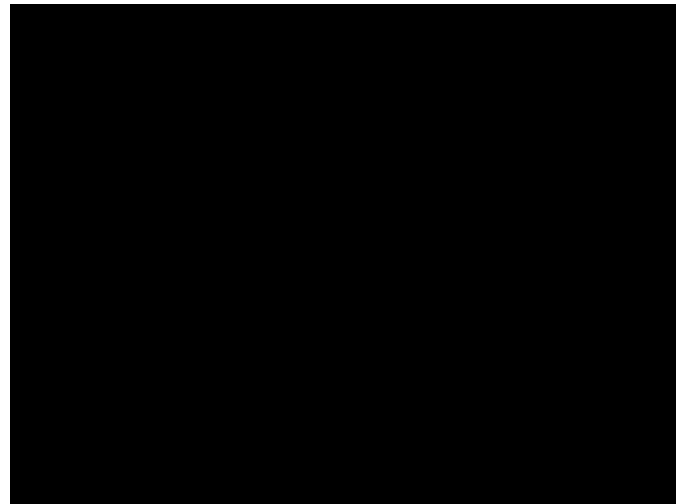


Figure 4: Roof Access Operating Instructions



Figure 5: New platform; note lack of railing.



Figure 6: Safety has posted a sign and placed chain to prevent access.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170622-WMATA-WP-1		
	2017	06	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	POWR	Sub- Department	CM
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Gallery Place Chinatown (B01) – AC Electrical Room						

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	0				
Recommended Finding	No	No				
Remedial Action Required ¹	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Gallery Place Chinatown (B01) – Job Safety Briefing			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA Power Personnel					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0100-0500	Outside Shift	Yes	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X									X		
Line(s)	B-Line	Track Number	N/A		Chain Marker and/or Station(s)		From			To				
							N/A			N/A				
Vehicles	Head Car Number		Number of Cars		Equipment		N/A							
	N/A		N/A											
Description	FWSO personnel received a job safety briefing from WMATA power personnel. All personal protective equipment (PPE) and roadway worker protection (RWP) IDs								Number of Defects		0			
									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=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.06.28 09:55:07 -0400		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Tino Sahoo				



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	<p>were checked. The WMATA power personnel covered the nearest hospital and safety rule of the day. The safety hazards were discussed. No exceptions were taken.</p> <p>The FWSO Inspector did not note any defects.</p>	Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Gallery Place Chinatown (B01) - AC Electrical Room – 480 V ac Switchgear Corrective Maintenance				Activity Code	TP	RM	OBS	
Job Briefing Employee Name/Title	WMATA Power Personnel		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0100-0500	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard		Other / Title		Checklist Reference				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X								
Line(s)	B-Line	Track Number	N/A	Chain Marker and/or Station(s)	From		To				
					Gallery Place (B01) – AC Room		Gallery Place (B01) – AC Room				
Vehicles	Head Car Number		Number of Cars		Equipment	Secondary Main Breaker					
	N/A		N/A								
Description	<p>FWSO Inspectors observed WMATA's power department and WMATA region crew troubleshooting the secondary main breaker on the 480 V AC switchgear that would not close and kept tripping "opening" when trying to rack-in the secondary main breaker.</p> <p>WMATA power personnel and WMATA region crew were able to troubleshoot the problem and rack-in the secondary main breaker without it tripping or "opening". The Programmable Logic Controller (PLC) main fuses were pulled out on the AC switchgear to clear the fault that the PLC was incorrectly seeing. The tie breaker then was tripped or "opened." The primary main breaker on the same utility feed as the secondary main breaker was racked-in, or "energized". Last, the secondary main breaker was racked-in or "energized" and did not trip. This exact sequence of operation was necessary to fix the problem.</p> <p>The FWSO Inspector and WMATA personnel did not note any defects during the expansion cable replacement.</p>						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		No		
Remedial Action	N/A										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170623-WMATA-AG-1		
	2017	06	23				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Production
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, tracks 1 and 2, between Twinbrook (A13) and Shady Grove (A15)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Roadway Worker Protection – Job Safety Briefing				Activity Code		TRK	JSB	OBS	
Job Briefing Employee Name/Title	TRST Unit 6198 RWIC, TRST Unit 619					Accompanied Inspector?	No	Out Brief Conducted	No	Time	1000 1430	Outside Shift	No			
Related Reports	N/A					Related CAPS / Findings			N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference					
	RWPM															
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
	X		X					X								
Line(s)	A-Line		Track Number	tracks 1 and 2		Chain Marker and/or Station(s)		From		To						
								Twinbrook (A13)		Shady Grove (A15)						
Vehicles	Head Car Number			Number of Cars		Equipment		N/A								
	N/A			N/A												

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

Inspector in Charge - Signature	ADAM ANTHONY 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: 2017.07.03 12:31:15 -05'00'	Date
Inspector in Charge Adam A. Giovando	Inspection Team Alexander Nepa & Lee Emard			



United States Department of Transportation
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Description	The job safety briefing was provided by TRST unit #6059 at the Shady Grove briefing table (A15). The briefing was thorough and fully compliant with WMATA's Roadway Worker's Protection Manual (RWPM) requirements. It included WMATA level-1 ID check, type of protection, inaccessible track, (IT), potential hazards, hot spots, hospital locations, red tag outage number, and safety rule of the day. No exceptions were taken with the job safety briefing.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Surge 16 Inspection					Activity Code	TRK	WI	PI
Job Briefing Employee Name/Title	TRST Unit 6059 RWIC, TRST Unit 6198		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 1430	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		X					X			
Line(s)	A-Line	Track Number	tracks 1 and 2	Chain Marker and/or Station(s)		From		To			
						Shady Grove (A15)		Twinbrook (A13)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO Inspectors performed a walking inspection with WMATA group Quality Assurance, Internal Compliance and Oversight (QICO) to observe work performed in accordance with the Quality Pre-Surge Report and WMATA's scope of work for Surge 16, (A13-A15).</p> <p>The following new defects were observed, and there were no-color-coded conditions identified:</p> <ul style="list-style-type: none"> Throughout the Surge area, tracks 1 and 2 third rail support brackets were reinstalled too close to insulators (Photo 1). TRST 1000 13.3.13 Throughout the Surge area, tracks 1 and 2 third rail expansion joint gap settings for thermal expansion were not consistent (Photo 2). TRST 1000 13.3.12 Throughout the Surge area, track 2 third rail anchors were not reinstalled at the time of the final walk, as per the scope and pre-Surge report (Photo 3). TRST 1000 13.3.4 Ties installed on track 2 between Rockville (A14) and Twinbrook (A13) showed no consistency in tie spacing. Tie centers range from 22 inches to 36 inches (Photo 4). TRST 1000 Table 6-1 						Number of Defects	4			
							Recommended Finding?	Yes			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	<p>To achieve compliance with WMATA's Requirements:</p> <ul style="list-style-type: none"> WMATA must adjust third rail support brackets on tracks 1 and 2 from Shady Grove (A15) to Twinbrook (A13). WMATA must adjust third rail expansion joint gaps on tracks 1 and 2 from Shady Grove (A15) to Twinbrook (A13). WMATA must reinstall third rail anchors on tracks 1 and 2 from Shady Grove (A15) to Twinbrook (A13). WMATA must adjust cross tie spacing on track 2 from Rockville (A14) to Twinbrook (A13). 										



Photo 1: Example of a third rail bracket installed too close to the third rail pedestal.



Photo 2: Example of a third rail expansion joint not adjusted properly.



Photo 3: Example of a third rail anchor not reinstalled.



Photo 4: Example of tie spacing between the Rockville and Twinbrook Stations on track 2. The cross tie spacings were inconsistent, ranging from 22 - 36 inches.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170623-WMATA-WP-1		
	2017	06	23				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	POWR	Sub- Department	CBL. IN.
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Brookland-CUA (B05) to Fort Totten (B06) - 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	0				
Recommended Finding	No	No				
Remedial Action Required ¹	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject			Brookland-CUA (B05) - Job Safety Briefing (Mobile Work Crew)			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A			Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref			Rule or SOP		Standard		Other / Title		Checklist Reference		
	WMATA PERMANENT ORDER R-17-03 ADVANCE MOBILE FLAGGER (FRIDAY APRIL 28, 2017)											
	RWPM											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X							X				
Line(s)	B-Line	Track Number		track 2	Chain Marker and/or Station(s)		From		To			
							N/A		N/A			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A					
	N/A		N/A									
Description	FWSO personnel received a job safety briefing from the WMATA roadway worker								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		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.07.05 10:57:53 -04'00'		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo				

Form FTA-IR-1

Version date: 8/26/16



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	<p>in charge (RWIC). All personal protective equipment (PPE) and roadway worker 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 spots, hazards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion.</p> <p>In addition to the required PPE, Advanced Mobile Flagger (AMF) did have the required equipment and followed "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.</p> <p>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.</p> <p>The FWSO Inspector did not note any defects.</p>							Recommended Finding?		No										
								Remedial Action Required?		No										
								Recommended Reinspection?		No										
Remedial Action		N/A																		
Inspection Activity #		2		Inspection Subject			Walking Observation (Cable Inspection)			Activity Code		TP		WI		OBS				
Job Briefing Employee Name/Title		WMATA RWIC			Accompanied Inspector?		Yes		Out Brief Conducted		Yes		Time		1000-1400		Outside Shift		No	
Related Reports		N/A			Related CAPS / Findings			N/A												
Related Rules, SOPs, Standards, or Other		Ref			Rule or SOP		Standard			Other / Title			Checklist Reference							
		TRST 1000																		
		DD-TP-SSI-013																		
		ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEMWIDE																		
Inspection Location		Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type		At-grade	Tunnel		Elevated		N/A					
		X								X										
Line(s)		B-Line		Track Number		track 2		Chain Marker and/or Station(s)		From			To							
										Brookland-CUA (B05)			Fort Totten (B06)							
Vehicles		Head Car Number		Number of Cars		Equipment		N/A												
		N/A		N/A																
Description		<p>FWSO inspector observed WMATA traction power cable inspection crew performing a cable inspection on track 2 of the B-Line between Brookland-CUA (B05) and Fort Totten (B06). WMATA inspectors documented and photographed each issue observed by the team. The issues noted were entered into a database for nighttime cable repair crews to fix.</p> <p>The FWSO Inspector did not note any defects.</p> <p>Other Notable Observations:</p> <ul style="list-style-type: none">• TRK 2 CM 220+00 – Jumper cables were lying on the ballast.• TRK 2 CM 240+00 – Jumper cables were lying on the ballast. Jumper cables were too close to the 3rd rail.• TRK 2 CM 249+00 – Pigtailed were lying on the ballast.• TRK 2 CM 259+00 – Pigtailed were lying on the ballast.							Number of Defects		0									
									Recommended Finding?		No									
									Remedial Action Required?		No									
									Recommended Reinspection?		No									
Remedial Action		N/A																		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170625-WMATA-AG-1		
	2017	06	25				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Production
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Safety Surge Area 16, track 2, from Twinbrook Station (A13) to Shady Grove Station (A15)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RI-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					SafeTrack Test Train Observation			Activity Code		TRK	RI	OBS
Job Briefing Employee Name/Title	N/A					Accompanied Inspector?	Yes	Out Brief Conducted	N/A	Time	2100 0500	Outside Shift	Yes	
Related Reports	N/A					Related CAPS / Findings			N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X		X					X						
Line(s)	A-Line		Track Number	track 2		Chain Marker and/or Station(s)		From		To				
								Twinbrook (A13)		Shady Grove (A15)				
Vehicles	Head Car Number			Number of Cars		Equipment		N/A						
	N/A			N/A										

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

Inspector in Charge - Signature	ADAM ANTHONY 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: 2017.07.03 12:33:48 -05'00'	Date
Inspector in Charge - Name	Adam A. Giovando		Inspection Team	Alexander Nepa and Lee Emard



Description	FWSO Inspectors accompanied WMATA personnel on the test train which was running over the recently completed SafeTrack surge area between Twinbrook (A13) to Shady Grove (A15) on track 2. The FWSO team rode lead car observing the second (trailing) car. The second car did not show any signs of excessive vertical or lateral body-car movement and tracked the lead car without exception. The train rode smoothly over the repaired area. The FWSO Inspectors did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170626-WMATA-WP-1		
	2017	06	26				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	ROCC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Rail Operations Control Center (ROCC) 3500 Pennsy Drive Landover, MD 20785						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC-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 Subject				ROCC Rules Compliance Observation			Activity Code		ROCC	RC	OBS
Job Briefing Employee Name/Title	N/A				Accompanied Inspector?	No	Out Brief Conducted	No	Time	1000-1500	Outside Shift	No	
Related Reports	Safety Management Inspection (SMI), Final Report, June 17, 2015				Related CAPS / Findings		Required Actions: R-1-6-a, R-1-6-b						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	MSRPH		Rules 1.69 – 1.88										
	Permanent Orders: No. T-16-10, No. R-17-03		SOP # 1A SOP # 8										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
				X								x	
Line(s)	N/A		Track Number	N/A	Chain Marker and/or Station(s)		From		To				
Vehicles	Head Car Number		Number of Cars		Equipment		N/A						
	N/A		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		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, cn=WINSLOW L. POWELL Date: 2017.07.05 11:02:04 -0400		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Chris Difatta				



	<p>FWSO Inspector conducted Rules Compliance Observations at the Rail Operations Control Center (ROCC). The inspector observed activities on operations (Ops) Console 1 for compliance with the Metrorail Safety Rules and Procedures Handbook (MSRPH).</p> <p>The FWSO Inspector observed the requirements for MSRPH radio rules and Permanent Orders: No. R-17-03 and T-16-10. The FWSO Inspector observed the track access requests for work groups that accessed the roadway. All requests were compliant with Permanent Order No. R-17-03 (Advanced Mobile Flagger), as required by roadway protection level. All personnel followed radio protocol when they called on/off over the radio.</p> <p>The FWSO Inspector did not note any defects.</p> <p>Other Notable Observations:</p> <p>At approximately 1152 hours, the ROCC was notified of a smoking track light fixture located at track #2 at Union Station. The controllers and assistant superintendents conducted themselves professionally. They were focused and followed SOP #1A and SOP #8, rectifying the situation with no further incident.</p>	Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170627-WMATA-WP-1		
	2017	06	27				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	ROCC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Rail Operations Control Center (ROCC) 3500 Pennsy Drive Landover, MD 20785						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC-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 Subject				ROCC Rules Compliance Observation			Activity Code		ROCC	RC	OBS
Job Briefing Employee Name/Title	N/A				Accompanied Inspector?	N/A		Out Brief Conducted	Yes	Time	2030-0100	Outside Shift	Yes
Related Reports	Safety Management Inspection (SMI), Final Report, June 17, 2015				Related CAPS / Findings		Required Actions: R-1-6-a, R-1-6-b; R-1-9-a						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard		Other / Title		Checklist Reference			
	Metrorail Safety Rules and Procedures Handbook (MSRPH); and Permanent Orders: No. T-16-10, No. R-17-03, & No. R-17-02		Section 1 – General Rules (Radio Usage and Operation): Rules 1.69 – 1.88										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
				X								x	
Line(s)	N/A		Track Number	N/A		Chain Marker and/or Station(s)	From		To				
							N/A		N/A				

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

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

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2017.07.05 11:16:28 -0400



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Vehicles	Head Car Number	Number of Cars	Equipment	N/A				
	N/A	N/A						
Description	<p>FWSO Inspector conducted a Rules Compliance observation at the Rail Operations Control Center (ROCC). The inspector observed radio activities on Operations (Ops) Console 3 for compliance with the Metrorail Safety Rules and Procedures Handbook (MSRPH), as well as permanent orders that govern roadway access activities and radio procedures. The inspector also observed (alternating between all three Ops consoles) the implementation and coordination process of the new Metro schedule that went into effect on June 25, 2017.</p> <p>Radio Procedures and Protocols</p> <ul style="list-style-type: none"> ○ The FWSO Inspector observed the rail traffic controllers (RTC) during each radio broadcast. The RTC acknowledged all radio requests and ended each transmission with "over" and "out" until the communication loop was concluded. ○ The RTCs coordinated between the field portable track units, train operators, station managers and each other, to monitor revenue service, ensure trains were standing by at certain stations and location to accommodate passengers, and facilitate line connections and final release to terminals. RTCs also monitored that maintenance personnel was aware of anomalies and operating conditions that may potentially impact their roadway access requests and inspections. ○ The RTCs ensured each unit or operator acknowledged each operating instruction, clearance, and transmission with 100 percent word-for-word read back. ○ The RTCs made appropriate radio broadcasts that informed personnel of all operational anomalies and established roadway access protection in place (e.g., foul time). <p>Documentation and Checklists</p> <ul style="list-style-type: none"> ○ The FWSO Inspector reviewed all required documentation checklists with regard to roadway access and foul time, noting that the RTC maintained a written log of all personnel on the roadway with recorded all call-on/call-off times, level of protection, and other required information to manage and monitor access and coordination. ○ The foul time checklists were properly filled out in accordance with Metro rules and permanent orders. This included time and location of access; establishment of red signal and prohibit exits, human form, blocked track, and trains restricted by each request. ○ The FWSO Inspector observed 4 relieving RTCs at the various three Ops consoles each electronically sign onto Advanced Information Management (AIM) System screen at the beginning of their shift, as well as initial the logbook (paper records) acknowledging defects and anomalies on the line. <p>Roadway Access</p> <p>The FWSO Inspector observed the RTC radio performance and other required duties associated with roadway worker protection (RWP) access requests for three work crews on Ops Console 3, commencing at 2037 hours. Two of the maintenance crews requested Exclusive Track Occupancy (ETO), and the other crew requested foul time (FT) as their level of protection. The RTC was compliant with Permanent Order No. R-17-02 (Granting Foul Time) and Permanent Order No. R-17-03 (Advanced Mobile Flagging [AMF]).</p> <ul style="list-style-type: none"> ○ The personnel followed proper radio protocol when they called on/off over the radio. This included identification of self and work crew, the location of foul time request (station or chain marker), and the reason for the request. 				Number of Defects	0		
					Recommended Finding?	No		
					Remedial Action Required?	No		
					Recommended Reinspection?	No		



	<ul style="list-style-type: none">○ For the FT request, the RTC established red signals and “prohibit exits,” as well as human form and blue blocked track, via the Advanced Information Management (AIM) system.○ The RTC required 100 percent and word-for-word repeat backs for all requests, ensuring the track units were in receipt of and repeated back full instructions and clearance.○ The RTC contacted the train in the vicinity regarding the foul time request, and made a general announcement for the ETO request, providing the location of personnel.○ For the FT request, an AMF was not required because the crew only needed to access a power room.○ The RTC documented the process on the maintenance roadway access and FT checklists, accordingly. <p>The FWSO Inspector did not note any ROCC rules compliance defects.</p> <p>Other Notable Observations:</p> <p>The FWSO Inspector observed “last train” activities and coordination efforts in observance of the Metro’s new hours of operation. At approximately 2300 hours, the field supervisor at Metro Center reported approximately 40 customers, who missed their connections at Metro Center. As a result, personnel in the RWP access list in the vicinity were instructed to stand by and stand clear of the roadway. This was done while the ROCC established single-track operations with a train on track 1 to Rosslyn in order that customers may catch up with the last train standing by on track 2. The ROCC handled the situation appropriately by directing field personnel to monitor their areas of responsibility and stations, ensuring that all customers were clear and maintaining constant personal contact with the operators. All customers were safely accommodated to their destinations.</p>		
Remedial Action	N/A		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170627-WMATA-WP-2		
	2017	06	27				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A- Line, tracks 1 and 2, Platform Inspection between Metro Center and Medical Center						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Platform Track Inspection			Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A		Out Brief Conducted	N/A		Time	0900 1430	Outside Shift	No	
Related Reports	20170316-WMATA-WP-1			Related CAPS / Findings			Remedial Action ID #: 976, 1211, 1213, 1214, 1214, 1216, 1217, 1218, 1219, 1345							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	MSRPH													
	TRST 1000													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X						X					
Line(s)	A-Line		Track Number	tracks 1 and 2		Chain Marker and/or Station(s)	From		To					
							Metro Center (A01)		Medical Center (A10)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											
Description											Number of Defects		6	

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	Digitally signed by WINSLOW L. POWELL DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.07.05 11:27:33 -0400
Inspector in Charge - Name Winslow Powell	Inspection Team Alexander Nepa and Lee Emard				

Form FTA-IR-1

Version date: 8/26/16



	<p>FWSO team members performed a platform observation of open remedial action repairs identified in a March 2016 inspection report. Nine open remedial actions repairs were inspected for repair and TRST 1000 compliance.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none">• TRST 1000 defect 13.5.2: Track 2, in Medical Center Station (A10), one third rail anchor arm was broken.• TRST 1000 defect 13.5.2: Track 1, in Medical Center Station (10), two third rail anchor arms were broken.• TRST 1000 defect 13.5.2: Track 1, in Friendship Heights Station (A08), two third rail anchor arms were broken.• TRST 1000 defect 13.5.2: Track 2, in Friendship Heights Station (A08), one third rail anchor arm was broken.• TRST 1000 defect 13.5.2: Track 1, in Tenleytown-AU Station (A07), one third rail anchor arm was broken.• TRST 1000 defect 13.5.2: Track 2, in Van Ness-UDC Station (A06) one third rail anchor arm was broken. <p>Other Notable Observations:</p> <ul style="list-style-type: none">• Track 1, in Woodley Park-Zoo/Adams Morgan Station (A04), the approach warning lights on the platform shorted out.• Track 1, in Friendship Heights Station (A08), the approach warning lights on the platform shorted out. <p>FWSO Inspectors verified the completion of the following remedial actions previously issued in FWSO report 20170316-WMATA-WP-1:</p> <ul style="list-style-type: none">• Remedial Action ID # 1345• Remedial Action ID# 1217	Recommended Finding?	Yes
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must repair one third rail anchor on track 2 at Medical Station.• WMATA must repair two third rail anchors on track 2 at Medical Station.• WMATA must repair two third rail anchors on track 1 at Friendship Heights Station.• WMATA must repair one third rail anchor on track 1 at Friendship Heights Station.• WMATA must repair one third rail anchor on track 1 at Tenleytown-AU Station.• WMATA must repair one third rail anchor on track 2 at Van Ness- UDC Station.		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170627-WMATA-WP-3		
	2017	06	27				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Alexandria Yard (C99)						

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	12				
Recommended Finding	No	No				
Remedial Action Required ¹	No	No				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	Track Access Escort Support (TAES) – Unit #6159					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0730-1130	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	MSRPH													
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
		X						X						
Line(s)	OTMT	Track Number	N/A		Chain Marker and/or Station(s)		From		To					
					Alexandria Yard (C99)									
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											
Description	TAES Escort #6159 provided the job safety briefing to the work group prior to starting the inspection. The briefing included a discussion about hazards,								Number of Defects		0			
									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		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Adam Giovando, Mike Vitale, Robert Maniuszko		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	clearance location, and the type of protection to be put in place. The work performed was a visual and physical inspection of the yard lead and shop track lead tracks within the yard limits of Alexandria yard. The escort communicated with the yard tower at Alexandria on Alexandria Yard Tower channel via radio.	Remedial Action Required?	No
		Recommended Reinspection?	No
	No exceptions were taken to the briefing		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject		Track Inspection					Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TAES Unit #6159			Accompanied Inspector?		Yes		Out Brief Conducted	Yes	Time	0730-1130	Outside Shift	No
Related Reports	N/A			Related CAPS / Findings			N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference		
	TRST1000												
	EMI 220272												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
		X						X					
Line(s)	OTMT	Track Number	N/A		Chain Marker and/or Station(s)	From			To				
						Alexandria Yard (C99)							
Vehicles	Head Car Number		Number of Cars			Equipment	N/A						
	N/A		N/A										

Description	FWSO Inspectors performed a track inspection of the Eastbound (EB) Yard Loop (YL), Westbound (WB) YL, and Shop Track 1 tracks within the Alexandria Yard. The inspection and all associated defects were within the yard limits at Alexandria Yard (C99). There are no color designations to indicate the "level" of the defect. Speed within the yard is limited to 15 mph on tangent track, and no greater than 10 mph in curves. The following non-color-coded defects were observed: <ul style="list-style-type: none">• TRST1000, rev. 6, section 5.27.4: EB YL – From YL CM 2+00 to 7+50 the restraining rail has numerous bolts broken or loose. The restraining rail joint bars also have loose, missing or broken bolts.• TRST1000, rev.6, section 7.9.2.4: EB YL – Near YL CM 8+00 (which is approximately 50 feet toward the mainline track of C99-146 signal) there are signs of dynamic movement of the track structure. The gauge measured 57 ½" with ½" of lateral movement under load.• TRST1000, rev.6, section 9.1.2.8: Switch 147A has a chip and a 3/16" gap on the right-hand switch point.• TRST1000, rev. 6, section 9.1.2.2: Switch 141 has a ¼" gap and a loose bolt on the guard rail.• TRST1000, rev.6, section 6.10.2; TRST1000, rev.6, section 6.10.2: At 144 signal, there is a supported joint that does not have a non-defective crosstie within the prescribed limits. The centerline of the nearest non-defective supporting tie measured 36" from the joint end.• TRST1000, rev.6, section 11.3.2, Table 11-2: WB YL – From YL2 CM5+00 to 9+00, there are several signs of dynamic movement of the track system. The track gauge measured 57 3/8" static. At the same location, it was also observed that a ½" lateral movement existed during operations under load. This ½" under load measurement was determined by 3/8" plate movement on the low rail and 1/8" plate movement on the high rail. The 57 3/8" static gauge along with the additional ½" lateral movement under load made the observed track gauge 57 7/8".• TRST1000, rev.6, section 9.1.2.8: Switch 133 has a chip on the right-hand switch point that extends to the switch point.	Number of Defects		12
		Recommended Finding?		No
		Remedial Action Required?		No
		Recommended Reinspection?		Yes



	<ul style="list-style-type: none">• TRST1000, rev.6, section 5.27: Shop Track 1 – At approximately 4+00, there are signs of lateral movement of the track system. The cupping on the field side of the crossties was measured at 2 inches.• TRST1000, rev.6, section 6.10: Near switch 173, there are two supported joints that have defective ties supporting the joint.<ul style="list-style-type: none">○ Location 1 – The team measured 39" from the joint in either direction to the nearest non-defective support.○ Location 2 – The team measured 69" in one direction and 96" in the other direction to the nearest non-defective support.• TRST1000, rev.6, section 5.14: At switch 171 an incorrect (Portec) joint bar is installed.• Engineering Modification Instruction (EMI) 220272, section 3.0 (e): Shop Track 1 – Near control box AYDS5P there are four third rail booted cables lying on the ground. Two of the boots have cracks in them.		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must address broken or loose bolts on the restraining rail and restraining rail joint bars on EB YL between CM 2+00 and 7+50.• WMATA must correct signs of dynamic movement of the track structure on EB YL CM 8+00.• WMATA must correct chip and a 3/16" gap on the right-hand switch point of switch 147A.• WMATA must correct ¼" gap and a loose bolt on the guard rail switch 141.• WMATA must replace defective ties underneath supported joint at 144 signal.• WMATA must address dynamic movement of the track system at WB YL from CM 5+00 to 9+00.• WMATA must correct chip on the right-hand switch point that extends to the switch point at switch 133.• WMATA must address lateral movement of the track system at Shop Track 1 CM 4+00.• WMATA must correct two supported joints that have defective ties supporting the joint near switch 173.• WMATA must install approved joint bars at switch 171.• WMATA must repair third rail cable boots near box AYD55P on Shop Track 1		

Photos:

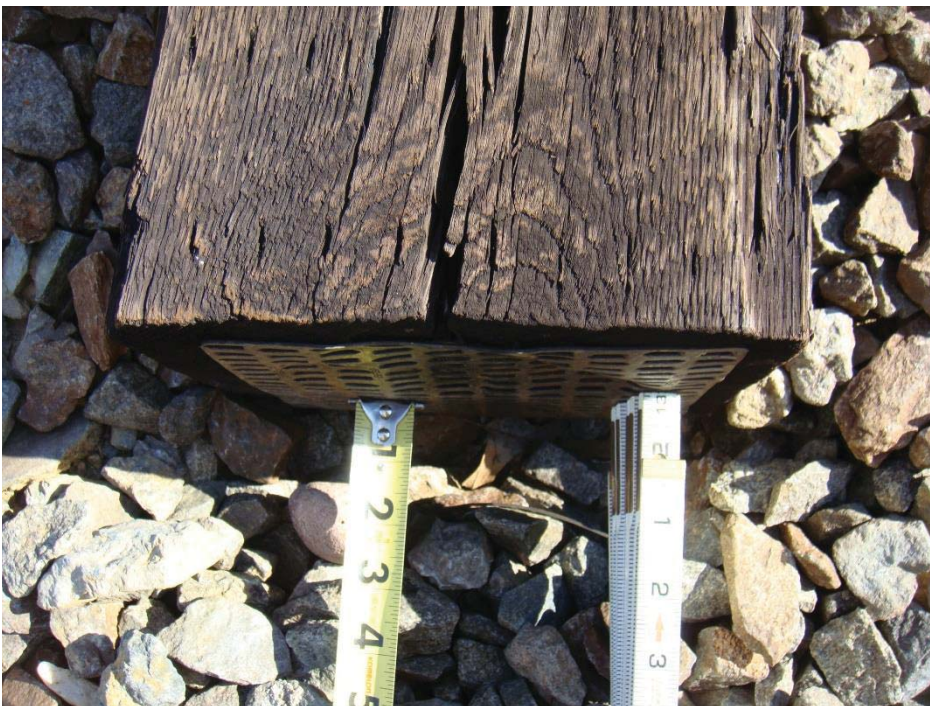


Figure 1 - Dynamic Track System movement - Cupping equivalent to 1.5" of lateral movement of the structure.



Figure 2 - Lateral Track Movement - 1/2" of plate movement.



Figure 3 - 3rd Rail feeder cables lying on the ground. Connection boots are cracked.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170628-WMATA-WP-1		
	2017	06	28				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Car Maintenance	Sub- Department	N/A
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Branch Avenue Service and Inspection Facility (F99)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Service and Inspection Facility Observation			Activity Code		VM	SI	PI
Job Briefing Employee Name/Title	Benjamin Coleman					Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0730-1100	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
					x							x		
Line(s)	N/A		Track Number	N/A	Chain Marker and/or Station(s)		From		To					
							N/A		N/A					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	FWSO Inspectors conducted a shop inspection at the Branch Avenue Vehicle Maintenance Facility (F99). At the time of the inspection there were no vehicles in the shop location. FWSO Inspectors noted that all mechanics had the proper								Number of Defects		0			
									Recommended Finding?		No			
									Remedial Action Required?		No			

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Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Chris DiFatta, Tom Wozniak			

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2017.07.05 12:21:20 -0400



	<p>personal protective equipment (PPE), proper tooling, current maintenance procedures, bulletins, and engineering modification instructions (EMIs).</p> <p>The FWSO Inspectors observed a very neat and orderly shop atmosphere and proper placement of tools. Equipment and shop material were stored in a manner where it did not foul any working track and did not create a tripping hazard for employees.</p> <p>No exceptions were taken during observations.</p> <p>Other Notable Observations: FWSO Inspectors observed an obstruction located in the wheel flange of the equipment lift located on track 2, North. Supervision was notified, and they immediately removed the obstruction.</p>	Recommended Reinspection?	No
Remedial Action	N/A		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170628-WMATA-WP-2		
	2017	06	28				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A- Line, track 2, between Shady Grove Station (A15) and CM 891+00						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Roadway Worker Protection – Job Safety Briefing				Activity Code	TRK	JSB	OBS	
Job Briefing Employee Name/Title	RWIC, TRST Unit 6112		Accompanied Inspector?	No	Out Brief Conducted	No	Time	1000 1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		X					X			
Line(s)	A-Line	Track Number	track 2	Chain Marker and/or Station(s)		From		To			
						Shady Grove (A15)		A2 891+00			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	The job safety briefing was provided by TRST unit #6112 at the Shady Grove Station. The briefing was thorough and fully compliant with WMATA's Roadway						Number of Defects		0		
							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		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Alexander Nepa and Lee Emard		

Digitally signed by WINSLOW L. POWELL
DN: cn=US, o=U.S. Government, ou=FTA HQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2017.07.05 12:27:16 -0400



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	Worker's Protection Manual (RWPM) requirements. It included WMATA level-1 ID check, type of protection, train approach warning (TAW), potential hazards, hot spots, hospital locations, red tag outage number, and safety rule of the day. No exceptions were taken with the job safety briefing.	Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Inspection Observation					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	RWIC, TRST Unit 6112		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 1400	Outside Shift	No	
Related Reports	Safety Directive 15-1		Related CAPS / Findings	R-2-18-A, R-2-19-A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		X					X			
Line(s)	A-Line	Track Number	track 2		Chain Marker and/or Station(s)		From		To		
							Shady Grove (A15)		A2 891+00		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								
	FWSO Inspectors performed an observation of a WMATA track inspection team on track 2 of the A-Line between Shady Grove Station and CM 891+00. The following non-color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000 defect 13.5.7. No cover on end approach on track 2, A2 941+80. Permanent Order R-17-03. At 1157 hours, head end number 3262, track 2, CM 891+00, train operator did not continually blow the horn when leaving the station. Remedial Action for this defect is covered in CAPs R-2-18A and R-2-19-A. 						Number of Defects	2			
							Recommended Finding?	Yes			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	To achieve compliance with WMATA's Requirements: <ul style="list-style-type: none"> WMATA must replace the cover board on end approach at A2 941+80. 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170629-WMATA-WP-1		
	2017	06	29				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Crystal City (C09), track 1, and Crystal City Traction Power Substation (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				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required ¹	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Crystal City (C09) – Safety Briefing			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0100-0500	Outside Shift	Yes	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard			Other / Title		Checklist Reference				
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X								X					
Line(s)	C-Line	Track Number	N/A		Chain Marker and/or Station(s)		From		To					
							N/A		N/A					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											
Description	FWSO personnel received a job safety briefing from the WMATA roadway worker in charge (RWIC). All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked and the working limits were reviewed. The							Number of Defects		0				
								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=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.07.05 11:49:51 -04'00'		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Tino Sahoo				



United States Department of Transportation
Federal Transit Administration

	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.	Remedial Action Required?	No
	The FWSO Inspector did not note any defects.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Cable Replacement					Activity Code	TP	RM	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0100-0500	Outside Shift	Yes		
Related Reports			Related CAPS / Findings									
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard			Other / Title		Checklist Reference			
	ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEM WIDE (REVISION 2, SEPTEMBER 16, 2016)											
	TRACTION POWER DESIGN DRAWING (DD-TP-SSI-013, REVISION 0, AUGUST 2001)											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X							X				
Line(s)	C-Line	Track Number	track 1	Chain Marker and/or Station(s)	From			To				
					CM 317+00			CM 317+00				
Vehicles	Head Car Number		Number of Cars		Equipment	Negative return cables (1000 kcmil, 2 kV)						
	N/A		N/A									
Description	FWSO Inspectors observed WMATA's power department and electrical contractors performing the task of pulling two additional negative return cables from Crystal City TPSS (which is adjacent to trackside), to a trackside impedance bond. Three negative return cables were terminated on the wayside impedance bond.						Number of Defects	0				
							Recommended Finding?	No				
							Remedial Action Required?	No				
	During the inspection, the FWSO Inspectors observed the contractor pulling and installing negative return cables per the Engineering Modification Instruction (EMI) for jumper, expansion, and transition power cables replacement system wide, issued September 16, 2016.						Recommended Reinspection?	No				
The FWSO Inspector and WMATA personnel did not note any defects during the replacement process.												
Remedial Action	N/A											



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170629-WMATA-WP-2		
	2017	06	29				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A- Line, track 2, Between A2 891+00 and Twinbrook Station (A13)						

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Roadway Worker Protection – Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	RWIC, TRST Unit 6030					Accompanied Inspector?	No	Out Brief Conducted	No	Time	1000 1400	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X		X					X						
Line(s)	A-Line	Track Number	track 2	Chain Marker and/or Station(s)	From			To						
					CM 891+00			Twinbrook Station (A13)						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	The job safety briefing was provided by TRST unit #6030 at Rockville Station. The briefing was thorough and fully compliant with WMATA's Roadway Worker									Number of Defects		0		
										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		Date
Inspector in Charge – Name Winslow Powell		Inspection Team Alexander Nepa & Lee Emard		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	Protection Manual (RWPM) requirements. It included WMATA level-1 ID check, type of protection, train approach warning (TAW), potential hazards, hot spots hospital locations, red tag outage number, and safety rule of the day. No exceptions were taken with the job safety briefing.	Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Inspection Observation					Activity Code		TRK	WI	OBS
Job Briefing Employee Name/Title	RWIC, TRST Unit 6030			Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 1400	Outside Shift	No	
Related Reports	20170623-WMATA-AG-1			Related CAPS / Findings		Remedial Action: 1384, 1387						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title			Checklist Reference			
	TRST-1000 rev. 6											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X		X					X				
Line(s)	A-Line	Track Number	track 2		Chain Marker and/or Station(s)		From		To			
							CM 891+00		Twinbrook Station (A13)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A						
	N/A		N/A									
Description	FWSO Inspectors performed an observation of a WMATA track inspection team on track 2 of A-Line between CM 891+00 and Twinbrook Station (A13). The following non-color-coded defects were observed: <ul style="list-style-type: none">TRST 1000 defect 13.3.13. Between CM 891+00 and Twinbrook Station, 227 third rail brackets were installed too close to the pedestals and were subject to breaking on track 2.TRST 1000 defect 6.3. Between Rockville and Twinbrook stations, all newly installed ties had an inconsistent tie spacing of 22-36 inches. Remedial actions for both defects were issued in inspection report 20170623-WMATA-AG-1.						Number of Defects		2			
							Recommended Finding?		Yes			
							Remedial Action Required?		Yes			
							Recommended Reinspection?		Yes			
Remedial Action	N/A											



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170629-WMATA-WP-3		
	2017	06	29				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	G- Line, tracks 1 and 2, between Stadium-Armory (D08) and Largo Town Center (G05).						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Roadway Worker Protection – Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST Unit 69				Accompanied Inspector?	No	Out Brief Conducted	No	Time	2200 0600	Outside Shift	Yes	
Related Reports	N/A				Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard			Other / Title		Checklist Reference			
	RWPM												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X		X					X	X	X			
Line(s)	G-Line	Track Number	tracks 1 and 2	Chain Marker and/or Station(s)	From			To					
					Stadium-Armory (D08)			Largo Town Center (G05)					
Vehicles	Head Car Number		Number of Cars		Equipment		TGV-01						

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge – Name Winslow Powell		Inspection Team Adam A. Giovando & Alexander Nepa			



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	TGV-01	1			
Description	The job safety briefing was provided by TRST unit #69 in the TGV-01 The briefing was thorough and fully compliant with WMATA's Roadway Worker's Protection Manual (RWPM) requirements. No exceptions were taken with the job safety briefing.			Number of Defects	0
				Recommended Finding?	No
				Remedial Action Required?	No
				Recommended Reinspection?	No
Remedial Action	N/A				

Inspection Activity #	2	Inspection Subject					Track Geometry Vehicle Ride and Observation		Activity Code		TGV	RI	OBS
Job Briefing Employee Name/Title	TRST Unit 69					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	2200 0600	Outside Shift	Yes
Related Reports	N/A					Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard		Other / Title		Checklist Reference			
	TRST 1000												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X		X					X	X	X			
Line(s)	G-Line	Track Number	tracks 1 and 2	Chain Marker and/or Station(s)	From				To				
					Stadium-Armory (D08)				Largo Town Center (G05)				
Vehicles	Head Car Number		Number of Cars		Equipment	TGV-01							
	TGV-01		1										
Description	FWSO Inspectors observed WMATA's TGV-01 perform ultrasonic rail and track geometry testing on the G-line between Stadium-Armory and Largo Town Center. No black, out-of-service conditions were noted during this observation. Several red, maintenance conditions were noted. Since these conditions were not immediately verified by the TGV-01 crew, they were not protected with a speed restriction. WMATA maintenance crews were dispatched to verify and take appropriate remedial action. A copy of the TGV-01-run report was requested as an attachment to this report but has not been provided.							Number of Defects	0				
								Recommended Finding?	No				
								Remedial Action Required?	No				
								Recommended Reinspection?	No				
Remedial Action	N/A												



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170630-WMATA-WP-1		
	2017	06	30				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	ROCC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Rail Operations Control Center (ROCC) 3500 Pennsy Drive Landover, MD 20785						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC-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 Subject			ROCC Rules Compliance Observation			Activity Code		ROCC	RC	OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	2130-0430	Outside Shift	Yes	
Related Reports	Safety Management Inspection (SMI), Final Report, June 17, 2015			Related CAPS / Findings		Required Actions: R-1-6-a, R-1-6-b						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	Metrorail Safety Rules and Procedures Handbook (MSRPH); Roadway Worker Protection (RWP) Manual [2014], and Permanent Orders No. T-16-10 and No. R-17-03		Section 1 – General Rules (Radio Usage and Operation): Rules 1.69 – 1.88									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
				X								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		WINSLOW L. POWELL		Date	
Inspector in Charge – Name Winslow Powell		Inspection Team Tamara Powell			

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTA, email=Winslow.L.Powell@dot.gov, cn=WINSLOW L. POWELL
Date: 2017.07.05 12:36:01 -0400



Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)	From	To
					N/A	N/A
Vehicles	Head Car Number	Number of Cars		Equipment	N/A	
	N/A	N/A				
Description	<p>An FWSO Inspector conducted a Rules Compliance observation at the Rail Operations Control Center (ROCC). The inspector observed activities on Operations (Ops) Console 3 for compliance with the Metrorail Safety Rules and Procedures Handbook (MSRPH), WMATA Roadway Worker Protection (RWP) Manual (2014), as well as permanent orders that govern roadway access activities and radio procedures.</p> <p>Radio Procedures and Protocols</p> <ul style="list-style-type: none"> The FWSO Inspector observed the rail traffic controllers (RTC) during each radio broadcast. The RTC acknowledged all radio requests and ended each transmission with "over" and "out" until the communication loop was concluded. Maintenance units obtained clearance and performed radios checks with the RTC prior to initiating communication with the ROCC and/or other personnel. The RTC ensured each unit or operator acknowledged each operating instruction, clearance, and transmission with 100 percent word-for-word read back. Personnel and RTCs employed International Civil Aviation Organization (ICAO) standard for communicating the "alpha" character, as required. The RTC made appropriate radio broadcasts that informed personnel of all operational anomalies and established roadway access protection in place (e.g., foul time). <p>Documentation and Checklists</p> <ul style="list-style-type: none"> The FWSO Inspector reviewed all required documentation checklists in regard to general roadway access and foul time, noting that the RTC maintained a written log of all personnel on the roadway with recorded all call-on/call-off times, level of protection, and other required information to manage and monitor access and coordination. Regarding foul time, checklists were properly filled out in accordance with Metro rules and permanent orders. This included time and location of access, the establishment of red signal and prohibit exits, human form and blocked track, and trains restricted by each request. <p>The FWSO Inspector observed a total of 13 crews access the roadway, beginning at 0001 hours. Some crews stated Train Approach Warning (TAW) as their level of protection. However, there were nine foul time requests, as well. The requests were compliant with Permanent Order No. R-17-02 (Granting Foul Time), Permanent Order No. R-17-03 (Advanced Mobile Flagging), and the RWP manual.</p> <ul style="list-style-type: none"> All personnel followed appropriate radio protocol when they called on/off over the radio; including proper identification or self and work crew, the location of foul time request (station or chain marker), and the reason for the request. For all access requests, RTC established red signals and "prohibit exits," as well as blue block track and human form via the AIM system, as applicable to protection level. RTC required 100% and word-for-word repeat backs, ensuring the track units were in receipt of and repeated back full instructions and clearance for all roadway access and foul time requests. RTC confirmed all protections were in place and identified red signals, where applicable. RTC contacted trains in the vicinity regarding the foul time request and the location of personnel, as applicable. Units reported an advanced mobile flagger (AMF) was appropriately assigned to their crew and positioned at a station in accordance with the permanent order and their level of protection. There were no red tags issued today. The RTC ensured all requests and clearing times were properly recorded. 				Number of Defects	0
					Recommended Finding?	No
					Remedial Action Required?	No
					Recommended Reinspection?	No



	<p>The FWSO Inspector did not note any ROCC rules compliance defects.</p> <p>Other Notable Observations</p> <ul style="list-style-type: none">○ The Assistant Superintendent was vigilant and mobile, constantly monitoring operations and RTC performance throughout the evening on each Ops console.		
Remedial Action	N/A		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170630-WMATA-WP-2		
	2017	06	30				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub- Department	CBL. IN.
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	College Park (E09) to West Hyattsville (E07) - track 1						

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	Inspection Subject			College Park (E09) - Job Safety Briefing (Mobile Work Crew)			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A			Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref			Rule or SOP		Standard		Other / Title		Checklist Reference		
	WMATA PERMANENT ORDER R-17-03 ADVANCE MOBILE FLAGGER (FRIDAY APRIL 28, 2017)											
	RWPM											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X							X	X	X		
Line(s)	E-Line	Track Number		track 1	Chain Marker and/or Station(s)		From		To			
							N/A		N/A			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A					
	N/A		N/A									
Description	FWSO personnel received a job safety briefing from the WMATA roadway worker in							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		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.07.05 12:38:47 -0400		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo				



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	charge (RWIC). All personal protective equipment (PPE) and roadway worker 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 spots, hazards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion.						Recommended Finding?		No		
							Remedial Action Required?		No		
	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.						Recommended Reinspection?		No		
	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 that 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.											
Remedial Action		N/A									

Inspection Activity #	2	Inspection Subject	Walking Observation (Cable Inspection)			Activity Code		TP	WI	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP	Standard		Other / Title		Checklist Reference			
	WMATA PERMANENT ORDER R-17-02 GRANTING FOUL TIME (FRIDAY APRIL 28, 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)										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	E-Line	Track Number	track 1	Chain Marker and/or Station(s)	From			To			
					College Park (E09)	West Hyattsville (E07)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	The FWSO Inspector observed the WMATA roadway worker in charge (RWIC) request foul time for a portal 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 mobile work crew completely walked through the "hot spot." No issues/concerns or exceptions were taken to the RWIC performing his duties. The RWIC was in compliance with WMATA PERMANENT ORDER R-17-02 GRANTING FOUL TIME (FRIDAY APRIL 28, 2017). FWSO inspector observed WMATA traction power cable inspection crew performing a cable inspection on track 1 of the E-Line between College Park (E09) and West						Number of Defects		1		
							Recommended Finding?		Yes		
							Remedial Action Required?		Yes		



	<p>Hyattsville (E07). WMATA inspectors documented and photographed each issue observed by the team. The issues noted were entered into a database for nighttime cable repair crews to fix.</p> <p>The following new defects were observed, and there were no color-coded conditions noted:</p> <ul style="list-style-type: none">• TRK 1 CM 504+00 – Heat shrink compromised on conduit stub-up.¹ <p>¹ The above remedial actions should be in compliance with: TRACTION POWER DESIGN DRAWING (DD-TP-SSI-013, REVISION 0, AUGUST 2001) detail "Cable Connector Assembly.</p> <p>Other Notable Observations:</p> <ul style="list-style-type: none">• TRK 1 CM 528+00 – Pigtails lying on the ballast.• TRK 1 CM 516+00 – Expansion cables lying on the ballast.• TRK 1 CM 506+00 - Portal for a tunnel located at TRK 1 CM 506+00, but not listed in the 2017 Roadway Access Guide as a 'hotspot.'	Recommended Reinspection?	Yes
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none">• WMATA must replace heat shrink on conduit stub-up (TRK 1 CM 504+00).		