

Date

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

Form FTA-IR-1

United States Department of Transportation Federal Transit Administration

Agency/Department Information

Increation Data	YYYY	MM	DD	Depart Number	20170602-WI		C 1	
Inspection Date	2017	06	02	Report Number	20170602-001	VIATA-A	-1 1	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	TKIN
	1	Name		Email	Office Phon	e	N	1obile Phone
Rail Agency Department Contact Information		I						
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	Inspec	tion Subj	ect	Roadwa	y Work	er Protecti	on – Job Safe	ety Briefing	Activity Co	ode	TRI	К	JSB	OBS
Job Briefing Employee Name/Title	Advan 6454	nce Wat	nit # 646 chman TI nit # 6469	RST UI	nit #	Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	Yes	Time	1900 0300		Outside Shift	Yes
Related Reports	N/A					Relate	ed CAPS / I	Findings	ngs N/A						
	Ref				Rule or S	OP		Standard		Other / 1	Title		Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPN	Л													
Standards, or Other															
	Mair Tracl		Yard	Stati	on C	осс	RTA Facility	FTA Office	Tue els Ture e	At-grad	e Tui	nnel	Ele	evated	N/A
Inspection Location	x			х					Track Type			x			
Line(a)	D-Line		Track		track 1		Chain Ma	rker		From			То		
Line(s)	D-LINE	2	Numbe	r	LIACKI		and/or St	ation(s)	Stadium-Arm	ory Station	(D08)	Capito	ol Sou	th Station	(D05)
Vehicles	Head	d Car Nu	umber	1	Number c	of Cars									
		N/A			N/A		Equip	ment	N/A						

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

Date: 2017.06.07 09:37:52 -05'00'

Inspector in Charge - Signature ADAM ANTHONY GIOVANDO

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

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



		ted a job safety briefing a			Number of Defects	0
	· · ·	ompliant with WMATA R ements. It included WM	·		Recommended Finding?	No
Description	· / ·	roach warning, (TAW) w	0	/ /1	Remedial Action Required?	No
Description		d watchman, potential ha placed at the proper loca g.		•	Recommended Reinspection?	No
Remedial Action	N/A					

Activity Summaries

Inspection Activity #	2	Inspection S	ubject	Trac	k Inspecti	on Observa		Activity C	ode	TR	КK	WI	OBS	
Job Briefing Employee Name/Title	Advano # 6645	TRST Unit # 6 ce Watchmar 4 RST Unit # 6	TRST	Unit		ompanied ector?	Yes	Out Brief Conducted	Yes	Time	1900 0300		Outside Shift	Yes
Related Reports	201606	129-WMATA 526-WMATA 526-WMATA	RPM-1		Rela	ted CAPS /	Findings	Remedial Act	emedial Action ID: 793, 795, 1014					
	Ref			Rule	or SOP		Standard		Other / 1	Other / Title Che				rence
Related Rules, SOPs, Standards, or Other	TRST-1	.000 rev. 6												
oranical asy of oranei														
Inspection Location	Main Track	Yard	Sta	ition	OCC	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Ele	evated	N/A
	x							х						
	D-Line	Trac	k	tra	ck 1	From				То				
	D-Line	Num	ber	tiat		ory Station	(D08)	Capit	ol Sou	th Station	(D05)			
Vehicles	Head	Car Number			er of Cars N/A	N/A								
	FWSO	performed a	n obser	vation	of a WMA	TA track ins	spection tear	n on track one	Number	of Defec	ts			3
		D-Line betwe				Recomm	ended Fi	nding?			Yes			
	inspect	ions were tal tion.	len wit	n the v	VIVIATALE	ani s perior		g the	Remedial Action Required?					Yes
Description	verifica were d The fol	locumented i Ilowing previ Remedia CM, D1- safety ca Remedia track on removed Remedia track on	ously in n FWS0 ously i al Actio 189+00 atwalk. al Actio e, betw al Actio e, betw al Actio e, betw ave not r these	dentifie D inspe ssued r on 1014 D. The b on 793, veen CN the roa on 795, veen CN t been i t been i	ed defects. ction report remedial a , Report N undles of A 221+00 dway. Report Nu A 202+00 replaced. ss were pro	These defe orts and pro- ictions have lumber 2016 and 191+00 imber 2016 and 206+00 eviously issu	etts and remivided to WM e not been ref 61129-WMA ot been relo 0626-WMAT , the relay ra 0626-WMAT , stud bolts of ued in FWSO	edial actions IATA. epaired: ATA-WP-1. At cated from the FA-RPM-1. On ail has not been FA-RPM-1. On exceeding 3 reports	Recomm	ended R	einspec	ction?		Yes
	RPM-1		·vvr-1,	201000	JZ0-WIVIA	IA-NEIVI-1, 6	3110 2010002	.0- 1/ 1/1/ 1/4-						
Remedial Action	N/A													



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170602-W		C 2	
inspection Date	2017	06	02	Report Number	20170602-001			
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	SAFE	Sub- Dep	partment	
		Name		Email	Office Phon	e	Ν	Aobile Phone
Rail Agency Department								
Contact Information								
Inspection Location								

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	nspection Sul	oject	Job Safe	ety Brief	fing Observ	vation		Activity Co	de	TR	К	JSB	OBS
Job Briefing Employee Name/Title	TRST 64	164			Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	Yes	Time	170 010		Outside Shift	Yes
Related Reports	N/A				Relate	ed CAPS /	Findings	N/A	N/A					
	Ref			Rule or S	SOP		Standard		Other / T	ïtle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	MSRPH			R-17-02										
Standards, or other	RWPM			R-17-03										
luces stice to estima	Main Track	Yard Station				RTA Facility	FTA Office	Tuesda Taura	At-grade	e Tui	nnel	Eleva	ated	N/A
Inspection Location	х							Track Type			х			
11(.)	D.L.	Track				Chain Ma	rker		From	То				
Line(s)	D-Line	Numb	er	track 1		and/or St	ation(s)	Stadium-Arm	ory (D08)		Capito	ol South	i (D05)	
	Head	Car Number		Number o	of Cars									
Vehicles		N/A		N/A	4	Equip	ment	N/A						
		•		-		0		ctures (TRST),	Number	of Defect	S			0
Description		64, who was s g the roadway					0,		Recommended Finding?					No
	Citterin	5 the roduway	. me		, morou	BIT UND CON	crea an requ	in cu uspects	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 ĂNTHONY GIOVANDO

Inspector in Charge - Name Adam Giovando

Inspection Team

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

Lee Emard, Alexander Nepa, Chris DiFatta, Tamara Powell, Leon Ferguson



Remedial Action	N/A		
	 had their personal protective equipment (PPE) and roadway worker protection (RWP) cards checked for compliance. No exceptions were taken with the job safety briefing. 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. 	Recommended Reinspection?	No
	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		

nspection Activity #	2	Inspe	ction Sub	ject	RWI	C and AMF	Rules Con	npliance Obs	ervation	Activity Co	ode	TR	K	RC	OBS
ob Briefing Employee Jame/Title	TRST 6	5464				Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	Yes	Time	1700 0100		Outside Shift	Yes
Related Reports	N/A					Relat	ed CAPS /	Findings	N/A	1					
	Ref				Rule o	or SOP		Standard		Other / T	ïtle		Chec	klist Refer	ence
Related Rules, SOPs,	MSRP	Н			R-17-0	02									
tandards, or Other	RWPN	1			R-17-0	03									
	Mair Tracl		Yard	Stat	ion	осс	RTA Facility	FTA Office		At-grad	e Tu	nnel	Ele	vated	N/A
nspection Location	х								Track Type			Х			
ine(s)	D-Line	2	Track Numbe	er	trac	:k 1	Chain Ma and/or St		Stadium-Arm	From		Canit	ol Sou	To th (D05)	
	Неас	d Car N	Number		Numbe	er of Cars	-	. ,	101 y (1200)		Cupit	.01 50 4			
/ehicles		N/A			1	N/A	Equip	ment	N/A						
	Roadv		orker in C	harge		-				Number	of Defect	s			0
		-									ended Fi				No
			•			e RWIC for nd R-17-03		Action I		ed?		No			
Description	contac with P the fo entire The se contac with P the fo entire No exc #6464 Advar The F\	cted th ermar ul time work ; ccond a cted th ermar ul time work ; ception	ne Rail Opinent Orde e instructi group trav area requi ne Rail Opinent Orde e instructi group trav ns were ta Mobile Flag	r R-17 ons ai versed iring f r R-17 ons ai versed versed versed versed versed versed versed	ons Con 7-02. Th nd app d throu foul tim ons Con 7-02. Th nd app d throu with the AMF :	ntrol Cente he RWIC pr propriately ugh the swi ne was a cr ntrol Cente he RWIC pr propriately ugh the swi e duties ar	r (ROCC) a rovided 10 relinquish- itch and w ossover at r (ROCC) a rovided 10 relinquish- itch and w nd respons	0% positive r ed the foul ti as in a place CM 84+00. T nd was in ful 0% positive r ed the foul ti as in a place ibilities perfo	I compliance epeat back of me after the of safety. The RWIC I compliance epeat back of me after the		ended Re	einspec	tion?		No



	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 Location Track Image: Construct on the symplement of the symplement. The required speed of 10 mph requirement of the symplement of the symplement. The remaining six cars accelerated to what appeared to be normal track speed. This incident was reported to the ROCC by RWIC Unit 6464. Take Type Track Type Tra	Inspection Activity #	3	Inspe	ection Sub	ject	Train	Operato	r Rules Com	pliance Obs	ervation	Activity Co	ode	RT	RA	RC	OBS		
Related Rules, SOP, Standards, or Other Ref Rule or SOP Standard Other / Title Checklist Reference MSRPH R-17-02 R-17-02 Recent and the provided of the provided	Employee	TRST	5464		·			•	Yes		Yes	Time				Yes		
Related Rules, SOPs, Standards, or Other MSRPH R-17-02 R-17-02 R-17-03 Inspection Location Main Track Yard Station OCC RTA Facility FTA Office Track Type At-grade Tunnel Elevated Line(s) D-Line Track Number track 1 Chain Marker and/or Station(s) From To Vehicles Head Car Number Number of Cars N/A Equipment N/A N/A FWSD Inspectors observed train operators for compliance with permanent orders R-17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Flagger). Number of Defects 1 Respective of 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 ROC by RWIC Unit 6464. Defect associated with Permanent Order R-1-6-7 Recommended Reinspection? Note 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-16-67 Recommended Reinspection? Noce	Related Reports	20160)410-V	WMATA-N	AV-2		Rela	ted CAPS /	Findings	Remedial Act	Remedial Action #: 400							
Standards, or Other MSRPH R-17-02 Contract of the AMP of the approximately 1900 hours, train number 301 departed Eastern Market Station after receiving Permanent Order. R-17-03 instructions for the AMF. Train number 301 approximately 1900 hours, train number 301 approximately consist, while passing the work group, compliance with Permanent Order. R-17-03 At-grade Tunnel Number of Defects 1 Description At approximately 1900 hours, train number 301 approximately 1900 hours, train number 301 approximately to the ROCC by RWIC Unit 6464. Defect associated with Permanent Order. R-17-03 instructions for the AMF. Train number 301 approximately to the ROCC by RWIC Unit 6464. Defect associated with Permanent Order R-17-05 Number of Defects 1 Recommended Reinspection? 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-17-05 Number of Defects 1 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-17-05 Number of Defects 1 Recommended Reinspection? 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-17-05 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-17-05 Recommended Reinspection? Note		Ref				Rule or	SOP		Standard		Other / 1	ītle		Chec	klist Refer	rence		
RNPM R-17-03 Image: Contract of the second se		MSRP	Н			R-17-0	2											
Inspection Location Track Yard Station OCC Facility Office Track Type At-grade Tunnel Elevated Line(s) D-Line Track Mmber track 1 Chain Marker and/or Station(s) From X Image: Comparison of Case Vehicles Head Car Number Number of Cars Equipment N/A N/A </td <td>Standards, or other</td> <td>RWPN</td> <td>Λ</td> <td></td> <td></td> <td>R-17-0</td> <td>3</td> <td></td> <td></td> <td></td> <td colspan="4"></td> <td></td> <td></td>	Standards, or other	RWPN	Λ			R-17-0	3											
X Track Number Track 1 Chain Marker and/or Station(s) From To Une(s) D-Line Track Number track 1 Chain Marker and/or Station(s) From Capitol South (DOS) Vehicles Head Car Number Number of Cars Equipment N/A N/A FWSO Inspectors observed train operators for compliance with permanent orders R-17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Flagger). Number of Defects 1 The FWSO Inspector assigned to the AMF noted the following non-color-coded defect: • 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. Defect associated with Permanent Order T-16-07 Recommended Reinspection? Note 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- Recommended Reinspection? Note	Increasion Location			Yard	Stati	on	осс	Treak Turne	At-grad	e Tu	nnel	Ele	vated	N/A				
Line(s) D-Line Hack 1 Number track 1 track 1 Chain Hater and/or Station(s) Stadium-Armory (D08) Capitol South (D05) Vehicles Head Car Number Number of Cars Equipment N/A N/A N/A Vehicles N/A N/A N/A N/A N/A N/A N/A FWSO Inspectors observed train operators for compliance with permanent orders R-17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Flagger). Number of Defects 1 The FWSO Inspector assigned to the AMF noted the following non-color-coded defect: 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 6454. Defect associated with Permanent Order T-16-07 Recommended Reinspection? Note A remedial action for this defect was previously issued in FWSO report 20160410- WMATA-NAV-2. 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- Recommended Reinspection? Note	Inspection Location	x								х								
Number and/or Station(s) Stadium-Armory (D08) Capitol South (D05) Vehicles Head Car Number Number of Cars Equipment N/A N/A N/A N/A N/A N/A N/A FWSO Inspectors observed train operators for compliance with permanent orders R-17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Flagger). Number of Defects 1 The FWSO Inspector assigned to the AMF noted the following non-color-coded defect: • 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 ROC by RWIC Unit 6464. Defect associated with Permanent Order T-16-07 Recommended Reinspection? Note A remedial action for this defect was previously issued in FWSO report 20160410- WMATA-NAV-2. 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- Recommended Reinspection? Note	Lino(s)	Dlin		Track		track	1	Chain Ma	rker		From				То			
Vehicles N/A N/A Equipment N/A FWS0 Inspectors observed train operators for compliance with permanent orders R-17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Flager). Number of Defects 1 R-17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Flager). Number of Defects 1 The FWS0 Inspector assigned to the AMF noted the following non-color-coded defect: Remedial Action Required? Not • 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. Defect associated with Permanent Order T-16-07 Recommended Reinspection? Note: A remedial action for this defect was previously issued in FWSO report 20160410- WMATA-NAV-2. 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- Recommended Reinspection? Note	Line(s)	D-LINE	2	Numb	er	LIACK	1	and/or St	ation(s)	Stadium-Arm	ory (D08)		Capit	tol Sout	th (D05)			
N/A N	Vahislas	Hea	d Car	Number	Ν	lumbei	r of Cars	Equip	mont	N/A								
R-17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Flagger). Recommended Finding? Not The FWSO Inspector assigned to the AMF noted the following non-color-coded defect: 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. Defect associated with Permanent Order T-16-07 Recommended Reinspection? 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- Recommended Reinspection? Note	venicies		N//	A		N,	/A	Equip	ment	N/A								
The FWSO Inspector assigned to the AMF noted the following non-color-coded defect: Remedial Action Required? Note: The FWSO Inspector assigned to the AMF noted the following non-color-coded defect: • 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. Defect associated with Permanent Order T-16-07 Recommended Reinspection? 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-											Number	of Defect	ts			1		
Description A remedial action for this defect was previously issued in FWSO report 20160410-WMATA-NAV-2. 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-		R-17-0	02 (Re	equesting F	oul Tir	ne) and	d R-17-03	3 (Advanced	l Mobile Flag	gger).	Recomm	Recommended Finding				No		
DescriptionAt 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. Defect associated with Permanent Order T-16-07Recommended Reinspection?NoteA remedial action for this defect was previously issued in FWSO report 20160410- WMATA-NAV-2.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-Permanent Order R-		The F	wsol	Inspector a	assigne	ed to th	ne AMF r	noted the fo	llowing non	-color-coded	Remedia	Action I	Require	ed?		No		
	Description	A rem WMA Note: 403,4	• A f f r F r s L edial TA-NA The F :08, 4:	Market Sta for the AM required sp passing the remaining speed. This Defect asso action for AV-2.	tion af F. Train beed of e work six cars incide ociated this de	iter rec n numb f 10 mp group, s accele ent was d with I fect wa	eiving Pe eer 301 a wh. Two o complie erated to reporte Permane as previo ithin the	ermanent O pproached cars of the e d with the 1 what appe d to the RO ent Order T- usly issued	rder. R-17-0: the work gro ight-car con .0 mph requ ared to be n CC by RWIC 16-07 in FWSO rep cab of train r	3 instructions oup at the sist, while irement. The ormal track Unit 6464. Port 20160410- numbers 401,	Recomm	ended Ri	einspec	ction?		No		
Remedial Action N/A	Remedial Action	N/A																

Inspection Activity #	4	Inspection Subject	ROCC R	ules Compliance O	bservation		Activity Co	ode	ROCO	C R	С	OBS
Job Briefing Employee Name/Title	TRST	6464		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1700 0100		side ift	Yes
Related Reports	N/A			Related CAPS / F	Findings							
	Ref		Rule or S	le or SOP Standard				ītle		Checklist	Refere	ence
Related Rules, SOPs,	MSR	РН	R-17-02									
Standards, or Other	RWP	M	R-17-03									
	MSR	РН	T-16-10									



inspection Location	Main Track	Yard	Station	осс	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A				
nspection Location				x			Track Type		x						
Line(s)	D-Line	Track Numb	er t	track 1	Chain Ma and/or St		Stadium-Armo	From ory (D08)	Ca	Ti Ditol South (Di					
Vehicles	Head Ca	r Number	Nur	mber of Cars	Equip	ment	N/A								
venicies		I/A	I .	N/A			-				0				
		FWSO Inspector observed, monitored, and documented Rail Traffic Controller (RTC) compliance regarding RWP access procedures. The FWSO Inspector Recommended Finding?													
		d the observ team mem	ction Requ		No										
	from Stad														
	6464, whi continued the follow	o contacted I to call-on a ving informa Provided p altogether acknowled Identified Requested	the RTC v at each loo ition: proper ID ; includin lged hot s where the I TAW pro	of self and m g the AMF), a	equest road tion-to-stat embers of t as well as th t the safety ositioned vi oul time, as	way access. (on incremen he gang (five e location. A briefings ha a station. required.	Jnit # 6464 Its, providing e personnel								
	•	 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. 													
Description	Foul Time	Request:													
	Foul time • • • • • • • • • • • • • • • • • • •	requests we The RTC et The RTC et form. The RTC cc area block trains in th The RTC p well as the All foul tin and filled o All radio a reported cl D inspector o ndent.	ere compl nsured 10 stablished ontacted f . The crev- ne vicinity rovided o e time wh ne checkli out prope nnouncer ear of the conducted vations at	liant with Pe 00% read bac d red signals, trains in vicir w was also in fficial call-on en foul time sts associate rly. ments were r e roadway an d the brief wi the ROCC:	manent Or k on each re prohibit exi ity held at t formed abo time to the was relinqu d with both nade, as rec d protect lis th the on-d	der R-17-02, equest. ts, blue block he red signal ut the numb RWIC over t ished. requests we uuired. tt at 2314 ho uty Assistant	k, and human l in foul time er and ID of he radio, as re completed urs.	Recommended Reinspection?							



	 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. No exceptions were taken with the ROCC rules compliance associated with this inspection.
Remedial Action	N/A



Federal Transit Administration

Date

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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170603-WN	10T0 0	C 1		
inspection Date	2017	06	03	Report Number	20170005-000		1-0		
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Sub- Dep	partment	Maintenance	
	1	Name		Email	Office Phone	2	Mobile Phone		
Rail Agency Department									
Contact Information									
		-							
Inspection Location	D-Line, track	s 1 and 2, Safe	Track 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	Inspec	ction Sub	ject	Roadwa	y Work	er Protecti	on – Job Safe	ety Briefing	Activity C	ode	TR	K	JSB	OBS
Job Briefing Employee Name/Title			FING, TRS RT, SAFE U			Accon Inspe	npanied ctor?	Yes	Out Brief Conducted	Yes	Time	1000 1800		Outside Shift	No
Related Reports	N/A					Relate	ed CAPS / I	Findings	N/A						
	Ref				Rule or S	OP	Standard			Other / Title			Che	rence	
Related Rules, SOPs, Standards, or Other	RWP	М													
	Mai Trac		Yard	Stati	on C	осс	RTA Facility	FTA Office		At-grad	At-grade Tunnel		El	evated	N/A
Inspection Location	х			х				Track Type		x		x		х	
Ling(a)	D-Lin		Track		tracks	1	Chain Ma	rker		From			То		
Line(s)	D-LIN	e	Numbe	er	and 2		and/or St	ation(s)	New Carrollto	on Station (I	D13)	Aeria	l Stru	cture at CN	1 552+00
Vehicles	Неа	nd Car N	umber	Ν	lumber o	of Cars									
		N/A			N/A		Equip	ment	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

Inspector in Charge - Name Adam Giovando

Inspection Team Adam Giovando, Alexander Nepa, Lee Emard, Leon Ferguson

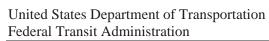
Form FTA-IR-1 Version date: 8/26/16



		ted a job safety briefing a			Number of Defects	0
		fing was comprehensive tection Manual (RWPM)			Recommended Finding?	No
Description	,	e track (IT) between D13	<i>/</i> 1	Remedial Action Required?	No	
	potential hazards, hot s the job safety briefing.	spots and hospital location	on. No exceptions we	ere taken to	Recommended Reinspection?	No
Remedial Action	N/A					

Activity Summaries

Inspection Activity #	2	Inspection	Subject	SafeTra	ick Inspe	ection			Activity Co	ode	TR	K	WI	PI	
Job Briefing Employee Name/Title		ΓΥ BRIEFING, /ESCORT, SA				mpanied ctor?	Yes	Out Brief Conducted	Yes	Time	1000 1800		Outside Shift	No	
Related Reports	N/A				Relat	ed CAPS /	Findings	N/A							
	Ref			Rule or S	SOP		Standard		Other / T	ïtle		Checkl	list Reference		
Related Rules, SOPs, Standards, or Other	TRST-	1000 rev. 6													
Inspection Location	Mai Trac	Vard	Sta	tion (occ	RTA Facility	FTA Office	Track Type	At-grad	ted	N/A				
	х								х						
	D-Line	Tra	ck	tracks	1	Chain Ma	rker		From		То				
	D-Line	Nu	nber	and 2		and/or St	ation(s)	New Carrollto	on Station (E	013)	Aeria	l Structu	re at CN	1 552+00	
Vehicles	Hea	d Car Numbe	r	Number	of Cars	Fauir	mont	NI/A							
venicies	N/A N/A Equipment N/A														
	FWSO team members conducted an observation of completed track repairs Number of Defects performed at SafeTrack surge 15 between New Carrollton Station and the aerial Defects												2		
		rmed at Sare ture adjacent		•				nd the aerial	Recomm	ended Fi	nding?			Yes	
		ollowing new				Remedia	Action I	Require	ed?		Yes				
Description	Other	Carmer allował • TRST 11 adjacer elastic : betwee • Notable Ob • At CM 1 was tie observe and spr • Observ aerial s to have observe • Crossov indicate with bc • Emerge	Turner ole 3 incl 000 Defe it to the astener n ¼and servatio 663+60, d off and d to be ead the attion an tructure the req ed did no rer at Ne all neg lted stu- ncy trip	Facility, n nes. (See a ect 7.9.2.3, Carmen T s were not % of an ind ns: track two, d secured n in mud. N load of th d measure adjacent f uired 40-1 ot look to l ew Carrollt return cat ds.	scaffold with wire scaffold with wire boot to the C cant de have the con Chai bles wer	s studs and a photo 1.) a, 7.9.2.5. (acility, 18 i to the new observed. ding adjace re. The bas s were in p Iding. (See f the newly armen Tur eficiency. T e built-in c n Marker S re being re the area w	On the aerial n-a-row, new vly-poured g (See attache e of the scaff place at the b attached ph /-poured gro ner Facility d he elastic fas	eeed the structure, ily-installed rout pad. Gaps ad photo 2.) ial structure olding was ase to support oto 3.) ut pads on the id not appear teners vations ill as clamps	Recomm	ended Re	einspec	tion?		Yes	
Remedial Action		To achieve co				-	ents:								



	• 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.



Date

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Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170605-W		C 1				
inspection Date	2017	06	05	Report Number	20170005-001	VIATA-A	-1 -1				
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	Maintenance			
	1	Name		Email	Office Phon	e	Mobile Phone				
Rail Agency Department											
Contact Information											
Inspection Location	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	Inspec	tion Sub	ject	Job Safe	ety Brie	fing				Activity Co	ode	TR	K	JSB	OBS
Job Briefing Employee Name/Title	TRST	6460				Accor Inspe	•		Yes	Out Brief Conducted	Yes	Time	190 000	-	Outside Shift	No
Related Reports	2017	0605-W	MATA-A	G-1		Relat	ed C/	APS / F	indings							
	Ref				Rule or S	SOP Standard			Other / Title			Checklist Reference				
Related Rules, SOPs, Standards, or Other	MSRF	PH	-													
Standards, or other	RWPI	Μ			R-17-03											
luces at in the setion	Mai Trac		Yard	Stati	ion (DCC		TA cility	FTA Office	Treads Treas	At-grad	e Tu	nnel	Ele	evated	N/A
Inspection Location	х									Track Type			х			
line(a)	C Lin	-	Track		ture els 2		Chai	in Mar	ker		From				То	
Line(s)	C-Lin	e	Numbe	er	track 2 and/or 9			/or Sta	ation(s)	Rosslyn (C05)			McPh	nersor	n Square (C	02)
	Hea	ad Car N	umber	1	Number	of Cars										
Vehicles		N/A			N/A	A		Equipr	nent	N/A						

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

Inspector in Charge - Signature ADAM ĂNTHONY GIOVANDO

Inspector in Charge - Name Adam Giovando

Inspection Team Tino Sahoo, Mike Vitale



	FWSO Inspectors received a job safety briefing from Track and Structures (TRST)	Number of Defects	0
	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	Recommended Finding?	No
	briefing. This included the type of protection (train approach warning (TAW)),	Remedial Action Required?	No
Description	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. No exceptions were taken with the briefing.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2 I	nspection Sub	ject	Track Ir	nspectio	n Observat	tion		Activity C	ode	TR	к	GEN	OBS
Job Briefing Employee Name/Title	TRST 64	60			Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	Yes	Time	1900 000		Outside Shift	No
Related Reports	201604	06-WMATA-N	AV-1		Relat	ed CAPS /	Findings	Remedial Act	ion ID #s: 3	2, 314, 3	15 and 3	321		
	Ref			Rule or S	SOP		Standard		Other / -	ītle		Checkl	ist Refere	ence
Related Rules, SOPs, Standards, or Other	TRST10	00												
otaliaaras, or other	MSRPH													
Inspection Location	Main Track	Yard	Stati	ion (occ	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Eleva	ted	N/A
	Х							The rype			x			
Line(s)	C-Line	Track Numb	er	track 2	2	Chain Ma and/or St		Rosslyn (C05)	From		McPh	erson So	To quare (CO	2)
	Head	Car Number	1	Number o	of Cars									
Vehicles		N/A		N/A	4	Equip	ment	N/A						
	The FW	SO Inspectors	observ	ved the V	VMATA	track inspe	ection team p	performing a	Number	of Defec	ts			9
	-	-						Square (CO2).	Recomm	ended Fi	nding?			No
Description	docume The FW • TF w m The FW • TF cc • TF St 3. • TF w • TF St St St St St St St St St St	anding water 2.2.4 K 2 CM 107+(th mud and d	 a obser 70 – Fiv ge and a bl a obser 3 obser 3 obser 3 obser 70 – Tu was pr 00 to Cl ebris. 7 40 – Tu 	ved the five consect in not shore ack main ved follo ater leak to 3.2.2.4 nnel wal esent arc M 106+0 TRST 100 nnel wal	followin cutive fa wing sig itenance owing no ing from I leaking ound 3 rd 0 –Tracl 0 3.2.2. I leaking	daily repor ag Black co isteners we as of excess e defect. T on-color-co a tunnel ce g water on rail post ir k invert cha 1 g water on	t. Ior-coded de ere defective ssive lateral o RST 1000 Tal oded defects iling directly the field side nsulators. TR annel and dra the field side	fect:: Fasteners pr vertical ble 7-1. on 3 rd rail e of the 3 rd rail. ST 1000 ain clogged e of the 3 rd rail.	Remedia	I Action	Require	d?		No



	 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. <i>TRST</i> 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. <i>TRST</i> 1000 3.2.2.1 TRK 2 CM 097+00 to CM 096+00 - Track invert channel clogged with mud and debris. <i>TRST</i> 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 Notable Observations: 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 126+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 112+50 – Expansion cables were lying on the concrete deck. TRK 2 CM 078+50 – Expansion cables were lying on the concrete deck. TRK 2 CM 030+50 – 3rd rail end approach needed replacement. TRK 2 CM 030+50 – 3rd rail end approach needed replacement. 	Recommended Reinspection?	No
	 Remedial Action ID #315: Replace defective fasteners at C2 63+45. Remedial Action ID #321: Replace defective fasteners at C2 30+40. 		
Remedial Action	 To achieve compliance with WMATA's requirements: 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.

Form FTA-IR-1

Federal Transit Administration Agency/Department Information

Increation Data	YYYY	MM	DD	Poport Number	20170605-WMATA-AG-2							
Inspection Date	2017	06	05	Report Number	20170605-001	VIATA-A	G-2					
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	SAFE							
	I	Name		Email	Office Phon	е	N	1obile Phone				
Rail Agency Department Contact Information												
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	Inspe	ection Sub	ject	Job Saf	ety Brie	fing Observ	vation		Activity Co	ode	TR	К	JSB	OBS
Job Briefing Employee Name/Title	TRST	6460					mpanied ector?	Yes	Out Brief Conducted	No	Time	203 003	-	Outside Shift	No
Related Reports	N/A					Relat	ed CAPS /	Findings	N/A						
	Ref				Rule or	SOP		Standard		Other / T	ïtle		Check	dist Refe	ence
Related Rules, SOPs, Standards, or Other	MSRP	н			R-17-02										
Standards, or other	RWPN	N			R-17-03										
Inspection Location	Mai Trac		Yard	Stati	on	occ	RTA Facility	FTA Office	Track Type	At-grad	nnel	Elev	ated	N/A	
	Х											Х			
Lino(a)	C-Line		Track		track	,	Chain Ma	rker		From				То	
Line(s)	C-LINE	2	Numb	er	LI dCK	<u> </u>	and/or St	ation(s)	Rosslyn (C05)			McPh	erson S	Square (C	02)
	Hea	d Car I	Number	1	Number	of Cars									
Vehicles		N//	A		N/.	Ą	Equip	N/A							
Description							0	ST unit 6460		Number	of Defect	S			0
	servin	ng as tl	he roadwa	y wor	ker in ch	arge (R\	NIC) prior t	o entering th	ie roadway.	Recomm	ended Fi	nding?			No

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

Inspector in Charge - Signature ADAM ANTHONY GIOVANDO

Inspector in Charge – Name Adam Giovando Inspection Team Adam Giovando, Tammy Powell, Tino Sahoo, Chris DiFatta, Mike Vitale

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



	The RWIC covered all required aspects of the job safety briefing. This included the	Remedial Action Required?	No
	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. No exceptions were taken with the briefing.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Insp	ection Sub	ject	RWIC a	and AM	Rules Com	pliance Obs	ervation	Activity Co	ode	TR	RK	RC	OBS
Job Briefing Employee Name/Title	TRST	6460					mpanied ector?	Yes	Out Brief Conducted	No	Time	203 003		Outside Shift	No
Related Reports	20170	0516-\	WMATA-W	/P-1		Rela	ted CAPS /	Findings	Remedial Act	ion: 1308			·		
	Ref				Rule or	SOP		Standard		Other / 1	ītle		Check	list Refei	ence
Related Rules, SOPs, Standards, or Other	MSRF	РΗ			R-17-02										
	RWP	M			R-17-03										
Inspection Location	Mai Trac		Yard	Stat	tion	осс	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Elev	ated	N/A
	Х											Х			
Line(s)	C-Line	e	Track Numb	er	track	2	Chain Ma and/or St		Rosslyn (C05	From		McPl	nerson S	To quare (C	02)
	Hea	Head Car Number Mumber of Cars													
Vehicles		N/	A		N/	A	Equip	ment	N/A						
	FWSC) Inspe	ectors obs	erved	both the	AMF ai	nd RWIC for	compliance	with	Number	of Defec	ts			1
	permanent orders R-17-02 (Requesting Foul Time) and R-17-03 (Advanced Mobile Recommended Finding?												Yes		
	Flagger).												Yes		
Description														Yes	

	AMF. The FWSC) Inspector	did not	observe	the AMF	informin	g operators	uired for the of foul time e was in place.						
	Due to the advanced could not requireme The follov • Remedial	e close prov watchman gauge if op ent to soun ving non-co The AMF associated T-16-07.	kimity of well in verators d the h blor-coo was noo d with these of	of station advance s were co orn perio ded defe t equippo Advance	s, train no of the wo omplying v odically pr ects were of ed with ar d Mobile	bise, and ork group with the F ior to see observed n air horn Flagger F	the presence o, FWSO trac Permanent C eing the wor I: and whistle	e of an k inspectors Order R-17-03 k group. . Defect Item 3, of P.O.						
Remedial Action	N/A													
Inspection Activity #	3 Ins	pection Sul	bject	Train O	perator R	ules Com	pliance Obs	ervation	Activity Co	ode	RT	RA	RC	OBS
Job Briefing Employee Name/Title	TRST 6460)			Accom Inspect	•	Yes	Out Brief Conducted	No	Time	203 00		Dutside Shift	No
Related Reports	20170516	-WMATA-V	VP-1		Related	d CAPS /	Findings	Remedial Act	ion: 1308					
Related Rules, SOPs,	Ref			Rule or S	SOP	Other / T	ītle		Check	ist Refe	rence			
Standards, or Other	MSRPH RWPM			R-17-02 R-17-03										
Inspection Location	Main Track	Yard	Stati		000	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Eleva	ited	N/A
	Х										Х			
Line(s)	C-Line	Track Numb		track 1		Chain Ma and/or St		Rosslyn (C05)	From		McPl	nerson S	To quare ((02)
Vehicles		r Number I/A	1	Number		Equip	ment	N/A						
	FWSO Ins compliand (Advanced	pectors obs ce with period Mobile Fla	manent agger).	five train t orders I All train	operator: R-17-02 (R operators	Requestin had atte	nded the AN	os for and R-17-03 AF training, as s R-17-02 and		of Defec ended Fi Il Action	nding?			18 No No
Description	station at Procedure operators departing The follow •	a very slow es (#3) of th to "blow th the station ving non-co 14 trains f mainline h I/Class II Four train Defect ass Item 3, of	v speed ne P.O. ne main blor-coo failed to failed to horn wh Vehicle s did no sociate F.O. T	as requi R-17-03. Iline hor ded defe o acknow hen ente Operato ot blow t d with C -16-07.	red per Cl Addition n continue cts were of vledge the ring the st or Procedu the mainlin lass I/Class	ass I/Clas ally, the i ously, usi observed e AMF wit tation. Do ures, Iten ne horn u ss II Vehic	ng short bla: th two short efect associa n 1, of P.O. 1 upon departi cle Operator	Dperator ened for the sts," once blasts of the ited with Class F-16-07. ng the station. Procedures,	Recomm	ended R	einspec	tion?		No
Remedial Action		actions for -WMATA-V		aetects w	vere previ	ously issu	ied in FWSO	report						
Action Action	11/1													



Related Reports N/A Related CAPS / Findings N/A N/A Pelaced Rules, SOP, Standards, or Other Ref Rule or SOP Standards, or Other N/A Other / Title Checklast Reference Imspection Location MSRPH R.17.03 Track Varid Station OCC Facility Office Track Type Alegrade Tunnel Elevated N/A Une(s) C Line Track Varid Station OCC Facility Office Track Type Alegrade Tunnel Elevated N/A Vehicles C Line Track Varid N/A Calini Marker and/or Station(s) MCPherson Square (C02) Vehicles N/A N/A N/A N/A MCPherson Square (C02) McPherson Square (C02) The RWC Raspinged to the team was formally clared onto the protect list at 2014 N/A McPherson Square (C02) McPherson Square (C02) The RWC Raspinged to the team was formally clared onto the protect list at 2014 N/A McPherson Rasping (C05) to mitsoinal (C05) at Console and monitored the team was formally clared onto the protect list at 2014 McPherson Rasping (C05) to mitsoinal (C05) at Console and monitored the team was formally clared onto the protect list at 2014 McPherson Rasping (C05) to mitsoinal (C05) at Console and monitored the Pachade the VC cand D-Lines from Rasping (C05) to mitsoina	Job Briefing Employee Name/Title	TRST 6460)			companied pector?	Out Brief Conducted	No	Time	203 003		Outside Shift	No	
Mease Number N17-02 Number	Related Reports	N/A			Rel	ated CAPS /	Findings	N/A						
Standards, or Other MiNPH It 17-03 Take It 17-03 Inspection Location Main Track Yard Station OCC RTA Facility Track Type At grade Tunnel Elevated N// Line(s) C-Line Track track 2 Chain Marker Facility Track Type At grade Tunnel Elevated N// Vehicles Med Car Number Number of Cars Equipment N/A Marker To		Ref		Rule	or SOP		Standard		Other / T	Title		Chec	klist Refe	rence
Number RevTA RevTA Track Yard Station OCC RTA Facility Track Office Track Tunnel Elevated N// Line(s) CLine Track Number track 2 Chain Marker and/or Station(s) Track N <		MSRPH		R-17	-02									
Impection Location Track Yard Station OCC Facility Office Track Type Atgrade Funnel Elevated N/X Line(s) C. Line Track Track Chain Marker From To Vehicles Head Car Number Number Crain Marker McPherson Square (CO2) Vehicles Mc Areas on Square (CO2) McPherson Square (CO2) McPherson Square (CO2) The FWSO Inspector observed the operations (0ps) 2 console and monitored the FSWO team members observing a track inspection between Rosslyn (CO5) and McPherson Square (CO2). N/A N/A The RWIC assigned to the EWSO team called on for RWP clearance and rights on track 2 of the C-and D-Lines from Rosslyn (CO5). Number of Defects 0 Rescontent and the RWIC followed radio protocol: calling on via his portable radio, properly identifying himef a sun the 640. For his initia call-on, ne provide the location of his walk from Rosslyn to Smithsonian, track 2, and identified the number of personnel. The RWIC Role Calling TW or FAB consequence and rights on track 2 of the C-and D-Lines from Rosslyn TAW protection. Lastly, he stated that the was an AMF stationed at Foggy Bottom for tain operator notifications. No Description The FWSO inspector noted all radio transmissions concluded with "over" latva in the analytic property identifying the travelweed the requested beaching there was an AMF stationed at Foggy Bottom nor tain operator		RWPM		R-17	-03									
Line(s) C-Line Track wimber track 2 Chain Marker and/or Station(s) From To Vehicles Head Car Number Number of Cars Equipment N/A N/A Vehicles N/A N/A Equipment N/A N/A The FWSD Inspector observed the operations (Ops) 2 console and monitored the FSWO team members observing a track inspection between Rosslyn (COS) Number of Defects 0 McPherson Square (CO2) The RWIC assigned to the team was formally cleared onto the protect list at 2041 hours. The RWIC assigned to the team was formally cleared onto the protect list at 2041 hours. The RWIC assigned to the WSO team called on for RWP clearance and rights on track 2 of the C- and D-Lines from Rosslyn (COS) to simitisonian (DO2). The RWIC followed radio protocol: calling on via his portable radio, properly identifying himself as unit 660. For his initial call-on, be personnel. The RWIC asprotech that a safety briefing was conducted and all "hot spots" had been identified. The RWIC explained that the work group would be waiking under TAW protection. Lastly, he stated that there was an AMF stationed at Foggy Bottom for train operator notifications. Recommended Reinspection? No Description The RWSO Inspector noted all radio transmissions concluded with "central out," concluding the communicate Unit Parton controller dual theraking unit WiC as a required by WMATA rule 1.79. In each cline. RTC call clear of the location one the work group completed all sections of the waikin. Recommended Rei	Inspection Location		Yard	Station	осс			Track Type	At-grad	e Tu	nnel	Elev	vated	N/A
Line(s) C-Line Number track 2 Number of Cars Rosslyn (LOS) McPherson Square (CO2) Vehicles Head Car Number Number of Cars Equipment N/A N/A The FWSO Inspector observing a track inspection between Rosslyn (COS) and McPherson Square (CO2). McPherson Square (CO2). N/A N/A The RWIC assigned to the team was formally cleared onto the protect list at 2041 hours. The RWIC Casigned to the FWSO Iteam called on for RWP clearance and rights on track 2 of the C- and D-Lines from Rosslyn (CO5) to Smithsonian (D2). The RWIC followed radio protocol; calling on via his portable radio, properil that for RoWS or ported that a safet by briefly was conducted and all "hot sport" 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. No Description The FWSO Inspector noted all radio transmissions concluded with "over" between the rail traffic controller (RTC) and the RWIC. The RTC concluded with "over" between the rail traffic controller (RTC) and the RWIC called bin to standy and that there was an AMF stationed at Foggy Bottom for train operator notifications. Recommended Reinspection? No Description Ref WC explained that the request before granting permission of the explication is the request before granting permission of the explication as the route of the location one the work group completed all sections of the walk. Recommended Reinspection? No De		Х									Х			
Vehicles N/A N/A Equipment N/A Figure 1	Line(s)	C-Line		er tra	ick 2		Rosslyn (C05)			McPh	ierson	-	02)	
N/A N/A N/A The FWSO Inspector observed the operations (Ops) 2 console and monitored the FSWO team members observing a track inspection between Rosslyn (COS) and McPherson Square (CO2). Number of Defects 0 The RWIC assigned to the team was formally cleared onto the protect list at 2041 hours. The RWIC assigned to the FKSO team called on for RWP clearance and rights on track 2 of the C and D-Lines from Rosslyn (COS) to Smithsonian (DO2). No The RWIC Collowed radio protocol; calling on via his portable radio, properly identifying himself as unit 6460. For his initial cal-on, he provided the location of his walk from Rosslyn to Smithsonian, track 2, and identified the number of personnel in his crew, including "No FTA personnel." The RWIC asoperated 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. The FWSO Inspector noted all radio transmissions concluded with "Central Out," concluding the communication loop. The RTC requested him to standby and tand clear while he reviewed the request before granting permission of the RWIP request. The RTC granted permission for requested acces, making a general announcement over the radio. The RTC requesting four time, and stand (C40) assignment of the alphabet to clarify location once the work group completed all sections of the walk. Recommended Reinspection? No Recommended Reinspection (CAO) assignment of the alphabet to clarify location once the work group completed all sections of the walk. Recommended Reinspection? No <t< td=""><td></td><td>Head Ca</td><td>r Number</td><td>Num</td><td>per of Car</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>		Head Ca	r Number	Num	per of Car									
Description FSWO team members observing a track inspection between Rosslyn (COS) and McPherson Square (CO2). Recommended Finding? No 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 clearace and rights on track 2 of the C- and D-Lines from Rosslyn (COS) to Smithsonian (DO2). The RWIC followed ratio 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 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. The FWSO Inspector noted all radio transmissions concluded with "central Out," concluding the communication loop. The RTC concluded with "Central Out," concluding the communication loop. The RTC requested him to standby and stand clear while her eviewed the requested barce graning permission of the RWIP request. The RTC granted permission for requested all costands and stand clear while her endio. The RTC used International Civil Aviation Organization (ICAO) assignment of the alphabet to calrify location, as required by WMATA rule 1.79. In each instance; the RTC strandby and stand clear, while he ensured proper protection was in place. Recommended Reinspection? No For each request, the RTC button controller established red signals and prohibit exist or all affected signals in the area, removing automatic signal capability. The button controller also stablished 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 100% repeat hack of clear instance, has RWIC identified start and the apest hack of clear instance, has r	Vehicles	Ν	I/A		N/A	Equip	ment	N/A						
McPherson Square (CO2). Recommended inding? No The RWIC assigned to the team was formally cleared onto the protect list at 2041 hours. The RWIC assigned to the EWSO team called on for RWP clearance and rights on track 2 of the C- and D-Lines from Rosslyn (CO5) to Smithsonian (DO2). The RWIC followed radio protocol; calling on via his portable radio, properly identifying himseff as a mit 640. 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 sports" had been identified. The RWIC ceptained 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. Recommended Reinspectro? No Description The FWSO Inspector noted all radio transmissions concluded with "over" between the rail traffic controller (RTC) and the RWIC. The RTC concluded with "central announcement over the radio. The RTC unculsed her could be to call the control or of the RWP request. The RTC granted permission for requested access, making a general announcement over the radio. The RTC unculsed her to 20% repeat back of clearance and information provided. The RWIC called clear of the location once the work group completed all sections of the walk. Recommended Reinspection? No Rescription Revice all sections of the walk. For each instance, the RWIC identified self and crew properly, requesting foul time, and stating chain markers. The RTC asked Block Track, and human form in the area. The KTC contacted the approaching train to notify him of the red signal on approach, as required 100% repeat b		The FWSC) Inspector (bserved th	e operati	ons (Ops) 2 c	onsole and r	nonitored the	Number	of Defec	ts			0
Description Remedial Action Required? No Remedial Action Required? No Remedial Action Required? No Movers The RWIC assigned to the the WSD team called on for RWP Clearance and rights on track 2 of the C- and D-Lines from Rosslyn (COS) to Smithsonian (DO2). 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 "TWP FTA personnel". The RWIC abis oreported that a safety briefing was conducted and all "hot spots" had been identified. The RWIC abis oreported that a safety briefing was onducted and all "hot spots" had been identified. The RWIC abis oreported that a safety briefing was conducted and all "hot spots" had been identified. The RWIC abis oreported that a safety briefing was conducted and all "hot spots" had been identified. The RWIC abis oreported that a safety briefing was conducted and all "hot spots" had been identified. The RWIC abis oreported the rail traffic controller (RTC) and the RWIC. The RTC concluded with "Central Out," concluding the communication loop. The RTC requested him to standy and stand clear while he reviewed the request before granting permission of the RWP request. The RTC arended permission for requested access, making ageneral announcement over the radio. The RTC called clear of the location once the work group completed all sections of the walk. RWIC unit 6460 called on for Foul Time on two separate occasions to clear interlockings at Foggy Bottom (CO4) and McPherson Square (CO2). For each instance, the RTC button controller established red signals and prohibit exits for all affected signals in the area, removing automatis igsinal capability					a track in	spection bet	ween Rosslyı	n (C05) and						No
The RWIC assigned to the team was formally cleared onto the protect list at 2041 Inc. hours. The RWIC assigned to the FWSD team called on for RWP clearance and rights to track 2 of the C- and D-lines from Rosslym (COS) to Smithonian (DO2). The RWIC followed radio protocol; calling on via his portable radio, properly identifying himseff as unit 6406. Dro his initial call-on, he provided the location of his walk from Rosslym to Smithsonian, track 2, and identified the number of personnel in his crew, including "Two FTA personnel." The RWIC allo reported that a safety briefing was conducted and all "hot spots" had been identified. The RWIC explained that there was an AMF stationed at Foggy Bottom for train operator notifications. Description The FWSO Inspector noted all radio transmissions concluded with "cert" between the rail traffic controller (RTC) and the RWUC. The RTC concluded with "certain operator notifications. Description The FWSO Inspector noted all radio transmissions concluded with "certain as four only and stand clear while he reviewed the request before granting permission of the RWP request. The RTC anted permission for requested hin to standby and stand clear while he reviewed the raquest before granting 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 claled clear of the location once the work group completed all sections of the walk. Recommended Reinspection? No RWIC unit 6460 called on for Foul Time on two separate occasions to clear, "while he ensured proper protection was in place. For each nequest, the RTC button		McPherso	on Square (C	02).								d?		
time restraints. No defects were noted during observation.	Description	hours. The rights on the The RWIC identifying his walk frippersonnel that a safe RWIC exp Lastly, he operator of The FWSC the rail tra Out," com- stand clear request. The announce Organizat WMATA riclearance the work pint RWIC unit interlockin instance, i stating ch ensured pint For each risk with on co The RTC ci approach, specific for time acceer.	e RWIC assig track 2 of th followed ra g himself as rom Rosslyn l in his crew, ety briefing lained that t stated that notifications 0 Inspector r affic control cluding the 4 r while he r the RTC grar ment over t ion (ICAO) a ule 1.79. In and informa group comp c 6460 callect ngs at Foggy the RWIC id ain markers proper prote request, the II affected s ntroller alsco ontacted th , as requirect vul time prof ss.	ned to the e C- and D- dio protoco unit 6460. to Smithso including was conduc he work gr there was a communica eviewed all ra ler (RTC) ar communica eviewed th ited permis he radio. T ssignment each instar ation provi- leted all se I on for Fou Bottom (C entified sel . The RTC a ction was i RTC button establishe e approach I. The RTC a cection (exi	FWSO tex Lines from ol; calling For his ini nian, trac 'Two FTA ted and a oup woul an AMF st dio transm dd the RW tion loop e request sion for m he RTC us of the alp tec, the R' ded. The F ctions of t and crev sked him n place. n controlke e area, rei d Blue Blo ing train t ensured 10 ts, red sig d their ins	am called on n Rosslyn (CC on via his po tial call-on, F k 2, and ider personnel." ill "hot spots d be walking ationed at FC nissions conc IC. The RTC rec before grant equested acc ed Internatic habet to clar TC ensured 1 RWIC called c the walk. two separat fCPherson So v properly, re to "standby a er establishee moving autor ock Track, and on notify him 00% repeat k nals, etc.) be pection at M	for RWP clea 5) to Smiths rtable radio, he provided t titified the nu The RWIC als " had been ic under TAW oggy Bottom concluded with " concluded with " concluded with uested him - iting permissi tess, making onal Civil Avia ify location, 00% repeat l lear of the loc e occasions t lear of the loc and stand clean d red signals matic signal of d human forri of the red signals fore granting	arance and onian (D02). properly he location of imber of so reported dentified. The protection. for train over" between th "Central to standby and on of the RWP a general ation as required by back of bocation once to clear for each al time, and ear," while he and prohibit capability. The m in the area. gnal on ance and g the RWIC foul	Recomm	ended R	einspect	tion?		No



Date

DN: c=US, c=US. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.06.13 14:03:23 -05'00'

Form FTA-IR-1

Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number		10T0 0	C 1						
inspection Date	2017	06	07	Report Number	20170607-WMATA-AG-1								
Rail Agency Name	Washington Authority												
	1	Name		Email	Office Phone	9	N	lobile Phone					
Rail Agency Department Contact Information	Name Email Office Phone Mobile Phone												
Inspection Location	pection 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 S	ubject	Roadwa	ay Work	ker Protecti	on – Job Saf	ety Briefing	Activity Co	ode	TR	K	JSB	OBS
Job Briefing Employee Name/Title	Adv. V	Jnit 6034 Vatchman TR TRST Unit 63		6367		mpanied ector?	No	Out Brief Conducted	YES	Time	100 150		Outside Shift	No
Related Reports	N/A				Relat	ed CAPS /	Findings	N/A						
	Ref			Rule or S	OP		Standard		Other / 1	ītle		Chee	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPN	1												
Standards, or Other														
	Mair Tracl	Yard	Stat	tion (DCC	RTA Facility	FTA Office	Treads Tread	At-grad	e Tur	nnel	Ele	evated	N/A
Inspection Location	х							Track Type	x		х			
11 (-)	C 1 ¹ · · ·	Tra	k	Turk		Chain Ma	rker		From				То	
Line(s)	C-Line	Nur	nber	Track 2	<u> </u>	and/or St	ation(s)	Pentagon (CO	17)		Ross	yn (C0	5)	
	Head	d Car Numbe	-	Number o	of Cars									
Vehicles		N/A		N/A		Equip	ment	N/A						
Destable		b safety brie	•	•			0		Number	of Defect	s			0
Description	(C07).	The briefing	was tho	rough and	fully co	ompliant w	ith WMATA'	s Roadway	Recomm	ended Fir	nding?			No

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

Digitally signed by ADAM ANTHONY GIOVANDO

Inspector in Charge - Signature ADAM ANTHONY GIOVANDO

Adam A. Giovando Adam Giovando Inspection Team Lee Emard, Alexander Nepa



	Worker Protection Manual (RWPM) requirements. It included WMATA level 1 ID	Remedial Action Required?	No
	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. No exceptions were taken with the job safety briefing.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2 Ir	nspection Sub	ect	Track In	spectio	on Observat	ion		Activity Co	de	TR	К	WI	OBS
Job Briefing Employee Name/Title		nit 6034 atchman TRST RST Unit 6369	Unit 63	367		mpanied ector?	Yes	Out Brief Conducted	Yes	Time	100 150		Outside Shift	No
Related Reports	2016040	27-WMATA-W 06-WMATA-TG 10-WMATA-N/	iB-1		Relat	ted CAPS / I	Findings	Remedial Act	ions: 162, 10	63, 165, 4	00, 125	59, 1260)	
	Ref			Rule or S	OP		Standard	1	Other / T	ïtle		Check	list Refe	rence
Related Rules, SOPs, Standards, or Other	TRST 10	00, rev. 6		P.O. T-16	5-07									
Inspection Location	Main Track	Yard	Statio	on C	осс	RTA Facility	FTA Office	Track Type	At-grade	e Tu	nnel	Elev	ated	N/A
	х							The rype	х		х			
Line(s)	C-Line	Track Numbe	er.	Track 2	2	Chain Ma and/or St		Donta / CC	From		Dead	yn (C05	То	
	Hood	Car Number		lumber c	of Core		ation(5)	Pentagon (CC	17))			
Vehicles	пеац	N/A	IN	N/A		Equip	ment	N/A						
		ection of the C	-Line, 1	Track 2, v	was cor	nducted bet	ween Penta	gon (C07) and	Number	of Defect	ts			3
	Rosslyn	(C05).							Recomm	ended Fi	nding?			Yes
	The FWS	SO Inspector n	oted tl	he below	/ non-c	olor-coded	conditions:		Remedia	l Action I	Require	ed?		Yes
		Permanent approache appeared t not able to lead car ha Permanent	d the w o be m reduce d passe order the ma proach	r T-16-07 work grou hore than e its spee ed the w r T-16-07 ain line ho hed the w cond and	 At 11 up loca half th ed to th rork gro At 11 orn rep vork gro I third o 	59 hours, Lu ted at CM C ne normal tr ne required oup. 29 hours, Lu peatedly at o oup.	rack speed. 10 mph unti ead car num CM C2 250+(ber 3291 t a speed that The train was il half of the ber 3033 did 00 as required,	Recomm	ended Re	einspec	tion?		Yes
	The follo	162: At CM 163: At CM 165: At CM lights at th 1259: At CI	170+2 216+5 184+0 e sandı VI 162+	20, WMA 50, WMA 00, WMA pipe loca +60, WM	TA has TA has TA has tion. ATA ha	repaired th repaired th repaired th s relieved t	he exposed b he exposed b he nonworking he blocked o	oond cable. ng overhead						
Remedial Action	To achie •	eve compliance WMATA m rails).					ith the TRST	1000 requirem	ents (betwe	en CM C2	2, 240+(00 and (C2, 220+	00, on bot



Date

Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorthTX, cn=ADAM ANTHONY GIOVANDO Date: 2017.06.20 08:41:45 -05'00'

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170607-WM		r			
inspection Date	2017	06	07	Report Number	20170007-00101					
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	SAFE	Sub- Dep	artment			
	1	Name		Email	Office Phone	е	N	1obile Phone		
Rail Agency Department Contact Information										
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 Su	bject	Job Safe	ety Brie	fing			Activity Co	ode	TR	К	JSB	OBS
Job Briefing Employee Name/Title	TRST #	ŧ6034				mpanied ector?	Yes	Out Brief Conducted	No	Time	930 134		Outside Shift	No
Related Reports	N/A				Relat	ed CAPS /	Findings	N/A						
	Ref			Rule or SOP			Standard		Other / T	ïtle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	MSRP	Н		R-17-02										
Standards, or other	RWPN	1		R-17-03										
	Mair Tracl	Yard	Stati	on C	осс	RTA Facility	FTA Office		At-grade	At-grade Tunnel Elevat				N/A
Inspection Location			х					Track Type			х			
11(.)	<u>c</u> uin	Track				Chain Ma	rker		From				То	
Line(s)	C-Line	Num	ber	track 2		and/or St	ation(s)	Pentagon (CO	07)		Rossly	yn (C05		
	Head	d Car Number	1	Number c	of Cars									
Vehicles		N/A		N/A	L .	Equip	ment	N/A						
Description		WSO Inspection					•		Number	of Defect	S			0
Description	persor	nal protective e	equipm	ent (PPE)	and ro	adway wor	ker protectio	on (RWP)	Recomm	ended Fi	nding?			No

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

Inspector in Charge - Signature ADAM ĂNTHONY GIOVANDO

Inspector in Charge - Name Adam Giovando

Inspection Team Lee Emard, Al Nepa

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



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	identification were checked. The roadway worker in charge (RWIC) reviewed the	Remedial Action Required?	No
	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.		
	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
	No exceptions were taken with the job safety briefing.		
Remedial Action	N/A	·	

Employee Name/TitleTRST #6034Accompanied inspector?YesOut Brief conductedNoTime9:30 - 1345Outside ShiftNoRelated ReportsRelated ReportsRelated Rules, SOPs, RWPMRefRule or SOPStandardOther / TitleChecklist ReferenceRupperton LocationRulinR-17-03StandardOther / TitleChecklist ReferenceMain TrackYardStationOCCRTA FacilityFTA FacilityOfficeTrack TypeInspection LocationMain TrackYardStationOCCRTA FacilityFTA OfficeOfficeTunnelElevatedN/AInspection LocationMain TrackYardStationOCCRTA FacilityFTA OfficeTrack TypeAt-gradeTunnelElevatedN/AItine(s)C-LineTrackNoNoTimeTo Pentagon (CO7)To Rosslyn (CO5)To Pentagon (CO7)To Rosslyn (CO5)VehiclesHead Car NumberNumber of Cars N/AN/AN/AN/AN/AIndee station(S)Indee station(S)Indee station(S)Advanced Mobile Flagger (AMF): The FWSO Inspector observed the AMF for compliance with Permanent Order R- 17-03 (Advanced Mobile Flagger).N/AIndee stabilished communication with the RWIC. The AMF solved 4- qualified and had estabilished communication with the RWIC. The AMF solved 4- qualified and had estabilished communication with the RWIC. The AMF solved 4- qualified and	Inspection Activity #	2	Insp	pection Sub	ject	Perman Observa			Rules Comp	liance	Activity Co	de	TF	RK	RC	OBS
Ref Rule or SOP Standard Other / Title Checklist Reference Related Rules, SOPs, Standards, or Other RWPM R-17-03 Ref Rule or SOP Standards, or Other Inspection Location Main Track Yard Station OCC RTA Facility FTA Office Track Type At-grade Tunnel Elevated N/A Line(s) C-Line Track track 2 Chain Marker and/or Station(s) Track Type At-grade Tunnel Elevated N/A Vehicles Head Car Number Number of Cars Advanced Mobile Flagger (AMF): N/A N/A N/A N/A N/A N/A N/A N/A N/A Station of Pertuping (C07) Rosslyn (C05) The FWSO Inspectors observed the AMF for compliance with Permanent Order R: 17-03 (Advanced Mobile Flagger). N/A N/A N/A Recommended Finding? Yes Description The FWSO Inspectors observed the AMF for compliance with Permanent Order R: 17-03. Leptor observing the AMF noted compliance with Permanent Order R: 17-03. Effect associated that the AMF was level 4-qualified and had established communication with the RWIC. The AMF communicated with expector assigned to the AMF: Recommended Reinspection? Yes • The	Job Briefing Employee Name/Title	TRST	#603	4				•	Yes		No	Time		-		No
Main track Related Rules, SOPs, Standards, or Other Main track R-12-C03 Description Inspection Location Main Track Yard Station OCC RTA FTA Inspection Location Main Track Yard Station OCC RTA FTA Inspection Location Track Yard Station OCC RTA FTA Inspection Location Track Yard Station OCC RTA FTA Vehicles C-Line Track X Chain Marker and/or Station(s) Track Type At-grade Tunnel Elevated N/A Vehicles Head Car Number Number of Cars Equipment N/A N/A N/A N/A Vehicles N/A N/A Equipment N/A N/A N/A N/A The FWSO Inspectors observed the AMF for 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 had all required PPE. This included the flashing amber lantern, orange flag, calibrated working radio, air horn, and a whistle dom trade from the script but informed the operators of the required MPE. This included the flashing amber lantern, orange flag, calibrated working radio, a	Related Reports	2017	0516-	WMATA-W	/P-1		Relate	ed CAPS /	Findings	Remedial Act	ion ID: 1308					
Standards, or Other Main Track Yard Station OCC RTA Facility Office Office Track Type At-grade Tunnel Elevated N/A Line(s) C-Line Track Number Track Chain Marker and/or Station(s) Track Type At-grade Tunnel Elevated N/A Vehicles C-Line Track N/A N/A Equipment N/A N/A To Recommended Finding? Yes Vehicles N/A N/A Equipment N/A N/A N/A Image: Note the track of the tra		Ref				Rule or S	OP		Standard		Other / T	itle		Chee	cklist Refer	rence
Inspection Location Track Yard Station OCC Facility Office Track Type At-grade Tunnel Elevated N/A Line(s) C-Line Track X Immetriand/or Station(s) From Immetriand/or Station(s) Immetriand/or Station(s) From Immetriand/or Station(s) Vehicles Head Car Number Number of Cars Equipment N/A N/A N/A N/A Immetriand/or Station(s) Immetriand/or Stat	Related Rules, SOPs, Standards, or Other	RWPI	M			R-17-03										
Itine(s) C-Line Track Number track 2 Chain Marker ad/or Station(s) From X Head Car Number Number of Cars Pentagon (CO7) Rosslyn (CO5) Vehicles Head Car Number Number of Cars N/A Equipment N/A Advanced Mobile Flagger (AMF): N/A Equipment N/A N/A The FWSO Inspectors observed the AMF for compliance with Permanent Order R-17-03. (Advanced Mobile Flagger). Number of Defects 1 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 exitablished communication with the RWIC. The AMF communicated with each operator as required by Permanent Order R-17-03. Recommended Reinspection? Yes Description The following non-color-coded defect was noted by the inspector assigned to the AMF: 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. Recommended Reinspection? Yes	Inspection Location	-		Yard	Stat	ion (осс			Track Type	At-grade	e Tu	innel	Ele	evated	N/A
Line(s) C-Line Itex track 2 Iteration of the station(s) Pentagon (CO7) Rosslyn (CO5) Vehicles Head Car Number Number of Cars N/A Equipment N/A M/A N/A N/A Equipment N/A Advanced Mobile Flagger (AMF): The FWSO Inspectors observed the AMF for compliance with Permanent Order R- 17-03 (Advanced Mobile Flagger). N/A Number of Defects 1 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. Recommended Reinspection? The following non-color-coded defect was noted by the inspector assigned to the AMF: The AMF fidd 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. Recommended Reinspection? Yes					Х	(index type			х			
Vehicles N/A N/A Equipment N/A Advanced Mobile Flagger (AMF): Advanced Mobile Flagger (AMF): N/A Recommended Finding? 1 The FWSO Inspectors 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. Recommended Reinspection? Yes The following non-color-coded defect was noted by the inspector assigned to the AMF: • 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. Yes A remedial action for this defect was previously listed in FWSO report 20170516- A remedial action for this defect was previously listed in FWSO report 20170516- Yes	Line(s)	C-Lin	e		er	track 2				Pentagon (CO			Ross	lyn (C0		
N/A N/A N/A Number of Defects 1 Advanced Mobile Flagger (AMF): 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. Recommended Reinspection? Yes The following non-color-coded defect was noted by the inspector assigned to the AMF: 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. Yes A remedial action for this defect was previously listed in FWSO report 20170516- A remedial action for this defect was previously listed in FWSO report 20170516-	Male and a second s	Hea	nd Car	r Number		Number o	of Cars	.		N1/A						
Description Recommended Finding? Yes Recommended Reinspection? Yes Recommended Reinspection? Yes Prescription 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. Recommended Reinspection? Yes The following non-color-coded defect was noted by the inspector assigned to the AMF: 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. Yes A remedial action for this defect was previously listed in FWSO report 20170516- Aremedial action for this defect was previously listed in FWSO report 20170516-	venicles		N,	/A		N/A	L L	Equip	ment	N/A						
InterFWSD Inspectors observed the AMF for compliance with Permanent Order R- 17-03 (Advanced Mobile Flagger). Remedial Action Required? Yes The FWSD 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 FWSD 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. Recommended Reinspection? Yes • The following non-color-coded defect was noted by the inspector assigned to the AMF: • 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. Recommended Reinspection? Yes		Adva	nced	Mobile Fla	gger (AMF):					Number	of Defec	ts			1
In 17-03 (Advanced Mobile Flagger).Remedial Action Required?YesThe 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.Recommended Reinspection?YesThe following non-color-coded defect was noted by the inspector assigned to the AMF: • 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.Yes		The F	wso	Inspectors	obser	ved the A	MF for o	compliance	e with Perma	anent Order R-	Recomm	ended F	inding?	1		Yes
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.Recommended Reinspection?YesThe following non-color-coded defect was noted by the inspector assigned to the AMF: • 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.Recommended Reinspection?Yes				•							Remedia	l Action	Require	ed?		Yes
	Description	of Pe flashi whist estab opera The f the A	rman ing an ile. Th ilished ator a ollow .MF: •	ent Order F mber lanter ne FWSO Ins d communi- s required ing non-co The AMF d the require <i>associated</i> <i>of P.O. R-1</i> I action for	R-17-0 n, ora specto cation by Per lor-co lid not ed info <i>I with</i> 27-03.	3. The AM nge flag, c or verified with the rmanent C oded defer t read from prmation Advanced	IF had a calibrate that the RWIC. T Drder R- ct was n m the sc in summ d Mobile	Il required ed working e AMF was the AMF co 17-03. oted by th nary from t e Flagger (PPE. This ind radio, air ho ; level 4-qual pmmunicated ne inspector formed the c the R-17-03. (AMF) Proced	cluded the orn, and a ified and had d with each assigned to operators of Defect dures, Item 9	Recomm	ended R	einspeo	ction?		Yes
Remedial Action N/A	Remedial Action	NI/A														

Inspection Activity #	3	Inspection Subject		ent Order R-17-03 ition-Operator	Rules Comp	liance	Activity Co	ode	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	2017	0516-WMATA-WP-1	Related CAPS / Findings Remedial Action ID: 1308								



	Ref		I	Rule or SOP			Standard		Other / Title	5		Checklis	st Refe	rence
Related Rules, SOPs, Standards, or Other	RWPM		I	R-17-03										
Inspection Location	Main Track	Yard	Statio	on OCC		RTA acility	FTA Office	Track Type	At-grade	Tu	nnel	Elevat	ed	N/A
			х					паск туре			х			
Line(s)	C-Line	Track Numb	er	track 2	-	hain Ma nd/or St			From		Decel		То	
	Hoad Ca	r Number		lumber of C				Pentagon (CO7	()		ROSSI	yn (C05)		
Vehicles					d1 5	Equip	ment	N/A						
		I/A	anyod 1	N/A	ators f		liance with p	ormanant						-
		•						oile Flagger).	Number of					3
	WMATA.								Recomment Remedial A		•			Yes Yes
Description		Train 411 f located at . informed t air horn wo with Class 03. Train 402 f located at . with Class 03. Train 404 f located at . with Class 03.	Arlingto he AMF buld be I/Class ailed to Arlingto I/Class ailed to Arlingto I/Class	on Cemeter that his ele used to adv <i>II Vehicle C</i> o properly so on Cemeter <i>II Vehicle C</i> o properly so on Cemeter <i>II Vehicle C</i>	y Static ectric h vise the perato pund th y Static perato perato	on platfo orn was a work cr or Proced ne horn a on platfo or Proced ne horn a on platfo or Proced	inoperable a rew. Defect dures, Item 1 approaching rm. Defect a dures, Item 1 approaching rm. Defect a	at the operator and that the associated a of P.O. R-17- the AMF associated a of P.O. R-17- the AMF associated a of P.O. R-17-	Recomment	ded R	einspec	tion?		Yes
Remedial Action	N/A													

Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Data	YYYY	MM	DD	Depart Number			NA/ 1					
Inspection Date	2017	06	07	Report Number	20170607-000	607-WMATA-TW-1						
Rail Agency Name	Washington Authority (W	Metropolitan (MATA)	Area Transit	Rail Agency Department	Car Maintenance (CMNT)	Sub- Dep	artment	Inspection				
	I	Name		Email	Office Phone	е	Ν	Aobile Phone				
Rail Agency Department Contact Information												
Inspection Location	Greenbelt Se	ervice and Insp	ection 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		Observa ction Fac		nbelt Service	e and	Activity Co	ode	V	v	SI	OBS
Job Briefing Employee Name/Title	N/A					ompanied ector?	No Out Brief Conducted		No	Time	080 110	-	Outside Shift	No
Related Reports	N/A	N/A Related CAPS					/ Findings N/A							
	Ref			Rule or	SOP		Standard		Other / T	ïtle		Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	038, Modi EMI 2 6000 Repa 7 Tru	ce Bulletin S Engineering ification Inst 160149, 500 Series Heav ir Manual Ch cks and Vehi ension	ruction 0 and y napter	N/A			N/A							
	Ma Tra	Yard	d Sta	tion	OCC	RTA Facility	FTA Office		At-grad	e Tu	nnel	Ele	evated	N/A
Inspection Location						х	Track Type							Х
Line(s)	N/A	Tr	ack	N/A		Chain Ma	rker		From	1			То	
Linc(3)		Nu	umber	N/A		and/or St	ation(s)	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 Date DN: cn=Thomas Wozniak, o=FRA, ou=DOT, email=thomas.wozniak@dot.gov, c= Date: 2017.06.18 05:30:16 - 05'00'
Inspector in Charge – Name Tom Wozniak	Inspection Team Tom Wozniak, Bill Hultsch	

	Head Car Number	Number of Cars				
Vehicles	6166-6177 6112-6113	4	Equipment	Under Floor Ca	ar Hoist (Manual Wheel Stops)	
		ved a "B"-type inspectio	n on railcars 6166-6	177 – No	Number of Defects	0
	deficiencies were obse	rved.			Recommended Finding?	No
	FWSO Inspectors obser deficiencies were obse	ved "B"-type inspection rved.	on railcars 6112-611	13 – No	Remedial Action Required?	No
	railcar 6166. Mechanic	rved on-the-job training (s were using special gaug the mechanical coupler	ges and could articul	ate the		
Description	under-floor car hoists r temporary measure un and a service bulletin is	rved that yellow caution nanual wheel stops to er til the new manual whee s written to establish a co oor car hoists. Recomme rvice bulletin.	s is a I to all shops for chocking	Recommended Reinspection?	No	
	documentation on the procedures. Inspectors Immediate Brake Disc I and Replacement of Kr Chapter 7 Trucks and V 5000 Series Heavy Rep	rs performed a documer shop floor provided to m noted that Service Bulle Replacement has been su forr Brake Discs. Also, the 'ehicle Suspension Rev 1. air Manual Chapter 7 Tru I that maintenance docu	verhaul 5000 Series i0114 Removal Repair Manual revised with pension Rev			
Remedial Action	N/A					



Form FTA-IR-1

Agency/Department Information

Inspection Date	YYYY MM DI			Deport Number	20170607-WMATA-WP-1					
Inspection Date	2017	06	07	Report Number	20170607-001	/1ATA-W	/P-1			
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	ROCC	Sub- Dep	artment	N/A		
	l	Email	Office Phone	9	Ν	Nobile Phone				
Rail Agency Department Contact Information										
Inspection Location	Carmen Turner Facility 3500 Pennsy Drive, Hyattsville, MD 20785									

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Su	bject	Rules Compliance & Safety Management Inspection (SMI) Required Actions Observation of Rail Traffic Controllers (RTC)					Activity Co	Activity Code RC		C RC	OBS	
Job Briefing Employee Name/Title	N/A					mpanied ector?	N/A	Out Brief Conducted	Yes	Time	1300 184		No	
Related Reports	Safety Management Inspection (SMI), Final Report, June 17, 2015 Related CAPS				ted CAPS / F	/ Findings Required Actions: R-1-6-a, R-1-7-b								
	Ref			Rule or S	OP		Standard		Other / 1	ïtle		Checklist Reference		
Related Rules, SOPs, Standards, or Other	and Procedures (F Handbook & Roadway O Worker Protection			Section 1 – General Rules (Radio Usage and Operation): Rules 1.69 – 1.88				х		Х)	(
		anent Orders N) & NO. R-17-03												
Increation Location	Mai Trac	Yard	Stat	ion C	DCC	RTA Facility	Main Track	At-grac		At-grade Tunnel		Elevated	N/A	
Inspection Location					х								х	
Line(s)	N/A	Track		N/A		Chain Mar	ker		From	÷		То		

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

Inspector in Charge - Signature			Date
	WINSLOW L. POWELL	igitally signed by WINSLOW L. POWELL N: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT ate: 2017.06.28 10:21:39 -04'00'	Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team		
Winslow Powell	Tamara Powell		



	Number	ar	nd/or Station(s)	N/A	N/A	
Vehicles	Head Car Number	Number of Cars	Equipment	N/A		
venicies	N/A	N/A	Equipment	N/A		
	The FWSO Inspector cor			. ,	Number of Defects	0
			is and oversees oper	ations on the	Recommended Finding?	No
		Lines.			Remedial Action Required?	No
Description	at the Ops (Operations) Green, Yellow, and Blue The FWSO Inspector per- mainly on the Rail Opera- usage and operation (Ge The observation and cou- report and rules from the (MSRPH). Observations related to Cardinal Rule <i>provide train</i> <i>employee by</i> o The RTG and rec radioed outs, ar o The RTG each co their pe provide Observations related to report findings: • <i>R-1-6-a: "WM language am</i> <i>percent word</i> <i>unusual train</i> o Starting inspecto <i>persions</i> track ac o The RTG also acd all direc o The RTG	3 console, which control Lines. formed an observation a ations Control Center (RC eneral Rules #1.69 – 1.88 mpliance check were bas be Metrorail Safety Rules MSRPH: a 1.78: "Employees shall, /unit number and locatio repeating train number, C ensured all requests an eived properly through r in regarding loss of spec- nd requesting emergency C replied with positive ac mmand given thereafter rmissive block locations d by the RTC. the Roadway Worker M MATA must establish and d terminology that is use f-for-word read-back for on ovements." (Also see g at 1300 hours (beginnin or observed operators, a hel, contacting the RTC o ion to access the roadway	and compliance chec DCC) required action and Permanent Ord and Permanent Ord and Permanent Ord and Permanent Ord and Procedures Har <i>when communicatin</i> <i>onROCC shall ackno</i> <i>location, and track.</i> ⁷ and transmissions were ead-backs. Train ope ed commands, slow so reliefs. knowledgment of th the operators reper and understanding of anual, permanent or <i>l enforce a proper pro</i> <i>d over the radio – to</i> <i>safety-related instru</i> <i>Permanent Order T-:</i> and observation per s well as track and pover the radio to requ ay to perform mainter rere received proper rsonnel each perform ghts on the roadway, hts, as well as unders CC.	ations on the k that focused s and radio er T-16-10). the SMI dbook g with ROCC, whedge re both given rators peed read- e request. For ated back of direction as ders, and SMI btocol for include 100 ctions and 16-10.) iod), the ower est enance and y through hed word-for- . Operators tanding with	Recommended Finding?	No
	transmi out." Th not con o When c units us standar transmi • <i>R-1-7-b: "WM</i> <i>internal oper</i> <i>Information a</i> <i>stations and</i> <i>procedures.</i> " o In accor Perman checklis separat	/ATA must enhance RTC ations at the ROCC, inclu Management (AIM) syste facilities, and internal RC	ne closed the loop w e, using "over" spora ng locations, both th l Aviation Organizatio cordingly, as warrant reference materials iding the use of the A em, visual schematics DCC administrative por worker's protection are required to popi vay access requests, requests.	ith "Central dically, did e RTC and on (ICAO) ed by the to direct dvanced s of WMATA olicies and manual and ulate including a		



	 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. Level IV WMATA Roadway Worker Protection (RWP) Course and Manual: RTC followed all procedures as required by the RWP Manual (See "General RWP Guidelines"), accordingly. When calling on, each unit provided his/her ID number, exact location (by chain marker), and identified his/her level of protection. Both the RTC and unit provided 100% repeat back when requesting and granting roadway access, stating hot spots and confirming safety briefings. When signing off, the unit acknowledged and repeated back his/her clearing time. RTC made hourly and 20-minute incremental broadcasts for all roadway access for the line. Permanent Order R-17-03 Advanced Mobile Flagger 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.
	There were no exceptions noted during this observation shift.
Remedial Action	N/A

Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Increation Data	YYYY	MM	DD	Depart Number	20170608-WMATA-TW-1					
Inspection Date	2017	06	08	Report Number						
Rail Agency Name	Washington Authority (W	Metropolitan 'MATA)	Area Transit	Rail Agency Department	Car Maintenance (CMNT)	Sub- Department		Inspection		
	Name				Email Office Phone N			Iobile Phone		
Rail Agency Department										
Contact Information		l								
Inspection Location	Greenbelt Service and Inspection Facility (E99)									

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 Required¹** No **Recommended Reinspection** No

Activity Summaries

Inspection Activity #	1	Ins	pection Subj	ect	Shop Observations - Greenbelt 7000 Series Vehicle Acceptance Facility					Activity Co	ode	VN	л	SI	OBS
Job Briefing Employee Name/Title	N/A						Accompanied No Constraints			No	Time	070 110		Outside Shift	No
Related Reports	N/A	N/A					ed CAPS /	Findings	N/A						
	Ref	Ref Rule or						Standard		Other / T	ītle		Checklist Reference		
Related Rules, SOPs, Standards, or Other	N/A				N/A			N/A							
standards, or other															
Increation Location	Ma Tra		Yard	Stati	on C	осс	RTA Facility	FTA Office	Treak Tures	At-grad	e Tur	nnel	Eleva	ated	N/A
Inspection Location							х		Track Type						х
line(a)	NI / A		Track		NI / A		Chain Ma	rker		From				То	
Line(s)	N/A		Numbe	er	N/A		and/or St	ation(s)	N/A	N/A					
	Hea	ad Ca	r Number	١	Number o	of Cars									
Vehicles		N	I/A		N/A	L.	Equipment N/A								
Description			•			actor personnel performing an incoming					of Defect	s			0
			n of the 7000 . No deficien				r personal	protective ec	quipment (PPE)	Recomm	ended Fir	nding?			No
	was v	worn.	. No delicien	CIES W	rere note	u.				Remedial Action Required?			d?		No

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

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



	 The FWSO Inspectors observed the pit area where 7000 Series railcars are given incoming inspection/testing by the contractor. No deficiencies were noted. The FWSO Inspectors reviewed a car-lifting procedure utilized for lifting railcars using portable car jacks. No deficiencies were noted. 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. The FWSO Inspectors did not note any defects. 	Recommended Reinspection?	No
Remedial Action	N/A		



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170609 \\/\						
inspection Date	2017	06	08	Report Number	20170008-001	20170608-WMATA-WP-1					
Rail Agency Name	Washington Authority	Metropolitan /	Area Transit	Rail Agency Department	POWR	Sub- Dep	artment	CBL. IN.			
		Name		Email	Office Phone	9	N	1obile Phone			
Rail Agency Department Contact Information											
Inspection Location	McLean (N01	L) to East Falls	Church (K05), tr	rack 2							
Inspection Summary											

spection Sun

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	Sub	ject	Job Safe	ety Briefing (Mobile Work	k Cı	rew)	Activity Co	de	Т	Р	JSB	OBS
Job Briefing Employee Name/Title	WMA				Accompanied Inspector?			Out Brief Conducted	Yes	Yes Time		00- 00	Outside Shift	No	
Related Reports	20171	20171207-WMATA-WP-2			Related	CAPS / Find	dings	٢	N/A						
	Ref	ef Rul		Rule or	SOP	Standard			Other / T	itle		Che	cklist Refer	ence	
Related Rules, SOPs, Standards, or Other	17-03	WMATA PERMANENT ORDER R- 17-03 ADVANCE MOBILE FLAGGER													
	RWPN	N													
Inspection Location	Mai Trac	Yar	ł	Station	OCC	RTA Facility	FTA Office		Track Type	At-grade	e Tur	nnel	Ele	evated	N/A
	х									х				Х	
Line(a)	N-Line	e 🗖	o o k I	Number	track 2	Chain M	/larker	larker		From			То		
Line(s)	K-Line	2	аскі	vumber	LIACK Z	and/or	Station(s)		N/A			N/	A		
	Hea	d Car Numl	er	Numb	er of Cars										
Vehicles		N/A			N/A	Equip	ment	٢	N/A						
Description	FWSC) personnel	recei	ved a job sa	fety briefir	ety briefing from the WMATA roadway worker in					of Defects	5			0

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

Inspector in Charge - Signature		Date
	WINSLOW L. POWELL	Digitally signed by WINSLOW L POWELL DK: cul3, cul3, cul3, course our FIAHQ, our DOT Headquarters, cn-WINSLOW L POWELL Date: 20170.241 802:41 20170.
Inspector in Charge – Name Winslow Powell	Inspection Team Tino Sahoo	



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

Inspection Activity #	2	Inspec	tion Subj	ect		Walk	ing Observa	tion (Cable Ir	nsp	ection)	Activity Co	ode		ТР	WI	OBS
Job Briefing Employee Name/Title	WMA	TA RWI	C				mpanied ector?	Yes		Out Brief Conducted	Yes	Time		1000- 1400	Outside Shift	No
Related Reports	20171	.207-WI	MATA-WF	P-2		Related CAPS / Findings N/A										
	Ref					Rule	or SOP	Standard			Other / Title				ecklist Refe	rence
Related Rules, SOPs, Standards, or Other	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	Mair Trac		Yard	Station	C	OCC RTA Facility		FTA Office	Track Type		At-grad	e 1	Tunne	el E	levated	N/A
	Х										Х			X		
Line(s)	N-Line K-Line		Track N	umber		track 2		/larker Station(s)		McLean (N	From			To East Falls Church (K05		
Vehicles	Hea	d Car Ni N/A	umber	Numl	ber c N/A	of Cars	Equip	ment	N	N/A						
	inspec	tion on	track 2 b	etween the	e Mo	Lean a	nd East Falls	crew perform Church stati	on	s. WMATA	Number Recomm			ng?		0 No
	FWSO	inspect	tor did no	t note any	defe	ects.					Remedia	Action	n Req	uired?		No
Description	• 1 • 1 • 1	 TRK 2 CM 614+00 – Expansion cables lying on the ballast. TRK 2 CM 590+00 – Expansion cables lying on the ballast. 											No			



	• TRK 2 CM 510+00 – Expansion cables lying on the ballast. Missing 3 rd rail cover
	board.
	TRK 2 CM 502+00 – Expansion cables lying on the ballast.
Remedial Action	N/A



Date

Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWo Date: 2017.06.20 08:45:06 -05'00'

Federal Transit Administration Agency/Department Information

, Seney, Department moni											
Inspection Date	YYYY	MM	DD	Report Number	20170610 M/MATA AC 1						
inspection Date	2017	06	10	Report Number	20170610-001	20170610-WMATA-AG-1					
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	SAFE	artment					
	1	Name		Email	Office Phone	е	Mobile Phone				
Rail Agency Department Contact Information		I									
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 Sub	ject	Advance	ed Mobil	e Flagger	Observation		Activity Co	ode	TR	К	RC	OBS
Job Briefing Employee Name/Title	AMF, 1				Accom Inspec	-	No	Out Brief Conducted	Yes	Time	100 150		Outside Shift	No
Related Reports	N/A	I/A				d CAPS / I	Findings	N/A						
	Ref	Ref Rule or					Standard		Other / T	ītle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	RWPM	RWPM P.O. R-			7-03									
Standards, or other														
	Main Track	Yard	Stat	ion C	осс	RTA Facility	FTA Office	T	At-grade Tu		unnel E		ated	N/A
Inspection Location			х	[Track Type	х					
1	<u>a</u> llin	Track		Turka		Chain Ma	rker		From			I	То	
Line(s)	C-Line	Numb	er	Track 2	<u>'</u> 4	and/or St	ation(s)	King Street (C	213)	King	g Street (C13)			
	Head	Car Number		Number o	of Cars									
Vehicles		N/A		N/A		Equip	ment	N/A						
Description		SO Inspector							Number	Number of Defects				0
		nent Order R-1 ed the AMF sta							Recomm	ended Fi	nding?			No
	observ	eu the Aivir Sta	none		phopila		i on the plat	ionn. me	Remedia	I Action F	Require	d?		No

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

Inspector in Charge - Signature ADAM ÁNTHONY GIOVANDO

Inspector in Charge - Name Adam Giovando

Inspection Team Alexander Nepa



	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 Advance				ed 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	100 150		Outside Shift	No		
Related Reports	201705	516-WMATA-V	VP-1		Related CAPS / Findings Remedial			Remedial Act	tion: 1308						
Related Rules, SOPs, Standards, or Other	Ref Rule or S				SOP	OP Standard			Other / Title			Checklist Reference			
	RWPM P			P.O. R-17-03											
Inspection Location	Main Track	Main Track Yard Statio		tion OCC		RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Elev	ated	N/A	
			x					The rype	х						
Line(s)	C-Line Track Number			track 2		Chain Ma			From				То		
2			per			and/or St	ation(s)	King Street (213)	King		Street (C13)			
Vehicles	Head Car Number N/A			Number of Cars N/A		Equip	oment N/A								
						perator compliance with Permanent Order			Number of Defects				4		
	R-17-03 at the King Street Station. A total of 10 trains were observed for Permanent Order R-17-03 compliance.								Recomm	Recommended Finding?				No	
									Remedia	Remedial Action Required?				No	
Description	 The following new defects were observed and were not in compliance with Permanent Order R-17-03. There were no color-coded conditions noted: 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. 										No				
	Remedial actions for these defects were previously issued in FWSO report 20170516-WMATA-WP-1.														
Remedial Action	N/A														

Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170610-WN	<i>ι</i> ντν γ	/D 1						
inspection Date	2017	06	10	Report Number	20170010-0010	//ATA-W	/P-1						
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	Production					
		Name		Email	Office Phone	e	Ν	/lobile Phone					
Rail Agency Department Contact Information													
Contact Information													
Inspection Location	Surgo 15 – N	ow Carrollton	(D13) – Cheverly	(D11)			1						
	Suige 15 - N		(DT3) - CHEVEN										
Inspection Summary													

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

Activity Summaries

Inspection Activity #	1	Inspection S	ubject	Roadw	ay Worl	ker Protecti	on – Job Safe	ty Briefing	Activity Co	de	TR	К	JSB	OBS
Job Briefing Employee Name/Title	TRST (Jnit #4446				mpanied ector?	No	Out Brief Conducted	No	Time	0700 113	-	Outside Shift	Yes
Related Reports	N/A				Relat	ted CAPS /	Findings	N/A	N/A					
	Ref			Rule or	SOP		Standard		itle		Check	dist Refer	ence	
Related Rules, SOPs, Standards, or Other	MSRP	Н		4.181										
standards, or other	RWPN	1												
	Mair Trac	Yard	Sta	ation	осс	RTA Facility	FTA Office	Office		e Tu	nnel	Elev	ated	N/A
Inspection Location	x							Track Type	х				x	
1	D.L.	Tra	:k	tracks	1	Chain Ma	rker		То					
Line(s)	D-Line	Nui	nber	and 2		and/or St	ation(s)	New Carrollto	on (D13)		Cheve	erly (D1	1)	
	Hea	d Car Numbe	r	Number	of Cars									
Vehicles		N/A		N/	A	Equip	ment	N/A						
a		•		2	·	•		D13) station. The Number of Defects						0
Description	briefir	ig was led by	Track a	nd Structu	ires (TRST) Unit 4446. The inspector was				Recommended Finding?			No		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. POWE	LL	Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHC Date: 2017.06.29 07:18:00 -04'00'	e, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team				
Winslow Powell	Robert Maniuszko				



								. ,	s the roadway	Remedia	l Action F	Require	d?		No
	opera inacco The v safety tunne providiscu: were secur equip tasks wristl	ations (OPS) essible track vork zone way y rule of the els or on elev de sufficient ssed all of th reminded th red and choc pment (PPE) . The briefer	radio c (IT). T as cove day wa vated s light t e hot s nat una ked. Al is requ checke	channe here ar ered by as 4.18 structur o perm spots ir attende II empl uired, ir ed all id	I 12 or y re wood a Red ² 1. This res, em hit work h the ar ed road oyees v hcluding dentific	via lan d tie ba Tag ou rule st ployee < to be rea as v way m were re g any s ration a	dline. The p arriers on ea tage. The Re ates "While es shall arrar performed well as all of aintenance eminded tha pecialized P and PPE pric	ich end of the ed Tag is 201 walking or w nge to carry c safely." The l the hazards. machines (RI the personal pu PE required for to issuing a	the area was e work zone. 7136510A. The vorking in or otherwise briefer . All employees MM) must be rotective for individual	Recomm	ended Re	einspect	tion?		No
Remedial Action	N/A														
Inspection Activity #	2	2 Inspection Subject General Observations from the Work Area Activity Code TRK WI													PI
Job Briefing Employee Name/Title	TRST	Unit #4446				Acco Insp	No	Time	070 113		utside Shift	Yes			
Related Reports	N/A					Rela									
	Ref				ule or S	-		Standard		Other / T	itle		Checkli	st Refe	rence
Related Rules, SOPs,	TRST			7.	.9.2.5 (j)									
Standards, or Other	MSRF							1010							
	OSHA Mai Trac	in Yarı	ł	Statior	n C	DCC	RTA Facility	1910 FTA Office		At-grade	e Tu	nnel	Eleva	ted	N/A
Inspection Location	х								Track Type	х			х		
Line(s)	D-Lin	e	ack Imber		tracks :	1 & 2	Chain Ma and/or St		New Carrollto	From on (D13)		Cheve	erly (D11)	То	
Vehicles	Hea	ad Car Numb	er	Nu	umber c	of Cars	Equip	mont	N/A						
venicies		N/A			N/A	\	Equip	ment	N/A						
		ble Observa				-)		:		Number	of Defect	:s			0
								installing the I structure w	-	Recomm					No
								the grout pao dual was obs	d forms. This	Remedia	l Action F	Require	d?		No
Description		 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. 													No



	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.	
	• 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.	
	General Observations:	
	The inspector observed work crew throughout the area between New	
	Carrollton (D13) to Cheverly (D11).	
	 The ongoing work that was observed is as follows: 	
	• New grout pad installation on track #1 on the New Carrollton	
	and Landover aerial structures. The crews were observed	
	performing:	
	 Jack hammering of the old grout pad 	
	 Installing forms for the new grout pad 	
	 Compressed air cleaning of dirt and debris from 	
	demolition	
	 Application of concrete preparation coating 	
	 Pouring of concrete into forms around old existing 	
	anchor bolts	
	 Leveling of concrete with trowels Demoval of ald packet helts 	
	 Removal of old anchor bolts Drilling of new anchor bolt holes 	
	- Drining of new anchor politifies	
	No exception was taken to the new work being performed on track #1.	
	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 	
	 The inspector notes that winATA has replaced an extensive amount of crossties within the observed work zone. The fasteners, ballast, rail, and 	
	crossiles appear to meet the requirements established by WMATA.	
Remedial Action	N/A	
Action	ŊА	

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.



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170613-WM	ATA \A/D	1				
inspection Date	2017	06	13	Report Number	20170015-00101	AIA-WP	-1				
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	SAFE						
		Name		Email	Office Phone			Nobile Phone			
Rail Agency Department											
Contact Information											
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 Su	bject	Job Safe	ety Brief	ing			Activity Co	de	TR	K	JSB	OBS		
Job Briefing Employee Name/Title	TRST #	6339			Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	No	Time	203 234		Outside Shift	No		
Related Reports	N/A				Relat	ed CAPS / F	indings	N/A								
	Ref			Rule or S	OP		Standard		Other / T	itle		Check	list Refer	ence		
Related Rules, SOPs, Standards, or Other	MSRPI	4		R-17-02	02											
	RWPN	1		R-17-03												
luces attack to action	Main Track	Yard	Stat	tion (DCC	RTA FTA Facility Office		Tue de Teure	At-grade	e Tui	nnel	Elev	ated	N/A		
Inspection Location			>	K				Track Type			х					
Line(a)	D-Line	Track		track 1		Chain Ma	ker		From				То			
Line(s)	D-Line	Num	ber	LIACK 1		and/or Sta	ation(s)	Stadium-Amo	ry (D08)		Smith	isonian	(D02)			
	Head	d Car Number		Number o	of Cars											
Vehicles		N/A		N/A	1	Equip	nent	N/A								
Description		VSO Inspector		-				•	Number	of Defect	s			0		
		tive equipmer hecked. The r	• •				. ,		Recommended Finding?					No		
	weret	incenced. The f	Juuway	WORKEI II	renarge	. (iewea the w	orking inno,	Remedia	l Action R	equire	d?		No		

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

Inspector in Charge - Signature		Date
	WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWELL DN: c=US, Government, ou=FTAHQ, ou==OT Headquarters, cn=WINSLOW L. POWELL Date: 2017.06.28 io17:48 - 40'00
Inspector in Charge – Name Winslow Powell	Inspection Team Lee Emard	



	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	Inspec	ction Subj	ject		anent Or vation-A		3 Rules Comp	liance	Activity Co	ode	TR	К	RC	OBS		
Job Briefing Employee Name/Title	TRST #	6339					ompanied ector?	Yes	Out Brief Conducted	No	Time	203 234	-	Outside Shift	No		
Related Reports	20170	516-W	MATA-W	P-1		Rela	ted CAPS /	Findings	Remedial Act	on ID: 1308							
	Ref				Rule or	SOP		Standard		Other / T	itle		Checklist Reference				
Related Rules, SOPs,	RWPN	1			R-17-0	-17-03											
Standards, or Other																	
	Mair Tracl		Yard	Stat	tion	OCC	RTA Facility	FTA Office	Turch Turce	At-grade	e Tu	nnel	Ele	evated	N/A		
Inspection Location				>	<				Track Type		x		:				
Line(s)	D-Line		Track		track	1	Chain M	arker		From				То			
Line(3)	D-Line		Numbe	er	track	and/or Station(s) Stadium-Armo				ory (D08)		Smith	isonia	n (D02)			
Vehicles	Hea	d Car N	lumber		Numbe	lumber of Cars											
Venicies		N/A			N	/A	Equi	Equipment N/A									
			•			MF for o	ompliance	with Perman	ent Order R-17-	Number	of Defect	S			0		
	03 (Ad	vanced	d Mobile I	lagge	er).					Recomm	ended Fi	nding?			No		
			•		0		•	nce with the r	•	Remedia	l Action F	Require	d?		No		
Description	flashir whistl establ operat	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)												No			
Remedial Action	N/A																

Inspection Activity #	3	Inspection Su	bject			der R-17-03 perator	Rules Compl	Activity Co	de	RTRA		RC	OBS	
Job Briefing Employee Name/Title	TRST	#6339				mpanied ector?	Yes	Out Brief Conducted	No	Time	2030 234	-	Outside Shift	No
Related Reports	20170	0516-WMATA-\	NP-1		Relat	ted CAPS / F	Remedial Acti	ion ID: 1308						
	Ref			Rule or S	SOP		Standard		Other / T	itle	Checklist		cklist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPI	M		R-17-03	17-03									
Standards, or ether														
	Mai Trac	Yard	Stat	tion (220	RTA Facility	FTA Office	T	At-grade Tunn		Innel		evated	N/A
Inspection Location			>	ĸ				Track Type		2	x			
Line(s)	D-Lin	e Track		Track 1	k 1 Chain Ma		ker		From		То		То	



	Number	a	nd/or Station(s)	Statium-Armo	ry (D08)	Smithsonian (D	002)		
Mahala a	Head Car Number	Number of Cars	.	N1 (A					
Vehicles	N/A	N/A	Equipment	N/A					
	The FWSO Inspector ob	•	•	•	Number of Defec	ts	2		
	orders R-17-02 (Reques WMATA.	ting Foul Time) and R-17	-03 (Advanced Mobil	e Flagger).	Recommended F	inding?	Yes		
					Remedial Action	Required?	Yes		
Description	the AMF: • Train 410 fail located at Ca <i>I/Class II Veh</i> • Train 910 fail located at Ca <i>I/Class II Veh</i> Remedial actions for the	 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> 							
Remedial Action	N/A								



Date

Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170615-WN		G 1	
inspection Date	2017	06	15	Report Number	20170013-001		0-1	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	Production
	1	Name		Email	Office Phon	e	N	1obile Phone
Rail Agency Department								
Contact Information								
		<u> </u>						
Inspection Location	SafeTrack Su	rge 15 Work A	Area. New Carro	llton Station (D13) to D	1 402+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	Inspec	tion Subj	ject	Job Safe	ety Briefi	ng			Activity Co	de	TR	К	JSB	OBS
Job Briefing Employee Name/Title	Surge	e 15 Brie	fing Tabl	e		Accom Inspec	panied tor?	Yes	Out Brief Conducted	No	Time	090 140	-	Outside Shift	No
Related Reports	N/A					Relate	d CAPS /	Findings	N/A						
	Ref				Rule or S	OP		Standard		Other / T	ïtle		Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	MSRF	РΗ													
Standards, or other	RWPI	Μ													
In an action I anotion	Mai Trac		Yard	Stati	on C	СС	RTA Facility	FTA Office	Treads Tores	At-grade	e Tu	nnel	Ele	evated	N/A
Inspection Location	х								Track Type	x				x	
Ling(a)	Dlin		Track		tracks :	1	Chain Ma	rker		From				То	
Line(s)	D-Lin	e	Numbe	er	and 2		and/or St	ation(s)	New Carrollto	on Station (D	913)	D1 40)2+00		
	Hea	ad Car N	umber	١	Number c	of Cars									
Vehicles		N/A			N/A		Equip	ment	N/A						

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

Inspector in Charge - Signature ADAM ANTHONY GIOVANDO

Inspector in Charge - Name Adam Giovando

Inspection Team Adam Giovando, Wes Albright, Mike Vitale

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'



	FWSO personnel received a job safety briefing from the briefing table at New	Number of Defects	0
	Carrollton (D13). All personal protective equipment (PPE) was confirmed by the briefer. All roadway worker protection (RWP) badges were also confirmed by the	Recommended Finding?	No
	briefer. The briefing was thorough and covered the protections in place for the	Remedial Action Required?	No
Description	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.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Su	bject	SafeTra	ick surg	e 15 Follow	-Up Inspecti	on	Activity Co	ode	TR	K	WI	PI			
Job Briefing Employee Name/Title	Surge 1	15 Briefing Tab	ole	Accompanied Inspector? Yes Out Brief Conducted No Time 0900- 1400 Outsi Shif Related CAPS / Findings Remedial Action ID: 1347, 1348 Image: Conducted No Time 0900- 1400 Outsi Shif Rule or SOP Standard Other / Title Checklist Re ation OCC RTA Facility FTA Office Track Type At-grade Tunnel Elevated tracks 1 Chain Marker and 2 Track Type At-grade Tunnel Elevated N/A From To Number of Cars Equipment N/A N/A t 20170603-WMATA-AG-1. Inspectors observed WMATA tions to the fastener quality conditions noted in using a hammer and chisel to ensure a uniform surface talled fasteners. In addition to following up on rs performed a walking inspection of the surge area station and D1 402+00. Number of Defects Remedial Action Required? tations on both tracks, FWSO inspectors noted signal and Image: Conducted signal and							Dutside Shift	No					
Related Reports	201706	603-WMATA-A	\G-1		Relat	ed CAPS /	Findings	Remedial Act	ion ID: 1347	, 1348							
	Ref			Rule or S	SOP		Standard		Other / 1	ïtle		Check	Checklist Reference Elevated X To +00 Checklist Reference Checklist Reference Checklist Reference Checklist Reference Checklist Reference Checklist Reference Checklist Reference N Checklist Reference Checklist Reference Checklist Reference N Checklist Reference N Checkli				
Related Rules, SOPs, Standards, or Other	MSRPH	1															
Standards, or Other	TRST 1	000															
Increasion Location	Main Track	Yard	Stati	ion (occ			Treek Ture	At-grad	e Tu	nnel	Eleva	ated	N/A			
Inspection Location	Х							тгаск туре	x			×					
Line(s)	D-Line	Track		tracks	1	Chain Ma	rker		From				То				
Line(s)	D-Line	Numb	per	and 2		and/or St	ation(s)	New Carrollto	on Station (013)	D1 40	02+00					
Vehicles	Head	Car Number	1	Number	of Cars	Faulta		NI/A									
venicies		N/A		N/A	4	Equip	ment	N/A									
	FWSO	personnel per	formed	l an inspe	ection o	f the SafeTi	rack surge 1	5 to follow-up	Number	of Defec	ts			0			
			•				•		Recomm	ended Fi	nding?			No			
		employees making corrections to the fastener quality conditions noted in 20170603-WMATA-AG-1, using a hammer and chisel to ensure a uniform surface								Action	Require	ed?		No			
Description	fastene betwee The FW	ers, FWSO Inspector VSO Inspector Notable Obsee In multipl negative i been rein Between the WMA At D1 414 right runr On the th debris. In the bal third rail. At D1 420	e locati return c stalled. D1 438- TA and +00, gr ning rail ree aeri lasted a	performation and ation and t note an s: fons on b cables with +00 and I CSX trac out is cor- ial struct areas insp e third ra	ed a wa D1 402 oth trac th expo D1 443- ks was in vering t ures ins pected, il ancho	Iking inspec +00. :ts. :ks, FWSO i sed wires a +00, the bon not secured he base and pected, ma	nspectors no nd cut insula undary fence l at the botte d parts of th any drains ar is stacked up t secured.	burge area beted signal and ation that had e separating bom. e web of the e clogged with b against the	Recomm	ended R	einspec	tion?		No			
		not functi	oning p	properly.			()										

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.



Date

Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWo Date: 2017.06.23 14:12:40 -05'00'

Agency/Department Information

Federal Transit Administration

Increation Data	YYYY	MM	DD	Poport Number	20170615-WMATA-AG-2					
Inspection Date	2017	06	15	Report Number	20170015-000	/IATA-A	G-2			
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	SAFE	Sub- Depa	artment			
	1	Name		Email	Office Phone	5	N	1obile Phone		
Rail Agency Department Contact Information										
		_								
Inspection Location	A-Line, Shad	y Grove (A15)	to Rockville (A1	4)						

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 Sul	oject	Job Safe	ety Brie	efing			Activity Co	de	TR	К	JSB	OBS
Job Briefing Employee Name/Title	TRST U	Jnit #6030				mpanied ector?	Yes	Out Brief Conducted	Yes	Time	093 140	-	Outside Shift	No
Related Reports					Relat	ted CAPS / F	indings							
	Ref			Rule or S	OP		Standard		Other / T	ïtle		Che	cklist Refe	rence
	MSRP	Н		R-17-02										
Related Rules, SOPs, Standards, or Other	RWPN	1		R-17-03										
			T-16-07		16-07									
				T-16-10				r						
	Mair Tracl	Yard	Stati	ion C	осс	RTA Facility	FTA Office	Tuesda Turas	At-grade	e Tu	nnel	Ele	evated	N/A
Inspection Location	х							Track Type	x					
Line(s)	A-Line	Track		track 2		Chain Mar	ker		From				То	
Line(s)	A-LINE	Numb	er	U dCK Z		and/or Sta	ation(s)	A2 CM947+80	0		A2 CM	√804·	+00	
Vehicles	Head	d Car Number	1	Number c	of Cars	Equip	ment	N/A						

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

Inspector in Charge - Signature ADAM ÁNTHONY GIOVANDO

Inspector in Charge - Name Adam Giovando

Inspection Team Leon Ferguson, Tom Wozniak, Tamara Powell, Lee Emard, Robert Maniuszko



Federal Transit Administration

	N/A	N/A				
	Job Safety Briefing:				Number of Defects	0
		ty briefing was led by TF			Recommended Finding?	No
	Unit #6085.	ed mobile flagger (AMF)	assigned to the team	I WdS I KSI	Remedial Action Required?	No
Description	 (A15) to Roc Train approvious of protectio There were Guide. The group with Hazards were The closest All ID's and 	I walk for the mobile wo ckville (A14). ach warning (TAW) and f n for the group. three Red hot spots ider yould also have an advar re discussed. hospital was Shady Grov personal protective equi ken with the Job Safety	oul time (FT) would ntified in the Roadwa need watchman, if ne e Hospital. pment (PPE) were ch	be the means y Access cessary.	Recommended Reinspection?	No
Remedial Action	N/A				·	•

2 I	nspection Subj	ect R	RWIC Ru	les Cor	npliance O	bservations		Activity Co	ode	TR	K	RC	OBS			
TRST Ur	nit #6030				•	Yes	Out Brief Conducted	Yes	Time			Outside Shift	No			
				Relat	ed CAPS / I	Findings					·					
Ref		Ru	ule or SC	OP		Standard		Other / 1	ītle		Chee	cklist Refer	ence			
MSRPH		R-	·17-02													
RWPM		R-	·17-03													
		T-	16-07													
		T-	16-10													
Main Track	Yard	Station	n O	сс	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Ele	evated	N/A			
Х							mack type	х								
A-Lino	Track		track 2		Chain Ma	rker		From				То				
A-LITE	Numbe	r	LIACK 2		and/or St	ation(s)	A2 CM947+8	80		A2 CM	M804+	-00				
Head	Car Number	Nu	mber of	f Cars	Fauin	mont	NI/A									
	N/A		N/A		Equip	ment	N/A									
Advanc	ed Mobile Flag	ger (AN	1F) - (Pe	rmane	nt Order R	-17-03):		Number	of Defect	ts			0			
•	The AME a	signed t	to the F	WSO te	am was TF	RST Unit #60	85.	Recomm	ended Fi	nding?			No			
•		•						Remedia	Action F	Require	ed?		No			
•	The AMF p The AMF w	ossessec as obser	d all requ	uired p			• • •									
No exce	eptions were ta	ken.														
T-16-10 • • •	The RWIC a The RWIC a The RWIC a The RWIC p The RWIC o The RWIC o	ssigned ccompa ossesse ommun vas givei	to the v inied the d a wor icated v n permis	work gr e group king, ca vith the ssion to	roup was T o during the alibrated W e AMF, as r o access th	RST Unit #60 e track inspe /MATA radic equired. e roadway.	30. ction.).	Recomm	ended Re	einspec	tion?		No			
	Ref MSRPH RWPM Main Track X A-Line Head Advance No exce Roadw T-16-10	MSRPH RWPM RWPM Main Track X X A-Line Head Car N/A A-Line Head Car N/A A-Line N/A Advanced Mobile Flag • The AMF as • The AMF as • The AMF as • The AMF w Rockville St • The AMF w • The AMF w	Ref Ri MSRPH Ri RWPM Ri RWPM Ri RWPM T Riman Yard Ri Main Yard Station Track Namber Namber A-Line Track Number Head Car Number Num Num A-Line Track Num A-Line Track Num A-Line Track Num Advanced Car Num Num Num Main Track The AMF assigned Num N/A The AMF possessed Num No exceptions The AMF was obse Num No exceptions The RWIC assigned The RWIC assigned The RWIC assigned The RWIC assigned The RWIC assigned The RWIC assigned The RWIC assigned The RWIC assigned Main The RWIC assigned The RWIC assigned The RWIC assigned The RWIC assigned The RWIC assigned The RWIC assigned The RWIC assigned The RWIC assigned The RWIC assigned <tr< td=""><td>Ref Rule or SO MSRPH R-17-02 RWPM R-17-03 T-16-07 T-16-07 Main Track Yard Station Main Track Yard Station Main Track Yard Station Main Track Yard Station A-Line Track Number Number Head Car Number Number of Advanced Mole Rales N/A Advanced Number N/A Advanced Rale Number N/A NA Advance Number N/A NA Advance Number N/A Main Rockville Station (A14), tra The AMF was located on the Rockville Station (A14), tra The AMF was observed on the Rockville Station (A14), tra The AMF was observed on the Rockville Station (A14), tra No exceptions were taken. Roadway worker in Charge (RWIC) – The RWIC accompanied the taken (RWIC) – The RWIC accompanied the taken (RWIC) – The RWIC accompanied the taken (RWIC) – The RWIC communicated wor The RWIC communicated wor The RWIC communicated wor The RWIC was given permited the taken (RWIC) – The RWIC was given permited the taken (RWIC) – The RWIC was given permited the taken (RWIC) – The RWIC was given permited (RWIC) – The RW</td><td>Inspendice Relation in the point of the point</td><td>Inspector? Related CAPS / I Ref Rule or SOP MSRPH R-17-02 RWPM R-17-03 T-16-07 T-16-07 Main Track Yard Station OCC RTA Facility Main Track Yard Station OCC RTA Facility A-Line Track Number track 2 Chain Ma and/or Station Head Car Number Number of Cars Equip Advanced Car Number Number of Cars Equip Advanced Mobile Flagger (AMF) - (Perma-ent Order R Cockville Station (A14), track 2. The AMF was located on the outbound side Rockville Station (A14), track 2. The AMF was observed to follow all the required Order R-17-03. No exceptions were taken. Roadway Worker in Charge (RWIC) – (Permanent Order T-16-10): The RWIC assigned to the work group was T on the RWIC accompanied the group during the on the RWIC communicated with the AMF, as r on the RWIC communicated with the AMF, as r on the RWIC communicated with the AMF, as r on the RWIC was given permission to access th on the RWIC was given permission to access th on the RWIC was given permission to access th</td><td>Inspector? Yes Related CAPS / Findings Ref Rule or SOP Standard MSRPH R-17-02 Standard RWPM R-17-03 Image colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2" RWPM R-17-03 Image colspan="2">Colspan="2" Main Yard Station OCC RTA Facility FTA Office X Image colspan="2">Image colspan="2" Chain Marker and/or Station(s) A-Line Track Number track 2 Chain Marker and/or Station(s) Head Car Number Number of Cars N/A Equipment Advanced Mobile Flagger (AMF) - (Permanent Order R-17-03): Chain Marker and/or Station(s) Advanced Mobile Flagger (AMF) - (Permanent Order R-17-03): The AMF was located on the outbound side of the platfor Rockville Station (A14), track 2. The AMF possessed all required personal protective equ order R-17-03. The AMF was observed to follow all the requirements of Order R-17-03. No ex</td><td>Inspector? Yes Conducted Ref Rule or SOP Standard MSRPH R-17-02 Standard RWPM R-17-03 Image of SOP RWPM R-17-03 Image of SOP Main Yard R-17-03 Image of SOP Main Yard Station OCC RTA Facility FTA Office FTA Office X Image of Som A-Line Track Image of Cars Image of Som Image of Som Image of Som Image of Som A-Line Track N/A Image of Cars Equipment N/A A2 CM947+8 Head Car Number Number of Cars Equipment N/A N/A Image of Som N/A Image of Som Image of Som<td>Inspector? Yes Conducted Yes Ref Rule or SOP Standard Other / 1 MSRPH R-17-02 Standard Other / 1 RWPM R-17-03 Inspector? Standard Other / 1 RWPM R-17-03 Inspector? Standard Other / 1 RWPM R-17-03 Inspector? Standard Inspector? Standard RWPM R-17-03 Inspector? Inspector? Inspector? Inspector? Main Yard Station OCC RTA Facility FTA Office Track Type At-grad X Image: Inspector? Inspector? Inspector? Inspector? At-grad X Image: Inspector? Inspector? Inspector? Inspector? Inspector? X Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? X Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? X Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? A-Line Image: Inspector? Image: Inspector?</td><td>Inspector? Yes Conducted Yes Imme Ref Rule or SOP Standard Other / Title MSRPH R:17-02 Standard Other / Title RWPM R:17-02 Imme Altgrade Title RWPM R:17-02 Imme Altgrade Title RWPM R:17-02 T:16-07 Imme Altgrade Title Main Track Yard Station OCC RTA Facility FTA Office Altgrade Tu Track Type A-Line Track Number N/A Chain Marker and/or Station(S) Track Type Altgrade Tu X Head Car Number N/A N/A Equipment N/A N/A Remedial Altion Imme Remedial Altion Imme Altgrade N/A Advanced Mobile Flagger (AMF) - (Permanent Order R:17-03): The AMF was located on the outbound side of the platform at Rockville Station (A14), track 2. Number of Defect Remedial Altion Imme Remedial Altion I</td><td>INST UNIT #6030 Image:tor? Yes Conducted Yes Image:tor? Yes Conducted Yes Image:tor? 14 Related CAPS / Findings Related CAPS / Findings MSRPH R:17-02 Standard Other / Title Image:tor? Image:tor? Image:tor? Other / Title Image:tor? Image:tor?<td>Inspector? Yes Conducted Yes Imme 1405 Related CAPS / Findings Ref Rule or SOP Standard Other / Title Cheer MSRPH R-17-03 Standard Other / Title Cheer RWPM R-17-03 T-16-07 Imme Imme Imme Imme Main Track Yard Station OCC RTA Facility FTA Office Track Type At-grade Imme Imme</td><td>Inspector? Yes Conducted Yes Imme 1405 Shift Related CAPS / Findings Ref Rule or SOP Standard Other / Title Checklist Refer MSRPH R:17-02 Standard Other / Title Checklist Refer RWP R:17-02 Imme Rule or SOP Conducted Other / Title Checklist Refer RWP R:17-02 T:16-17 T:16-17 Imme At-grade Tume Checklist Refer Main Track Yard Station OCC RTA FTA FTA At-grade Tume Elevated A-Line Track OCC RTA FTA FTA At-grade Tume Elevated A/Line Track N/A OCC RTA FTA At-grade Recommende Finding? At CM947+80 At CM947+</td></td></td></tr<>	Ref Rule or SO MSRPH R-17-02 RWPM R-17-03 T-16-07 T-16-07 Main Track Yard Station Main Track Yard Station Main Track Yard Station Main Track Yard Station A-Line Track Number Number Head Car Number Number of Advanced Mole Rales N/A Advanced Number N/A Advanced Rale Number N/A NA Advance Number N/A NA Advance Number N/A Main Rockville Station (A14), tra The AMF was located on the Rockville Station (A14), tra The AMF was observed on the Rockville Station (A14), tra The AMF was observed on the Rockville Station (A14), tra No exceptions were taken. Roadway worker in Charge (RWIC) – The RWIC accompanied the taken (RWIC) – The RWIC accompanied the taken (RWIC) – The RWIC accompanied the taken (RWIC) – The RWIC communicated wor The RWIC communicated wor The RWIC communicated wor The RWIC was given permited the taken (RWIC) – The RWIC was given permited the taken (RWIC) – The RWIC was given permited the taken (RWIC) – The RWIC was given permited (RWIC) – The RW	Inspendice Relation in the point of the point	Inspector? Related CAPS / I Ref Rule or SOP MSRPH R-17-02 RWPM R-17-03 T-16-07 T-16-07 Main Track Yard Station OCC RTA Facility Main Track Yard Station OCC RTA Facility A-Line Track Number track 2 Chain Ma and/or Station Head Car Number Number of Cars Equip Advanced Car Number Number of Cars Equip Advanced Mobile Flagger (AMF) - (Perma-ent Order R Cockville Station (A14), track 2. The AMF was located on the outbound side Rockville Station (A14), track 2. The AMF was observed to follow all the required Order R-17-03. No exceptions were taken. Roadway Worker in Charge (RWIC) – (Permanent Order T-16-10): The RWIC assigned to the work group was T on the RWIC accompanied the group during the on the RWIC communicated with the AMF, as r on the RWIC communicated with the AMF, as r on the RWIC communicated with the AMF, as r on the RWIC was given permission to access th on the RWIC was given permission to access th on the RWIC was given permission to access th	Inspector? Yes Related CAPS / Findings Ref Rule or SOP Standard MSRPH R-17-02 Standard RWPM R-17-03 Image colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2" RWPM R-17-03 Image colspan="2">Colspan="2" Main Yard Station OCC RTA Facility FTA Office X Image colspan="2">Image colspan="2" Chain Marker and/or Station(s) A-Line Track Number track 2 Chain Marker and/or Station(s) Head Car Number Number of Cars N/A Equipment Advanced Mobile Flagger (AMF) - (Permanent Order R-17-03): Chain Marker and/or Station(s) Advanced Mobile Flagger (AMF) - (Permanent Order R-17-03): The AMF was located on the outbound side of the platfor Rockville Station (A14), track 2. The AMF possessed all required personal protective equ order R-17-03. The AMF was observed to follow all the requirements of Order R-17-03. No ex	Inspector? Yes Conducted Ref Rule or SOP Standard MSRPH R-17-02 Standard RWPM R-17-03 Image of SOP RWPM R-17-03 Image of SOP Main Yard R-17-03 Image of SOP Main Yard Station OCC RTA Facility FTA Office FTA Office X Image of Som A-Line Track Image of Cars Image of Som Image of Som Image of Som Image of Som A-Line Track N/A Image of Cars Equipment N/A A2 CM947+8 Head Car Number Number of Cars Equipment N/A N/A Image of Som N/A Image of Som Image of Som <td>Inspector? Yes Conducted Yes Ref Rule or SOP Standard Other / 1 MSRPH R-17-02 Standard Other / 1 RWPM R-17-03 Inspector? Standard Other / 1 RWPM R-17-03 Inspector? Standard Other / 1 RWPM R-17-03 Inspector? Standard Inspector? Standard RWPM R-17-03 Inspector? Inspector? Inspector? Inspector? Main Yard Station OCC RTA Facility FTA Office Track Type At-grad X Image: Inspector? Inspector? Inspector? Inspector? At-grad X Image: Inspector? Inspector? Inspector? Inspector? Inspector? X Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? X Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? X Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? A-Line Image: Inspector? Image: Inspector?</td> <td>Inspector? Yes Conducted Yes Imme Ref Rule or SOP Standard Other / Title MSRPH R:17-02 Standard Other / Title RWPM R:17-02 Imme Altgrade Title RWPM R:17-02 Imme Altgrade Title RWPM R:17-02 T:16-07 Imme Altgrade Title Main Track Yard Station OCC RTA Facility FTA Office Altgrade Tu Track Type A-Line Track Number N/A Chain Marker and/or Station(S) Track Type Altgrade Tu X Head Car Number N/A N/A Equipment N/A N/A Remedial Altion Imme Remedial Altion Imme Altgrade N/A Advanced Mobile Flagger (AMF) - (Permanent Order R:17-03): The AMF was located on the outbound side of the platform at Rockville Station (A14), track 2. Number of Defect Remedial Altion Imme Remedial Altion I</td> <td>INST UNIT #6030 Image:tor? Yes Conducted Yes Image:tor? Yes Conducted Yes Image:tor? 14 Related CAPS / Findings Related CAPS / Findings MSRPH R:17-02 Standard Other / Title Image:tor? Image:tor? Image:tor? Other / Title Image:tor? Image:tor?<td>Inspector? Yes Conducted Yes Imme 1405 Related CAPS / Findings Ref Rule or SOP Standard Other / Title Cheer MSRPH R-17-03 Standard Other / Title Cheer RWPM R-17-03 T-16-07 Imme Imme Imme Imme Main Track Yard Station OCC RTA Facility FTA Office Track Type At-grade Imme Imme</td><td>Inspector? Yes Conducted Yes Imme 1405 Shift Related CAPS / Findings Ref Rule or SOP Standard Other / Title Checklist Refer MSRPH R:17-02 Standard Other / Title Checklist Refer RWP R:17-02 Imme Rule or SOP Conducted Other / Title Checklist Refer RWP R:17-02 T:16-17 T:16-17 Imme At-grade Tume Checklist Refer Main Track Yard Station OCC RTA FTA FTA At-grade Tume Elevated A-Line Track OCC RTA FTA FTA At-grade Tume Elevated A/Line Track N/A OCC RTA FTA At-grade Recommende Finding? At CM947+80 At CM947+</td></td>	Inspector? Yes Conducted Yes Ref Rule or SOP Standard Other / 1 MSRPH R-17-02 Standard Other / 1 RWPM R-17-03 Inspector? Standard Other / 1 RWPM R-17-03 Inspector? Standard Other / 1 RWPM R-17-03 Inspector? Standard Inspector? Standard RWPM R-17-03 Inspector? Inspector? Inspector? Inspector? Main Yard Station OCC RTA Facility FTA Office Track Type At-grad X Image: Inspector? Inspector? Inspector? Inspector? At-grad X Image: Inspector? Inspector? Inspector? Inspector? Inspector? X Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? X Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? X Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? Image: Inspector? A-Line Image: Inspector? Image: Inspector?	Inspector? Yes Conducted Yes Imme Ref Rule or SOP Standard Other / Title MSRPH R:17-02 Standard Other / Title RWPM R:17-02 Imme Altgrade Title RWPM R:17-02 Imme Altgrade Title RWPM R:17-02 T:16-07 Imme Altgrade Title Main Track Yard Station OCC RTA Facility FTA Office Altgrade Tu Track Type A-Line Track Number N/A Chain Marker and/or Station(S) Track Type Altgrade Tu X Head Car Number N/A N/A Equipment N/A N/A Remedial Altion Imme Remedial Altion Imme Altgrade N/A Advanced Mobile Flagger (AMF) - (Permanent Order R:17-03): The AMF was located on the outbound side of the platform at Rockville Station (A14), track 2. Number of Defect Remedial Altion Imme Remedial Altion I	INST UNIT #6030 Image:tor? Yes Conducted Yes Image:tor? Yes Conducted Yes Image:tor? 14 Related CAPS / Findings Related CAPS / Findings MSRPH R:17-02 Standard Other / Title Image:tor? Image:tor? Image:tor? Other / Title Image:tor? Image:tor? <td>Inspector? Yes Conducted Yes Imme 1405 Related CAPS / Findings Ref Rule or SOP Standard Other / Title Cheer MSRPH R-17-03 Standard Other / Title Cheer RWPM R-17-03 T-16-07 Imme Imme Imme Imme Main Track Yard Station OCC RTA Facility FTA Office Track Type At-grade Imme Imme</td> <td>Inspector? Yes Conducted Yes Imme 1405 Shift Related CAPS / Findings Ref Rule or SOP Standard Other / Title Checklist Refer MSRPH R:17-02 Standard Other / Title Checklist Refer RWP R:17-02 Imme Rule or SOP Conducted Other / Title Checklist Refer RWP R:17-02 T:16-17 T:16-17 Imme At-grade Tume Checklist Refer Main Track Yard Station OCC RTA FTA FTA At-grade Tume Elevated A-Line Track OCC RTA FTA FTA At-grade Tume Elevated A/Line Track N/A OCC RTA FTA At-grade Recommende Finding? At CM947+80 At CM947+</td>	Inspector? Yes Conducted Yes Imme 1405 Related CAPS / Findings Ref Rule or SOP Standard Other / Title Cheer MSRPH R-17-03 Standard Other / Title Cheer RWPM R-17-03 T-16-07 Imme Imme Imme Imme Main Track Yard Station OCC RTA Facility FTA Office Track Type At-grade Imme Imme	Inspector? Yes Conducted Yes Imme 1405 Shift Related CAPS / Findings Ref Rule or SOP Standard Other / Title Checklist Refer MSRPH R:17-02 Standard Other / Title Checklist Refer RWP R:17-02 Imme Rule or SOP Conducted Other / Title Checklist Refer RWP R:17-02 T:16-17 T:16-17 Imme At-grade Tume Checklist Refer Main Track Yard Station OCC RTA FTA FTA At-grade Tume Elevated A-Line Track OCC RTA FTA FTA At-grade Tume Elevated A/Line Track N/A OCC RTA FTA At-grade Recommende Finding? At CM947+80 At CM947+			



	 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.	
	No exceptions were taken with the rules compliance of the RWIC.	
Remedial Action	N/A	

Inspection Activity #	3 1	nspection Sub	nect	ain Operato 16-07	or Rules Cor	npliance, R-1	7-03 and	Activity Co	ode	RTI	RA	RC	OBS
Job Briefing Employee Name/Title	TRST UI	nit #6030			ompanied ector?	Yes	Out Brief Conducted	Yes	Time	093 14		Outside Shift	No
Related Reports				Rela	ted CAPS /	Findings		1					
	Ref		Ru	le or SOP		Standard		Other / T	ïtle		Che	cklist Refe	rence
	MSRPH		R-1	L7-02									
Related Rules, SOPs, Standards, or Other	RWPM		R-1	L7-03									
Standards, or other			T-1	.6-07									
			T-1	.6-10									
Inspection Location	Main Track	Yard	Station	осс	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Ele	evated	N/A
	х						паск туре	x					
Line(s)	A-Line	Track	+	rack 2	Chain Ma	arker		From				То	
Lille(3)	A-Line	Numb	er	Iden 2	and/or S	tation(s)	A2 CM947+8	0		A2 CI	M804+	-00	
Vehicles	Head	Car Number	Nur	nber of Cars		oment	N/A						
	Onboar	rd Inspector O	bservatio	,				Number	of Defect	ts			0
	•			•		ides onboard winbrook an		Recomm	ended Fi	nding?			No
		Twinbrool			GIOVE LO I	WIIIDIOOK dii		Remedia	l Action I	Require	ed?		No
	•	the WMA The inspec	TA trainin _໌ ctor obser	g as a part o ved a total o	f the stand of eight trai	down. ns. All operat							
Description	Roadwa • •	their trains in compliance with Permanent Order R-17-03. No exceptions were taken. Roadway Inspection Team Observations: 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. 									No		

Inspection Activity # 4 Inspection Subject ROCC Rules Compliance Observation Activity Code ROCC RC	OBS	
--	-----	--



Job Briefing Employee Name/Title	TRST Unit	#6030			ompanied pector?	Yes	Out Brief Conducted	Yes	Time	0930 1407		utside Shift	No
Related Reports				Rel	ated CAPS	' Findings							
	Ref		Rul	e or SOP		Standard	1	Other / T	ītle		Checklis	st Refer	ence
	MSRPH		R-1	7-02									
Related Rules, SOPs,	RWPM		R-1	7-03									
Standards, or Other			T-1	6-07									
			T-1	6-10									
	Main	Yard	Station	000	RTA	FTA		At grad	- Tu	nnol	Flouret	ad	NI / A
Inspection Location	Track	raru	Station	ULL	Facility	Office	Track Type	At-grad	e iu	nnel	Elevat	eu	N/A
				x			There is a second secon						
Line(s)	A-Line	Track	t	ack 2	Chain M			From				То	
		Numb	_			tation(s)	A2 CM947+8	0		A2 CM	804+00		
Vehicles	Head Ca	r Number	Nun	ber of Car		pment	N/A						
· cilleles	N	I/A		N/A	E qui	pinene							
		•			· · · /		nonitored the	Number	of Defec	ts			0
		m member: ove to Rock		to a WMA	A inspection	on track unit w	alking from	Recomm	ended Fi	inding?			No
	Shauy Ord		niie.					Remedia	Action	Required	l?		No
		0				to the roadw							
		. ,				ed radio proto the RWIC pro							
						ve to Rockvill							
					• •	including "two							
		-			fing, identified								
		o .		king under for an AMF statio	. ,								
and TAW protection. Las Rockville for train operat													
		- 11 11 1											
		•				s between the and the RTC o							
		. ,				quested to sta							
						standby and s							
			•		•••	sion for the R	MP request.						
		•		•		on Organizatio							
Description	assignmer	nt of the alp	habet to o	larify locat	ion, as requ	ired by WMA	TA policy.						
		0 mada thr	o foul tim	o roquosts	during his i	nenaction hat	woon the two						
							ween the two ve crossover),	Recomm	ended R	einspect	ion?		No
	1209 (A2-	923+00 to 9	05+00), a	nd 1333 (A	2-828+00 to	805+00) hou	rs. The work						
				intermitter	itly by the f	OCC to allow	revenue						
	service th	rough the a	rea.										
	For each i	nstance, the	e RWIC ide	ntified self	and crew p	roperly, requ	esting foul						
		0				,	d stand clear,"						
						ch instance, th r all affected s	ne RTC button						
			-	-		and human for	-						
						ea, as well. Or							
					-	notify the ope							
					•	back of clear	ance and the RWIC foul						
				-		proadcast the							
			ishing tim		1								
	clearance	anu reiniqu											
			-										
	The FWSC) Inspector	also reviev	ved all ROC		and Mainten							



	both the general access request and all three separate instances where foul time was granted.	
	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.	
	No exceptions were taken.	
Remedial Action	N/A	

Inspection Activity #	5	Inspection Su	bject	Track G	ieneral	Observatio	ns – Pre-Sur	ge 16	Activity Co	ode	TRK	к	GEN	OBS
Job Briefing Employee Name/Title	TRST U	Init #6030				mpanied ector?	Yes	Out Brief Conducted	Yes	Time	0930 140		Outside Shift	No
Related Reports	201702	202-WMATA-V	NP-1		Relat	ted CAPS /	Findings	Remedial Act 1164 and 116	-	1156, 115	7, 1158	8, 1159,	1160, 11	62, 1163,
	Ref			Rule or S	SOP		Standard	I	Other / 1	ītle		Check	list Refer	rence
	MSRPH	1	I	R-17-02										
Related Rules, SOPs, Standards, or Other	RWPM		l	R-17-03										
				T-16-07										
				T-16-10										
Inspection Location	Main Track	Yard	Statio	on (occ	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Elev	ated	N/A
inspection Location	х							Hack Type	x					
Line(s)	A-Line	Track		track 2	,	Chain Ma	rker		From				То	
Line(s)	A-LINE	Num	ber	LI dCK 2	<u>-</u>	and/or St	ation(s)	A2 CM947+8	0		A2 CN	/1804+0	0	
Vehicles	Head	l Car Number	N	lumber	of Cars	Fauin	ment	N/A						
venicies		N/A		N/A	4	Lquip	ment	NA						
		al Observation							Number	of Defect	s			0
	•				•		members of of the Rail Pro		Recomm	ended Fi	nding?			No
		team.	no Broak	uiong v					Remedia	I Action F	Required	d?		No
Description	requiri upcom Remed The FW by WM	a pre-sur The inspe crossties Many iter spray pai surge. The team did n ng repair had ing surge acti lial Action Foll	ge insper ctors no placed ti ms withi nt to ind not note already vities. ow-up Ir ed that t	ction of bted that hroughc in the tra- licate rec e any are been de nspectio	the upo t there to but the s ack syst quired r as for in signate m: wing re	coming Surg were nume area. em were pi maintenand mmediate r ed for rehab	e 16 work zu rous bundles re-marked w re during the epairs. Cond ilitation duri	s of new ith Orange upcoming itions ng the	Recomm	ended Re	einspect	tion?		No
	1155, 1	1130, 1137, 1.	100, 110	9, 1100,	1102, .	1105, 1104	anu 1105							



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170615-WMATA-WP-1				
inspection Date	2017	06	15	Report Number					
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRPM Sub- Department				
		Name		Email	Office Phone	e	N	1obile Phone	
Rail Agency Department Contact Information									
Inspection Location	SafeTrack Su	rge #15 - Chev	verly (D11) - tra	ck 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	Inspectio	on Subje	ect	Job Safe	ty Brie	fing Observ	vation		Activity Co	ode	TF	>	JSB	OBS
Job Briefing Employee Name/Title	SafeT	rack Dedic	cated Sa	ifety I	Briefer	Accor Inspe	mpanied ctor?	Yes	Out Brief Conducted	Yes	Time	0000 0430		Outside Shift	Yes
Related Reports	N/A					Relat	ed CAPS /	Findings	N/A						
	Ref				Rule or S	OP		Standard		Other / T	ïtle		Chec	klist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPI	N													
Standards) of Other															
	Mai Trac	Ya	ard	Stati	on C	CC	RTA Facility	FTA Office	Tue els Ture e	At-grade	e Tur	nnel	Elev	vated	N/A
Inspection Location	x								Track Type	х					
11	D.L.		Track		tural 4		Chain Ma	rker		From				То	
Line(s)	D-Lin	e 1	Numbe	r	track 1		and/or St	ation(s)	N/A			N/A			
	Hea	d Car Nun	nber	١	Number o	f Cars									
Vehicles		N/A			N/A		Equip	ment	N/A						
Description		•					•		iefing table.	Number	of Defect	s			0
Description	All pe	rsonal pro	otective	equip	oment (Pl	PE) and	roadway v	vorker prote	ction (RWP)	Recomm	ended Fir	nding?			No

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

Inspector in Charge - Signature				Date
		WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWEL DN: c=US, o=U.S. Government, ou=FTAI Date: 2017.06.21 08:01:21 -04'00'	L 4Q, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team			
Winslow Powell	Tino Sahoo			
	1			



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

Employee Name/Title Brie Related Reports N/A Related Rules, SOPs, Standards, or Other ReP (REV 2010 TRA REP (REV 2010 TRA DIVI MAI MAI 2017 Inspection Location Mit Tra Divition	iefer A f IGINEERI STRUCTIO MPER, EX ANSITIO PLACEM EVISION 16) ACK ANE VISION – AINTENA	N POWER (ENT SYSTEI 2, SEPTEMI	ICATION FOR AND CABLES M WIDE	Inspec	d CAPS / Fi	Yes ndings Standard	Out Brief Conducted N/A	Yes Other / T	Time	0000		tside hift	Yes
Related Rules, SOPs, Standards, or Other Inspection Location	f IGINEERI STRUCTIO MPER, EX ANSITIO PLACEM EVISION 16) ACK ANE VISION – AINTENA	ONS (EMI) XPANSION, N POWER (ENT SYSTEI 2, SEPTEMI	FOR AND CABLES M WIDE				N/A	Other / T	tle		Checklis	Refer	ence
Related Rules, SOPs, Standards, or Other Inspection Location	IGINEERI STRUCTIO MPER, EX ANSITIO PLACEM EVISION 1 ACK ANE VISION – AINTENA	ONS (EMI) XPANSION, N POWER (ENT SYSTEI 2, SEPTEMI	FOR AND CABLES M WIDE	Rule o	r SOP	Standard		Other / T	tle		Checklis	Refer	ence
Related Rules, SOPs, Standards, or Other Standards, or Other Inspection Location	STRUCTIO MPER, EX ANSITIO PLACEM EVISION 16) ACK ANE VISION – AINTENA	ONS (EMI) XPANSION, N POWER (ENT SYSTEI 2, SEPTEMI	FOR AND CABLES M WIDE										
Inspection Location	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	17)	NCE AND I	TRACK NSPECTION										
,	/lain Track	Yard	Station	OCC	RTA Facility	FTA Office	Treads Treas	At-grade	Tu	nnel	Elevate	d	N/A
	х						Track Type	х					
					Chain Ma	rker		From		Го			
Line(s) D-Li	Line	Track	Number	¹ and/or S		or Station(s) CM 426+00			426+00				
Не	lead Car	Number	Numbe	r of Cars				Return Cables (1000 kcmil, 2 kV)					
/ehicles	N/	/Α	N	/A	Equip	ment	Negative Retu	urn Cables (1	000 kcm	il, 2 kV))		
cont	ntractors	s reconnect	erved WMATA ting eight neg ative return c	, ative ret			ical e Wee-Z bond	Number	of Defect	ts			0
	Jillalizai	tion of neg		auics).				Recomme	ended Fi	nding?			No
	0	•	, FWSO Inspe					Remedia	Action I	Require	ed?		No
Description Moor repl wer (Tra secu The	odificatic placemen ere origin rack and cured to. e FWSO	on Instructi nt system v nally discon Structures) Inspector a	wide; issued S nected from) Department and WMATA	umper, e Septembe the impe to replace personne	expansion, a er 16, 2016. Idance bond ce the rail ti el did not n	nd transition The negative I in order for es that the b	power cables e return cables the TRST	Recommo	ended Re	einspec	tion?		No
Remedial Action N/A		ion of the	negative retu	irn cable	5.								



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170617-WM	10T0 0	C 1			
inspection Date	2017	06	17	Report Number	20170017-001	VIATA-A	G-1			
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST Sub- Departme			Production		
	1	Name		Email	Office Phone	e	Mobile Phone			
Rail Agency Department										
		l								
Contact Information										
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 Sub	ject	Roadwa	y Work	er Protecti	on – Job Saf	ety Briefing	Activity Co	ode	TR	К	JSB	OBS
Job Briefing Employee Name/Title		Init 6161 (Unit 202			Accon Inspe	npanied ctor?	No	Out Brief Conducted	No	Time	000 080		Outside Shift	Yes
Related Reports	N/A				Related CAPS / Findings N/A			N/A						
	Ref			Rule or S	OP Standard			Other / Title			Checklist Reference			
Related Rules, SOPs, Standards, or Other	RWPM													
Standards, or other														
	Main Track Yard Station		ion C	OCC RTA Facility (FTA Office	T	At-grad	e Tu	nnel	Ele	evated	N/A	
Inspection Location	х		х					Track Type	x					
Line(c)	Alino	Track		Trock 1	0 2	Chain Ma	rker	From			То			
Line(s)	A-Line	Numb	er	Track 1	.0.2	and/or St	ation(s)	Twinbrook (A	.13)		Shady	Grov	ve (A15)	
	Head	Car Number		Number c	of Cars									
Vehicles		N/A		N/A		Equip	ment	N/A						

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

ADAM ANTHONY GIOVANDO

Inspector in Charge – Name Adam A. Giovando Inspection Team Alexander Nepa

Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, ou=DOT FRAFtWorth Date: 2017.06.23 14:15:57 -05'00'	Date ITX, cn=ADAM ANTHONY GIOVANDO



Description	The job safety briefing was provided by TRST unit #6161 at Rockville briefing table	Number of Defects	0
	at Rockville Station (A14). The briefing was thorough and fully compliant with WMATA's Roadway Worker Protection Manual (RWPM) requirements. It included	Recommended Finding?	No
	a Roadway Worker Protection (RWP) ID check, type of protection, inaccessible	Remedial Action Required?	No
	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.	Recommended Reinspection?	No
Remedial Action	N/A		

Employee SA Name/Title SA Related Reports N/ Related Rules, SOPs, Standards, or Other N	ef WPM Main	2		I		or?		Out Brief Conducted	No	rity Code TRK F Time 0000 Ot 0800 S ner / Title Checklis				Yes	
Related Rules, SOPs, Standards, or Other	ef WPM Main Track	Yard S				CAPS / I		N/A							
Related Rules, SOPs, Standards, or Other	WPM Main Track	Yard S		le or SOF)										
Standards, or Other	Main Track	Yard S				DP Standard			Other / T	itle		Chec	Checklist Reference		
Т	Track	Yard S													
Inspection Location	х		tation	000	C I	RTA Facility	FTA Office	Treek Ture	At-grade	At-grade Tunnel Elev			vated	N/A	
			Х					Track Type	x	x					
Line(s) A-I	-Line	Track	т	Frack 1 &	2	hain Ma			From	То					
	Line	Number			a	nd/or Sta	ation(s)	Twinbrook (A	13)	e (A15)	(A15)				
Vehicles	Head Car Number Number of Cars Equipment N/A														
An	An FWSO Inspector performed an inspection of the RWP setup for Surge 16 on								Number	of Defect	s			0	
bo	oth tracks be	etween Sha	dy Gro	ove Yard	and CN	1 704+45	on the A-Lir	ne.	Recomm	ended Fir	nding?			No	
Th	he FWSO Ins	spector did	not no	ote anv de	defects.				Remedial Action Required?					No	
As ba	op • Th lot • Th 16 sti • Ya cla s of 0530 ho	ob safety bri perational. ne Mobile C t) was set u nird rail pow 58508A was ick verificat ard to mainl amped. ours, WMAT nd shunts ha	efing ta ommai p and o ver was issued ion. ine swi TA was ad yet t	nd Cente operation s deactive d, and PO itches at still mov to be app	er (locat nal. ated, re DWER e Shady ving equ plied. F	ted at the ed tag ou mployee Grove ha uipment i		rming hot- ed and ee area,	nd					No	



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170617 \\/\	/ATA \A/D 1			
inspection Date	2017	06	17	Report Number	20170617-WMATA-WP-1				
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRPM	nt			
		Name		Email	Office Phon	e	Mobile Phone		
Rail Agency Department Contact Information									
Inspection Location	New Carrollto	on Rail Yard (D	999)						
Inspection Summary									

Inspection Activity # 3 5 6 1 2 4 TP-JSB-OBS TP-WI-OBS **Activity Code Inspection Units** 1 1 **Inspection Subunits** 1 1 **Defects** (Number) 0 15 **Recommended Finding** No Yes Remedial Action Required¹ No Yes **Recommended Reinspection** No Yes

Activity Summaries

Inspection Activity #	1	Inspect	tion Subj	ect	Job Safe	ety Brie	fing			Activity Co	de	TF	0	JSB	OBS
Job Briefing Employee Name/Title	WMA	TA RWIC	2				mpanied ector?	Yes	Out Brief Conducted	Yes	Time	100 140	-	Outside Shift	No
Related Reports	N/A					Related CAPS / Findings N/A									
	Ref				Rule or S	OP Standard				Other / Title			Checklist Reference		
Related Rules, SOPs, Standards, or Other	MSRP	Н													
Standards, or ether	RWPN	Λ													
	Maiı Trac		'ard Station		ion C	осс	RTA Facility	FTA Office		At-grade		nnel	Elev	vated	N/A
Inspection Location			х						Track Type	х					
11(.)	D.L.		Track		N1 (A		Chain Ma	rker	From			То			
Line(s)	D-Line	2	Numbe	r	N/A		and/or St	ation(s)	N/A			N/A			
	Hea	d Car Nu	umber		Number c	of Cars									
Vehicles		N/A			N/A		Equip	ment	N/A						
FWSO personnel received a job safe						•		•	n Number of Defects					0	
Description	charge	e (RWIC)). All pers	sonal p	orotective	equip	ment (PPE)	and roadway	worker	Recommended Finding?				No	

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

Inspector in Charge - Signature		Date
	WINSLOW L. POWELL	Digitally signed by WINSLOW L POWELL DN: <-US, G=US. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L POWELL Date: 2017/06/21 (005:41-0400)
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Tino Sahoo	

	protection (RWP) IDs were checked and the working limits were reviewed. The	Remedial Action Required?	No
	WMATA RWIC covered the nearest hospital and safety rule of the day. The hazards, clearance areas, and communication were used as part of the discussion. No exceptions were taken.		
	The FWSO Inspector did not note any defects.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Insp	ection Sub	ject	Cable In	spection	Observat	ion		Activity C	ode	Т	Р	WI	OBS
Job Briefing Employee Name/Title	WMA [.]	TA RV	WIC	·		Accom Inspec	panied tor?	Yes	Out Brief Conducted	Yes	Time		00-	Outside Shift	No
Related Reports	N/A					Relate	d CAPS / F	indings	N/A						
	Ref				Rule or S	OP		Standard		Other / -	Title		Check	ist Refe	rence
	TRST 1	1000													
	DESIG	N DR -013,	POWER AWING (DE , REVISION 001)												
Related Rules, SOPs, Standards, or Other	MODI INSTR FOR JU EXPAN TRANS CABLE SYSTE	ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEMWIDE (REVISION 2, SEPTEMBER 16, 2016)													
Inspection Location		Track				DCC	RTA Facility	FTA Office	Track Type	At-grad	le Tu	innel	Eleva	ated	N/A
			х							х					
Line(s)	D-Line	5	Track Numb	er	N/A		Chain Ma and/or Sta		N/A	From		N/A		То	
	Hea	d Car	· Number	Ν	lumber o	of Cars									
Vehicles		N/	/A		N/A		Equip	ment	N/A						
									instituted to	Number	of Defect	ts			15
			ble fires and to a databa						s noted were	Recomm	nended Fi	nding?			No
	entere	eu int	lu a ualaua		ignune	Capiere	pan ciews	S LU HX.		Remedia	al Action I	Require	ed?		No
Description	The following new non-color-coded defects were noted: • 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 3 rd rail ¹ . (See Figure 1) • YCR 16B – Heat shrink on conduit stub-up compromised ² . (See Figure 2) • YCR 12 – Heat shrink on conduit stub-up compromised ² . (See Figure 3) • YCR 12 – Cap unused conduit ² . (See Figure 5) • YCR 7 – Heat shrink on conduit stub-up compromised ² . (See Figure 7) • YCR 70 – 3 rd rail tie anchor missing bolt ³ . (See Figure 8) • YCR 69 – Pigtail CADWELD compromised to steel 3 rd rail ² . (See Figure 9)										No				

	 YCR 69 – Nicked pigtail². (See Figure 10) YCR 3 – Feeder cables stood off the ground with metal Kindorf structure and zip ties³. (See Figure 11) YCR 3 – Cap unused conduit properly². (See Figure 12) YCR 6 – Orange boot power assembly too close to kicker 3rd rail³. (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) ¹ The 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). ² 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. ³ The above remedial actions should be in compliance with: TRACK AND STRUCTURES DIVISION – TRST 1000 TRACK MAINTENANCE AND INSPECTION MANUAL (REVISION 7, MARCH 2017). Other Notable Observations: 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 11 – Missing 3rd rail cover board. YCR 12 – Missing 3rd rail cover board. YCR 7 – Pigtails lying on the ballast. Abandoned boot needs removal. Duct seal missing in conduit. YCR 77 – Duct seal missing in conduit. YCR 71 – Missing 3rd rail cover board on end approach. YCR 71 – Missing 3rd rail cover board on end approach. YCR 73 – Duct seal missing in conduit. YCR 77		
	 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	 To achieve compliance with WMATA's requirements: 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 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 3 rd 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 5 - YCR 12 - CAP UNUSED CONDUIT



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



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



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170619-WN	Λ ΔΤΔ \Δ	/D 1	
inspection Date	2017	06	19	Report Number	20170019-001	/IA I A- VV	/P-1	
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	RTRA	Sub- Dep	artment	ROCC
	l	Name		Email	Office Phone	ē	N	1obile Phone
Rail Agency Department Contact Information								
Inspection Location	Rail Operatio 3500 Pennsy Landover, M		iter (ROCC)					

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspec	tion Subj	ect	ROCC Ru	ules Co	mpliance Ob	oservation		Activity Co	de	RTRA	A RC	OBS	5
Job Briefing Employee Name/Title	No						mpanied ector?	No	Out Brief Conducted	No	Time	0800- 1400	Outsi Shif	No	ı
Related Reports			gement Ir eport, Jui			Relat	ted CAPS / F	indings	Required Acti	ons: R-1-6-a	, R-1-6-b				
	Ref				Rule or S	ОР		Standard		Other / T	itle		Checklist Re	ference	
Related Rules, SOPs, Standards, or Other	and P Hand Perm	rocedur book (M anent O	ISRPH); a	nd	Section 1 (Radio Us Operation Rules 1.6	sage ar n):									
	Mai Trac		Yard	Stati	on C	OCC	RTA Facility	FTA Office		At-grade	e Tur	nnel	Elevated	N/A	
Inspection Location						х			Track Type					x	
Line(s)	N/A		Track Numbe	er	N/A		Chain Mar and/or Sta		N/A	From	-	N/A	То	- 1	
Vehicles	Hea	id Car N		1	Number o	of Cars	Equip		N/A N/A						

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

 Inspector in Charge - Signature
 Date

 WINSLOW L. POWELL
 Digitally signed by WINSLOW L POWELL
 Digitally signed by WINSLOW L POWELL

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 Digitally signed by WINSLOW L POWELL
 Digitally signed by WINSLOW L POWELL

 Inspector in Charge – Name
 Inspection Team
 Chris Difatta



	N/A	N/A				
		conducted Rules Compli			Number of Defects	0
		enter (ROCC). The inspec ompliance with the Metro		•	Recommended Finding?	No
	Handbook (MSRPH).		Stan Salety Rules and I	rocedures	Remedial Action Required?	No
Description	The FWSO Inspector of broadcast; all of whice finding. The RTC ackn turned over or closed communication was of The RTC ensured each instruction with 100 p observed this proced allowance, as well as and limits of protection Per policy, RTCs must roadway protections rule 1.79, and all ope worker protection (R) The required hourly personnel protection maintained a written on/call-off times. The FWSO Inspector of All requests were con Flagger). All personnel radio; including prope time request (station established blue bloc Management (AIM) S ensuring the track un ensured that an AMF location/place to war	observed the rail traffic c the were compliant. There is were compliant. There is well and and and and and deach transmission with ' concluded. In unit or operator repeat percent word-for-word re ure for RWP instruction r repeat back for acknowle on, via stations, chain man t conduct hourly radio bro (if applicable), time confi rational anomalies in place WP) personnel protection proadcasts were observed announcements were ob log of all personnel on the observed the requests for mpliant with Permanent of er identification of self ar or chain marker), and th ks as well as human form system. RTC required 100 its were in receipt of and was assigned to each cre- er trains on approach to v C completed relevant chem	were no defects obser ests as: "That is a good "over" and "out" until ed back each clearance ead back, as required. I egarding standing by fe edgment of personnel of rkers, and/or interlock badcasts that include a rmation, the rule of th ce. RTCs must also broa n announcements ever d every hour, and the r bserved every 20 minut re roadway and record r track access for four v Drder No. R-17-03 (Adv I when they called on/ d work crew, the locat e reason for the reque to via the Advanced Info % and word-for-word if repeated back full insi tw and positioned in pr work/walk zones. RTC co	ved with this copy," and the e or operating nspector or foul time on roadway ing areas. full readout of e day, Cardinal adcast roadway y 20 minutes. oadway res. RTCs also ed all call- work groups. anced Mobile off over the ion of foul st. RTC oper accounted	Recommended Reinspection?	No
	permanent orders.	did not note any defects				
Remedial Action	N/A	and not note any deletts	•			L



Form FTA-IR-1

United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170620-WN	10T0 0	C 1	
inspection Date	2017	06	20	Report Number	20170020-001	VIATA-A	G-1	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	TKIN
		Name		Email	Office Phone	e	N	1obile Phone
Rail Agency Department Contact Information								
Inspection Location	F-Line, track	1						

Inspection Summary

			1			1
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 Sub	ject	Roadwa	ay Work	ker Protecti	on – Job Safe	ety Briefing	Activity Co	ode	TRK	<	JSB	OBS
Job Briefing Employee Name/Title	Advan 6207	TRST Unit # 66 ce Watchman ⁻ IRST Unit # 600	rrst u	Jnit #	Accor Inspe	mpanied ector?	Yes	Out Brief Conducted	Yes	Time	1000 1500		Outside Shift	No
Related Reports	N/A				Relat	ed CAPS /	Findings	N/A						
	Ref			Rule or S	SOP		Standard		Other / 1	Title		Chee	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPN	1												
standards, or other														
	Main Track	Yard	Stat	ion (on OCC RTA Facility		FTA Office		At-grad	e Tur	nnel	Ele	evated	N/A
Inspection Location	х		×	(Track Type	x		x			
Lino(c)	F-Line	Track		track 1		Chain Ma	larker From			rom			То	
Line(s)	r-Line	Numb	er	LIACK 1		and/or St	ation(s)	Southern Avenue Station (F08) CM F1 414+00			+00			
	Head	l Car Number		Number o	of Cars									
Vehicles		N/A		N/A	A	Equip	ment	N/A						

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

Inspector in Charge - Signature	ADAM ANTHONY GIOVANDO	Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, 0=U.S. Government, ou=FRA FRAFtWorthTX, ou GIOVANDO Date: 2017.07.03 12:17:12 -05'00'	Date =DOT FRAFtWorthTX, cn=ADAM ANTHONY
Inspector in Charge – Name Adam Giovando	Inspection Team Alexander Nepa, Lee Emard		



	TRST unit 6699 conducted a job safety briefing at Southern Avenue Station (F08).	Number of Defects	0
	The briefing was fully compliant with WMATA Roadway Worker's Protection Manual (RWPM) requirements. It included WMATA badge-level verification, type	Recommended Finding?	No
	of protection, train approach warning, (TAW) with an advanced mobile flagger	Remedial Action Required?	No
Description	(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.	Recommended Reinspection?	No
Remedial Action	N/A		

Activity Summaries

The following new color-coded defects were observed: Remedial Action Required? • TRST 1000 defect 7.7: At F1 337+70, right rail, four loose fasteners in a row allowing ½ 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. Description TRST 1000 defect 7.7: At F1 338+40, right rail, four loose fasteners in a row allowing ½ 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 black condition. The WMATA contractor classified this as a black condition.	pection Activity #	2	Insp	pection Sub	ject	Track Ir	nspectio	on Observa	tion		Activity C	ode	TR	RK	WI	OBS
Related Rules, SOPs Standards, or Other Ref Rule or SOP Standard Other / Title Checklist Refere Inspection Location Main Track Yard Station OCC RTA Facility FTA Office Track Type At-grade Tunnel Elevated Line(s) F-Line Track track 1 Chain Marker and/or Station(s) Track Type At-grade Tunnel Elevated Vehicles Head Car Number Number of Cars N/A Equipment N/A N/A 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. N/A N/A The following new color-coded defects were observed: • TRST 1000 defect 7.7: At F1 337+70, right rail, four loose fasteners in a row allowing ½ inch deviation in gauge and ½ inch vertical deflection were observed. This condition escitors 7.9.2: 3 and 7.9.2.4 and documented this as a yellow color-coded condition. Recommended Reinspection? • TRST 1000 defect 7.7: At F1 337+70, right rail, four loose fasteners in a row allowing ½ inch deviation in gauge and ½ inch vertical deflection were observed. This condition estis in a curve with 142 inches between non-defective helpidg fasteners. TRST 1000 Its this as a black condition. The WMATA contractor classified this as a maintenance defet per the guidance in sections 7	nployee	Adva # 620	nce W)7	Vatchman T	RST Ui	nit		•	Yes		Yes	Time				No
Related Rules, SOPs, Standards, or Other TRST-1000 rev. 6 Image: Comparison of the station of t	lated Reports	2016	0410-	WMATA-TO	6B-1		Relat	ed CAPS /	Findings	Remedial Ac	tion ID #s 45	5-467				
Standards, or Other Inspection Location Main Track Yard Station OCC RTA FAG FTA Office Inspection Location inspection Location Track Yard Station OCC RTA Facility Office Inspection Location At-grade Tunnel Elevated Line(s) F-Line Track Number track 1 Chain Marker and/or Station(s) Trom Non-Unit Station (S) CM F1 414+00 Vehicles Head Car Number N/A N/A N/A N/A N/A Vehicles Head Car Number Avenue Station (F08) and CM 414+00. N/A N/A N/A N/A The following new color-coded defects were observed: The following new color-coded defects were observed: N/A N/A Recommended Finding? Remedial Action Required? Description TRST 1000 defect 7.7: At F1 337+70, right rail, four loose fasteners in a row allowing X inch deviation in gauge and X 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. Recommended Reinspection? TST 1000 defect 7.7: At F1 338+40, right rail, four loose fasteners in a row allowing X inch		Ref				Rule or S	SOP		Standard	1	Other / -	Гitle		Cheo	klist Refe	rence
Inspection Location Main Track Yard Station OCC RTA Facility FTA Office Track Type At-grade Tunnel Elevated Inspection Location X X X X X X X X Line(s) F-Line Track Number track 1 Chain Marker and/or Station(s) From To Vehicles Head Car Number Number of Cars Southern Avenue Station (F08) CM F1 414+00 Vehicles Head Car Number N/A Equipment N/A Recommended Finding? FWSD performed an observation of a WMATA track inspection on track one of the F-Line between Southern Avenue Station (F08) and CM 414+00. Number of Defects Recommended Finding? The following new color-coded defects were observed: • TRST 1000 defect 7.7: At F1 337+70, right rail, four loose fasteners in a row allowing % inch deviation in gauge and % 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. Recommended Reinspection? Observation THST 1000 defect 7.7: At F1 338+40, right rail, four loose fasteners in a row allowing % inch devia		TRST	-1000	rev. 6												
Imspection Location Track Yard Station OCC Facility Office Track Type Af-grade Tunnel Elevated x x x x x x x x x Line(s) F-Line Track Number track 1 Chain Marker and/or Station(s) Track Type To Vehicles Head Car Number Number of Cars Equipment N/A N/A N/A 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. N/A N/A Recommended Finding? The following new color-coded defects were observed: • TRST 1000 defect 7.7: At F1 337+70, right rail, four loose fasteners in a row allowing ½ inch deviation in gauge and ½ inch vertical deflection were observed. This condition exists in a curve with 122 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. Recommended Reinspection? Description • TRST 1000 defect 7.7: At F1 338+40, right rail, four loose fasteners in a row allowing ½ 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 maintenance defect per the guidance in sections 7.9.2.3 and 7.9.2.4 and documented this as a yellow color-coded condi	andards, or Other															
X Tack 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 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. N/A N/A N/A Recommended Finding?	nection Location			Yard	Stati	on (C			Track Type	At-grad	e Tu	innel	Ele	vated	N/A
Line(s) F-Line Number track 1 Continuent of the station (s) Southern Avenue Station (F08) CM F1 414+00 Vehicles Head Car Number Number of Cars Equipment N/A N/A 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. N/A N/A The following new color-coded defects were observed: The following x 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. Recommended Reinspection? Description TRST 1000 defect 7.7: At F1 388+40, right rail, four loose fasteners in a row allowing ½ 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. Recommended Reinspection? Description 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 exists on an aerial structure in a curve with 192 inches between non-defective holding fasteners. TRST 1000 tists this as a a black condition. Recommended Reinspection?		x								Пасктуре	x		х			
Vehicles N/A Equipment N/A 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. Number of Defects Recommended Finding? Remedial Action Required? Reme	ie(s)	F-Lin	e		er	track 1	L			Southern Av		ı (F08)	CM F	1 414+	-	
N/A N/A 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. Number of Defects The following new color-coded defects were observed: Recommended Finding? • TRST 1000 defect 7.7: At F1 337+70, right rail, four loose fasteners in a row allowing ½ 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. Recommended Reinspection? Description • TRST 1000 defect 7.7: At F1 338+40, right rail, four loose fasteners in a row allowing ¼ inch deviation in gauge and ¼ 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. Recommended Reinspection? • TRST 1000 defect 7.7: At F1 338+40, right rail, five loose fasteners in a row allowing ½ inch deviation in gauge and ½ inch vertical deflection were observed. This condition exists on an aerial structure un a curve with 92 inches 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		Hea	ad Car	. Number	1	Number	of Cars						1			
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. Number of Defects The following new color-coded defects were observed: Recommended Finding? • TRST 1000 defect 7.7: At F1 337+70, right rail, four loose fasteners in a row allowing ½ 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. Recommended Reinspection? Description TRST 1000 defect 7.7: At F1 385+20, right rail, four loose fasteners in a row allowing ½ 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 areiral structure in a curve with 92 inches between non-defective holding fasteners. TRST 1000 lists this as a red condition. The WMATA	hicles		N	/A		N//	4	Equip	ment	N/A						
the F-Line between Southern Avenue Station (F08) and CM 414+00. Recommended Finding? The following new color-coded defects were observed: Remedial Action Required? • TRST 1000 defect 7.7: At F1 337+70, right rail, four loose fasteners in a row allowing ½ 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 ½ 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. Description 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.		FWS			bserv			TA track ins	spection on t	rack one of	Number	of Defer	ts			8
The following new color-coded defects were observed: Remedial Action Required? • TRST 1000 defect 7.7: At F1 337+70, right rail, four loose fasteners in a row allowing ½ 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 ½ 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 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 maintenance 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		the F	-Line	between So	outher	n Avenu	e Statio	n (F08) and	CM 414+00		-					Yes
 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 ½ 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 list 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, four 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 		Thef				dod dofo					-					Yes
 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 	scription		•	were obse between n black cond maintenan and docum TRST 1000 row allowi were obse between n black cond maintenan and docum TRST 1000 missing clij grout pad aerial struc holding fas contractor sections 7. coded com TRST 1000 aerial struc	vved. T on-del ition. 1 ce deffect ng ¼ irrved. T on-del ition. 1 ce deff defect os in a anand fas stuture ir teteners classif 9.2.3 a dition. defect	his cond fective h The WM, ect per t this as a t 7.7: At nch devia his cond fective h The WM, ect per t this as a t 7.7: At row allo stener w h a curve s. TRST 1 field this a and 7.9.2 t 6.14.2. high rail	lition ex olding f ATA cor he guid yellow F1 3384 tition in lition ex olding f ATA cor he guid a yellow F1 3654 wing 5/ ere obs s with 92 000 lists as a mai .4 and cor 7: Betw side, a s	ists in a cu asteners. T itractor cla ance in sec color-code 40, right ra gauge and ists in a cu asteners. T itractor cla ance in sec color-code 20, right ra 8-inch vert erved. This 2 inches be s this as a r intenance of documente een F1 364 eries of fas	rve with 142 RST 1000 list ssified this a tions 7.9.2.3 ed condition. ail, four loose ½ inch vertic rve with 152 RST 1000 list ssified this a tions 7.9.2.3 ed condition ex- tical deflectic condition ex- tween non- ed condition ex- tween non- ed condition ex- tween non- ed condition ex- tween and set to a s a ye +00 and 366 teners (5 in	inches inches is and 7.9.2.4 e fasteners in a cal deflection inches is this as a s a and 7.9.2.4 fasteners and on between the kists on an defective . The WMATA re guidance in ellow color- i+00 on the a row) were	Recomm	nended R	einspec	ction?		Yes



	 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. The following new non-color-coded defects were observed: 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. FWSO inspectors verified the completion of the following remedial actions previously issued in FWSO report 20160410-WMATA-TGB-1: Remedial Action ID # 455 Remedial Action ID # 455 Remedial Action ID # 459 Remedial Action ID # 460 Remedial Action ID # 461 Remedial Action ID # 463 Remedial Action ID # 465 	
Remedial Action	 To achieve compliance with WMATA's requirements: 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. 	



Federal Transit Administration

Increation Date	YYYY	MM	DD	Report Number	20170620 \\/\			
Inspection Date	2017	06	20	Report Number	RTRA Sub- Department			
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Department		artment	ROCC	
	1	Name		Email	Office Phone	e	N	1obile Phone
Rail Agency Department Contact Information								
Inspection Location	Rail Operatic 3500 Pennsy Landover, M		nter (ROCC)					

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 Su	bject	ROCC R	lules Co	ompliance O	bservation		Activity Co	ode	ROC	C RC	OBS	
Job Briefing Employee Name/Title	N/A					ompanied ector?	N/A	Out Brief Conducted	Yes	Time	1130- 1700	Outside Shift	No	
Related Reports		Management Final Report, .			Rela	ted CAPS / F	indings	Required Act	ions: R-1-6-a	a, R-1-6-b	; R-1-10-	-a		
	Ref			Rule or S	SOP		Standard		Other / T	ïtle		Checklist Reference		
Related Rules, SOPs, Standards, or Other	and Pr Handb Perma No. T-1	Rail Safety Rul ocedures ook (MSRPH); nent Orders: I6-10, No. R-1 No. R-17-02	and	Section 1 – Genera (Radio Usage and Operation): Rules 1.69 – 1.88		nd								
	Main Track	Yard	Stat	ion (CC	RTA Facility	FTA Office	T	At-grade	e Tu	nnel	Elevated	N/A	
Inspection Location					Х			Track Type					х	
Line(s)	N/A	Track Num	-	N/A		Chain Mar and/or Sta		N/A	From		N/A	То		

Inspector in Charge - Signature		Date
	WINSLOW L. POWELL	Digitally signed by WINSLOW L POWELL DN: c=US, o=US. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L POWELL Date: 201707/05 1044:08-04700'
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Tamara Powell	



	Head Car Number	Number of Cars				
Vehicles	N/A	N/A	Equipment	N/A		
	An FWSO Inspector con				Number of Defects	0
	Operations Control Cen operations (Ops) Conso				Recommended Finding?	No
	Procedures Handbook (MSRPH), as well as pern			Remedial Action Required?	No
Description	roadway access activities The FWSO Inspector ob broadcast; all of which we finding. The RTC acknow transmission with "over The RTC ensured each u or operating instruction The RTC conducted hou access protection list, ti operational anomalies i protection (RWP) list ew personnel on the roadw nine personnel teams o control (ATC) and track The FWSO inspector ob audit on the button con his knowledge of the po proper procedures to fo Superintendent then pr response and actions. The FWSO Inspector ob groups. All requests we foul time) and Permane personnel followed radi including proper identifi request (station or chai red signals and "prohibi Information Manageme repeat backs, ensuring to instructions and clearar time request and the lo AMF was assigned to eact trains on approach to w completed relevant che of the nine work groups protection. The FWSO Inspector dia Other Notable Observa > The FWSO inspector dia communicating	es and procedures. served the rail traffic co were compliant. There v vledged all radio reques " and "out" until the co init or operator repeater , with 100 percent word rly radio broadcasts tha me confirmation, the ru n place. The RTC broad ery 20 minutes and mai ray with recorded all cal n the maintenance acce departments. served a ROCC Assistant troller (RTC) regarding t wer section defect (bre flow in case of an emery ovided immediate feedt served the foul time request re compliant with Permant nt Order No. R-17-03 (A o protocol when they ca ication or self and work n marker), and the reased t exits," as well as humant (AIM) System. RTC re- the track units were in ru- ication of personnel, as a ich crew and positioned ork/walk zones. RTC do cklists, confirming comp required an AMF under we were under Exclusive	ntrollers (RTC) durin, vere no defects obset ts and turned over o mmunication loop w d back each instructi l-for-word read back t include a full reado le of the day, cardin casted the roadway in ntained a written log l-on/call-off times. T ss list from the autor casted the roadway in tained a written log l-on/call-off times. T ss list from the autor casted the roadway in tained a written log l-on/call-off times. T ss list from the autor casted the roadway in the defect list. RTC w akers were tied toge gency. The Assistant back and review to the quests for five of the anent Order No. R-1: dvanced Mobile Flag alled on/off over the crew, the location o on for the request. R in form, via the Adva quired 100% and we eccipt of and repeats is in the vicinity regar applicable. RTC ensu in proper location/p cumented call on/of pliance of permanent r train approach war Track Occupancy (ET les compliance defen the radio, but many d ruptions. Derator made inappre to another transmiss C immediately conta	g each radio rved with this r closed each as concluded. on, clearance ut of roadway al rule, and all worker g of all here were matic train duct a spot vas quizzed on ther) and the there were matic train duct a spot vas quizzed on ther) and the there and the there are the spot vas quizzed on ther) and the there are the spot the second the spot and the spot vas quizzed on ther) and the there are the spot vas quizzed on ther) and the there are the spot vas quizzed on the spot the spot the spot the spot the spot the spot the spott	Recommended Reinspection?	No





Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170621 \		C 1				
inspection Date	2017	06	21	Report Number		-1 -1					
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Department				Production			
	1	Name		Email	Office Phon	e	N	1obile Phone			
P.'.											
		l									
Rail Agency Department Contact Information											
Inspection Location	A- Line, track	ine, 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	Inspec	tion Sub	ject	Roadwa	y Work	er Protect	ion – Job Saf	ety Briefing	Activity Co	ode	TR	K	JSB	OBS
Job Briefing Employee Name/Title	-	Unit 60! :, TRST L	59 Jnit 6198			Accon Inspec	npanied ctor?	No	Out Brief Conducted	No	Time	100 143		Outside Shift	No
Related Reports	N/A					Relate	ed CAPS /	Findings	N/A						
	Ref				Rule or S	OP		Standard		Other / 1	Title		Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPI	Μ													
Standards, or other															
	Mai Trac		Yard	Stati	on C	осс	RTA Facility	FTA Office	T	At-grad	e Tu	nnel	Ele	evated	N/A
Inspection Location	х			х					Track Type	x					
Line(a)	Alin	•	Track		tracks	1	Chain Ma	rker		From				То	
Line(s)	A-Lin	e	Numbe	er	and 2		and/or S	tation(s)	Twinbrook (A	.13)		Shad	Shady Grove (A1		
	Hea	d Car N	umber	1	Number c	of Cars									
Vehicles		N/A			N/A		Equip	oment	N/A						

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



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

Inspection Activity #	2	Inspection Sul	oject	Surge 1	.6 -Track	Maintena	nce and Safe	ty Inspection	Activity Co	ode	TR	К	WI	PI
Job Briefing Employee Name/Title		Jnit 6059 TRST Unit 619	8		Accom Inspec	panied	Yes	Out Brief Conducted	No	Time			Outside Shift	No
Related Reports	N/A				Relate	d CAPS / I	Findings	FTA-VSC-16-0	001	I				
	Ref			Rule or S	SOP		Standard		Other / T	ïtle		Checkl	ist Refer	ence
Related Rules, SOPs, Standards, or Other	TRST 1	1000												
Standards, or other	MSRPH	Н												
Inspection Location	Main Track	Yard	Stat	ion (occ	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Eleva	ted	N/A
	х		х					Thack Type	х		shady Gro			
Line(s)	A-Line	Track		tracks	1	Chain Ma	rker		From	Time 1000 1430			То	
Line(3)	A LINC	Numb	er	and 2		and/or St	ation(s)	Twinbrook (A	.13)		Shad	y Grove (A15)	
Vehicles	Head	d Car Number		Number	of Cars	Faulta	mont	N/A						
venicies		N/A		N/#	Ą	Equip	ment	N/A						
		Inspectors per		,			bservation o	f Surge 16,	Number	of Defect	ts			4
	betwe	en Shady Grov	e (A15)) and Twi	nbrook (A13).			Recomm	ended Fi	nding?			Yes
	The fo	llowing green	color-c	oded de	fect was	observed			Remedia	l Action I	Require	ed?		Yes
	•	profile). T solutions of the secure of the	RST 10 plor-co p defect s. This p defect s. This p defect s. This mSRP enance ecured. and to constituted shing witcher rricade s and f e of th	00 lists th ded defe tt, table 9 condition tt, table 9 condition 3.106 an e vehicle 1 No whe o this defe warning I s 5-A, 5-E es at Twir lashing Ii e observ	nis condit cts were -11, iten is not c -11, iten is not c -11, iten is not c d safety number l el chocks ect. This c cade loca ights anc 3, 7-A, an abrook Cl ghts wer	tion as gre observed n 9. At the olor prote n 9. At the olor prote rule 3.126 NSD01, (la swere obs defect is a tion CM 00 d work maid d 7-B were M 704+09 e in place,	en. : 3-B switch, cted. : 3-B switch, cted. : At CM 800- g spiker) was erved. There ddressed in 1 03.73, tie ba ts were in pl- e clamped.	FWSO CAP rricades were ace and shunts re and secure. applied.	Recomm	ended R	einspec	tion?		Yes
Remedial Action	To ach	WMATA n	nust re nust re	pair the l pair the l	loose hee loose gua	el block bo ard rail bol	olts at the 3-E Its at the 3-B +47 to elimir		fection unde	er load.				



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Increation Date	YYYY	MM	DD	Papart Number	20170621 \\/\		`\ \/ 1	
Inspection Date	2017	06	21	Report Number 20170621-WMATA-TW-1				
Rail Agency Name	Washington Authority (W	Metropolitan /MATA)	Area Transit	Rail Agency Department	Car Maintenance (CMNT)	Sub- Dep	partment	Inspection
	1	Name		Email	Office Phone		Ν	Nobile Phone
Rail Agency Department								
Contact Information		-						
Inspection Location	New Carrolto	on 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	Inspe	ection Subj	ect		Shop Observations – New Carrollton Yard Service and Inspection Facility (D99)							SI	OBS	
Job Briefing Employee Name/Title	N/A					Accompanied Inspector?		No	Out Brief Conducted	Yes	Time	073 100		Outside Shift	No
Related Reports	N/A				Related CAPS / Findings N/A										
	Ref				Rule o	or SOP	OP Standard				ïtle		Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	"500 "B" Ir	"B" Inspection, Task 90 Measur					trative re 205-05, Test, ement and tic Equipment								
									1						
Inspection Location	Mai Trac		Yard	Stati	ion	occ	RTA Facility	FTA Office	Track Type	At-grade	e Tur	nnel	Ele	evated	N/A
							Х		index rype						х
Line(s)	N/A		Track		N/A		Chain Ma	rker		From				То	
Line(s)	N/A		Numbe	er	N/A		and/or St	ation(s)	N/A			N/A			
Male tale a	Hea	d Car N	Number	I	Numbe	er of Cars									
Vehicles		5104	4		1 Eq.			ment	nent N/A						
Description						•		00 Series Pe		Number	of Defect	s			0
	Inspe	ction "	B" Inspect	ion Ta	ask 90 I	Doors on	railcar 5104	. Inspectors	observed	Recomm	ended Fir	nding?			No

Inspector in Charge - Signature	Thomas Wozniak	Digitally signed by Thomas Wozniak DN: cn=Thomas Wozniak, o=FRA, ou=DOT, er Date: 2017.06.28 09:41:38 -05'00'	Date hail=thomas.wozniak@dot.gov, c=US
Inspector in Charge – Name Tom Wozniak	Inspection Team Bill Hultsch		



	mechanics' performance of subtasks 90.2.6 thru 90.2.11 for lubrication and	Remedial Action Required?	No
	 examination of door centering and parallelism. The FWSO Inspectors noted no exceptions to procedure Task 90. 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. 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. The FWSO Inspectors did not note any defects. 	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



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Increation Data	YYYY	MM	DD	Poport Number	20170621 \\\\\ AATA \\\\D 1							
Inspection Date	2017	06	21	Report Number	20170621-WMATA-WP-1							
Rail Agency Name	Washington Authority	Metropolitan /	ropolitan Area Transit Rail Agency Department TRST Sub- Department Sub- Department					Maintenance				
		Name		Email	Office Phone Mobile P			/lobile Phone				
Rail Agency Department												
Contact Information												
Inspection Location	Branch Aven	Branch Avenue Yard (E99) and Alexandria Yard (C99)										
Inspection Summary												

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

Activity Summaries

•				1										1
Inspection Activity #	1 In	spection Sub	ect	Job Safe	ety Brief	ing			Activity Co	ode	TR	K	JSB	OBS
Job Briefing Employee Name/Title	Track Ac – Unit #6	cess Escort Su 5159	pport	(TAES) Accompanied Inspector?		•	Yes	Out Brief Conducted	Yes	Time	0700 1130		Outside Shift	No
Related Reports	N/A				Relate	ed CAPS / I	indings	N/A						
	Ref			Rule or S	OP		Standard		Other / T	ïtle		Check	dist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPM													
Standards, or other	MSRPH													
	Main Track	Yard	Stati	ion C	DCC	RTA Facility	FTA Office		At-grad	e Tui	nnel	Elev	ated	N/A
Inspection Location		х						Track Type	х					
	E-Line	Trad				Charles Mar			From				То	
Line(s)	C-Line	Track Numbe	er	Yard Tr	racks	Chain Ma and/or St		Branch Avenu Alexandria Ya)				
	Head (Car Number	1	Number o	of Cars									
Vehicles		N/A		N/A	1	Equip	ment	N/A						
	General Observations:					1			Number of Defects					0
Description	•							piob safety Recommended Finding?						No
		briefing for each location.							Remedial Action Required?					No

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



		 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. No exceptions were taken to the briefings. 	Recommended Reinspection?	No
--	--	---	---------------------------	----

Inspection Activity #	2	Insp	pection Sub	ject	Brand Follow		e Yard ((E99) –	- Remedial A	Action	Activity Co	ode	TF	RK	WI	PI
Job Briefing Employee Name/Title		Acce t #61!	ss Escort Su 59	ipport	(TAES)		ompanie ector?	ed	Yes	Out Brief Conducted	Yes	Time	07		Outside Shift	No
Related Reports	2016	0409-	WMATA-JL	K-1		Related CAPS / Findings Remedial Action Numbers: 349, 350, 351, 353 and 354									354	
	Ref				Rule o	r SOP			Standard		Other / T	ïtle		Check	list Refer	ence
Related Rules, SOPs,	RWP	М														
Standards, or Other	MSR	РΗ														
	TRST	1000			5.25 (k	o)					Restraini	ng Rail				
Inspection Location	Mai Trac		Yard	Stat	ion	OCC	RT/ Facil		FTA Office	Track Type	At-grad	e Tu	nnel	Elev	ated	N/A
Inspection Location			х							ттаск туре	x					
1:00(0)	E Lin	-	Track		Varia	Tue also	Chain	n Mark	ker		From	m To				
Line(s)	E-Lin	e	Numb	er	Yard	Tracks	and/o	or Stat	tion(s)	Branch Avenu	ue Yard (E99)				
Vehicles	Hea		r Number /A			er of Cars		quipm	nent	N/A						
	Inspe	Inspector performed Remedial Action Follow-up Inspections at Branch Avenue Number of Defects 3											3			
	Yard.	Yard. The original remedial actions were from the following inspection report:										ended Fi				No
	2016	0409-	WMATA-JL	K-1.							-		Yes			
Description	The r The f There In the inspe restra at the screw evide	The remedial actions 349, 350 and 351 have been addressed by WMATA. The remedial actions 353 and 354 require further action on the part of WMATA. The following defect was observed, which was not in compliance with TRST 1000. There were no color-coded conditions noted:											Yes			
Remedial Action		 achieve compliance with WMATA's requirements: 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). 														



Inspection Activity #	3 Ins	pection Subj	ect	Alexand	ria Yar	d (C99) – Re	medial Actio	n Follow-up	3 Inspection Subject Alexandria Yard (C99) – Remedial Action Follow-up Activity Code TRK GEN									
Job Briefing Employee Name/Title	Track Acc – Unit #61	ess Escort Suj 159	oport (T	AES)	Accompanied Inspector? Yes Out Brief Conducted			Yes	Time	0700 1130		Outside Shift	No					
Related Reports	20160409	-WMATA-TG	B-1		Relat	ed CAPS / F	indings	Remedial Act 366 and 368	ion Numbers	: 355, 356	6, 357,	358, 3	59, 360, 3	63, 365,				
	Ref	Ref Rule or SOP Standard Other / Title Checkling									cklist Refe	rence						
Related Rules, SOPs, Standards, or Other	RWPM																	
	MSRPH																	
Inspection Location	Main Track	Yard	Statio	n C	осс	RTA Facility	FTA Office	Track Type	At-grade	At-grade Tunnel Elevat				N/A				
		х						mack type	x									
Line(s)	C-Line	Track Numbe	r	Yard Tr	acks	Chain Mai and/or Sta		Alexandria Ya	From rd (C99)				То					
	Head Ca	ar Number	Nu	umber o	of Cars													
Vehicles	1	N/A		N/A		Equip	ment	N/A										
	Inspection Summary:								Number	of Defects	s			1				
	The FWS0	The FWSO Inspector performed Remedial Action Follow-up Inspections at									Recommended Finding?							
	Alexandria Yard. The original remedial actions were from the following inspection report: 20160409-WMATA-TGB-1.									Remedial Action Required?				No				
	report: 20	100409-00101	ATA-IG	B-1.														
	Remedial	actions 355,	356, 35	7, 358, 3	359, 36	0, 363, 365,	368 have be	en addressed.										
	Remedial	action 366 re	quires	further a	action o	on the part	of WMATA.											
DescriptionThe 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 6.3.1Recommended Reinspection?Remedial action for this defect was previously issued in FWSO report 20160409- WMATA-TGB-1.Remedial action for this defect was previously issued in FWSO report 20160409- WMATA standard.									Yes									



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170621-WMATA-WP-2					
inspection Date	2017	06	21	Report Number	20170021-WIWATA-WP-2					
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRPM Sub- Department					
		Name		Email	Office Phone	е	N	1obile Phone		
Rail Agency Department Contact Information										
Inspection Location	SafeTrack Su	rge #16 - Rock	ville (A14) - trac	ck 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	Inspe	ction Subj	ect	Rockville (A14) Mobile Command Center – Job Safety Briefing					Activity Co	ode	TP		JSB	OBS	
Job Briefing Employee Name/Title	SafeT	rack De	edicated Sa	afety B	riefer	Accompanied Inspector? Yes Out Brief Conducted			Yes	Time	0100- 0500		Outside Shift	Yes		
Related Reports	N/A					Relat	ed CAPS / F	indings	N/A							
	Ref					OP		Standard		Other / T	itle		Chec	klist Refer	ence	
Related Rules, SOPs, Standards, or Other	RWP	M														
Standards, or Other																
	Ma Tra		Yard	Statio	on C	DCC	RTA Facility	FTA Office		At-grade	At-grade Tunnel		Elev	vated	N/A	
Inspection Location	х								Track Type	х						
Line(c)	A-Lin		Track		track 2		Chain Ma	ker		From	From			То		
Line(s)	A-LIN	e	Numbe	er	LI dCK Z		and/or Sta	ation(s)	N/A			N/A	A			
	Hea	ad Car N	Number	Ν	lumber o	of Cars										
Vehicles		N/A	1		N/A		Equipment N/A									
Description	FWS) perso	nnel receiv	ved a jo	ob safety	v briefir	g from the	Surge 16 brie	efing table. All	Number	of Defect	s			0	

Inspector in Charge - Signature				Date
	WINSLC	W L. POWELL	Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, Date: 2017.06.28 09:51:13 -04'00'	ou=DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name Winslow Powell	Inspection Team Tino Sahoo			



	personal protective equipment (PPE) and roadway worker protection (RWP) IDs	Recommended Finding?	No
	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,	Remedial Action Required?	No
	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. The FWSO Inspector did not note any defects.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2 li	nspection Su	bject	Rockvil	le (A14) –Re	placing Expa	nsion Cables	Activity Co	de	TP	P F	M	OBS
Job Briefing Employee Name/Title	SafeTrac Briefer	ck Dedicated	Safety	Accom Inspect		Yes	Out Brief Conducted	Yes	Time	0100- 0500		Outside Shift	Yes
Related Reports	N/A			Related	CAPS / Fin	dings	N/A						
	Ref			Rule or	SOP	Standard		Other / T	ïtle		Checkl	ist Refer	ence
Related Rules, SOPs, Standards, or Other	INSTRUC JUMPER TRANSIT REPLACI	ERING MODI CTIONS (EMI 2, EXPANSION TION POWER EMENT SYST DN 2, SEPTEN	FOR I, AND CABLES EM WIDE							uppel Elevia			
Inspection Location	Main Track	Yard	Station	осс	RTA Facility	FTA Office	Track Type	At-grade Tunnel Elev		Eleva	ited	N/A	
	х							x					
				track	Chain Ma	rkor		From	From To				
Line(s)	A-Line	Track	Number	2	and/or St		CM 903+00 CM 893+00		CM 903+00 CM 893+00				
Vehicles	Head	Car Number	Numb	er of Cars		ment	Expansion Cal	bloc (1000 k	cmil 2 kV)			
venicles		N/A		N/A				DIE2 (1000 K	ιπη, 2 κ ν)			
	They we	ere performin		replacing	four expansi		cal contractors. two different	Number	of Defect	s			0
	IOCATION		n eight expan		.5.			Recomm	ended Fir	nding?			No
		•	fore the night		0	• •		Remedia	l Action F	Required	d?		No
Description	replacer upgrade trains. During t expansio Septeml	nent on the the system he inspectio on cables per on, and trans ber 16, 2016	n, FWSO Inspectition power c	oles, 2 kV (deployme ectors obs ing Modifi ables repla	In addition, anytime there is a new cable (V (kilovolt) cables are being used to rment of 100 percent 7000 series 8-car observed the contractor installing rdification Instruction (EMI) for jumper, eplacement system wide, issued Recommended Reinspection? No							No	
		on cable rep		personne		te any defec	is during the						
Remedial Action	N/A												



Federal Transit Administration

Increation Data	YYYY	MM	DD	Report Number	20170621-WMATA-WP-3				
Inspection Date	2017	06	21	Report Number	20170621-000	VIATA-V	VP-5		
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency DepartmentRTRASub- Department		ROCC			
	I	Name		Email	Office Phone	e	Mobile Phone		
Rail Agency Department Contact Information									
Inspection Location	Rail Operatic 3500 Pennsy Landover, M		nter (ROCC)						

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 I	nspection Sub	ject	ROCC R	ules Co	ompliance O	bservation		Activity Co	ode	ROC	CC	RC	OBS
Job Briefing Employee Name/Title	N/A					mpanied ector?	No Out Brief Conducted		No	Time	0900- 1330		Outside Shift	No
Related Reports		Management I Final Report, Ju	•		Related CAPS / Findings Required Actions: R-1-6-a, R-1-6-b						· · · ·			
	Ref			Rule or S	OP	Standard			Other / T	Other / Title			cklist Refei	ence
Related Rules, SOPs, Standards, or Other	and Pro Handbo Permar	ail Safety Rule ocedures ook (MSRPH); ; oent Orders: 6-10, No. R-17	and	Section 1 (Radio U Operatio Rules 1.6	sage ai n):									
	Main Track	Yard	Stati	on C	OCC	RTA Facility	FTA Office		At-grade	e Tui	nnel	Ele	evated	N/A
Inspection Location					х			Track Type						x
Line(s)	N/A	Track		N/A		Chain Ma	rker		From	·			То	
Line(S)	N/A	Numb	er	N/A		and/or St	ation(s)	N/A	N/A		N/A			
Vehicles	Head	Car Number	١	Number c	of Cars	Equip	ment	N/A						

Inspector in Charge - Signature				Date
		WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWE DN: c=US, o=U.S. Government, ou=FT Date: 2017.07.05 10:49:19 -04'00'	LL AHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team			
Winslow Powell	Chris Difatta			



	N/A	N/A				
		onducted Rules Complia			Number of Defects	0
		nter (ROCC). The inspect ole 3 for compliance with	Recommended Finding?	No		
	Procedures Handbook			Remedial Action Required?	No	
Description	and T-16-10, as well as Inspector observed the were compliant with P Permanent Order No. I radio protocol when th identification or self ar marker), and reason fo signals and "prohibit e: Management (AIM) Sy ensuring the track unit clearance. RTC contact the location of personr The RTC ensured that a crew and positioned in work/walk zones. The	served the requirements proper radio procedures foul time requests for t ermanent Order No. R-1 R-17-03 (Advanced Mobi ey called on/off over the d work crew, location of r request. The rail traffic kits" as well as human fo stem. RTC required 100% s were in receipt of and ed trains in the vicinity r hel, as applicable. In advanced mobile flagg proper location/place to RTC documented call on, id not note any defects.	s on the Ops 3 conso hree work groups. Al 7-02 (granting foul tii ile Flagger). All perso e radio; including pro f foul time request (s c controllers (RTC) est orm, via the Advanced 6 and word-for-word repeated back full ins egarding the foul tim ger (AMF) was assign o warn trains on appr /off times.	le. The FWSO I requests me) and nnel followed per tation or chain tablished red d Information repeat backs, structions and re request and ed to each	Recommended Reinspection?	No
Remedial Action	N/A					



Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170621-WMATA-WP-1				
inspection Date	2017	06	21	Report Number	20170021-001	VIATA-V	VP-1		
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department RTRA Sub- Department		ROCC			
	-	Name		Email	Office Phone	e	Mobile Phone		
Rail Agency Department Contact Information									
Inspection Location	Rail Operatic 3500 Pennsy Landover, M		nter (ROCC)						

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 S	ubject	ROCC R	ules Co	ompliance O	bservation		Activity Co	ode	ROC	C RC	OBS
Job Briefing Employee Name/Title	N/A					ompanied ector?	N/A Out Brief Conducted		Yes	Time	0130- 0510	Outside Shift	e Yes
Related Reports		Managemen Final Report,		Related CAPS / Findings Required Actions: R-1-6-a R-1-6-h; R-1-					; R-1-9-a	l-a			
	Ref			Rule or S	SOP		Standard		Other / T	ïtle		Checklist Ref	erence
Related Rules, SOPs, Standards, or Other	and Pr Handb Perma	rail Safety Ru rocedures book (MSRPH) inent Orders: 16-10 and No	; and	Section : (Radio U Operatio Rules 1.6	lsage ai on):								
	Mair Tracl	Yard	Stat	tion (CC	RTA Facility	FTA Office	T	At-grade	e Tu	nnel	Elevated	N/A
Inspection Location					Х			Track Type					х
Line(s)	N/A	Trac Num		N/A		Chain Mar and/or Sta		N/A	From To N/A			·	

Inspector in Charge - Signature			Date
	WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou Date: 2017.07.05 10:53:32 -04'00'	=DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team		
Winslow Powell	Tamara Powell		



Vehicles N/A N/A Equipment N/A WSO inspector conducted a Rules Compliance observation at the Rail Operations Control Centrol (ROCC). The inspector observed activities on operations (Ops) Cansole 1 for compliance with the Metrorali Safety Rules and Procedures activities and radio procedures. Number of Defects 0 Readial Concounce of the ray transmission with "over" and "out" until the communication loop was concluded. • Readial Action Required? No Proceedings • The RTC astronovefaged all radio requests and ended each transmission with "over" and "out" until the communication loop was concluded. • The RTC astronovefaged all required documentation checklists word read back. • The RTC astronovefaged all required documentation checklists word read back. • The RTC astronovefaged all required documentation checklists word read back. • The RTC mate appropriate regime documentation checklists word read back. • The RTC astronovefaged all required documentation checklists word read back. • The RTC mate appropriate regime documentation checklists word read back. • The RTC mate appropriate regime documentation checklists word read back. • The RTC mate appropriate regime documentation checklists word read back. • The RTC mate appropriate regime and location of ascess, the estabilished roadway access and four line, level of protection, and other requiced information Management (AlW) Screent at the beginning of the		Head Car Number	Number of Cars				
Description Control Center (ROCC). The inspector observed activities on operations (Ops) Consoled 1 for compliance with the Metroralizafety Ruise and Procedures activities and radio procedures. Recommended Finding? No Readio Procedures and Protocols • The FWSO Inspector observed the rail traffic controllers (RTC) during each radio broadcast. The RTC acknowledged all radio requests and ended each transmission with "rover" and "ord" until the communication loop was concluded. • The RTC made appropriate radio broadcasts that informed personnel of all operational anomalies and established roadway access protection in place (e.g., foul time). No Description Occumentation and Checklists with regard to raadway access and foul time, noting that the RTC maintained a written log of all gingar prohibit exits, human form, blocked track, and trains restricted by each request. Recommended Reinspection? No Description • An EWSO Inspector rolewere dail required documentation checklists with regard to raadway access and foul time, noting that the RTC maintained a written log of all gingal prohibit exits, human form, blocked track, and trains restricted by each request. Recommended Reinspection? No Description • An EWSO Inspector rolewered all required documentation checklists • An EWSO Inspector rolewere during that he logbook (paper records) acknowledging defects on the line. Recommended Reinspection? No Description • An EWSO Inspector rolewere during that dependencial with the mean could be appropriate radio protocolal with emain anorun, that All approximal followere approprise	Vehicles	N/A	N/A	Equipment	N/A		
Description Console 1 for compliance with the Metrorial Safety Rules and Procedures sativities and radio procedures. No Remedial Action Required?						Number of Defects	0
Description Remedial Action Required? No The FWSD Inspector observed the rail traffic controllers (RTC) during each ratio broadcast. The RTC acknowledged all radio requests and ended each transmission with "over" and "over" out" over" out "over" out "over" out" over" out" over" out "over" out" over" out" over" out" over" out "over" out" over" out" over" out "over" out" over" out" over" out" over" out "over" out" over" out" over" out" over" out" over" out" over" out "over" out" over" out" over" out" over "out" out the communication of out out on out on out on out on out						Recommended Finding?	No
Description Radio Procedures and Protocols The FWSD Inspector observed the rail traffic controllers (RTC) during each ratio broadcacts. The RTC acknowledged all radio requests and ended each transmission with "over" and "over" und "over" u						Remedial Action Required?	No
work/walk zones. The second crew only needed to access a power room; therefore, no AMF was required. o The RTC documented the process on the maintenance roadway access and foul time checklists, accordingly. The FWSO Inspector did not note any ROCC rules compliance defects. N/A		activities and radio pro Radio Procedures and o The FWSO I each radio & ended each communica o The RTC ens instruction, word read & o The RTC ma of all operat protection i Documentation and Cl o The FWSO I with regard maintained recorded all required inf o The foul tim Metro rules access, the blocked trad o An FWSO In Advanced Ir his shift, as defects on t The FWSO Inspector of requests were complia and Permanent Order o All personne on/off over crew, the lo the reason f o RTC requires track and hu o RTC requires track and per- mark and per- crew and per- work/walk a room; there o The RTC do and foul tim The FWSO Inspector of the location o An advance	Protocols nspector observed the rationadcast. The RTC acknown transmission with "over tition loop was concluded sured each unit or operation clearance, and transmission ack. de appropriate radio brown tional anomalies and estation in place (e.g., foul time). hecklists nspector reviewed all recor- to roadway access and f a written log of all person I call-on/call-off times, lee formation to manage and the checklists were proper and permanent orders; establishment of red sign ck, and trains restricted b information Management well as initial the logbool the line. beserved the foul time request for the request. shed red signals and "pro- uman form, via the AIM sid 100% and word-for-work were in receipt of and rep- ted trains in the vicinity ru- no of personnel, as applica di mobile flagger (AMF) w cones. The second crew of afore, no AMF was requir cumented the process or the checklists, accordingly	ail traffic controllers bwledged all radio re " and "out" until the tor acknowledged ea sion with 100 percer badcasts that inform ablished roadway ac quired documentatio oul time, noting that me on the roadway ac diverse of protection, and monitor access and the on the roadway vel of protection, and monitor access and the on the roadway vel of protection, and monitor access and the on the roadway vel of protection, and al prohibit exits, hu by each request. Ing RTC electronically t (AIM) screen at the k (paper records) ac quests for two work is r No. R-17-02 (Grant Mobile Flagger). Tadio protocol when ber identification or set (station or chain whibit exits," as well a system. ord repeat backs, en- peated back full inst egarding the foul tim ble. vas appropriately as warn trains on appro- only needed to access red. In the maintenance ref.	(RTC) during equests and ach operating it word-for- ed personnel cess on checklists t the RTC y with id other I coordination. dance with ocation of man form, y sign onto the beginning of knowledging groups. The cing Foul Time) they called self and work marker), and as blue block suring the ructions and ne request and signed to one pach to ss a power padway access	Recommended Reinspection?	No



Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170622 \		C 1			
inspection Date	2017	06	22	Report Number	20170622-WMATA-AG-1					
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	ТКІМ		
	1	Name		Email	Office Phone	e	N	1obile Phone		
Rail Agency Department Contact Information										
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	Inspe	ction Sub	ject	Roadwa	ıy Work	er Protect	ion – Job Saf	ety Briefing	Activity Co	ode	TR	К	JSB	OBS	
Job Briefing Employee Name/Title	Advar 6699	nce Wa	Unit # 630 tchman T Init # 636!	RST U			Jnit # Accompanied Inspector?		Yes	Out Brief Conducted	Yes	Time	1000 1500		Outside Shift	No
Related Reports	N/A					Relate	ed CAPS /	Findings	N/A							
	Ref				Rule or S	OP		Standard		Other / 1	Title		Che	cklist Refer	ence	
Related Rules, SOPs, Standards, or Other	RWPN	Л														
Standards, or other																
	Mai Trac		Yard	Stat	ion C	осс	RTA Facility	FTA Office		At-grad	e Tur	nnel	Ele	evated	N/A	
Inspection Location	х			х					Track Type	x	x x					
Line(a)	E Ling		Track		trock 2	Chain Ma		rker		From			То			
Line(s)	F-Line	2	Numbe	er	track 2	and/or St		ation(s)	CM F2 479+0	00 CM F2 403+00						
	Hea	d Car N	lumber		Number o	of Cars										
Vehicles		N/A			N/A	L	Equip	oment	N/A							

Inspector in Charge - Signature	DAM ANTHONY GIOVANDO	Digitally signed by ADAM ANTHONY GIOVANDO DN: c=U5, o=U.5. Government, ou=FRA FRAFtWorth ANTHONY GIOVANDO Date: 2017.06.29 13:37:43 -05'00'	Date hTX, ou=DOT FRAFtWorthTX, cn=ADAM
Inspector in Charge – Name Adam Giovando	Inspection Team Alexander Nepa, Lee Emard		



	TRST unit 6302 conducted a job safety briefing at Suitland Station (F10). The	Number of Defects	0
	briefing was fully compliant with WMATA Roadway Worker's Protection Manual (RWPM) requirements. It included WMATA badge-level verification, type of	Recommended Finding?	No
	protection, train approach warning, (TAW) with an advanced mobile flagger	Remedial Action Required?	No
Description	 (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. No exceptions were taken to the job safety briefing. 	Recommended Reinspection?	No
Remedial Action	N/A		

Activity Summaries

Inspection Activity #	2 In	spection Sub	ject	Track Ins	rack Inspection Observation Activity Code TR						TR	<	WI	OBS
Job Briefing Employee Name/Title	Advance # 6699	RST Unit # 630 Watchman T ST Unit # 636	RST Uni	nit Accompanied Inspector?			Yes	Out Brief Conducted	Yes	Time	1000 1500	c	Outside Shift	No
Related Reports	2016041	.0-WMATA-TO	6B-1		Relate	d CAPS / I	indings	Remedial Act CAPs: R-2-18		-	nd 472;			
Related Rules, SOPs,	Ref		F	Rule or S	OP		Standard		Other / T	ïtle		Checkl	ist Refer	ence
Standards, or Other	TRST-10	00 rev. 6												
Inspection Location	Main Track	Yard	Statio	on O	СС	RTA Facility	FTA Office	Track Type	At-grade	e Tu	nnel	Eleva	ited	N/A
	х							Hack Type	x		x			
Line(s)	F-Line	Track Numbe	er	track 2		Chain Ma and/or St		CM F2 479+0	From 0		CM F2	2 403+0	To D	
Vehicles		Car Number	N	lumber o N/A		Equip	ment	N/A			<u> </u>			
		spectors perf two of the F-							Number	of Defect	s			5
	UILLIACK	two of the F-	line bei	tween ci	IVI FZ 47:	9+00 anu			Recomm Remedia		-			Yes Yes
Description	complian • •	Suitland (F station (ET TRST 1000) Station (F1 handle nee TRST 1000) 471+50, or the relay ra Permanen 6178 track hand signa 18-A and R Permanen 6120 track to reduce s	defect 10) Stat 5 Box) r defect 0) platfi ds repa defect the fie iil is allo t Order 2, CM 4 ls to pro -2-19-A t Order 2, CM 4 peed to pork grou	t 3.1.2.5 : tion platf needs rep t 3.1.2.5 : form on t air. t 10:17.4 eld side b owing a t 7.16-07 431+00, f roceed. TI A. 7.16-07 403+00, f o half-tra up at a s	At CM F form on pair. At CM F track two track two trip-fall I defect: the train his defect the train ack spee peed in	F1 448+36 track one F2 448+36 o, the ligh een CM F2 the runni hazard. At 1215 h operator ct is addre At 1250 h operator d, as requ excess of	, located at t the light en at end of th t ETS Box an 2 476+00 and ng rail and th ours, head e did not ackr ssed in FWS ours, head e failed to sou ired. The tra 10 mph. This	the end of hergency trip e Suitland d latching d CM F2 he cat-walk, nd number howledge O CAPs R-2- nd number und the horn in appeared to	Recomm	ended Re	einspect	ion?		Yes



	FWSO Inspectors verified the completion of the following remedial actions previously issued in FWSO report 20160410-WMATA-TGB-1: • Remedial Action ID # 470 • Remedial Action ID # 471 • Remedial Action ID # 472							
Remedial Action To achieve compliance with WMATA's requirements: • 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.								



Federal Transit Administration

laser attack	YYYY	MM	DD	Demost Number	20170622 14/14474 714/ 1					
Inspection Date	2017	06	22	Report Number	20170622-001	0170622-WMATA-TW-1				
Rail Agency Name	Washington Authority (W	Metropolitan /MATA)	Area Transit	Rail Agency Department	Car Maintenance (CMNT)	Sub- Dep	artment	Inspection		
	I	Name		Email	Office Phon	e	N	Aobile Phone		
Rail Agency Department Contact Information										
Inspection Location	New Carrolto	on Yard (D99)								
nspection Summary										
				- 1		1		1		
Inspection Activity #	1		2	3	4		5	6		
• •	1 VM-SI-	OBS	2	3	4		5	6		
Activity Code	_	OBS	2	3	4		5	6		
Activity Code Inspection Units	VM-SI-	OBS	2	3	4		5	6		
Activity Code Inspection Units	VM-SI-	OBS	2	3	4		5	6		
Inspection Activity # Activity Code Inspection Units Inspection Subunits Defects (Number) Recommended Finding	VM-SI- 1		2	3	4		5	6		

Activity Summaries

Recommended Reinspection

No

Inspection Activity #	1	Ins	pection Subj	ect		Shop Observations – New Carrollton Yard Service and Inspection Facility (D99)				Activity Co	ode	VN	N	SI	OBS	
Job Briefing Employee Name/Title	N/A	/Α					mpanied ector?	No	Out Brief Conducted	Yes	Time	070 100	-	Outside Shift	No	
Related Reports	N/A					Relat	ed CAPS /	Findings	N/A							
	Ref				Rule or S	OP		Standard		Other / T	ïtle		Chec	klist Refei	ence	
Related Rules, SOPs, Standards, or Other	N/A				N/A			N/A								
·																
Increation Location	Ma Tra		Yard	Stati	on C	СС	RTA Facility	FTA Office	Treak Turne	At-grade	e Tui	nnel	Elevated		N/A	
Inspection Location							х		Track Type						х	
11(-)			Track				Chain Ma	Chain Marker			From			То		
Line(s)	N/A		Numbe	r	N/A		and/or St	/or Station(s) N/A			N/A					
	Hea	ad Ca	r Number	1	Number c	of Cars			Under Floor (⁻ Car Hoist (Manual Wheel Stops)						
Vehicles		N	I/A	N/A				ment	Newly constr maintenance	tructed platform for 7K roof-mou ce				d equipm	ent	
Description		FWSO Inspectors observed the latest evolution						volution in their corrective action follow-			Number of Defects				0	
	up to the Alexandria derailment on April 17, 2017 been to increase the visibility of the presence of t						-			Recommended Finding?				N/A		
	been	10 11	crease the vi	SIDIIII	y or the p	nesenc	e or the ma	anuai wheel	stops. The	Remedia	l Action F	Require	ed?		No	

sujjicient unu ejjective.		
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: 2017.06.28 09:42:49 -05'00'
Inspector in Charge – Name Winslow Powell	Inspection Team Tom Wozniak, Bill Hultsch	

arous stops high- lengt atter adds WHE flag (the v main manu facili and s FWS0 18, a Serie Figur (see consi platfu (2.) T drop preve FWS0 Instru the p Figur addr	on for this action is to mitigate overlooking them during the required walk- ind prior to moving vehicles off the hoist. Initially, WMATA repainted the s with high-visibility coatings. They later changed the original metal stops to -visibility plastic. These have two stops connected by a cord at a precise th to allow placement of the stops under both sides of a wheel with an indant long handle for easy installation and removal. The latest enhancement is a high visibility flag that is approximately 3" wide by 18" long with "REMOVE EEL CHOCK BEFORE TRAIN MOVEMENT" boldly written down the length of the (see Figure 1). This flag is clipped on the under-car body near the location of wheel chocks (see Figure 2). A service bulletin is to be issued to all ntenance locations. However, it is pending WMATA's receipt of the new ual wheel stops and flags in sufficient quantities for all of their maintenance ities. FWSO Inspectors take no exception to WMATA's progress in establishing standardizing how manual wheel stops are used with in-floor car hoists. O Inspectors observed the construction of elevated platforms on track #s 20, and 17 being installed to accommodate roof-mounted equipment on the 7000 es vehicles. The platforms on track #s 18 and #17 have been completed per design Figure 5). However, WMATA has issued orders not to use the newly tructed platforms on track #s 18 and #17 have been completed per design Figure 5). However, WMATA has issued orders not to use the newly tructed platforms on track #s 0. Ans openings that could allow upped tools to fall through to personnel below; and (3.) There is no railing to ent personnel from falling when no vehicle is present. O Inspectors also reviewed WMATA's "Rooftop Access Platform Operating fuctions," dated 5/26/17, developed to instruct personnel on the safe use of olatforms (see Figure 4). Currently, use of the platforms on track # 20. O Inspectors took no exception to WMATA's safety precautions for use of e platforms. spection is recommended following development, issuan	Recommended Reinspection?	Yes
---	--	---------------------------	-----



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



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



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



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.



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

	YYYY	MM	DD						
Inspection Date	2017	06	22	Report Number	20170622-WMATA-WP-1				
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	POWR	Sub- Depart	tment	СМ	
		Name		Email	Office Phone	e l	N	lobile Phone	
Rail Agency Department Contact Information									
Contact Information									
Inspection Location	Gallery Place	Chinatown (B	01) – AC Electric	cal 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 Required¹ No No **Recommended Reinspection** No No

Activity Summaries

Inspection Activity #	1	Inspection Su	ıbject	Gallery	Place C	hinatown (B	301) – Job Sa	fety Briefing	Activity Co	de	TF	D	JSB	OBS
Job Briefing Employee Name/Title	WMAT	TA Power Pers	onnel			Accompanied Inspector?		Out Brief Conducted	Yes	Time	0100 0500		Outside Shift	Yes
Related Reports	N/A					ed CAPS / I	indings	N/A						
	Ref			Rule or S	OP		Standard		Other / T	itle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	RWPN	1												
Standards, or other														
	Main Track	Vard	Stat	ion (CC	RTA Facility	FTA Office	T	At-grade	e Tui	nnel	Elev	ated	N/A
Inspection Location			×	[Track Type						Х
1	D.L.	Trac	k	N1/A		Chain Ma	rker	From			То			
Line(s)	B-Line	Num	ber	N/A		and/or St	ation(s)	N/A			N/A			
	Head	d Car Number		Number	of Cars									
Vehicles		N/A		N/A	A	Equip	ment	N/A						
Description		•				•		personnel. All	Number	of Defect	s			0
Description	persor	nal protective	equipm	ent (PPE)) and roadway worker protection (RWP) IDs				Recommended Finding?					No

Inspector in Charge - Signature				Date
		WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou= Date: 2017.06.28 09:55:07 -04'00'	DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team			
Winslow Powell	Tino Sahoo			



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

Inspection Activity #	2	Insp	pection Sub	ject	Room		natown (B01) - Switchgear Co		Activity Co	ode	TP	,	RM	OBS
Job Briefing Employee Name/Title	WMA	TA Po	ower Persor	nnel	Accompanied Inspector? Yes Out Brief Conducted			Yes	Time	0100- 0500		Outside Shift	Yes	
Related Reports	N/A				Related CAPS / Findings N/A				·					
	Ref				Rule o	r SOP	Standard		Other / T	itle		Chec	klist Refere	ence
Related Rules, SOPs, Standards, or Other														
Inspection Location	Ma Tra		Yard	Station	осс	RTA Facility	FTA Office	Track Tura	At-grade	e Tu	nnel	Elev	vated	N/A
Inspection Location				Х										х
Line(s)	B-Lin	е	Track I	Number	her N/A Chain Marker				From				То	
						and/or S	tation(s)	Gallery Place	(B01) – AC R	oom	Galler	y Place	e (B01) – A	C Room
Vehicles	Неа		r Number /A		r of Cars /A	Equi	oment	Secondary Ma	ain Breaker					
	trout) Insp lesho	ectors obse ooting the se	erved WMATA	, l's power n breaker	on the 48	0 V AC switch		Number	of Defect	s			0
		d not break		ept tripping "	opening"	when tryir	ng to rack-in th	ne secondary	Recomm	ended Fir	nding?			No
									Remedia	l Action F	Required	1?		No
Description	probl The F switc then as the main opera	em an Progra hgear was the secc break ation w	nd rack-in th ammable Lo r to clear the ripped or "c ondary main ker was rack was necessa	ne secondary gic Controller e fault that th opened." The b breaker was ked-in or "ene ary to fix the p and WMATA p	main bre (PLC) ma e PLC wa primary r racked-ir rgized" a problem.	aker witho in fuses we s incorrect main break n, or "energ nd did not	ut it tripping o ere pulled out ly seeing. The er on the sam gized". Last, th	on the AC tie breaker e utility feed he secondary ct sequence of	Recommended Reinspection? No					No
Remedial Action	N/A													



Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170623-WI		C 1	
inspection Date	2017	06	23	Report Number	20170025-001	VIATA-A	-1 -1	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST Sub-Department Production			
	1	Name		Email	Office Phon	e	N	1obile Phone
Rail Agency Department Contact Information								
Inspection Location	A-Line, track	s 1 and 2, betv	ween Twinbroo	k (A13) and Shady Grove	e (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	Inspec	tion Sub	ject	Roadwa	y Work	er Protect	ion – Job Safe	ety Briefing	Activity Co	ode	TR	K	JSB	OBS
Job Briefing Employee Name/Title	_	Unit 619 C, TRST L	98 Jnit 619		Accompanied Inspector?			No	Out Brief Conducted	No	Time		00 30	Outside Shift	No
Related Reports	N/A				Related CAPS / Findings			N/A							
	Ref				Rule or S	SOP Standard			Other / 1	ītle		Che	cklist Refer	ence	
Related Rules, SOPs, Standards, or Other	RWP	Μ													
Standards, or other															
In an action I anotion	Mai Trac		Yard	Stati	on C	осс	RTA Facility	FTA Office	Tuesda Taures	At-grad	e Tu	nnel	Ele	evated	N/A
Inspection Location	х			х					Track Type	x					
line(a)	A 1 :	_	Track		tracks	1	Chain Ma	rker		From				То	
Line(s)	A-Lin	е	Numbe	er	and 2		and/or St	ation(s)	Twinbrook (A	.13)		Shady	y Gro	ve (A15)	
	Hea	ad Car N	umber	1	Number c	of Cars									
Vehicles		N/A			N/A		Equip	ment	N/A						

Inspector in Charge - Signat	Date Digitally signed by ADAM ANTHONY GIOVANDO DN: c=U.S. GUYENMENT, ou= Date Date: Digitally signed by ADAM ANTHONY GIOVANDO DN: c=U.S. GUYENMENT, ou= Date Date: Digitally signed by ADAM ANTHONY GIOVANDO DN: c=U.S. GUYENMENT, ou= Date
Inspector in Charge	Inspection Team
Adam A. Giovando	Alexander Nepa & Lee Emard



	,	safety briefin	0		'			dy Grove with WMATA's	Number					0
Description								cluded WMATA	Recomm	ended Fi	nding?			No
								al hazards, hot	Remedia	Action I	Require	ed?		No
		ospital location ptions were t		-	-			the day.	Recomm	ended Re	einspeo	ction?		No
Remedial Action	N/A													
Inspection Activity #	2 In	spection Sub	ject	Surge 1	.6 Inspe	ection			Activity Co	de	TF	RK	WI	PI
Job Briefing Employee Name/Title	TRST Un RWIC, TI	it 6059 RST Unit 6198	3			mpanied ector?	Yes	Out Brief Conducted	No	Time	10 14		Outside Shift	No
Related Reports	N/A				Relat	ted CAPS /	Findings	N/A						
	Ref			Rule or S	SOP		Standard		Other / T	itle		Checkl	ist Refer	rence
Related Rules, SOPs, Standards, or Other	TRST 100	00												
	RWPM													
Increation Location	Main Track	Yard	Stat	ion (CC	RTA Facility	FTA Office	Treak Type	At-grade	e Tu	nnel	Eleva	ited	N/A
Inspection Location	х		х	(Track Type	x	x				
Line(s)	A-Line	Track		tracks	1	Chain Ma	rker		From				То	
Lille(S)	A-LITTE	Numb	er	and 2		and/or St	ation(s)	Shady Grove	(A15) Twinbrook (A13)					
Vehicles	Head C	Car Number		Number	of Cars	Equin	ment	N/A						
Verneles		N/A		N/A	A	Eduib							-	
		spectors per			• •			up Quality ork performed	Number	of Defect	ts			4
		-						pe of work for	Recomm	ended Fi	nding?			Yes
		б, (А13-А15).		,	0				Remedia	Action I	Require	ed?		Yes
Description		were reins Throughou gap settin TRST 1000 Throughou reinstalled report (Ph Ties instal showed no	: ut the stalled ut the gs for f 13.3. ut the l at the oto 3) led on p cons	Surge are too close Surge are thermal e 12 Surge are e time of . TRST 10 track 2 b istency in	ea, track e to insu ea, track expansion ea, track the fina 00 13.3 etween tie spa	ks 1 and 2 t ulators (Pho ks 1 and 2 t on were no k 2 third rai al walk, as p 3.4 n Rockville (hird rail supp oto 1). TRST : hird rail expa t consistent I anchors we her the scope A14) and Tw nters range	oort brackets 1 000 13.3.13 ansion joint (Photo 2).	Recomm	ended Re	einspeo	ction?		Yes
Remedial Action	To achie	WMATA n WMATA n	nust ac nust ac nust re	djust thiro djust thiro einstall th	d rail su d rail ex ird rail a	pport bracl pansion joi anchors on	nt gaps on tr tracks 1 and	s 1 and 2 from S racks 1 and 2 fro 2 from Shady G ockville (A14) to	im Shady Gr irove (A15) t	ove (A15 to Twinbr) to Tw	inbrook		



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.



Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170623-WMATA-WP-1				
inspection Date	2017	06	23	Report Number					
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	POWR Sub-Department CBL			CBL. IN.	
		Name		Email	Office Phon	e	N	1obile Phone	
Rail Agency Department Contact Information									
Inspection Location	Brookland-C	UA (B05) to Fo	ort 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	Inspec	ction Sub	ject			kland-CUA (vile Work Cr		ifety Briefing	Activity Co	ode	Т	Р	JSB	OBS
Job Briefing Employee Name/Title	WMA	ATA RW	IC			Accompanied Inspector?		Yes	Out Brief Conducted	Yes	Time	100 14		Outside Shift	No
Related Reports	N/A					Related CAPS / Findings N/A									
	Ref					Rule	or SOP	Standard		Other / 1	Title		Cheo	klist Refer	ence
Related Rules, SOPs, Standards, or Other	WMATA PERMANENT ORDER R-17- 03 ADVANCE MOBILE FLAGGER (FRIDAY APRIL 28, 2017) RWPM														
Inspection Location	Mai Trac		Yard	Station	C	DCC	RTA Facility	FTA Office	Track Type	At-grad	e Tui	nnel	Ele	vated	N/A
	Х									Х					
Line(s)	B-Lin	e	Track	Number		track 2		Marker Station(s)	N/A	From			To N/A		
Vahialaa	Hea	nd Car N	umber	Numb	ber c	of Cars	E au Lu		N1/A						
Vehicles		N/A			N/A		Equip	ment	N/A						
Description	FWS) persoi	nnel rece	ived a job s	afety	y briefi	ng from the	WMATA roa	adway worker	Number	of Defect	s			0

Inspector in Charge - Signature			Date
	WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou= Date: 2017.07.05 10:57:53 -04'00'	DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team		
Winslow Powell	Tino Sahoo		



	. ,			•	• •	,		Recomm	ended Fi	inding?	1		No	
WMATA spots, ha used as p In addition required ADVANC of WMA calibrate The AMF (next state amber late platform	RWIC cover szards, clears part of the d on to the rec equipment E MOBILE FI TA-approved d working ra d working ra d id notify R tion ahead i intern /E-flar (8-car mark	ed the neard ance areas, o iscussion. quired PPE, / and followe LAGGER (FRI d flashing an adio, air horn WIC via pos n the directi re and orang er or end ga	Advan d "Wi DAY A nber la n, and itive c ion the ge flag ate). N	ospital a nunicati nced Mc MATA P APRIL 28 antern/ d whistle commune mobil g had be lo excep	nd safety on, and Ro bbile Flagg ERMANEI 3, 2017)." E-flare, or e. nication (p e crew wa een positic otions wen	rule of the da badway Acce er (AMF) did NT ORDER R- This equipme range flag (18 phone) that h siked), and th poned at the e	ay. The hot ss Guide were have the 17-03 ent consisted i'x18') ne was in place he flashing				No			
N/A														
2 In	spection Su	bject		Walkin	g Observa	ition (Cable I	nspection)	Activity Co	ode	Т	Р	WI	OBS	
				Accompanied Inspector? Yes Out Brief Conducted			Yes	Time				No		
N/A				Relate	d CAPS / I	Findings	N/A							
Ref				Rule or	SOP	Standard		Other / 1	Title		Checkli	st Refer	ence	
INSTRUC EXPANSI POWER	TIONS (EMI) ON, AND TR CABLES REPI	FOR JUMPE ANSITION	ER,											
Main Track	Yard	Station	00	сс	RTA Facility	FTA Office	Track Type	At-grad	e Tu	innel	Eleva	ted	N/A	
Х								X				_		
B-Line	Track	Number		track 2			Brookland			Eo	rt Totton			
		Num					N/A	-COA (605)			it fotten	(000)		
FWSO in	spector obse		TA tra					Number	of Defec	ts			0	
								Recomm	ended F	inding?	•		No	
each issu	e observed	by the team	. The	issues r			0 1	Remedia	Action	Requir	ed?		No	
The FWS Other No • TRI • TRI	O Inspector otable Obse	did not not rvations: 00 – Jumper 00 – Jumper	e any r cable r cable	es were es were	lying on t		Imper cables	Recommended Reinspection? N						
	Protection WMATA spots, ha used as p in addition required ADVANC of WMA calibrate The KWS The FWS N/A The FWS N/A 2 In WMATA N/A 2 In WMATA N/A 2 In WMATA N/A 2 In WMATA N/A Ref TRST 100 DD-TP-S2 ENGINEE INSTRUC EXPANSI POWER O SYSTEM Main Track X B-Line FWSO in performing (B05) an each issu for night The FWS	protection (RWP) IDS WMATA RWIC cover spots, hazards, clear used as part of the d In addition to the rec required equipment ADVANCE MOBILE FI of WMATA-approved calibrate working ra ADVANCE MOBILE FI of WMATA-approved calibrate working ra fine rate of the rec required equipment ADVANCE MOBILE FI of WMATA-approved calibrate working ra fine rate of the rec required equipment ADVANCE MOBILE FI of WMATA-approved calibrate working ra fine rate of the rec required equipment ADVANCE MOBILE FI of WMATA-approved calibrate working rate fine rate of the rec required equipment Main the rate of the rec reach issue observed for nighttime cable rate other rotate cable rate from the rate of the rec rece of the rate of the rate for nighttime cable rate for nighttime cable rate for rate of the rate of the rate of the rotate of the rate of the rate of the rotate of the rate of the rate of the rotate of the rate of the rate of the rate of the rate of the rotate of the rate of the rat	protection (RWP) IDs were check WMATA RWIC covered the near spots, hazards, clearance areas, used as part of the discussion. In addition to the required PPE, required equipment and follower ADVANCE MOBILE FLAGGER (FRI of WMATA-approved flashing an calibrated working radio, air hor The AMF did notify RWIC via pos (next station ahead in the directi amber lantern /E-flare and orang platform (8-car marker or end ga platform (8-car marker or end ga platform (8-car marker or end ga N/A N/A 2 Inspection Subject N/A Ref TRST 1000 DD-TP-SSI-013 ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPI EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEMWIDE Main Track Yard Station A B-Line Track Number Main N/A FWSO inspector observed WMAT PGOTER CABLES REPLACEMENT SYSTEMWIDE FWSO inspector observed WMAT PGOTER a cable inspection or (BO5) and Fort Totten (BO6). WM each issue observed by the team for nighttime cable reparties rews The FWSO Inspector did not not STRK 2 CM 220+00 – Jumper TRK 2 CM 240+00 – Jumper TRK 2 CM 240+00 – Jumper	protection (RWP) IDs were checked ar WMATA RWIC covered the nearest ho spots, hazards, clearance areas, commused as part of the discussion. In addition to the required PPE, Advar required equipment and followed "W ADVANCE MOBILE FLAGGER (FRIDAY / of WMATA-approved flashing amber I calibrated working radio, air horn, and The AMF did notify RWIC via positive of (next station ahead in the direction th amber lantern /E-flare and orange flag platform (8-car marker or end gate). N The FWSO Inspector did not note any N/A Ref TRST 1000 DD-TP-SSI-013 ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEMWIDE Main Yard Station O X VA Vard Station O Ref: Head Car Number Number of N/A FWSO inspector observed WMATA tra performing a cable inspection on trace (B05) and Fort Totten (B06). WMATA is each issue observed by the team. The for nighttime cable repair crews to fix The FWSO Inspector did not note any Other Notable Observations: - TRK 2 CM 220+00 – Jumper cable	protection (RWP) IDS were checked and the w WMATA RWIC covered the nearest hospital a spots, hazards, clearance areas, communicati used as part of the discussion. In addition to the required PPE, Advanced Mo required equipment and followed "WMATA P ADVANCE MOBILE FLAGGER (FRIDAY APRIL 22 of WMATA-approved flashing amber lantern/ calibrated working radio, air horn, and whistle The AMF did notify RWIC via positive commun (next station ahead in the direction the mobil amber lantern /E-flare and orange flag had be platform (8-car marker or end gate). No except The FWSO Inspector did not note any defects N/A MATA RWIC N/A Relate Ref MINATA RWIC DD-TP-SSI-013 FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEINWIDE Main Yard Station OCC MATA RWIC B-Line VIAR Station OCC N/A N/A FWSO Inspector observed WMATA traction per performing a cable inspection on track 2 of th (B05) and Fort Totten (B06). WMATA inspector each issue observed by the team. The issues of for nighttime cable repair crews to fix. The FWSO Inspector did not note any defects N/A N/A FWSO Inspector did not note any defects N/A N/A FWSO Inspector did not note any defects N/A N/A FWSO Inspector observet WMATA traction per for nighttime cable repair crews to fix. The FWSO Inspector did not note any defects Other Notable Observations: TRK 2 CM 240+00 – Jumper cables were TRK 2 CM 240+00 – Jumper cables were	protection (RWP) IDs were checked and the working lin WMATA RWIC covered the nearest hospital and safety spots, hazards, clearance areas, communication, and Ru used as part of the discussion. In addition to the required PPE, Advanced Mobile Flagg required equipment and followed "WMATA PERMANEN ADVANCE MOBILE FLAGGER (FRIDAY APRIL 28, 2017)." of WMATA-approved flashing amber lantern/E-flare, or calibrated working radio, air horn, and whistle. The AMF did notify RWIC via positive communication (p (next station ahead in the direction the mobile crew wa amber lantern /E-flare and orange flag had been positive platform (8-car marker or end gate). No exceptions were The FWSO Inspector did not note any defects. N/A N/A RWIC Ref Related CAPS / I Ref	protection (RWP) IDs were checked and the working limits were rev WMATA RWIC covered the nearest hospital and safety rule of the dispots, hazards, clearance areas, communication, and Roadway Acce used as part of the discussion. In addition to the required PPE, Advanced Mobile Flagger (AMF) did required equipment and followed "WMATA PERMANENT ORDER R- ADVANCE MOBILE FLAGGER (FRIDAY APRIL 28, 2017)." This equipme of WMATA-approved flashing amber lantern/E-flare, orange flag (12 calibrated working radio, air horn, and whistle. The AMF did notify RWIC via positive communication (phone) that fl (next station ahead in the direction the mobile crew walked), and th amber lantern /E-flare and orange flag had been positioned at the e platform (8-car marker or end gate). No exceptions were taken. The FWSO Inspector did not note any defects. N/A 2 N/A Related CAPS / Findings Ref MMATA RWIC N/A Related CAPS / Findings Ref Ref Right Station Subject N/A Related CAPS / Findings Ref Right Station Station Subject N/A Related CAPS / Findings Ref Right Station Station Subject N/A Related CAPS / Findings Ref Right Station Station Station Subject N/A Right Station Station Subject Ref Right Station	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. The AMF did notify RWIC via positive communication (phone) that he was in place (next station abead in the direction the mobile crew walked), and the flashing amber lantern /E-flare and orange flag had been positioned at the end of the platform (8-car marker or end gate). No exceptions were taken. The FWSO Inspector did not note any defects. N/A 2 Inspection Subject Valking Observation (Cable Inspection) WMATA RWIC Accompanied Inspector? Yes Ves Ves Ves Ves Ves Ves Ves	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. Remedia In addition to the required PPE, Advanced Mobile Flagger (AMF) did have the required equipment and followed 'WMATA PERMANENT ORDER R-17-03 Revere the required PPE, Advanced Mobile Flagger (AMF) did have the required equipment and followed 'WMATA PERMANENT ORDER R-17-03 Revere 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. 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. Activity CV N/A Related CAPS / Findings N/A Related CAPS / Findings N/A N/A Related CAPS / Findings N/A Regree and form (2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2	protection (RWP) 10s were checked and the working limits were reviewed. The WMATA RWIC covered the nearest hospital and safety rule of the day. The hot syots, hazards, clearance areas, communication, and Roadway Access Guide were required equipment and follower 'WMATA REMAINE' TO REMAINE' TO RER 13-703 Remedial Action to the required PPE, Advanced Mobile Flagger (AMF) did have the required equipment and follower 'WMATA REMAINE' TO REMAINE' TO RER 13-703 Remedial Action to the required PPE, Advanced Mobile Flagger (AMF) did have the required equipment and follower 'WMATA REMAINE' TO RER 13-703 Remedial Action to the required PPE, Advanced Mobile Flagger (AMF) did have the required equipment and follower 'WMATA REMAINE' TO RER 13-703 Reter Campanie (18'\L18') calibrate working radio, in the noro, and whistle. The AMF did notify RWIC via positive communication (phone) that he was in place (next station ahead in the direction the mobile crew walked), and the flashing amber latern (F-flare and orange flag had been positioned at the end of the platform (8-car marker or end gate). No exceptions were take. Retive Conducted Yes Time N/A Refeared CAPS / Findings N/A Refere Conducted Yes Time N/A Related CAPS / Findings N/A Other / Title Time N/A Related CAPS / Findings N/A V/A V/A </td <td>protection (RWP) IOs were checked and the working limits were reviewed. The WMATA RWIC covered the nearest hospital and safety rule of the day. The hot systs, hazards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion. Remedial Action Require required equipment and followed "WMATA PRIMAINENT ORDER R-17-03 ADVANCE MOBILE FLAGGER (FRIDAY APRIL 28, 2017). This equipment consisted of WMATA approved flashing amber lanternyt. Flane, orange flag (18/18/12) calibrated working radio, air horn, and whistle. Recommented Reinspective (next station ahead in the direction the mobile crew walked), and the flashing amber lanternyt. Flane and orange flag and been positioned at the end of the platform (8-car marker or end gate). No exceptions were taken. Activity Code T N/A Related CAPS / Findings N/A Imme 10 14 N/A <td< td=""><td>Protection (RWP) ID: were checked and the working limits were reviewed. The VMATA RWIC Covered the nearest hospital and safery rule of the day. The hot spots, harards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion. In addition to the required PPE, Advanced Mobile Flagger (AMF) did have the required equipment and followed "WMATA PERMARINT ORDER R-17-03 ADVANCE MOBILE FLAGGER (FIDAY APRL 28, 2017). "This equipment consisted of VMMATA aproved flashing amber lantern/F-frake, ronzge flag (18'x18') calibrated working radio, air horn, and whistle. The AMF did notify RWIC via positive communication (phone) that he was in place (next station abadi 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). Ne exceptions were taken. The FWSO Inspector did not note any defects. N/A Reference in the mobile of the mobile of the spectorin (Cable Inspection) N/A Related CAPS / Findings N/A Reference in the mobile of the spector? N/A Related CAPS / Findings N/A Reference in the mobile of the spector? N/A Related CAPS / Findings N/A Reference in the mobile of the spector in the mobile of the spector? N/A Related CAPS / Findings N/A Reference in the mobile of the spector in the mobile of the spector in the mobile of the spector? N/A Related CAPS / Findings N/A Reference in the common of the spector in the mobile of the spector in the spector i</td><td>protection (RWP) IDS were checked and the working limits were reviewed. The day. The hot spots, hazards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion. In addition to the required PPE, Advanced Mobile Flagger (AMF) did have the required quipment and followed "WMATA PRICA MODER (RIDAY APRIL 28, 2017)." This equipment consisted of WMATA approved flashing amber laterty."-Flare, orange flag (18/L8) calibrated working radio, air horn, and whistle. The AMF did notify RWIC via positive communication (phone) that the was in place (next station abaed in the direct we walked), and the flashing amber laterty."-Flare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned to the discussion to cable Inspection (Cable Inspection) N/A N/A Related CAPS / Findings N/A Ref Rule or SOP Standard N/A Related CAPS / Findings N/A Related</td></td<></td>	protection (RWP) IOs were checked and the working limits were reviewed. The WMATA RWIC covered the nearest hospital and safety rule of the day. The hot systs, hazards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion. Remedial Action Require required equipment and followed "WMATA PRIMAINENT ORDER R-17-03 ADVANCE MOBILE FLAGGER (FRIDAY APRIL 28, 2017). This equipment consisted of WMATA approved flashing amber lanternyt. Flane, orange flag (18/18/12) calibrated working radio, air horn, and whistle. Recommented Reinspective (next station ahead in the direction the mobile crew walked), and the flashing amber lanternyt. Flane and orange flag and been positioned at the end of the platform (8-car marker or end gate). No exceptions were taken. Activity Code T N/A Related CAPS / Findings N/A Imme 10 14 N/A <td< td=""><td>Protection (RWP) ID: were checked and the working limits were reviewed. The VMATA RWIC Covered the nearest hospital and safery rule of the day. The hot spots, harards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion. In addition to the required PPE, Advanced Mobile Flagger (AMF) did have the required equipment and followed "WMATA PERMARINT ORDER R-17-03 ADVANCE MOBILE FLAGGER (FIDAY APRL 28, 2017). "This equipment consisted of VMMATA aproved flashing amber lantern/F-frake, ronzge flag (18'x18') calibrated working radio, air horn, and whistle. The AMF did notify RWIC via positive communication (phone) that he was in place (next station abadi 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). Ne exceptions were taken. The FWSO Inspector did not note any defects. N/A Reference in the mobile of the mobile of the spectorin (Cable Inspection) N/A Related CAPS / Findings N/A Reference in the mobile of the spector? N/A Related CAPS / Findings N/A Reference in the mobile of the spector? N/A Related CAPS / Findings N/A Reference in the mobile of the spector in the mobile of the spector? N/A Related CAPS / Findings N/A Reference in the mobile of the spector in the mobile of the spector in the mobile of the spector? N/A Related CAPS / Findings N/A Reference in the common of the spector in the mobile of the spector in the spector i</td><td>protection (RWP) IDS were checked and the working limits were reviewed. The day. The hot spots, hazards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion. In addition to the required PPE, Advanced Mobile Flagger (AMF) did have the required quipment and followed "WMATA PRICA MODER (RIDAY APRIL 28, 2017)." This equipment consisted of WMATA approved flashing amber laterty."-Flare, orange flag (18/L8) calibrated working radio, air horn, and whistle. The AMF did notify RWIC via positive communication (phone) that the was in place (next station abaed in the direct we walked), and the flashing amber laterty."-Flare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned at the end of the platform (F-fare and orange flag had been positioned to the discussion to cable Inspection (Cable Inspection) N/A N/A Related CAPS / Findings N/A Ref Rule or SOP Standard N/A Related CAPS / Findings N/A Related</td></td<>	Protection (RWP) ID: were checked and the working limits were reviewed. The VMATA RWIC Covered the nearest hospital and safery rule of the day. The hot spots, harards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion. In addition to the required PPE, Advanced Mobile Flagger (AMF) did have the required equipment and followed "WMATA PERMARINT ORDER R-17-03 ADVANCE MOBILE FLAGGER (FIDAY APRL 28, 2017). "This equipment consisted of VMMATA aproved flashing amber lantern/F-frake, ronzge flag (18'x18') calibrated working radio, air horn, and whistle. The AMF did notify RWIC via positive communication (phone) that he was in place (next station abadi 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). Ne exceptions were taken. The FWSO Inspector did not note any defects. N/A Reference in the mobile of the mobile of the spectorin (Cable Inspection) N/A Related CAPS / Findings N/A Reference in the mobile of the spector? N/A Related CAPS / Findings N/A Reference in the mobile of the spector? N/A Related CAPS / Findings N/A Reference in the mobile of the spector in the mobile of the spector? N/A Related CAPS / Findings N/A Reference in the mobile of the spector in the mobile of the spector in the mobile of the spector? N/A Related CAPS / Findings N/A Reference in the common of the spector in the mobile of the spector in the spector i	protection (RWP) IDS were checked and the working limits were reviewed. The day. The hot spots, hazards, clearance areas, communication, and Roadway Access Guide were used as part of the discussion. In addition to the required PPE, Advanced Mobile Flagger (AMF) did have the required quipment and followed "WMATA PRICA MODER (RIDAY APRIL 28, 2017)." 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Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170625-WMATA-AG-1						
	2017	06	25								
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Sub- Department Pr					
	I	Name		Email	Office Phon	e	N	1obile Phone			
Rail Agency Department Contact Information		 									
Inspection Location	Safety Surge	afety 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	Inspec	tion Subj	ject	SafeTra	ck Test 1	Train Obs	ervation		Activity Co	ode	TR	K	RI	OBS
Job Briefing Employee Name/Title	N/A					Accon Inspec	npanied ctor?	Yes	Out Brief Conducted	N/A	Time	210 050		Outside Shift	Yes
Related Reports	N/A					Relate	Related CAPS / Findings N/A			N/A					
	Ref				Rule or S	OP	Standard			Other / Title			Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	RWP	Μ													
Standards, or other															
	Mai Trac		Yard	Stati	ion C	осс	RTA Facility	FTA Office	Treads Treads	At-grad	le Tunnel		Elevated		N/A
Inspection Location	х			х					Track Type	x					
Line(c)	Alin		Track		trock 2		Chain Ma	rker		From		То			
Line(s)	A-Lin	e	Numbe	er	track 2		and/or S	tation(s)	Twinbrook (A	.13)		Shady	y Gro	ve (A15)	
	Hea	ad Car Nu	umber	1	Number c	of Cars									
Vehicles		N/A			N/A		Equipment		N/A						

Inspector in Charge - Signature	DAM ANTHONY GIOVANDO	Digitally signed by ADAM ANTHONY GIOVANDO DN: c=US, o=U.S. Government, ou=FRA FRAFtWorthTX, o ANTHONY GIOVANDO Date: 2017.07.03 12:33:48-05'00'	Date bu=DOT FRAFtWorthTX, cn=ADAM
Inspector in Charge - Name	Inspection Team		
Adam A. Giovando	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	Number of Defects	0
	(A13) to Shady Grove (A15) on track 2. The FWSO team rode lead car observing	Recommended Finding?	No
	the second (trailing) car. The second car did not show any signs of excessive	Remedial Action Required?	No
	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.	Recommended Reinspection?	No
Remedial Action	N/A		



Form FTA-IR-1

Federal Transit Administration Agency/Department Information

In an antian Data	YYYY	MM	DD	Downeyt Newsboy	20170626-WMATA-WP-1				
Inspection Date	2017	06	26	Report Number	20170626-001	VIAIA-W	VP-1		
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department RTRA Sub- Department			ROCC		
		Name		Email	Office Phone		Mobile Phone		
Rail Agency Department Contact Information									
Inspection Location	Rail Operatio 3500 Pennsy Landover, M		nter (ROCC)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	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 S	ubject	ROCO	CRules Co	ompliance C	bservation		Activity Co	ode	ROC	CC	RC	OBS
Job Briefing Employee Name/Title	N/A					mpanied ector?	No	Out Brief Conducted	No	Time	100 150	-	Outside Shift	No
Related Reports		Managemer Final Report,	•		Rela	ted CAPS /	Findings	Required Actions: R-1-6-a, R-1-6-b						
	Ref			Rule o	r SOP		Standard		Other / T	ïtle		Chec	klist Refer	ence
Related Rules, SOPs,	MSRPH	4		Rules	1.69 – 1.8	38								
Standards, or Other		nent Orders: 16-10, No. R-		SOP # SOP #										
	Main Track	Yard	Sta	tion	OCC	RTA Facility	FTA Office		At-grade	e Tui	nnel	Elev	vated	N/A
Inspection Location					х			Track Type						x
Line(s)	N/A	Trac	k 1ber	N/A		Chain Ma and/or St			From	То				
					(0	-	ation(s)							
Vehicles	Неас	l Car Numbe	•	Numbe	er of Cars	Equip	ment	N/A						
		N/A		Ν	I/A	Equip								
Description			·						Number	of Defect	s			0

Inspector in Charge - Signature				Date
		WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, or Date: 2017.07.05 11:02:04 -04'00'	u=DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team			
Winslow Powell	Chris Difatta			



	FWSO Inspector conducted Rules Compliance Observations at the Rail Operations	Recommended Finding?	No
	Control Center (ROCC). The inspector observed activities on operations (Ops)	Remedial Action Required?	No
	Console 1 for compliance with the Metrorail Safety Rules and Procedures Handbook (MSRPH). 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. The FWSO Inspector did not note any defects. Other Notable Observations: 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	Recommended Reinspection?	No
	superintendents conducted themselves professionally. They were focused and followed SOP #1A and SOP #8, rectifying the situation with no further incident.		
emedial Action	N/A		



Federal Transit Administration

Inspection Date	YYYY	MM	DD	Donout Number	20170627-WMATA-WP-1				
Inspection Date	2017	06	27	Report Number	20170627-001	VIATA-V	VP-1		
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	RTRA	Sub- Department ROCC		ROCC	
	I	Name		Email	Office Phone		Mobile Phone		
Rail Agency Department Contact Information									
Inspection Location	Rail Operatic 3500 Pennsy Landover, M		nter (ROCC)						

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 S	ubject	ROCC F	OCC Rules Compliance Observation Activity Code ROCC					CC	RC	OBS		
Job Briefing Employee Name/Title	N/A			Accompanied N/A Out Brief Conducted		Yes	Time	2030- 0100		Outside Shift	Yes			
Related Reports		Managemen Final Report,		Related CAPS / Findings			indings	Required Actions: R-1-6-a, R-1-6-b; R-1-9				Э-а		
	Ref			Rule or S	SOP		Standard		Other / Title			Checklist Reference		
Related Rules, SOPs, Standards, or Other	and Pr Handb Perma No. T-:	rail Safety Ru ocedures ook (MSRPH nent Orders: L6-10, No. R- No. R-17-02	; and	(Radio L Operatio	ection 1 – General Rules Radio Usage and Operation): ules 1.69 – 1.88									
	Main Track	Yard	Stat	ion	OCC	RTA Facility	FTA Office	Tue els Ture e	At-grade Tunnel		nnel Elevated		vated	N/A
Inspection Location					Х			Track Type					х	
Line(s)	N/A	Trac Nun		N/A		Chain Mar and/or Sta	Marker From r Station(s) N/A		N/A	To /A				

Inspector in Charge - Signature				Date
		WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAH0 Date: 2017.07.05 11:16:28 -04'00'), ou=DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team			
Winslow Powell	Tamara Powell			



	Head Car Number	Number of Cars				
Vehicles	N/A	N/A	Equipment	N/A		
		cted a Rules Compliance		•	Number of Defects	0
		. The inspector observed			Recommended Finding?	No
		mpliance with the Metron s well as permanent orde			Remedial Action Required?	No
	all three Ops consoles) Metro schedule that w Radio Procedures and		ss of the new			
	 each radio B ended each communica The RTCs cc operators, s service, ens to accomme release to t was aware o impact thei The RTCs er instruction, word read b The RTCs m of all operation 	nspector observed the ra proadcast. The RTC ackno transmission with "over tion loop was concluded pordinated between the f station managers and eac ure trains were standing podate passengers, and fa erminals. RTCs also moni of anomalies and operati r roadway access request nsured each unit or opera- clearance, and transmiss pack. ade appropriate radio br tional anomalies and esta n place (e.g., foul time).	owledged all radio re " and "out" until the field portable track to the other, to monitor by at certain statior cilitate line connect tored that maintenan ng conditions that n ts and inspections. ator acknowledged e sion with 100 percer	equests and inits, train revenue is and location ons and final ince personnel hay potentially each operating in word-for- ned personnel		
Description	Documentation and C	hecklists				
	 with regard maintained recorded al required inf The foul tim Metro rules access; esta blocked trac The FWSO I Ops console Manageme well as initia anomalies con 	nspector reviewed all rec to roadway access and f a written log of all perso l call-on/call-off times, le ormation to manage and he checklists were proper and permanent orders. blishment of red signal a ck, and trains restricted b nspector observed 4 relie es each electronically sign nt (AIM) System screen a al the logbook (paper rec on the line.	oul time, noting tha nnel on the roadwa vel of protection, ar I monitor access and thy filled out in accor This included time a and prohibit exits, hu by each request. eving RTCs at the va n onto Advanced Inf it the beginning of th	t the RTC y with I coordination. dance with nd location of iman form, rious three prmation heir shift, as	Recommended Reinspection?	No
	duties associated with three work crews on O maintenance crews red crew requested foul tir with Permanent Order No. R-17-03 (Advanced o The person over the rad	oserved the RTC radio pe roadway worker protect ps Console 3, commencin quested Exclusive Track C ne (FT) as their level of p No. R-17-02 (Granting Fo I Mobile Flagger [AMF]). nel followed proper radio dio. This included identifi foul time request (station uest.	ion (RWP) access re- ng at 2037 hours. Tw Decupancy (ETO), an rotection. The RTC v pul Time) and Perma p protocol when the cation of self and we	quests for vo of the d the other was compliant unent Order y called on/off ork crew, the		



	• 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. 	
	and FT checklists, accordingly.	
	The FWSO Inspector did not note any ROCC rules compliance defects.	
	Other Notable Observations:	
	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	
Dama dial Astian	destinations.	
Remedial Action	N/A	



Federal Transit Administration

Increation Data	YYYY	MM	DD	Poport Number	20170627-WMATA-WP-2					
Inspection Date	2017	06	27	Report Number	20170627-001	VIATA-V	VP-Z			
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	TKIN				
	1	Name		Email	Office Phone	e	N	1obile Phone		
Rail Agency Department Contact Information		I								
Inspection Location	A- Line, track	s 1 and 2, Plat	form Inspection	n between Metro Cente	er and Medical Center					
nspection Summary										

Inspection Activity # 2 3 4 5 6 1 Activity Code TRK-GEN-OBS **Inspection Units** 1 **Inspection Subunits** 1 **Defects** (Number) 6 **Recommended Finding** Yes **Remedial Action Required¹** Yes **Recommended Reinspection** Yes

Activity Summaries

Inspection Activity #	1	Inspe	ction Subj	ect	Platform Track Inspection					Activity Co	Activity Code			WI	PI
Job Briefing Employee Name/Title	N/A						mpanied ector?	N/A	Out Brief Conducted	N/A	Time	090 143	-	Outside Shift	No
Related Reports	2017	0316-W	/MATA-W	P-1		Related CAPS / Findings Remedial Action 1218, 1219, 13			ction ID #s: 976, 1211, 1213, 1214, 1214, 1216, 1217 , 1345						
	Ref				Rule or S	OP		Standard		Other / T	ïtle		Chec	klist Refer	ence
Related Rules, SOPs, Standards, or Other	MSRI	РΗ													
standards, or other	TRST	1000													
	Mai Trac		Yard	Stati	on C	СС	RTA Facility	FTA Office	T	At-grade	At-grade Tur		Elevated		N/A
Inspection Location				х				Track Type				x			
Lino(a)	A-Lin	~	Track		tracks 1	L	Chain Ma	rker		From		То			
Line(s)	A-LIN	e	Numbe	er	and 2		and/or St	ation(s)	Metro Center	r (A01)		Medio	cal Cer	nter (A10)	
Vahialaa	Hea	d Car N	lumber	1	Number o				NI / A						
Vehicles		N/A	\		N/A		Equip	ment	N/A						
Description							1			Number	of Defect	s		6	

Inspector in Charge - Signature				Date
	١	WINSLOW L. POWELL	Digitally signed by WINSLOW L. PO DN: c=US, o=U.S. Government, ou= Date: 2017.07.05 11:27:33 -04'00'	WELL FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge - Name	Inspection Team			
Winslow Powell	Alexander Nepa and Lee Emard			



	FWSO team members performed a platform observation of open remedial action	Recommended Finding?	Yes
	repairs identified in a March 2016 inspection report. Nine open remedial actions repairs were inspected for repair and TRST 1000 compliance.	Remedial Action Required?	Yes
	 The following non-color-coded defects were observed: 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 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. TRST 1000 defect 13.5.2: Track 2, in Van Ness-UDC Station (A06) one third rail anchor arm was broken. 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. FWSO Inspectors verified the completion of the following remedial actions previously issued in FWSO report 20170316-WMATA-WP-1: Remedial Action ID # 1345 Remedial Action ID # 1217 	Recommended Reinspection?	Yes
Remedial Action	 To achieve compliance with WMATA's requirements: 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 Heigh WMATA must repair one third rail anchor on track 1 at Friendship Heigh WMATA must repair one third rail anchor on track 1 at Tenleytown-AU S WMATA must repair one third rail anchor on track 2 at Van Ness- UDC St 	nts Station. ts Station. :tation.	



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170627-WMATA-WP-3						
Inspection Date	2017	06	27	Report Number	201/062/-001	VIATA-W	/P-5				
Rail Agency Name	Washington Authority	Washington Metropolitan Area Transit Rail Agency Department TRST Sub- Department T									
		Name		Email	Office Phone	e	N	lobile Phone			
Rail Agency Department Contact Information											
Inspection Location	Alexandria Y	ard (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 S	Subject	Job Safety Briefing					Activity Co	ode	TR	ĸĸ	JSB	OBS
Job Briefing Employee Name/Title	Track A – Unit i	Access Escor #6159	t Suppo	rt (TAES)		mpanied ector?	Yes	Out Brief Conducted	Yes	Time	073 113		Outside Shift	No
Related Reports	N/A				Rela	Related CAPS / Findings N/A								
	Ref			Rule or S	OP		Standard		Other / T	ïtle		Chec	klist Refer	ence
Related Rules, SOPs, Standards, or Other	MSRPH	1												
otanuarus, or other	RWPM													
	Main Track	Yard	Sta	tion (DCC	RTA Facility	FTA Office		At-grade	e Tu	nnel	Ele	vated	N/A
Inspection Location		х						Track Type	х					
		Tra	ck			Chain Ma	rker		From	То				
Line(s)	OTN	Nu	nber	N/	A	and/or St	ation(s)	Alexandria Ya	ard (C99)					
	Head	Car Numbe	r	Number	of Cars	_								
Vehicles		N/A		N/A	N/A Equip		ment	N/A						
Description			•	,		0	he work grou	up prior to Number of Defects					0	
	starting	g the inspec	tion. Th	e briefing i	nclude	d a discussi	on about ha	zards,	Recomm	ended Fi	nding?			No

Inspector in Charge - Signature		Date
	WINSLOW L. POWELL Digitally signed by WINSLOW L. POWELL Digitally signed by WINSLOW Di	du=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Adam Giovando, Mike Vitale, Robert Maniuszko	



	clearance location, and the type of protection to be put in place. The work	Remedial Action Required?	No
	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. No exceptions were taken to the briefing	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2 Inspection Subject Track Inspection Activity Code TRK N											WI	PI		
Job Briefing Employee Name/Title	TAES	Unit #615	59			Yes		Out Brief Conducted	Yes	Time	073 11		Outside Shift	No	
Related Reports	N/A	A Related CAPS / Findings N/A													
	Ref			Ru	e or SOP			Other / T	ītle		Check	klist Refe	rence		
Related Rules, SOPs, Standards, or Other	TRST1000														
Standards, or other	EMI 2	20272													
Increation Location		Main Track Yard Statio		Station	осс	RTA Facility	FTA Office	Track Turne	At-grad	e Tu	nnel	Elev	vated	N/A	
Inspection Location	×						Track Type	х							
Line(s)	OT	MT	Track Numbe	er	N/A	Chain Ma and/or St		Alexandria Ya	From ard (C99)				То		
	Hea	d Car Nur	nber	Nun	ber of Car										
Vehicles		N/A			N/A	Equip	ment	N/A							
	FWSO		ors perf	ormed a t		tion of the E	astbound (E	B) Yard Loop	Number	of Defect	ts			12	
					•			ndria Yard. The						No	
							ard limits at	Alexandria If the defect.		Recommended Finding? Remedial Action Required?				No	
Description	10 mp	oh in curv bllowing i TRS rest join TRS app ther gau; TRS gap TRS bolt TRS 144 defe nea TRS CM! trac loca duri dete mov add	es. non-col T1000, raining t bars a T1000, roxima re are s ge mea T1000, on the T1000, signal, ective c rest no T1000, 5+00 tc k syste tion, it ing ope ermineuvement	lor-coded rev. 6, se rail has n ilso have tely 50 fe igns of dy sured 57 rev.6, se right-har rev.6, se guard ra rev.6, se there is a rosstie w n-defectiv rev.6, se 9,400, th m. The tr; was also rations u d by 3/8" on the hi ½" lateral	defects we ction 5.27. umerous be oose, missi ction 7.9.2. et toward th namic mov. %" with %" ttion 9.1.2. d switch pe ction 9.1.2. I. ction 6.10.2 supported thin the pre- de supportin ction 11.3.2 ere are seve ack gauge n observed th der load. T plate move gh rail. The	re observed EBYL – Fro ots broken of the mainline ement of the of lateral me Switch 14' int. Switch 14' int. Switch 14' int. Switch 14' int. TRST1000, joint that do escribed limit og the measured 57 hat a %'' late his ¼'' under ment on the 57 3/8'' stat	I: pm YL CM 2+ pr loose. The h bolts. Par YL CM 8+ track of C99- track struct powement und 7A has a chip 1 has a ¼" g rev.6, section powers on have ts. The center red 36" from : WB YL – From dynamic mon 3/8" static. A real movement load measu low rail and ic gauge alou	146 signal) ture. The der load. a and a 3/16" ap and a loose on 6.10.2: At a non- erline of the the joint end. om YL2 vement of the At the same the sisted rement was 1/8" plate	Recomm	ended R	einspec	ction?		Yes	



	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. 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	 To achieve compliance with WMATA's requirements: 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.



Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170628 \//	20170628-WMATA-WP-1					
inspection Date	2017	06	28	Report Number	20170028-001	VIATA-V	VP-1				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Car Maintenance	Sub- Dep	partment	N/A			
		Name		Email	Office Phon	е	N	Nobile Phone			
Rail Agency Department Contact Information											
Inspection Location	Branch Aven	ue Service an	d Inspection Fac	cility (F99)							
Inspection Summary	1										

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

Activity Summaries

Inspection Activity #	1 I	nspection Sub	oject	Service	and Insp	ection Fa	cility Observa	ntion	Activity Co	ode	VIV	1	SI	PI
Job Briefing Employee Name/Title	Benjam	in Coleman			Accon Inspec	panied	No	Out Brief Conducted	Yes	Time	0730- 1100	-	Outside Shift	No
Related Reports	N/A				Relate	d CAPS /	Findings	N/A						
	Ref			Rule or S	OP		Standard		Other / T	ïtle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	MSRPH													
Standards, or other														
	Main Track	Yard	Stat	tion C	OCC	RTA Facility	FTA Office	T	At-grade	e Tui	nnel	Elev	ated	N/A
Inspection Location						x		Track Type						х
Line(a)	NI/A	Track	1	NI (0		Chain Ma	rker		From				То	
Line(s)	N/A	Numb	er	N/A		and/or St	ation(s)		N/A				N/A	
	Head	Car Number		Number o	of Cars									
Vehicles		N/A		N/A	,	Equip	ment	N/A						
		nspectors con		•	•				Number	of Defect	S			0
Description		nance Facility p location. FW	• •			•		no vehicles in	Recomm	ended Fi	nding?			No
	the sho		10 11	spectors	ioteu th			e proper	Remedia	l Action F	Require	d?		No

Inspector in Charge - Signature				Date
	W	INSLOW L. POWELL	Digitally signed by WINSLOW L. P DN: c=US, o=U.S. Government, ou Date: 2017.07.05 12:21:20 -04'00'	=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team			
Winslow Powell	Chris DiFatta, Tom Wozniak			



Remedial Action	 FWSO Inspectors observed an obstruction located in the wheel flange of the equipment lift located on track 2, North. Supervision was notified, and they imediately removed the obstruction. N/A 		
	No exceptions were taken durning observations. Other Notable Observations:		
	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.	Recommended Reinspection?	No
	personal protective equipment (PPE), proper tooling, current maintenance procedures, bulletins, and engineering modification instructions (EMIs).		



Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170628-WMATA-WP-2					
inspection date	2017	06	28	Report Number	20170028-001	VIATA-VV	r-2			
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency DepartmentTRSTSub- Department				ΤΚΙΝ		
		Name		Email	Office Phone	e	N	1obile Phone		
Rail Agency Department Contact Information		I								
Inspection Location	spection 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	Inspect	tion Sub	ject	Roadwa	y Worl	ker Protecti	on – Job Safe	ety Briefing	Activity Co	ode	TR	K	JSB	OBS
Job Briefing Employee Name/Title	RWIC,	TRST U	nit 6112			Accompanied No No		Out Brief Conducted	No	Time	100 140		Outside Shift	No	
Related Reports	N/A					Relat	ted CAPS /	Findings	N/A						
	Ref	ef Rule or			Rule or S	OP		Standard		Other / T	ïtle		Cheo	cklist Refe	rence
Related Rules, SOPs, Standards, or Other	RWPN	Λ													
lucus stinu la satisu	Mair Trac		Yard	Stati	on C	осс	RTA Facility	FTA Office	Tao ah Tao a	At-grade	e Tui	nnel	Ele	vated	N/A
Inspection Location	х			х					Track Type	x					
line(a)	A 15mm		Track		tue els 2		Chain Ma	rker		From				То	
Line(s)	A-Line	2	Numbe	er	track 2		and/or St	ation(s)	Shady	Grove (A15))			A2 891+00)
Mahalaa	Hea	d Car Nu	umber	1	Number o	of Cars									
Vehicles		N/A			N/A		Equip	ment	N/A						
Description	-			· ·				2 at the Shac		Number	of Defect	s			0
	Statio	n. The b	oriefing w	as tho	prough ar	nd fully	compliant	with WMATA	A's Roadway	Recomm	ended Fi	nding?			No

Inspector in Charge - Signature		Date
	WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWELL Dist:c=US, c=US. Government, ou=FT/HQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2017.0705 12:27:16-0400'
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Alexander Nepa and Lee Emard	



	Worker's Protection Manual (RWPM) requirements. It included WMATA level-1 ID	Remedial Action Required?	No
	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.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2 I	nspection Sub	ect	Track In	spectio	n Observa	tion		Activity Co	ode	TF	RK	WI	OBS
Job Briefing Employee Name/Title	RWIC, T	rRST Unit 6112			Accoi Inspe	mpanied ctor?	Yes	Out Brief Conducted	No	Time	10 14		Outside Shift	No
Related Reports	Safety D	Directive 15-1			Relat	ed CAPS /	Findings	R-2-18-A, R-2	-19-A					
	Ref		I	Rule or S	OP		Standard		Other / T	ïtle		Che	cklist Refe	rence
Related Rules, SOPs, Standards, or Other	TRST-10	000, rev. 6												
Increation Location	Main Track	Yard	Statio	on C	DCC	RTA Facility	FTA Office	Track Turne	At-grad	e Tu	nnel	Ele	evated	N/A
Inspection Location	x		х					Track Type	x					
Line(s)	A-Line	Track		track 2		Chain Ma	rker		From				То	
Line(3)	A-Line	Numbe	er	track 2		and/or St	ation(s)	Shady Grove	re (A15) A2 891+00					
Vehicles	Head	Car Number N/A	N	lumber o N/A		Equip	ment	N/A						
		nspectors perf					•		Number	of Defect	ts			2
	on track	k 2 of the A-Lin	e betw	veen Sha	dy Grov	e Station a	and CM 891+	00.	Recomm	ended Fi	nding?			Yes
	The foll	lowing non-col	or-cod	led defeo	cts wer	e observed	l:		Remedia	Action I	Require	ed?		Yes
	•	941+80. Permanen track 2, CN	: Order 1891+(ng the	r R-17-03 00, train station.	3. At 11 operato Remed	57 hours, h or did not c		·	Recomm	ended Re	einspeo	ction?		Yes
Remedial Action	To achie	eve compliance WMATA m					nd approach	at A2 941+80.						



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170629-WMATA-WP-1					
inspection Date	2017	06	29	Report Number	20170029-WWATA-WP-1					
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency TRPM Sub- Department						
	I	Name		Email	Office Phone	e	N	1obile Phone		
Rail Agency Department Contact Information										
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	Insp	ection Subj	ect	Crystal	City (CO	9) – Safety	Briefing		Activity Co	ode	TI	Р	JSB	OBS
Job Briefing Employee Name/Title	WMA	ATA R'	WIC			Accon Inspec	npanied tor?	Yes	Out Brief Conducted	Yes	Time	010 050		Outside Shift	Yes
Related Reports	N/A					Relate	d CAPS /	indings	N/A						
	Ref		Rule or			OP		Standard		Other / T	ïtle		Chec	klist Refer	ence
Related Rules, SOPs, Standards, or Other	RWP	RWPM													
Standards, or Other															
Inspection Location	Mai Trac		Yard	Stat	ion (DCC	RTA Facility	FTA Office	Track Type	At-grade	e Tu	nnel	Ele	vated	N/A
	Х											Х			
Line(s)	C-Lin	0	Track		N/A		Chain Ma	rker		From				То	
Line(s)	C-LIN	e	Numbe	r	N/A		and/or St	ation(s)	N/A			N/A			
	Hea	ad Car	· Number		Number o	of Cars									
Vehicles		N,	/A		N/A	1	Equip	ment	N/A						
			sonnel recei		-						0				
Description		· ·	, ,		•	•	• •	PE) and road hits were rev	way worker viewed. The				No		

Inspector in Charge - Signature				Date
		WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, Date: 2017.07.05 11:49:51 -04'00'	ou=DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name Winslow Powell	Inspection Team Tino Sahoo			



	WMATA RWIC covered the nearest hospital and safety rule of the day. The hot spots, hazards, clearance areas, communication, and Roadway Access Guide were	Remedial Action Required?	No
	used as part of the discussion. The FWSO Inspector did not note any defects.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspe	ection Sub	ject	Cable R	eplacemer	it		Activity Co	ode	TF	>	RM	OBS	
Job Briefing Employee Name/Title	WMA	TA RV	WIC		Accomp Inspect		Yes	Out Brief Conducted	Yes	Time	010 050		Outside Shift	Yes	
Related Reports					Related	CAPS / Fi	ndings								
	Ref				Rule or	SOP	Standard		Other / 1	Title		Check	list Reference		
Related Rules, SOPs, Standards, or Other	INSTF JUMP TRAN REPL/	RUCTIO PER, EX ISITION ACEME SION 2	NG MODIF ONS (EMI) XPANSION, N POWER (ENT SYSTEI 2, SEPTEMI	FOR AND CABLES M WIDE											
	DRAV	VING (POWER DE (DD-TP-SSI-), AUGUST	-013,											
Inspection Location	Mai Trac		Yard	Station	осс	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Eleva	ated	N/A	
	х							Thack Type	х						
Line(s)	C-Line	۵	Track	Number	track	Chain M			From				То		
	CEIII	<u> </u>	Hacki		1	and/or S	tation(s)	CM 317+00			CM 3	17+00			
Vehicles	Hea	d Car	Number	Numb	er of Cars	Faui	oment	Negative retu	ırn cahles (1	000 kcmi	2 kV)				
Venieres		N//	A	1	A/A	Edan	Jinent	Negative rett			, <u> </u>				
							ent and electr nal negative r		Number	of Defect	s			0	
			•	0			to a trackside		Recomm	ended Fi	nding?			No	
			e negative	return cable	s were ter	rminated o	on the wayside	e impedance	Remedia	al Action I	Require	d?		No	
Description	instal (EMI) wide, The F repla	g the i ling ne for ju issued	egative ret mper, expa d Septemb	urn cables p ansion, and t er 16, 2016. and WMATA	er the Eng transition	ineering N power cab	the contracto Iodification Ir les replaceme note any defe	struction	Recomm	ended Re	einspec	tion?		No	
Remedial Action	N/A														



Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170629-WMATA-WP-2				
inspection Date	2017	06	29	Report Number	20170029-WIVIATA-WP-2		/ ۳-2		
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Sub- Depa	artment	ΤΚΙΝ	
		Name		Email	Office Phone	e	N	1obile Phone	
Rail Agency Department Contact Information									
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 Su	bject	Roadwa	ıy Worl	ker Protecti	on – Job Safe	ety Briefing	Activity Co	de	TR	K	JSB	OBS
Job Briefing Employee Name/Title	RWIC,	TRST Unit 603	0			mpanied ector?	No	Out Brief Conducted	No	Time	100 140		Outside Shift	No
Related Reports	N/A				Relat	ted CAPS /	Findings	N/A						
	Ref Rule o			Rule or S	OP		Standard		Other / T	itle		Che	cklist Refei	ence
Related Rules, SOPs, Standards, or Other	RWPM													
	Mair Tracl	Yard	Stat	ion C	осс	RTA Facility	FTA Office	T	At-grade	e Tu	Tunnel		evated	N/A
Inspection Location	х		х	(Track Type	х					
11		Track				Chain Ma	rker		From		То			
Line(s)	A-Line	Numl	per	track 2		and/or St	ation(s)	CM 891+00			Twin	brook	Station (A	13)
	Неас	d Car Number		Number o	of Cars									
Vehicles		N/A		N/A		Equip	ment	N/A						
Description	-	b safety briefir	•	•					Number	of Defect	s			0
	briefir	ig was thoroug	h and f	fully comp	oliant w	vith WMATA	A's Roadway	Worker	Recomm	ended Fi	nding?			No

Inspector in Charge - Signature		Date
	WINSLOW L. POWELL	Digitally signed by WINSLOW L POWELL DN: c=U5, o=U5. Government, ou=FIAHQ, ou=DOT Headquarters, cn=WINSLOW L POWELL Date:: 2017.07.05 10:26:39 - 0400'
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Alexander Nepa & Lee Emard	



	Protection Manual (RWPM) requirements. It included WMATA level-1 ID check,	Remedial Action Required?	No
	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.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection S	ubject	Track	Inspectio	on Obse	ervati	on		Activity Co	de	TF	RK	WI	OBS
Job Briefing Employee Name/Title	RWIC,	TRST Unit 60	30			mpanie ector?	ed	Yes	Out Brief Conducted	No	Time	10 14		Outside Shift	No
Related Reports	20170	623-WMATA	AG-1		Relat	ted CAP	PS / F	indings	Remedial Act	ion: 1384, 1	387				
	Ref			Rule or	SOP			Standard		Other / T	itle		Che	cklist Refe	rence
Related Rules, SOPs, Standards, or Other	TRST-1	.000 rev. 6													
Standards, or Other															
Increation Location	Main Track	Vard	Stat	ion	осс	RTA Facili		FTA Office	Track Type	At-grade	e Tu	Tunnel		evated	N/A
Inspection Location	x		×	(таск туре	x					
Line(s)	A-Line	Trac	k	track	n	Chain	Mar	ker		From				То	
Life(s)	A-LITE	Num	ber	Udck	Z	and/o	or Sta	ition(s)	CM 891+00		Twinbrook		Station (A	.13)	
Vehicles	Head	l Car Number		Number	of Cars				N1/A						
venicies		N/A		N/	Ά	E	quipn	nent	N/A						
		Inspectors pe								Number	of Defect	ts			2
	on trac	ck 2 of A-Line	betwee	en CM 89	91+00 an	nd Twin	brool	k Station (A	13).	Recomm	ended Fi	nding?			Yes
	The fo	llowing non-	color-co	ded def	ects wei	re obsei	rved:			Remedia	l Action I	Require	ed?		Yes
Description		Station, pedestal TRST 10	227 thir s and w 00 defe o stalled t	d rail bra ere subj c t 6.3. Be ies had a	ackets w ect to br etween I an incon	ere inst eaking Rockville sistent	talled on tra e and tie sp	l Twinbrook bacing of 22	stations, all -36 inches.	Recomm	ended Re	einspeo	ction?		Yes
Remedial Action	N/A														



Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170629-WMATA-WP-3				
inspection Date	2017	06	29	Report Number	20170629-000	VIATA-VVP-5			
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Sub- Departmen	t TKIN		
	1	Name		Email	Office Phone	e	Mobile Phone		
Rail Agency Department Contact Information									
Inspection Location	G- Line, track	ks 1 and 2, bet	ween Stadium-	Armory (D08) and Largo	o 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	Inspect	tion Subj	ject	Roadwa	y Worl	ker Protecti	on – Job Safe	ety Briefing	Activity Co	ode	TR	К	JSB	OBS
Job Briefing Employee Name/Title	TRST (Unit 69					Accompanied No Out Brief No Time		Time	220 060	-	Outside Shift	Yes		
Related Reports	N/A					Relat	ted CAPS / F	indings	N/A						
	Ref				Rule or S	OP		Standard		Other / T	ïtle		Chec	klist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPN	Л													
Standards) of Other															
	Mair Trac		Yard	Statio	on C	DCC	RTA Facility	FTA Office		At-grade	e Tu	nnel	Elev	vated	N/A
Inspection Location	x			Х					Track Type	х		x		х	
			Track		tracks	1	Chain Ma	ker		From				То	
Line(s)	G-Line	2	Numbe	er	and 2	-		or Station(s) Stadium-Armory (D08)			Largo Town Center (G05)		05)		
Vehicles	Head	d Car Nu	umber	Ν	lumber o	of Cars	Equip	ment	TGV-01						

Inspector in Charge - Signature				Date
		WINSLOW L. POWELL	Digitally signed by WINSLOW L. DN: c=US, o=U.S. Government, Date: 2017.07.05 12-33:16-04'0	u=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L POWELL
Inspector in Charge – Name	Inspection Team			
Winslow Powell	Adam A. Giovando & Alexander Nepa			



	TGV-01	1								
Description		was provided by TRST ur			Number of Defects	0				
	Manual (RWPM) require	compliant with WMATA	s Roadway Worker	s Protection	Recommended Finding?	No				
	internet (internet) require	ements.			Remedial Action Required?	No				
	No exceptions were ta	ken with the job safety	briefing.		Recommended Reinspection?	No				
Remedial Action	Remedial Action N/A									

Inspection Activity #	2	Inspe	ction Sub	ject	Track	Geomet	ry Vehicle F	ide and Obs	ervation	Activity Co	ode	TG	V	RI	OBS
Job Briefing Employee Name/Title	TRST (Jnit 69)		·		ompanied ector?	Yes	Out Brief Conducted	No	Time	220 060		Outside Shift	Yes
Related Reports	N/A				Related CAPS / Findings N/A										
	Ref				Rule or SOP Standard				Other / T	ïtle		Chec	klist Refe	rence	
Related Rules, SOPs, Standards, or Other	TRST 1	1000													
Inspection Location	Mair Tracl		Yard	Stat	tion	осс	RTA Facility	FTA Office	Track Type	At-grade	e Tu	nnel	Elev	vated	N/A
Inspection Location	x			>	<				ттаск туре	x		Х		х	
Line(s)	G-Line		Track		track	s 1	Chain Ma	rker		From To nory (D08) Largo Town Center (То		
Line(s)	G-Line	:	Numbe	er	and 2	2	and/or St	ation(s)	Stadium-Arm				Town	Center (G05)
M-1-1	Head	d Car N	lumber		Numbe	of Cars			TOVO						
Vehicles	TGV-0	1			:	L	Equip	ment	TGV-01						
							•	ultrasonic ra		Number	of Defect	s			0
	geome	etry te	sting on tl	าe G-	line betv	veen Sta	idium-Armo	ory and Largo	Town Center.	Recomm	ended Fi	nding?			No
	No bla	ack, ou	t-of-servio	ce coi	nditions	were no	ted during	this observat	ion. Several	Remedia	l Action F	Require	ed?		No
Description	imme restric appro	diately tion. V priate	verified b NMATA m remedial	by the ainte actio	e TGV-01 enance c n. A cop	crew, tl rews we y of the	hey were no re dispatch	ed to verify a report was i	with a speed	Recommended Reinspection?				No	
Remedial Action	N/A														



Form FTA-IR-1

Federal Transit Administration

Increation Data	YYYY	MM	DD	Downeyt Newsboy	20170630-WMATA-WP-1			
Inspection Date	2017	06	30	Report Number	20170630-001	VIAIA-V	VP-1	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	RTRA	Sub- Dep	artment	ROCC
		Name		Email	Office Phone	e	N	1obile Phone
Rail Agency Department Contact Information		•						
Inspection Location	Rail Operation 3500 Pennsy Landover, M		nter (ROCC)					

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 Sub	ject RC	OCC Rules	Compliance C	bservation		Activity Co	ode	ROCC	RC	OBS
Job Briefing Employee Name/Title	N/A				companied spector?	N/A	Out Brief Conducted	Yes Time		2130- 0430	Outside Shift	Yes
Related Reports		Management I Final Report, Ju	•	Re	elated CAPS /	/ Findings Required Actions: R-1-6-a, R-1-6-b						
	Ref Rule or					Standard		Other / T	ītle	(Checklist Refe	rence
Related Rules, SOPs, Standards, or Other	and Pr Handb Roadw Protec Manua Perma	rail Safety Rules ocedures ook (MSRPH); ray Worker tion (RWP) al [2014], and nent Orders 16-10 and No. 3	Sec (Ra Op	tion 1 – 6 dio Usage eration): es 1.69 –								
Main Yard Sta			Station	tion OCC RTA		FTA		At-grad	e Tu	nnel	Elevated	N/A
Inspection Location	Track		Station	x	Facility	Office	Office Track Type				Lievated	x

Inspector in Charge - Signature		Date
	WINSLOW L. POWELL Digitally signed by WINSLOW DR: c=U5, or 2015. Government	t, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Tamara Powell	



Line(s)	N/A	Track	N/A	Chain Marker		From		То
2(3)		Number		and/or Station(s)	N/A		N/A	
Vehicles	Head Car N	Number	Number of Car	s Equipment	N/A			
venicies	N/A	λ	N/A	Equipment	N/A			
	An FWSO In	spector condu	cted a Rules Con	npliance observation	at the Rail	Number of Defec	ts	0
			. ,	pector observed activ		Recommended F	inding?	No
		/		e with the Metrorail S Roadway Worker Prot		Remedial Action		No
				rs that govern roadwa				
	and radio pr		•	0	,			
		dures and Pro		he rail traffic controll	ers (RTC) during			
				acknowledged all radi				
				over" and "out" until	•			
			n loop was conclu					
				arance and performe communication with t				
		other personne	-		he Roce and/or			
				perator acknowledge	d each operating			
				smission with 100 per	cent word-for-			
		vord read back		ntornational Civil Avir	tion Organization			
				nternational Civil Avia iting the "alpha" chara	-			
				o broadcasts that info				
	C	of all operation	al anomalies and	d established roadway	access			
	p	protection in p	lace (e.g., foul tir					
	Documenta	tion and Chec						
				all required document	ation checklists in			
				ess and foul time, noti	-			
				personnel on the road es, level of protection				
				e and monitor access				
Description		-	-	were properly filled o				
				nt orders. This include		Recommended R	einspection?	No
				ment of red signal an and trains restricted	-			
				and trains restricted	by each request.			
				crews access the roa				
			-	proach Warning (TAV time requests, as we				
				. R-17-02 (Granting Fo				
	Permanent	Order No. R-1	7-03 (Advanced I	Mobile Flagger), and t	he RWP manual.			
				iate radio protocol wł				
			-	proper identification request (station or cha				
		he reason for		equest (station of en				
				ablished red signals a				
		-		k and human form vi	a the AIM system,			
			o protection leve 00% and word-fo	 or-word repeat backs, 	ensuring the			
				nd repeated back full i	-			
				s and foul time reque				
			-	vere in place and iden	tified red signals,			
		vhere applicat		nity regarding the fou	time request and			
			personnel, as ap		and request and			
	t							
	0 L	Inits reported						
	o L	Inits reported ssigned to the	ir crew and posi	tioned at a station in a				
	o L a t	Inits reported ssigned to the he permanent	ir crew and posi order and their	tioned at a station in a level of protection.				
	o L a t o T	Inits reported ssigned to the he permanent 'here were no	ir crew and posi order and their red tags issued t	tioned at a station in a level of protection.	accordance with			



	The FWSO Inspector did not note any ROCC rules compliance defects. Other Notable Observations The Assistant Superintendent was vigilant and mobile, constantly monitoring operations and RTC performance throughout the evening on each Ops console. 		
Remedial Action	N/A	I	



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170630-WN	ΛΛΤΛ \Λ	/D 2	
inspection Date	2017	06	30	Report Number	20170050-001		V P - Z	
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM Sub- Department CBL. I			CBL. IN.
		Name		Email	Office Phone	е	Ν	Nobile Phone
Rail Agency Department Contact Information								
Inspection Location	College Park	ege Park (E09) to West Hyattsville (E07) - track 1						
Inspection Summary								

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	1 Inspection Subject				-	e Park (E09 le Work Cre) - Job Safety ew)	Briefing	Activity Co	ТР		JSB	OBS	
Job Briefing Employee Name/Title	WMATA RWIC				Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	Yes	Time	1000- 1400		Outside Shift	No	
Related Reports	N/A				Relate	ed CAPS / F	indings	N/A							
	Ref				Rule o	or SOP	Standard		Other / Title			Checklist Reference			
Related Rules, SOPs, Standards, or Other	03 AI	ATA PERMANENT ORDER R-17- DVANCE MOBILE FLAGGER DAY APRIL 28, 2017)													
	RWP	Μ													
Inspection Location	Ma Tra		Yard	d Station O		осс	RTA Facility	FTA Office	Track Type	At-grade	e Tur	nnel	Ele	evated	N/A
	Х									Х	;	ĸ		Х	
line(a)	E-Lin		Tradul	Number		track	Chain N	larker		From			То		
Line(s)	E-LIN	e	Track	vumber		1 and/o		Station(s) N/A		N/			N/A		
	Hea	ad Car N	umber	Numb	er o					· · · ·					
Vehicles		N/A N/A					Equipm	ent	N/A						
Description	FWS) persor	nnel recei	ved a job sa	afety	briefin	g from the V	VMATA road	way worker in	Number	of Defects	5			0

Inspector in Charge - Signature				Date
		WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAH0 Date: 2017.07.05 12:38:47 -04'00'	, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Inspector in Charge – Name Winslow Powell	Inspection Team Tino Sahoo			



	-		equipment (PPE) and roadway worker	Recommended Fin	ding?		No
		ection (RWP) IDs were checked, a ATA RWIC covered the nearest ho	Remedial Action R	equired?		No	
	spots used In add requi ADVA WMA	, hazards, clearance areas, comn as part of the discussion. dition to the required PPE, the ad red equipment and was complia NNCE MOBILE FLAGGER (FRIDAY /	dvanced mobile flagger (AMF) did have the nt with "WMATA PERMANENT ORDER R-17-03 APRIL 28, 2017)." This equipment consisted of tern/E-flare, orange flag (18'x18'), calibrated	Recommended Re		No	
	place flashi the p	(next station ahead in the direct					
Remedial Action	N/A						
Inspection Activity #	2	Inspection Subject	Walking Observation (Cable Inspection)	Activity Code	TP	WI	OBS

Inspection Activity #	2	Inspec	tion Sub	ject		Walk	Walking Observation (Cable Inspection)					Activity Code			WI	OBS	
Job Briefing Employee Name/Title	WMA [.]					mpanied ector?	Yes		Out Brief Conducted	Yes	Time		1000- 1400	Outside Shift	No		
Related Reports	N/A					Relat	Related CAPS / Findings N/A										
	Ref					Rule or SOP Standard				Other / 1	ītle		Che	ecklist Refer	st Reference		
Related Rules, SOPs, Standards, or Other	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	Maiı Trac		Yard	Station	Station C		RTA Facility	FTA Office	1	Frack Type	At-grade Tu		unne	I E	evated	N/A	
	х										х		Х		х		
Line(s)	E-Line		Track I	Number	1	track Chain Marker 1 and/or Station(s)			College Par	From Park (E09)			To West Hyattsville (E07)				
Vehicles	Неа	d Car N N/A		Numl	ber o N/A	of Cars	Equip	ment	r	N/A							
								ker in charge			Number	Number of Defects					
				•			red during the mobile work crew's cable repeat back did occur on radio				Recomm	Recommended Finding?					
Description	communication between the RWIC and the Rail Operations Control Center (ROCC). The RWIC relinquished foul time once mobile work crew completely walked through										Yes						



	 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. The following new defects were observed, and there were no color-coded conditions noted: TRK 1 CM 504+00 – Heat shrink compromised on conduit stub-up.¹ 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. Other Notable Observations: 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	 To achieve compliance with WMATA's requirements: WMATA must replace heat shrink on conduit stub-up (TRK 1 CM 504+00). 		