



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180102-WMATA-WP-1		
	2018	01	02				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	West Falls Church Yard (K99)						

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	29				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	TRPM 1099			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1200	Outside Shift	No		
Related Reports	N/A			Related CAPS / Findings		N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard			Other / Title		Checklist Reference			
	RWPM												
	MSRPH												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
		X						X					
Line(s)	N/A		Track Number	N/A	Chain Marker and/or Station(s)		From			To			
							West Falls Church Yard (K99)			West Falls Church Yard (K99)			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A						
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.03 14:42:30 -05'00'		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Mike Vitale				



Description	<p>FWSO inspector received a job safety briefing from the roadway worker in charge (RWIC) at the West Falls Church Yard (K99) prior to entering the roadway. The briefing covered the type of on-track protection (Train Approach Warning), the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO Inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Cable Inspection Observation				Activity Code	TP	WI	OBS	
Job Briefing Employee Name/Title	TRPM 1099	Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1200	Outside Shift	No		
Related Reports	N/A	Related CAPS / Findings	N/A								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title			Checklist Reference				
	TRST 1000										
	DD-TP-SSI-013										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X						X			
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)			From		To		
							West Falls Church Yard (K99)		West Falls Church Yard (K99)		
Vehicles	Head Car Number		Number of Cars		Equipment			N/A			
	N/A		N/A								

Description	<p>FWSO inspector observed WMATA employees perform a cable inspection at the West Falls Church Yard (K99). Inspectors also inspected cable and third rail conditions.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at Yard Contact Rail (YCR) 34. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 35. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 36. • TRST 1000, 13.3.4: The third rail cover board was missing on end approach at YCR 36. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 37. • TRST 1000, 13.3.4: The third rail cover board was missing on end approach at YCR 41. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 43. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 44. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 69. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 70. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 71. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 72. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 73. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 74. 	Number of Defects	29
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none"> • TRST 1000, 13.3.4: The third rail cover board was missing on end approach at YCR 74. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 76. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 77. • TRST 1000, 13.3.4: The third rail cover board was missing on end approach at YCR 77. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 78. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 79. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 80. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 81. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 84. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 85. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 86. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 87. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 89. • DD-TP-SSI-013: The watertight sealing collars for orange boot assemblies were deteriorated at YCR 90. • DD-TP-SSI-013: Heat shrink was compromised on conduit stub-up at disconnect switch (DSW) 8. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> • Cables were observed on the ground at YCR 34. • Cables were observed on the ground at YCR 35. • Cables were observed on the ground at YCR 36. • Cables were observed on the ground at YCR 37. • Cables were observed on the ground at YCR 43. • Cables were observed on the ground at YCR 44. • Cables were observed on the ground at YCR 69. • Cables were observed on the ground at YCR 70. • Debris was observed near the cables at YCR 70. • Cables were observed on the ground at YCR 71. • Cables were observed on the ground at YCR 72. • Cables were observed on the ground at YCR 73. • Cables were observed on the ground at YCR 74. • Cables were observed on the ground at YCR 76. • Debris was observed near the cables at YCR 76. • Cables were observed on the ground at YCR 77. • Cables were observed on the ground at YCR 78. • Cables were observed on the ground at YCR 79. • Cables were observed on the ground at YCR 80. • Cables were observed on the ground at YCR 81. • Cables were observed on the ground at YCR 84. • Cables were observed on the ground at YCR 85. • Debris was observed near the cables at YCR 85. • Cables were observed on the ground at YCR 86. • Cables were observed on the ground at YCR 89. • Cables were observed on the ground at YCR 90. • Third rail end approach insulator was not making contact with end approach at YCR 101. • Third rail end approach insulator was not making contact with end approach at YCR 102. • Cables were observed on the ground at YCR 102. • Cables were observed on the ground at DSW 8. • Cables were observed on the ground at DSW 9. 		
--	--	--	--



	<ul style="list-style-type: none"> • Cables were observed on the ground at DSW 11. • Cables were observed on the ground at DSW 18. • Cables were observed on the ground at DSW 19. • Cables were observed on the ground at DSW 20. • Cables were observed on the ground at DSW 21. • Cables were observed on the ground at DSW 22. • Cables were observed on the ground at DSW 23. • Cables were observed on the ground at DSW 24. 		
<p>Remedial Action</p>	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 34. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 35. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 36. • WMATA must replace the third rail cover board on the end approach at YCR 36. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 37. • WMATA must replace the third rail cover board on the end approach at YCR 41. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 43. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 44. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 69. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 70. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 71. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 72. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 73. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 74. • WMATA must replace the third rail cover board on the end approach at YCR 74. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 76. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 77. • WMATA must replace the third rail cover board on the end approach at YCR 77. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 78. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 79. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 80. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 81. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 84. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 85. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 86. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 87. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 89. • WMATA must replace the watertight sealing collars for orange boot assemblies at YCR 90. • WMATA must replace the heat shrink on the conduit stub-up at DSW 8. 		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180102-WMATA-WP-2		
	2018	01	02				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 1, Woodley Park (A04) to Cleveland Park (A05)						

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	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 687			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No		
Related Reports	N/A			Related CAPS / Findings		N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard			Other / Title		Checklist Reference				
	RWPM												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X		X						X				
Line(s)	A-Line	Track Number	Track 1		Chain Marker and/or Station(s)	From			To				
			Woodley Park (A04)			Cleveland Park (A05)							
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard			

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.10 11:32:27 -0500



Description	TRST unit 687 conducted a job safety briefing at Woodley Park (A04) station. The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and the location of the nearest hospital. The FWSO Inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject					Walking Track Inspection		Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 687		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No			
Related Reports	N/A		Related CAPS / Findings			N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	TRST-1000 rev. 6												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X		X						X				
Line(s)	A-Line	Track Number	Track 1		Chain Marker and/or Station(s)		From		To				
							Woodley Park (A04)		Cleveland Park (A05)				
Vehicles	Head Car Number		Number of Cars		Equipment		N/A						
	N/A		N/A										
Description	FWSO inspector observed WMATA compliance inspectors perform a track inspection on track one of the A-Line from Woodley Park (A04) to Cleveland Park (A05) to follow up on four previously issued remedial actions. None of the four remedial actions were completed.							Number of Defects	2				
								Recommended Finding?	No				
								Remedial Action Required?	Yes				
	The following non-color-coded defects were observed:							Recommended Reinspection?	Yes				
<ul style="list-style-type: none"> TRST 1000 3.1.2.5: At A1 142+00 the blue light was not functioning at Emergency Trip Station (ETS) Box A37. TRST 1000 Defect 7.9.2.5: At A1 145+60, one anchor bolts exceed 3 inches in height on the left rail, and was even with the top of the rail. 													
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must repair ETS light at Box A37 at A1 142+00. WMATA must cut stud A1 145+60, left rail. 												



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180103-WMATA-WP-1		
	2018	01	03				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 1, Metro Center (A01) to Woodley Park (A04)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TP	JSB	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM	R-17-02									
	MSRPH	R-17-03									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X						X		
Line(s)	A-Line	Track Number	N/A		Chain Marker and/or Station(s)	From		To			
						Metro Center (A01)		Metro Center (A01)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature	WINSLOW L. POWELL		Date	Digitally signed by WINSLOW L. POWELL DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.10 15:08:45 -05'00'
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo			



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

Inspection Activity #	2	Inspection Subject	Cable Inspection Observation				Activity Code	TP	WI	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard			Other / Title		Checklist Reference			
	DD-TP-SSI-013										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
						Metro Center (A01)			Woodley Park (A04)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>An FWSO inspector observed WMATA personnel conducting a walking cable inspection on track 1 of the A-Line from Metro Center (A01) to Woodley Park (A04).</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> • DD-TP-SSI-013: A power conduit stub-up was broken at A1 057+00. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> • Standing water, trash, and debris surrounding power conduit stub-ups and orange boot cable connector assemblies at A1 075+00. • Standing water, trash, and debris surrounding power conduit stub-ups and orange boot cable connector assemblies at A1 112+00. • Mud, trash, and debris surrounding power conduit stub-ups and orange boot cable connector assemblies at A1 128+00. 							Number of Defects	1		
								Recommended Finding?	No		
								Remedial Action Required?	Yes		
								Recommended Reinspection?	Yes		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> • WMATA must replace or repair conduit stub-up at A1 057+00. 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180104-WMATA-WP-1		
	2018	01	04				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line, Track2, Gallery Place (B01) to Union Station (B03)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 687				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard			Other / Title		Checklist Reference			
	RWPM												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
			X						X				
Line(s)	B-Line	Track Number	N/A	Chain Marker and/or Station(s)	From				To				
					Gallery Place (B01)				Gallery Place (B01)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard			

Digitally signed by WINSLOW L. POWELL
DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.10 11:42:50 -0500



Description	TRST unit 687 conducted a job safety briefing at Gallery Place (B01) The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location.							Number of Defects	0									
	The FWSO Inspector did not note any defects.							Recommended Finding?	No									
								Remedial Action Required?	No									
								Recommended Reinspection?	No									
Remedial Action	N/A																	
Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code	TRK	WI	PI								
Job Briefing Employee Name/Title	TRST 687		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No								
Related Reports	20171018-WMATA-AG-2		Related CAPS / Findings		Remedial Action ID #: 1711, 1712													
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference									
	TRST-1000 rev. 6																	
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A							
	X								X									
Line(s)	B-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To										
					Gallery Place (B01)			Union Station (B03)										
Vehicles	Head Car Number		Number of Cars		Equipment	N/A												
	N/A		N/A															
Description	FWSO inspector observed WMATA Compliance Inspectors perform a track inspection of track two of the B-Line from Gallery Place (B01) to Union Station (B03). WMATA inspectors were verifying completion of remedial actions from previous FTA inspection reports in this area.							Number of Defects	0									
	The FWSO inspector did not note any defects.							Recommended Finding?	No									
								The following remedial actions were verified as complete:							Remedial Action Required?	No		
															<ul style="list-style-type: none"> Remedial Action ID #1711: Defective fasteners have been replaced at B2 49+22 Remedial Action ID #1712: Defective fasteners have been replaced at B2 52+80. 			
Remedial Action	N/A																	



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180104-WMATA-WP-2		
	2018	01	04				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 1, Woodley Park (A04) to Tenleytown (A07)						

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	20				
Recommended Finding	No	Yes				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM	R-17-02									
	MSRPH	R-17-03									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X						X		
Line(s)	A-Line	Track Number	N/A	Chain Marker and/or Station(s)		From		To			
						Woodley Park (A04)		Woodley Park (A04)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature	WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo		

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.10 10:46:40 -0500



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

Inspection Activity #	2	Inspection Subject	Cable Inspection Observation				Activity Code	TP	WI	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	Safety Directive 15-1		Related CAPS / Findings	CAP: R-2-18-A, R-2-19-A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard		Other / Title		Checklist Reference				
	TRST 1000	T-16-07									
	DD-TP-SSI-013										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
						Woodley Park (A04)			Tenleytown (A07)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	<p>An FWSO inspector observed WMATA personnel conducting a walking cable inspection on track 1 of the A-Line from Woodley Park (A04) to Tenleytown (A07).</p> <p>The following color-coded defects were observed:</p> <ul style="list-style-type: none"> • TRST 1000 Manual, Table 13.6: Defective third rail insulator at A1 219+50. Green Condition. <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> • T-16-07: Train ID 107 passed mobile work crew in excess of 10 mph at A1 245+00 to A1 255+00. Remedial Action for the defect is addressed in WMATA's approach to CAPs R-2-18-A and R-2-19-A. • TRST 1000 Manual, 13.5.7: The third rail cover board was missing on end approach at A1 134+50. • TRST 1000 Manual, 3.2.2.1: Standing water and debris was observed at A1 148+00. • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A1 157+00. • TRST 1000 Manual, 3.2.2.1: Clogged drains were observed at A1 177+00. • TRST 1000 Manual, 3.2.2.1: Clogged drains were observed at A1 181+00. • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A1 182+00. 	Number of Defects	20
		Recommended Finding?	Yes
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none"> • TRST 1000 Manual, 13.3.14: Third rail cover boards were missing from A1 171+50 to A1 182+00. • TRST 1000 Manual, 3.2.2.1: Clogged drains were observed at A1 191+00. • TRST 1000 Manual, 3.2.2.1: Clogged drains were observed at A1 192+00. • TRST 1000 Manual, 3.1.2.5: Damaged door of ETS box was observed at A1 192+00. • DD-TP-SSI-013: Heat shrink was compromised on power conduit stub-up at A1 197+00. • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A1 205+00. • TRST 1000 Manual, 3.2.2.1: Standing water due to a copper pipe mounted on tunnel wall above safety catwalk leaking water was observed at A1 206+00. • TRST 1000 Manual, 3.2.2.4: A tunnel leak was observed at A1 213+00. • TRST 1000 Manual, 3.2.2.1: Clogged drains were observed at A1 253+00. • TRST 1000 Manual, 3.2.2.1: Clogged drains were observed at A1 254+00. • DD-TP-SSI-013: Heat shrink was compromised on power conduit stub-up at A1 255+00. • TRST 1000 Manual, 3.2.2.1: Clogged drains and standing water was observed at A1 256+00. • DD-TP-SSI-013: Heat shrink was compromised on power conduit stub-up at A1 256+00. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> • Metal safety catwalk was rusted out at A1 152+00. • Mud and debris was surrounding third rail power conduit stub-ups and orange boot cable connector assemblies at A1 157+00. • Mud and debris was surrounding negative return cables and impedance bond at A1 157+00. • Poor Tunnel lighting was observed from A1 171+50 to A1 198+60. • Multiple disconnect switch combination motor starter electrical enclosures in Connecticut Avenue and Sedgewick Road Fan Shaft were rusted out. • Trash and debris was surrounding power conduit stub-ups at A1 206+00. • Poor Tunnel lighting was observed from A1 205+00 to A1 257+00. • Mud and water was surrounding power conduit stub-ups and orange boot cable connector assemblies at A1 232+00. 		
<p>Remedial Action</p>	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> • WMATA must replace third rail cover board at A1 134+50. • WMATA must mitigate water intrusion and clean up debris at A1 148+00. • WMATA must mitigate water intrusion at A1 157+00. • WMATA must unclog drains at A1 177+00. • WMATA must unclog drains at A1 181+00. • WMATA must mitigate water intrusion at A1 182+00. • WMATA must replace third rail cover board from A1 171+50 to A1 182+00. • WMATA must unclog drains at A1 191+00. • WMATA must unclog drains at A1 192+00. • WMATA must replace door of ETS box at A1 192+00. • WMATA must replace heat shrink on power conduit stub-up at A1 197+00. • WMATA must mitigate water intrusion at A1 205+00. • WMATA must mitigate water intrusion and repair/replace copper pipe at A1 206+00. • WMATA must mitigate water intrusion and replace rotted out third rail cover board and third rail at A1 213+00. • WMATA must unclog drains at A1 253+00. • WMATA must unclog drains at A1 254+00. • WMATA must replace heat shrink on power conduit stub-up at A1 255+00. • WMATA must unclog drains at A1 256+00. • WMATA must replace heat shrink on power conduit stub-up at A1 256+00. 		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180105-WMATA-WP-1		
	2018	01	05				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	F-Line, Track 1, Waterfront (F03) to Navy Yard (F04)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TRK	JSB	OBS	
Job Briefing Employee Name/Title	TRST 6094		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X						X		
Line(s)	F-Line	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					Waterfront (F04)			Waterfront (F04)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature	WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell	Inspection Team Lee Emard		

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.10 11:46:53 -05'00'



Description	TRST unit 6094 conducted a job safety briefing at Waterfront (F04) The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location. The FWSO Inspectors did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject					Walking Track Inspection		Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 687		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No			
Related Reports	N/A		Related CAPS / Findings		N/A								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	TRST-1000 rev. 6												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X								X				
Line(s)	F-Line	Track Number	Track 1		Chain Marker and/or Station(s)		From		To				
							Waterfront (F04)		Navy Yard (F05)				
Vehicles	Head Car Number		Number of Cars		Equipment		N/A						
	N/A		N/A										
Description	FWSO inspector observed WMATA Compliance Inspectors perform a track inspection on track one of the F-Line from Waterfront (F04) to Navy Yard (F05). WMATA inspectors were verifying completion of frog base plate at switch 1A in this area. Work was verified complete and to WMATA standards. The FWSO inspector did not note any defects.							Number of Defects	0				
								Recommended Finding?	No				
								Remedial Action Required?	No				
								Recommended Reinspection?	No				
Remedial Action	N/A												



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180105-WMATA-WP-2		
	2018	01	05				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 1, Tenleytown-AU (A07) to Bethesda (A09)						

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	23				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TP	JSB	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM	R-17-02									
	MSRPH	R-17-03									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A-Line	Track Number	N/A		Chain Marker and/or Station(s)	From		To			
				Tenleytown-AU (A07)		Tenleytown-AU (A07)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature	WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo		

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.10 11:19:22 -0500



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

Inspection Activity #	2	Inspection Subject	Cable Inspection Observation				Activity Code	TP	WI	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	20170316-WMATA-WP-1		Related CAPS / Findings	Remedial Action ID #: 1214							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title		Checklist Reference					
	TRST 1000										
	DD-TP-SSI-013										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
					Tenleytown-AU (A07)			Bethesda (A09)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	<p>An FWSO inspector observed WMATA personnel conducting a walking cable inspection on track 1 of the A-Line from Tenleytown-AU (A07) to Bethesda (A09).</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A1 266+00. • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A1 270+00. • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A1 271+00. • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A1 282+00. • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A1 283+00. • TRST 1000 Manual, 3.2.2.4: Tunnel leak from the wall was observed at A1 294+50. • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A1 298+00. • TRST 1000 Manual, 3.2.2.1: Standing water, trash, debris, and muck were observed from A1 298+15 to A1 304+15. Remedial Action for this defect is addressed in WMATA's approach to Remedial Action ID #1214. • TRST 1000 Manual, 13.5.7: Cover board was missing on third rail end approach at A1 305+00. 	Number of Defects	23
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none"> • DD-TP-SSI-013: Heat shrink was compromised on power conduit stub-up at A1 306+00. • TRST 1000 Manual, 3.2.2.1: Standing water above orange boot cable connector assemblies was observed from A1 304+50 to A1 309+00. See figure one below. • DD-TP-SSI-013: Heat shrink was compromised on power conduit stub-up at A1 309+00. • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A1 313+50. • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A1 314+50. • TRST 1000 Manual, 3.2.2.4: Tunnel leak from the wall was observed at A1 325+00. • TRST 1000 Manual, 3.1.2.5: Front door of ETS Box A1-89 was damaged and blue light was inoperable at A1 327+50. • TRST 1000 Manual, 13.3.4: Broken third rail anchor arm was observed at A1 334+00. • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A1 357+00. • TRST 1000 Manual, 3.2.2.4: Tunnel leak from the wall was observed at A1 369+00. • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A1 383+00. • TRST 1000 Manual, 3.2.2.1: Clogged drains were observed at A1 384+50. • TRST 1000 Manual, 3.2.2.4: Tunnel leak from the wall was observed at A1 388+00. • TRST 1000 Manual, 3.2.2.1: Mud and water surrounding power conduit stub-ups and orange boot cable connector assemblies at A1 325+00. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> • Poor tunnel lighting from A1 263+00 to A1 298+15. 		
<p>Remedial Action</p>	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> • WMATA must mitigate standing water at A1 266+00. • WMATA must mitigate standing water at A1 270+00. • WMATA must mitigate standing water at A1 271+00. • WMATA must mitigate standing water at A1 282+00. • WMATA must mitigate standing water at A1 283+00. • WMATA must mitigate water intrusion from tunnel leak A1 294+50. • WMATA must mitigate standing water at A1 298+00. • WMATA must replace third rail cover board on third rail end approach at A1 305+00. • WMATA must replace heat shrink on power conduit stub-up at A1 306+00. • WMATA must mitigate standing water from A1 304+50 to A1 309+00. • WMATA must replace heat shrink on power conduit stub-up at A1 309+00. • WMATA must mitigate standing water at A1 313+50. • WMATA must mitigate standing water at A1 314+50. • WMATA must mitigate water intrusion from tunnel leak at A1 325+00. • WMATA must repair ETS box A1-89 and ensure blue light is operable at A1 327+50. • WMATA must replace broken third rail anchor arm at A1 334+00. • WMATA must mitigate standing water at A1 357+00. • WMATA must mitigate water intrusion from tunnel leak A1 369+00. • WMATA must mitigate standing water at A1 383+00. • WMATA must unclog drains at A1 384+50. • WMATA must mitigate water intrusion from tunnel leak A1 388+00. • WMATA must mitigate standing water and mud at A1 325+00 		



Photos



Figure 1: Standing water above orange boot cable connector assemblies from A1 304+00 to A1 309+00.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180106-WMATA-WP-1		
	2018	01	06				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Shutdown Medical Center (A10) to Grosvenor (A11)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TRK	JSB	OBS	
Job Briefing Employee Name/Title	RWIC 6198		Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0800-1200	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X								
Line(s)	A-Line	Track Number	N/A	Chain Marker and/or Station(s)		From		To			
						Grosvenor (A11)		Grosvenor (A11)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature	WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DCT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.10 11:50:04 -05'00'	Date
Inspector in Charge - Name Winslow Powell	Inspection Team Alexander Nepa			



Description	<p>TRST Safety Briefer conducted a job safety briefing at Grosvenor (A11) station. The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location.</p> <p>The FWSO Inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Work Zone Set-Up Observation				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST 641		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800-1200	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X		
Line(s)	A Line	Track Number	Track 2	Chain Marker and/or Station(s)		From		To			
						Medical Center (A10)		Grosvenor (A11)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspectors observed WMATA RWP set-up on track two of the A-Line between Medical Center (A10) and Grosvenor (A11). The work zones observed were fully compliant with WMATA RWP requirements.</p> <p>The FWSO inspector did not note any defects.</p> <p>Other Notable Observations:</p> <ul style="list-style-type: none"> Derailers were used as a form of protection at both ends of the work zone. Both limits were set within a station platform area. WMATA policy when using derails is to place the derail with the off-track movement away from the third rail preventing the car from potentially becoming energized with third rail contact. In this situation, the derailleurs were still installed with the derail movement away from the third rail and towards the platform. Due to the distance between the platform and the car, at a slow speed over-run, the derailleurs, as placed would cause the train to hit the platform edge, potentially preventing the train from derailing as intended. This was brought to the attention of a WMATA employee and corrected. See Figure 1 below. 						Number of Defects	0			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	No			
Remedial Action	N/A										



Photos



Figure 1: Derailed located at A2 444+30 installed to derail a train in the direction indicated by the arrow.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180108-WMATA-WP-1		
	2018	01	08				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C-Line and J-Line, Track 1, King Street (C13) to Van Dorn Street (J02)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TRK	JSB	OBS	
Job Briefing Employee Name/Title	TRST 6036		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0700-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X							X	
Line(s)	C-Line	Track Number	N/A	Chain Marker and/or Station(s)		From		To			
						King Street (C13)		King Street (C13)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature	WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell	Inspection Team Lee Emard			



Description	TRST unit 6036 conducted a job safety briefing at King Street Station (C13) The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location.							Number of Defects		0			
	The FWSO Inspector did not note any defects.							Recommended Finding?		No			
								Remedial Action Required?		No			
								Recommended Reinspection?		No			
Remedial Action	N/A												
Inspection Activity #	2	Inspection Subject				Track Walker Observation			Activity Code		TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 6036			Accompanied Inspector?	Yes		Out Brief Conducted	Yes	Time	0700-1400	Outside Shift	N/A	
Related Reports	N/A			Related CAPS / Findings			N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference		
	TRST-1000 rev. 6												
	Third Rail Heat Tape System 365 Day Inspection												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type		At-grade	Tunnel	Elevated	N/A	
	X								X	X	X		
Line(s)	C- and J Lines	Track Number	Track 1		Chain Marker and/or Station(s)			From		To			
								King Street (C13)		Van Dorn Street (J02)			
Vehicles	Head Car Number		Number of Cars			Equipment		N/A					
	N/A		N/A										
Description	FWSO inspector observed WMATA employees and contractors perform a track inspection on track one of the C- and J-Lines between King Street (C13) and Van Dorn Street (J02). Inspectors also inspected track conditions in the area.							Number of Defects		2			
	The following non-color-coded defects were observed: <ul style="list-style-type: none"> Third Rail Heat Tape System 365 Day Inspection, 1.4: At J2 567+00 the third rail heater box had shorted out and a live wire was attached to third rail and not secured properly at switch #3. See figure one below. TRST 1000 10.10.1: At J1 529+00 a hole was observed under the fence. 							Recommended Finding?		No			
								Remedial Action Required?		Yes			
								Recommended Reinspection?		Yes			
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must secure wire hanging off third rail at J2 667+00, at switch #3. WMATA must repair hole under fence at J1 529+00. 												



Photos:



Figure 1: Unsecured wire at J2 567+00.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180108-WMATA-WP-2		
	2018	01	08				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	N-Line, Track 1, K&N Junction (K98) to Spring Hill (N04)						

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	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TRK	JSB	OBS	
Job Briefing Employee Name/Title	TRST 6344		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X					X			
Line(s)	N-Line	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					McLean (N01)			McLean (N01)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description								Number of Defects	0		

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

Inspector in Charge - Signature	WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell	Inspection Team Alexander Nepa	 <small>Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.12 08:23:06 -05'00'</small>	



	TRST unit 6344 conducted a job safety briefing at the McLean Station (N01). The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location. The FWSO Inspector did not note any defects.						Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	No			
Remedial Action	N/A										
Inspection Activity #	2	Inspection Subject				Track Walker Observation	Activity Code		TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 6344			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No
Related Reports	N/A			Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	N-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
					K&N Junction (K98)			Spring Hill (N04)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA employees and contractors perform a track inspection on track one of the N-Line between the K&N Junction (K98) and Spring Hill (N04). Inspectors also inspected track conditions in the area. The following non-color-coded defects were observed <ul style="list-style-type: none"> • TRST 1000, 10.12.1: The chain marker at N1 527+00 was not in place. • TRST 1000, 10.12.1: The chain marker at N1 528+00 was not in place 						Number of Defects	2			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> • WMATA must reinstall the chain marker at N1 527+00. • WMATA must reinstall the chain marker at N1 528+00. 						Recommended Reinspection?	Yes			



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180109-WMATA-WP-1		
	2018	01	09				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C-Line, Track 1 and 2, Pentagon (C07) to Pentagon City (C08)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TP	JSB	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM	R-17-02									
	MSRPH	R-17-03									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	C-Line	Track Number	N/A		Chain Marker and/or Station(s)	From		To			
						Pentagon (C07)		Pentagon (C07)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature	WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo		

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.10 12:27:08 -05'00'



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

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code		TP	WI	PI
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	20170803-WMATA-AG-2		Related CAPS / Findings		Remedial Action ID #: 1508, 1510, 1511, 1512						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	C-Line	Track Number	Tracks 1 and 2	Chain Marker and/or Station(s)	From			To			
					Pentagon (C07)			Pentagon City (C08)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	<p>FWSO inspector(s) performed a traction power component inspection on tracks one and two of the C-Line between Pentagon (C07) and Pentagon City (C08) to inspect component and third rail conditions and follow up on previously issued remedial actions.</p> <p>The following color-coded defect was observed:</p> <ul style="list-style-type: none"> TRST 1000 Manual, Table 13.6: Both anchor bolts were missing in third rail insulator under end approach at C2 265+50. Red Condition. <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 Manual, 3.2.2.1: Standing water was observed at C2 276+00. TRST 1000 Manual, 3.2.2.1: Standing water was observed at C2 278+00. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> The third rail end approach was arcing at C1 290+00. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> 1508: WMATA has installed cable per EMI at C1 265+00. 1510: WMATA has installed O-Z Gedney bushings and heat shrink on conduit stub-ups at C1 276+00. 1511: WMATA has installed heat shrink on conduit stub-up at C1 276+00. 	Number of Defects	3
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">• 1512: WMATA has replaced broken orange boot power connection assembly at C1 277+00.		
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none">• WMATA must replace defective insulator at C2 265+50.• WMATA must mitigate water intrusion at C2 276+00.• WMATA must mitigate water intrusion at C2 278+00.		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180109-WMATA-WP-2		
	2018	01	09				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line, Track 1, New Carrollton (D13) to Cheverly (D11)						

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TRK	JSB	OBS	
Job Briefing Employee Name/Title	TRST 6464		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X					X			
Line(s)	D-Line		Track Number	N/A	Chain Marker and/or Station(s)		From		To		
							New Carrollton (D13)		Cheverly (D11)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description								Number of Defects	0		

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

Inspector in Charge - Signature	WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell	Inspection Team Alexander Nepa		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.10 12:30:00 -05'00'



	TRST unit 6464 conducted a job safety briefing at the New Carrollton Station (D13). The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location.							Recommended Finding?		No		
								Remedial Action Required?		No		
	The FWSO Inspector did not note any defects.							Recommended Reinspection?		No		
Remedial Action	N/A											
Inspection Activity #	2	Inspection Subject				Track Walker Observation		Activity Code		TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 6464			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A			Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X							X		X		
Line(s)	D-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To				
					New Carrollton (D13)			Cheverly (D11)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A						
	N/A		N/A									
Description	FWSO inspector observed WMATA employees perform a track inspection on track one of the D-Line between New Carrollton (D13) and Cheverly (D11). Inspectors also inspected track conditions in the area.							Number of Defects		1		
								Recommended Finding?		No		
								Remedial Action Required?		Yes		
	<p>The following non-color-coded defect was observed</p> <ul style="list-style-type: none"> TRST 1000, 3.1.2.5; ETS junction box at D1 547+00 cover was missing and wires were exposed. See figure one below. <p>Other Notable Observations;</p> <ul style="list-style-type: none"> A spike misalignment was observed on the right rail at D1 477+80. See figure two below On the New Carrollton and Landover aerial structures, in the new construction areas, there are fasteners not seated to the grout pad. This condition is allowing is allowing vertical deflection. See figure three below. 							Recommended Reinspection?		Yes		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must reinstall the cover on the ETS junction box at D1 547+00. 											



Photos

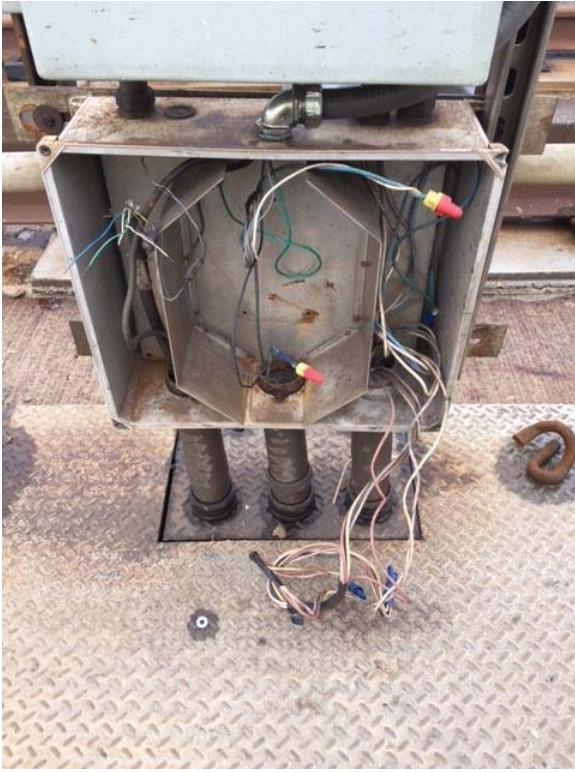


Figure 1: Exposed wire and junction box missing cover at ETS Box D154 at D1 547+00.



Figure 2: Spike misalignment at D1 477+80, right rail.



Figure 3: Fastener not seated to the grout pad on the New Carrollton aerial structure.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180109-WMATA-WP-3		
	2018	01	09				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	K-Line, Track 1, Clarendon (K02) to West Falls Church (K06)						

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6182			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	Outside Shift	Yes			
Related Reports	N/A			Related CAPS / Findings			N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X							X				
Line(s)	K-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To				
								Clarendon (K02)		Clarendon (K02)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.17 07:39:54 -05'00'		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard					



Description	TRST unit 6182 conducted a job safety briefing at Clarendon Station (K02) The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location.							Number of Defects		0			
	The FWSO inspector did not note any defects.							Recommended Finding?		No			
								Remedial Action Required?		No			
								Recommended Reinspection?		No			
Remedial Action	N/A												
Inspection Activity #	2	Inspection Subject				Track Walker Observation			Activity Code		TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 6182			Accompanied Inspector?	Yes		Out Brief Conducted	Yes	Time	2200-0400	Outside Shift	Yes	
Related Reports				Related CAPS / Findings			N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference		
	TRST-1000 rev. 6												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type		At-grade	Tunnel	Elevated	N/A	
	X								X	X	X		
Line(s)	K Line		Track Number	Track 1		Chain Marker and/or Station(s)		From		To			
								Clarendon (K02)		West Falls Church (K06)			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A						
	N/A		N/A										
Description	FWSO inspector observed WMATA employees and contractors perform a track inspection on track one of the K-Line between Clarendon (K02) and West Falls Church (K06). Inspector also inspected track conditions in the area. FWSO Inspector observed that the contractor inspector was competent and knowledgeable on track conditions.							Number of Defects		0			
	The FWSO inspector did not note any defects.							Recommended Finding?		No			
								Remedial Action Required?		No			
								Recommended Reinspection?		No			
Remedial Action	N/A												



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180110-WMATA-WP-1		
	2018	01	10				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line, Track 2, Stadium-Armory (D08) to Deanwood (D10)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-JSB-OBS	TRK-WI-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	8				
Recommended Finding	No	No				
Remedial Action Required¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6464		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1500	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X						X		
Line(s)	D-Line		Track Number	N/A	Chain Marker and/or Station(s)		From		To		
							Stadium-Armory (D08)		Stadium-Armory (D08)		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								
Description	TRST unit 6464 conducted a job safety briefing at Stadium-Armory Station (D08). The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID							Number of Defects		0	
								Recommended Finding?		No	
								Remedial Action Required?		No	

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

Inspector in Charge - Signature	Date
WINSLOW L. POWELL	
<small>Digitally signed by WINSLOW L. POWELL DN: cn=L.S. Powell, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.16 14:29:49 -0500</small>	
Inspector in Charge - Name Winslow Powell	Inspection Team Alexander Nepa



	and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location. The FWSO Inspector did not note any defects.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Walker Observation					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 6464		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1500	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard			Other / Title		Checklist Reference		
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	D-Line	Track Number	Track 2		Chain Marker and/or Station(s)	From		To			
						Stadium-Armory (D08)		Deanwood (D10)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA and Contract employees perform a track inspection on track two of the D-Line between Stadium-Armory (D08) and Deanwood (D10). Inspectors also inspected track conditions in the area.						Number of Defects		8		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
	<p>The following color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000, Table 7-1: Five consecutive non-holding fastener allowing one-inch vertical deflection in the rail and ¼-inch movement in gauge, measuring 56 ¾ inches at D2 260+30, left rail, on the aerial structure, in the curve. The distance between non-defective fasteners was 156 inches. Black Condition. WMATA and contract personnel deemed this as a red-maintenance condition and the area was not protected with a speed restriction. See figures one, two, and three below. TRST 1000, Table 7-1: Five consecutive non-holding fastener allowing 3/8 -inch dynamic movement in gauge, measuring 57 1/8 inches at D2 285+00, right rail, at the D-98 52 signal. The distance between non-defective fasteners was 180 inches. Black condition. WMATA and contract personnel deemed this as a red-maintenance condition and the area was not protected with a speed restriction. See figures three and four below. <p>The following non-color-coded defects were observed.</p> <ul style="list-style-type: none"> TRST 1000, 3.2.2.4: A water leak onto the left rail was observed at D2 216+00. TRST 1000, 3.2.2.4: A water leak onto the center of the track was observed at D2 230+60. TRST 1000, 13.5.7: The end coverboard was missing at D2 221+80. TRST 1000, 3.1.2.2: The center scuppers were blocked with mud and debris not allowing water to drain as designed between D2 227+00 and 234+00 TRST 1000, 13.3.8: A broken third rail anchor was observed at D2 266+30. TRST 1000 13.3.9: A defective third rail insulator was observed at D2 267+80. 						Recommended Reinspection?		Yes		
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must repair the defective fasteners at D2 260+30. WMATA must repair the defective fasteners at D2 285+00. WMATA must repair the water leak at D2 216+00. 										



- WMATA must repair the water leak at D2 230+60.
- WMATA must replace the missing end cover board at D2 221+80.
- WMATA must clean the center scuppers between D2 227+00 and 234+00 so the water can drain as designed.
- WMATA must repair the broken third rail support cable at D2 266+30.
- WMATA must repair the non-holding third rail insulator at D2 267+80.

Photos



Figures 1, 2 and 3: Five consecutive non-holding fasteners with 5/8-inch dynamic movement and 56 3/4 dynamic gauge at D2 260+30.



Figures 4 and 5: Five consecutive non-holding fasteners with 3/8-inch dynamic movement at D2 285+00 at the D98-52 signal.



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180110-WMATA-WP-2		
	2018	01	10				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C- and J-Line, Track 1, King Street (C13) to Van Dorn Street (J02)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TP-JSB-OBS	TP-WI-PI				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	20				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TP	JSB	OBS	
Job Briefing Employee Name/Title	WMATA RWIC			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No
Related Reports	N/A			Related CAPS / Findings	N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM	R-17-02									
	MSRPH	R-17-03									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X							X	
Line(s)	C-Line	Track Number	N/A	Chain Marker and/or Station(s)		From		To			
						King Street (C13)		King Street (C13)			
Vehicles	Head Car Number	Number of Cars		Equipment		N/A					
	N/A	N/A									
Description	FWSO personnel received a job safety briefing from the WMATA roadway worker in charge (RWIC). All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked, and the working limits reviewed. The WMATA RWIC covered the nearest hospital and safety rule of the day. The hazards, clearance areas, and communication were used as part of the discussion.							Number of Defects	0		
								Recommended Finding?	No		
								Remedial Action Required?	No		
								Recommended Reinspection?	No		

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

Inspector in Charge - Signature	WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo	<small>Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.16 14:36:38 -05'00'</small>	



	<p>In addition to the required PPE, the Advanced Mobile Flagger (AMF) did have the required equipment, and was compliant with "WMATA PERMANENT ORDER R-17-03, ADVANCE MOBILE FLAGGER, (FRIDAY APRIL 28, 2017)." This equipment consisted of WMATA-approved flashing amber lantern/E-flare, orange flag (18"x18") calibrated working radio, air horn, and whistle.</p> <p>The AMF did notify the RWIC via positive communication (phone) that he was in place (i.e., next station ahead in the direction the mobile crew walked). The flashing amber lantern/E-flare and orange flag had been positioned at the end of the platform (i.e., 8-car marker or end gate). No exceptions were taken.</p> <p>The FWSO Inspector observed the WMATA RWIC request foul time for five "hot spots" (i.e., portals, curve: restricted view, blind spot, and interlocking) encountered during mobile work crew's cable inspection walk. One hundred percent repeat back did occur on radio communication between RWIC and the Rail Operations Control Center (ROCC). The RWIC relinquished foul time once the mobile work crew completely walked through the "hot spot." No issues/concerns or exceptions were taken to the RWIC performing his duties. The RWIC was compliant with WMATA PERMANENT ORDER R-17-02, GRANTING FOUL TIME (FRIDAY APRIL 28, 2017).</p> <p>The FWSO Inspector did not note any defects.</p>		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code		TP	WI	PI
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	20170708-WMATA-AG-1 20170906-WMATA-AG-1 20170919-WMATA-AG-2 20171129-WMATA-AG-1		Related CAPS / Findings			Remedial Action ID #: 1418, 1574, 1577, 1579, 1585, 1587, 1589, 1591, 1593, 1641, 1806					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	TRST 1000										
	DD-TP-SSI-013										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	C- and J-Lines	Track Number	Track 1		Chain Marker and/or Station(s)	From			To		
						King Street (C13)			Van Dorn Street (J02)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspector(s) performed a traction power component inspection on track one of the C- and J-Lines between King Street (C13) and Van Dorn Street (J02) to inspect component and third rail conditions and follow up on previously issued remedial actions.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 Manual, 3.2.2.1: Standing water was observed at J1 507+00. TRST 1000 Manual, 13.3.4: Third rail anchor arm was broken at J1 528+00. DD-TP-SSI-013: Heat shrink was compromised on power conduit stub-up and missing O-Z Gedney bushing at J1 536+00. DD-TP-SSI-013: Power cable was spliced at J1 536+00. TRST 1000 Manual, 3.1.2.5: The front door of ETS box was damaged at J1 545+00. DD-TP-SSI-013: Conduit was open to water penetration at J1 594+00. 						Number of Defects		20		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		



	<ul style="list-style-type: none"> • TRST 1000 Manual, 3.1.2.5: ETS blue light was out at J1 630+00, box J33. • TRST 1000 Manual, 3.1.2.5: ETS blue light was out at J2 630+00, box J34. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1593. • TRST 1000 Manual, 3.1.2.5: ETS blue light was out at J1 637+00, box J35. • TRST 1000 Manual, 3.1.2.5: ETS blue light was out at J2 637+00, box J36. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1591. • TRST 1000 Manual, 3.1.2.5: ETS blue light was out at J2 639+50, box J38. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1589. • TRST 1000 Manual, 3.1.2.5: ETS blue light was out and box damaged at J1 640+00, box J39. • TRST 1000 Manual, 3.1.2.5: ETS blue light was out and box damaged at J2 640+00, box J40. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1587. • TRST 1000 Manual, 3.1.2.5: ETS blue light was out at J2 645+00, box J42. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1585. • TRST 1000 Manual, 3.1.2.5: ETS blue light was out and box damaged at J1 658+00, box J45. • TRST 1000 Manual, 3.1.2.5: ETS blue light was out and box damaged at J2 658+00, box J46 Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1579. • TRST 1000 Manual, 3.1.2.5: ETS blue light was out at J1 665+00, box J47. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1806. • TRST 1000 Manual, 3.1.2.5: ETS blue light was out at J2 665+00, box J48. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1577. • TRST 1000 Manual, 3.1.2.5: ETS blue light was out at J1 680+00, box J51. • TRST 1000 Manual, 3.1.2.5: ETS blue light was out at J2 680+00, box J52. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1574. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> • Third rail end approach was worn and eaten away at C1 572+00. • Cables were lying on the ground at J1 562+00. • Broken kindorf straps on cable clamps were observed at J1 584+00. • Cables were lying on the ground at J1 617+00. • Cables were lying on the ground at J1 627+00. • Cables were lying on the ground at J1 673+00. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> • 1418: WMATA has repaired the electrical box at J1 557+00. • 1641: WMATA has replaced expansion cable and install cables per EMI at J1 607+00. 		
<p>Remedial Action</p>	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> • WMATA must mitigate water intrusion at J1 507+00. • WMATA must replace third rail anchor arm at J1 528+00. • WMATA must replace heat shrink on conduit stub-up and install O-Z Gedney bushing at J1 536+00. • WMATA must replace spliced power cable at J1 536+00. • WMATA must repair or replace damaged front door of ETS box at J1 545+00. • WMATA must cap unused conduit stub-up at J1 594+00. • WMATA must repair the blue light at J1 630+00, box J33. • WMATA must repair the blue light at J1 637+00, box J35. • WMATA must repair the blue light and repair/replace damaged ETS box at J1 640+00, box J39. • WMATA must repair the blue light and repair/replace damaged ETS box at J1 658+00, box J45. • WMATA must repair the blue light at J1 680+00, box J51. 		



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180110-WMATA-WP-3		
	2018	01	10				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C Line, Track 2, King Street (C13) to Crystal City (C09)						

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	1				
Recommended Finding	No	No				
Remedial Action Required¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject Job Safety Briefing					Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6288			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	Outside Shift	Yes
Related Reports	N/A			Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X							X	
Line(s)	C-Line		Track Number	N/A	Chain Marker and/or Station(s)		From		To		
							King Street (C13)		King Street (C13)		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								

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

Inspector in Charge - Signature		WINSLOW L. POWELL	 <small>Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.16 14:47:24 -05'00'</small>	Date
Inspector in Charge - Name Winslow Powell	Inspection Team Lee Emard			



Description	TRST unit 6288 conducted a job safety briefing at King Street Station. The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Inspection Observation					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 6288		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200 0400	Outside Shift	Yes	
Related Reports	20170412-WMATA-WP-4 20170919-WMATA-AG-1 20171129-WMATA-AG-2 20160709-WMATA-WA-1		Related CAPS / Findings		Remedial Action ID #: 1293,1623,1853,1852,835,841						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000 rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	C-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To			
					King Street (C13)			Crystal City (C09)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA employees and contractors perform a track inspection on track two of the C-Line between King Street (C13) and Crystal City (C09). Inspector also inspected track conditions and followed up on previously issued remedial actions. The inspection was conducted in accordance with TRST 1000 standards. The following non-color-coded defects were observed: <ul style="list-style-type: none"> • TRST 1000 13.17.4.1: A relay rail tripping hazard was present between C2 355+00 and 338+00. The following remedial actions were verified as complete: <ul style="list-style-type: none"> • Remedial Action ID #1293: The third rail end approach has been replaced at C2 555+00. • Remedial Action ID #1623: The frog has been replaced at C2 520+20, switch 1B. • Remedial Action ID #1853: The third rail insulator has been replaced at C2 359+60 • Remedial Action ID #1852: The third rail end approach cover board has been replaced at C2 359+60. • Remedial Action ID #835: Defective fastener and grout pads have been replaced between C2 408+00 and 393+00. • Remedial Action ID #841: Defective fastener and grout pads have been replaced between C2 395+00 and C2 405+00. 							Number of Defects	1		
								Recommended Finding?	No		
								Remedial Action Required?	Yes		
								Recommended Reinspection?	Yes		
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> • WMATA must remove relay rail presenting tripping hazard between C2 355+00 and 338+00. 										



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180110-WMATA-WP-4		
	2018	01	10				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Car Maintenance	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Branch Avenue Rail Service and Inspection Facility (F99)						

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 Required¹	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject Shop Observation					Activity Code		VM	SI	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0630-1000	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
			SOP #12								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
					X						X
Line(s)	N/A		Track Number	N/A	Chain Marker and/or Station(s)		From		To		
							N/A		N/A		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.16 14:51:30 -0500		
Inspector in Charge - Name	Winslow Powell	Inspection Team	Bill Hultsch	



Description	<p>FWSO inspector observed WMATA car maintenance activities and shop safety practices at the Branch Avenue Service and Inspection Facility (F99). The following activities were observed:</p> <ol style="list-style-type: none"> 1. Movement of married pair 6072/7073 out of the shop consistent with SOP #12 – Movement of rail vehicle(s) within, into, on the lead, and out of the maintenance facility. 2. Employee shop safety practices. All employees were wearing appropriate safety personal protective equipment, i.e. PPE. 3. Shop safety equipment included: <ol style="list-style-type: none"> a. Proper storage of compressed gas cylinders outside of the facility, in cages, and tanks segregated according to type gas. b. Proper storage of high voltage stinger system. c. Eyewash stations properly maintained. d. Shop housekeeping, clean and devoid of tripping hazards. <p>The FWSO Inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180111-WMATA-WP-1		
	2018	01	11				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C Line, Track 2, Crystal City (C09) to Arlington Cemetery (C06)						

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6142			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	Outside Shift	Yes			
Related Reports	N/A			Related CAPS / Findings			N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X							X				
Line(s)	C-Line	Track Number	N/A	Chain Marker and/or Station(s)			From		To					
							Crystal City (C09)		Crystal City (C09)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.17 09:16:33 -05'00'		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard					



Description	TRST unit 6142 conducted a job safety briefing at Crystal City (C09) station. The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location. The FWSO Inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Walker Observation				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST 6142		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	Outside Shift	Yes	
Related Reports	20170718-WMATA-AG-1 20170913-WMATA-AG-1		Related CAPS / Findings		Remedial Action ID #: 1486, 1482, 1618, 1617						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000 rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		X		X			X	X	X	
Line(s)	C-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To			
					Crystal City (C09)			Arlington Cemetery (C06)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA employees and contractors perform a track inspection on track two of the C-Line between Crystal City (C09) and Arlington Cemetery (C06). Inspector also inspected track conditions and followed up on previously issued remedial actions. The inspection was conducted in accordance with TRST 1000 standards. The following non-color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000 13.17.4.1: A relay rail tripping hazard was observed between the catwalk and running rail between C2 298+00 and C2 296+80. The following remedial actions were verified as complete: <ul style="list-style-type: none"> Remedial Action ID #1486: WMATA has replaced third rail end approach cover board at C2 290+00. Remedial Action ID #1482: WMATA has replaced switch 1B frog at C2 289+00. Remedial Action ID #1618: WMATA has corrected wide gauge condition at C2 283+20. Remedial Action ID #1617: WMATA has corrected third rail elevation at C2 282+80. 						Number of Defects	1			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must remove relay rail tripping hazard between C2 298+00 and C2 296+80. 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180111-WMATA-WP-2		
	2018	01	11				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Car Maintenance	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Branch Avenue Rail Service and Inspection Facility (F99)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Shop Observations				Activity Code	VM	SI	OBS	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0630-0930	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	Upgrade Instructions TA41878/955 Rev. 06										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
					X						
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)		From		To			
						N/A		N/A			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	6154 6155		2								

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

Inspector in Charge - Signature	WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell	Inspection Team Bill Hultsch		



Description	<p>FWSO inspector observed WMATA car maintenance activities and shop safety practices at the Branch Avenue Service and Inspection Facility (F99). The following activities were observed:</p> <ol style="list-style-type: none"> 1. WMATA has initiated a program to upgrade/modify side door spindles on the 2000, 3000, and 6000 series rail cars. A contractor has been contracted to do this work under the auspices of WMATA's engineering group. The inspector observed two contractors working at benches rebuilding spindle units in preparation for vehicle installation. The inspector also observed four contractors, two per rail car, installing the spindle assemblies in cars 6154-6155. Contractors were using Upgrade Instructions TA41878/955 Rev. 06. The current schedule calls for one married pair of rail cars to be completed each day. All contractors were wearing appropriate personal protective equipment (PPE). 2. Car maintenance employees from Branch Avenue and other locations were participating in training regarding the revised Blue Flag Protection (SOP 29) Permanent Order T-17-12. <p>The FWSO Inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180111-WMATA-WP-3		
	2018	01	11				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ELES	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Greenbelt (E10), College Park (E09), Prince George's Plaza (E08), West Hyattsville (E07), Fort Totten (E06)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	VT-FI-PI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	9					
Recommended Finding	No					
Remedial Action Required¹	No					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Elevator Certificate Inspection				Activity Code	VT	FI	PI	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	No	Time	1000-1500	Outside Shift	No	
Related Reports	20171103-WMATA-AG-3		Related CAPS / Findings	Remedial Action ID #: 1776							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X								X
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)			From	To			
							N/A	N/A			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								

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

Inspector in Charge - Signature		WINSLOW L. POWELL	 <small>Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.17 09:48:47 -05'00'</small>	Date
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo			



Description	<p>An FWSO Inspector visited 5 stations to verify that elevator certificates were compliant with municipality jurisdiction standards. The certificates were checked to be present at the station kiosk or in the elevator and to have a valid, non-expired, date.</p> <p>The following non-color-coded defects were noted:</p> <ul style="list-style-type: none"> • Elevator E10X01 at Greenbelt (E10) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator E09X01 at College Park (E09) was missing a certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator E08X01 at Prince George's Plaza (E08) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator E08X02 at Prince George's Plaza (E08) was missing a certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator E08X03 at Prince George's Plaza (E08) was missing a certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator E08X04 at Prince George's Plaza (E08) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator E08X05 at Prince George's Plaza (E08) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator E07X01 at West Hyattsville (E07) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator B06X01 at Fort Totten (E06) was missing a certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. 	Number of Defects	9
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	Yes
Remedial Action	N/A		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180112-WMATA-WP-2		
	2018	01	12				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ELES	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Largo Town Center (G05), Morgan Boulevard (G04), Addison Road (G03), Capitol Heights (G02), Benning Road (G01)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	VT-FI-PI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	8					
Recommended Finding	No					
Remedial Action Required ¹	No					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Elevator Certificate Inspection				Activity Code	VT	FI	PI	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	No	Time	1000-1500	Outside Shift	No	
Related Reports	20171103-WMATA-AG-3		Related CAPS / Findings	Remedial Action ID #: 1776							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X								
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)		From		To			
						N/A		N/A			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo		

Digitally signed by WINSLOW L. POWELL
DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.18 12:11:24 -0500



Description	<p>An FWSO Inspector visited 5 stations to verify that elevator certificates were compliant with municipality jurisdiction standards. The certificates were checked to be present at the station kiosk or in the elevator, and to have a valid, non-expired, date.</p> <p>The following non-color-coded defects were noted:</p> <ul style="list-style-type: none"> • Elevator G05X01 at Largo Town Center (G05) was missing a certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator G05X03 at Largo Town Center (G05) was missing a certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator G05X04 at Largo Town Center (G05) was missing a certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator G05X06 at Largo Town Center (G05) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator G05X07 at Largo Town Center (G05) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator G03X03 at Addison Road (G03) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator G02X01 at Capitol Heights (G02) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator G02X02 at Capitol Heights (G02) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. 	Number of Defects	8
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	Yes
Remedial Action	N/A		



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180113-WMATA-WP-1		
	2018	01	13				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TPRO
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	E-Line, Track 2, Fort Totten (E06) to Prince George's Plaza (E08)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject Job Safety Briefing					Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 640			Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0800-1200	Outside Shift	Yes
Related Reports	N/A			Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X					X			
Line(s)	E-Line		Track Number	N/A	Chain Marker and/or Station(s)		From		To		
							West Hyattsville (E07)		West Hyattsville (E07)		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
		<small>Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.30 08:48:50 -05'00'</small>		
Inspector in Charge - Name	Winslow Powell	Inspection Team	Alexander Nepa	



Description	TRST unit 640 conducted a job safety briefing at West Hyattsville Station (E07). The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location. The FWSO Inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	RWP Setup Verification				Activity Code		TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 640		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800-1200	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	E-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To			
					Fort Totten (E06)			Prince George's Plaza (E08)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA RWP setup at E2 286+70 and E2 412+00. Both areas were fully compliant with WMATA's RWP manual requirements for exclusive track occupancy protection. FWSO also observed employees performing welding working safely with all required personal protective equipment. The FWSO Inspector did not note any defects.	Number of Defects	0								
		Recommended Finding?	No								
		Remedial Action Required?	No								
		Recommended Reinspection?	No								
Remedial Action	N/A										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180114-WMATA-WP-1		
	2018	01	14				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TPRO
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 2, Friendship Heights (A08) to Grosvenor (A11)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6458			Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0800-1200	Outside Shift	Yes			
Related Reports	N/A			Related CAPS / Findings			N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X											
Line(s)	A-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To				
								Bethesda (A09)		Bethesda (A09)				
Vehicles	Head Car Number		Number of Cars			Equipment		N/A						
	N/A		N/A											

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

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

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.30 08:51:09 -05'00'



Description	TRST unit 6458 conducted a job safety briefing at Bethesda Station (A09) briefing table. The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location. The FWSO Inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Work Zone Verification				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST 6198		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800-1200	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard			Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X		
Line(s)	A-Line	Track Number	Track 2	Chain Marker and/or Station(s)			From		To		
							Friendship Heights (A08)		Grosvenor (A11)		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								
Description	FWSO inspector observed WMATA RWP setup at A2 309+00 and A2 569+20. Both areas were fully compliant with WMATA RWP manual requirement for inaccessible track (IT) protection. Inspector also observed a piggy-back protection work zone set-up at A2 444+00, set for exclusive track occupancy, this also was compliant with RWP manual requirements. Inspector also observed employees performing water mitigation, working safely with all required personal protective equipment, (PPE). The FWSO Inspector did not note any defects.	Number of Defects	0								
		Recommended Finding?	No								
		Remedial Action Required?	No								
		Recommended Reinspection?	No								
Remedial Action	N/A										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180116-WMATA-WP-1		
	2018	01	16				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	K-Line, Track 1, Courthouse (K01) to Virginia Square (K03)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TP	JSB	OBS	
Job Briefing Employee Name/Title	WMATA RWIC			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No
Related Reports	N/A			Related CAPS / Findings	N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM	R-17-02									
	MSRPH	R-17-03									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X								
Line(s)	K-Line	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					Courthouse (K01)			Courthouse (K01)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo			

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.30 08:55:01 -05'00'



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

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code	TP	WI	PI	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	20170210-WMATA-WP-2		Related CAPS / Findings	Remedial Action ID #: 1170							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	K-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
					Courthouse (K01)			Virginia Square (K03)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspector(s) performed a traction power component inspection on track one of the K-Line between Courthouse (K01) and Virginia Square-GMU (K03) to inspect component and third rail conditions and follow up on previously issued remedial actions.</p> <p>The following color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 Table 13-6: Third rail end approach showing signs of shoe striking approach surface at K1 246+00. Red Condition. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1170. <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000 Manual, 3.1.2.5: ETS blue light was out at K1 215+00, box K19. TRST 1000 Manual, 3.2.2.4: Water leak from tunnel ceiling was observed at K1 219+00. 						Number of Defects	2			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must repair the blue light at K1 215+00, box K19. WMATA must mitigate water leak at K1 219+00. 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180117-WMATA-WP-1		
	2018	01	17				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A- and B-Line, Track 1, Union Station (B03) to Metro Center (A01) A- and B-Line, Track 2, Metro Center (A01) to Judiciary Square (B02)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TP-JSB-OBS	TP-WI-PI				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	11				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TP	JSB	OBS	
Job Briefing Employee Name/Title	WMATA RWIC			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No
Related Reports	N/A			Related CAPS / Findings	N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard			Other / Title		Checklist Reference		
	RWPM	R-17-02									
	MSRPH	R-17-03									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X						X		
Line(s)	B-Line	Track Number	N/A		Chain Marker and/or Station(s)	From			To		
						Union Station (B03)			Union Station (B03)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo		

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.30 08:58:32 -05'00'



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

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code		TP	WI	PI
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	20171218-WMATA-AG-1 20171019-WMATA-AG-1 20170406-WMATA-WP-3		Related CAPS / Findings		Remedial Action ID #: 1274, 1275, 1276, 1718, 1719, 1721, 1722, 1723, 1848						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	DD-TP-SSI-013										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A- and B-Lines	Track Number	Tracks 1 and 2	Chain Marker and/or Station(s)	From			To			
					Union Station (B03) – Track 1 Metro Center (A01) – Track 2			Metro Center (A01) – Track 1 Judiciary Square (B02) – Track 2			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	<p>FWSO inspector(s) performed a traction power component inspection on tracks one and two of the A- and B -Lines between Union Station (B03) and Metro Center (A01) to inspect component and third rail conditions and follow up on previously issued remedial actions.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> • DD-TP-SSI-013: Power conduit stub-up was damaged at B1 065+00. • TRST 1000 Manual, 3.2.2.4: Water leak from tunnel wall was observed at B1 047+00. • TRST 1000 Manual, 3.2.2.1: Tunnel invert channel drain was clogged with mud and debris from B1 062+00 to B1 060+00. • TRST 1000 Manual, 3.2.2.1: Tunnel invert channel drain was clogged with mud and debris from B1 058+00 to B1 057+00. • TRST 1000 Manual, 3.2.2.1: Tunnel invert channel drain was clogged with mud and debris from B1 055+00 to B1 053+00. • DD-TP-SSI-013: Conduit was open to water penetration at B1 012+00. • TRST 1000 Manual, 3.2.2.4: Water leak from tunnel ceiling was observed at B1 011+00. • TRST 1000 Manual, 3.2.2.4: Water leak from tunnel ceiling was observed at B2 011+00. • DD-TP-SSI-013: Heat shrink was compromised on power conduit stub-up at B2 011+00. 	Number of Defects	11
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none"> • TRST 1000 Manual, 3.2.2.4: Water leak from tunnel wall was observed at B2 011+50. • DD-TP-SSI-013: Power conduit stub-up was damaged at B2 012+00. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> • Third rail end approach was showing surface wear at B1 065+00. • Third rail end approach was arcing at B2 031+00. • Debris was surrounding power conduit stub-ups and cable connector assemblies (orange boots) at B2 010+00. • Trash and debris were surrounding power conduit stub-ups and cable connector assemblies (orange boots) at B2 011+00. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> • 1274: WMATA has replaced conduit stub-up at B1 031+00. • 1275: WMATA has replaced heat shrink on conduit stub-up at B1 031+00. • 1276: WMATA has replaced conduit stub-up at B1 030+00. • 1718: WMATA has installed missing third rail cover board at B1 052+60. • 1719: WMATA has installed missing third rail cover board at B1 052+20. • 1721: WMATA has installed missing third rail cover board at B1 031+62. • 1722: WMATA has installed missing third rail cover board at B1 030+80. • 1723: WMATA has installed missing third rail cover board at B1 025+50. • 1848: WMATA has installed missing third rail cover board at B1 060+20. 		
<p>Remedial Action</p>	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> • WMATA must repair or replace power conduit stub-up at B1 065+00. • WMATA must mitigate water intrusion from tunnel wall leak at B1 047+00. • WMATA must unclog tunnel invert channel drain from B1 062+00 to B1 060+00. • WMATA must unclog tunnel invert channel drain from B1 058+00 to B1 057+00. • WMATA must unclog tunnel invert channel drain from B1 055+00 to B1 053+00. • WMATA must cap unused conduit at B1 012+00. • WMATA must mitigate water intrusion from tunnel ceiling leak at B1 011+00. • WMATA must mitigate water intrusion from tunnel ceiling leak at B2 011+00. • WMATA must replace heat shrink on power conduit stub-up at B2 011+00. • WMATA must mitigate water intrusion from tunnel wall leak at B2 011+50. • WMATA must repair or replace power conduit stub-up at B2 012+00. 		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180118-WMATA-WP-1		
	2018	01	18				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	K-Line, Track 1, West Falls Church (K06) to Dunn Loring (K07)						


Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TP	JSB	OBS	
Job Briefing Employee Name/Title	WMATA RWIC			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No
Related Reports	N/A			Related CAPS / Findings	N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard			Other / Title		Checklist Reference		
	RWPM	R-17-02									
	MSRPH	R-17-03									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X								
Line(s)	K-Line	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					West Falls Church (K06)			West Falls Church (K06)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature		WINSLOW L. POWELL		 <small>Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.30 09:02:05 -05'00'</small>		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo				



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

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code		TP	WI	PI
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	DD-TP-SSI-013										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X		X	
Line(s)	K-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
					West Falls Church (K06)			Dunn Loring (K07)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	<p>FWSO inspector performed a traction power component inspection on track one of the K-Line between West Falls Church (K06) and Dunn Loring (K07) to inspect component and third rail conditions and follow up on previously issued remedial actions.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> DD-TP-SSI-013: Heat shrink was compromised on power conduit stub-up at K1 526+00. DD-TP-SSI-013: Conduit was open to water penetration at K1 529+00. DD-TP-SSI-013: Conduit was open to water penetration at K1 568+00. TRST 1000 Manual, 13.3.4: Third rail anchor arm was broken at K1 594+00. TRST 1000 Manual, 13.3.4: Third rail anchor arm was broken at K1 617+50. TRST 1000 Manual, 3.1.2.5: ETS blue light was out at K1 623+00, box K140. TRST 1000 Manual, 3.1.2.5: ETS box front door would not close at K1 630+00, box K142. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> Third rail cover board damaged on such that portion is close to touching the third rail at K1 558+00. Fiberglass kindorf projecting out on gauge side of the third rail and close to contacting the third rail at K1 599+00. 	Number of Defects	7
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes
Remedial Action	To achieve compliance with WMATA's requirements:		



- WMATA must replace heat shrink on power conduit stub-up at K1 526+00.
- WMATA must cap unused conduit at K1 529+00.
- WMATA must cap unused conduit at K1 568+00.
- WMATA must replace third rail anchor arm at K1 594+00.
- WMATA must replace third rail anchor arm at K1 617+50.
- WMATA must repair ETS blue light at K1 623+00, box K140.
- WMATA must repair or replace front door of ETS box at K1 630+00, box K142.



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180119-WMATA-WP-1		
	2018	01	19				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	E Line, track 1, College Park (E09) to Prince George's Plaza (E08)						

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 Required¹	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject Job Safety Briefing					Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6699		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0700-1500	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings			N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X					X	X	X	
Line(s)	E-Line		Track Number	N/A	Chain Marker and/or Station(s)		From		To		
							College Park (E09)		College Park (E09)		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								

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

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

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.30 09:07:18 -05'00'



Description	The FWSO inspector received a job safety briefing from TRST 6699 at College Park Station. The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Inspection Observation					Activity Code	TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6699		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0700-1500	Outside Shift	Yes	
Related Reports	20170630-WMATA-WP-2		Related CAPS / Findings	Remedial Action ID#: 1414							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000 rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	E-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
					College Park (E09)			Prince George's Plaza (E08)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA employees and contractors perform a track inspection on track 1 of the E- Line between College Park (E09) and Prince George's Plaza (E08). FWSO inspector also inspected track conditions and followed up on previously issued remedial actions. FWSO inspector also observed TRST 6302 receive on-the-job training from a contractor. The inspection was conducted in accordance with TRST 1000 standards. The FWSO inspector did not note any defects. The following remedial action item verified as complete: <ul style="list-style-type: none"> Remedial Action ID #1414: At CM E1 504+00, replaced heat shrink on conduit stub-up. 							Number of Defects	0		
								Recommended Finding?	No		
								Remedial Action Required?	No		
								Recommended Reinspection?	No		
Remedial Action	N/A										



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180119-WMATA-WP-2		
	2018	01	19				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 1, Bethesda (A09) to Grosvenor-Strathmore (A11)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TP-JSB-OBS	TP-WI-PI				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	24				
Recommended Finding	No	No				
Remedial Action Required¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No
Related Reports	N/A			Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWPM		R-17-02								
	MSRPH		R-17-03								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X						X		
Line(s)	A-Line	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					Bethesda (A09)			Bethesda (A09)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

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

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.30 10:19:37 -05'00'



Description	<p>FWSO personnel received a job safety briefing from the WMATA roadway worker in charge (RWIC). All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked and the working limits reviewed. The WMATA RWIC covered the nearest hospital and safety rule of the day. The hazards, clearance areas, and communication were used as part of the discussion. In addition to the required PPE, the Advanced Mobile Flagger (AMF) did have the required equipment and was compliant with WMATA PERMANENT ORDER R-17-03, ADVANCE MOBILE FLAGGER, (FRIDAY APRIL 28, 2017). This equipment consisted of WMATA-approved flashing amber lantern/E-flare, orange flag (18"x18") calibrated working radio, air horn, and whistle.</p> <p>The AMF did notify the RWIC via positive communication (phone) that he was in place (i.e., next station ahead in the direction the mobile crew walked). The flashing amber lantern/E-flare and orange flag had been positioned at the end of the platform (i.e., 8-car marker or end gate). No exceptions were taken.</p> <p>The FWSO Inspector observed the WMATA RWIC request foul time for one "hot spot" (i.e., portal) encountered during the mobile work crew's cable inspection walk. One hundred percent repeat back did occur on radio communication between RWIC and the Rail Operations Control Center (ROCC). The RWIC relinquished foul time once the mobile work crew completely walked through the "hot spot." No issues, concerns, or exceptions were taken to the RWIC performing his duties. The RWIC was compliant with WMATA PERMANENT ORDER R-17-02, GRANTING FOUL TIME (FRIDAY APRIL 28, 2017).</p> <p>The FWSO Inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code		TP	WI	PI
Job Briefing Employee Name/Title	WMATA RWIC	Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No		
Related Reports	20160505-WMATA-TW-1 20160507-WMATA-RPM-1 20160508-WMATA-RPM-1 20160608-WMATA-RPM-1 20160616-WMATA-TL-1 20160913-WMATA-TL-1 20170130-WMATA-AD-1 20170301-WMATA-WP-1	Related CAPS / Findings	Remedial Action ID #: 646, 647, 692, 739, 740, 965, 1110, 1195, 1196, 1200, 1201, 1204								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title		Checklist Reference					
	TRST 1000										
	DD-TP-SSI-013										
	ENGINEERING MODIFICATION INSTRUCTIONS (EMI) FOR JUMPER, EXPANSION, AND TRANSITION POWER CABLES REPLACEMENT SYSTEMWIDE (REVISION 2, SEPTEMBER 16, 2016)										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	A-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
					Bethesda (A09)			Grosvenor-Strathmore (A11)			



Vehicles	Head Car Number	Number of Cars	Equipment	N/A	
	N/A	N/A			
Description	<p>FWSO inspector performed a traction power component inspection on track 1 of the A-Line between Bethesda (A09) and Grosvenor-Strathmore (A11) to inspect component and third rail conditions and follow up on previously issued remedial actions.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> • TRST 1000 Manual, 3.2.2.1: Standing water surrounding power conduit stub-ups and orange boots was observed at A1 396+00. • TRST 1000 Manual, 3.2.2.4: Water leak from tunnel wall was observed at A1 399+00. • TRST 1000 Manual, 3.2.2.1: Standing water and mud was observed at A1 410+00. • TRST 1000 Manual, 3.2.2.4: Water leak from tunnel wall was observed at A1 411+00. • TRST 1000 Manual, 3.2.2.1: Tunnel invert channel drain was clogged with mud at A1 416+00. • TRST 1000 Manual, 3.2.2.4: Water leak from tunnel wall was observed at A1 434+00. • TRST 1000 Manual, 3.2.2.1: Tunnel invert channel drain was clogged with mud at A1 439+00. • TRST 1000 Manual, 13.3.14: Third rail end approach was missing cover board at A1 441+00. • TRST 1000 Manual, 3.2.2.1: Standing water and mud surrounding negative return impedance bond was observed at A1 450+50. • TRST 1000 Manual, 3.2.2.1: Standing water surrounding power conduit stub-ups and orange boots was observed at A1 451+00. • TRST 1000 Manual, 3.2.2.1: Tunnel invert channel drain was clogged with mud at A1 452+00. • TRST 1000 Manual, 3.2.2.1: Standing water and mud was observed at A1 455+00. • TRST 1000 Manual, 3.2.2.4: Water leak from tunnel wall and collecting on safety catwalk was observed at A1 466+50. • TRST 1000 Manual, 3.2.2.1: Standing water and mud surrounding power conduit stub-ups and orange boots was observed at A1 487+00. • TRST 1000 Manual, 3.2.2.4: Water leak from tunnel wall and collecting on safety catwalk was observed at A1 499+50. • DD-TP-SSI-013: Conduit was open to water penetration at A1 510+00. • DD-TP-SSI-013: Conduit stub-up needed new O-Z Bushing at A1 511+00. • TRST 1000 Manual, 13.3.14: Third rail end approach was missing cover board at A2 516+00. • TRST 1000 Manual, 13.3.4: Third rail anchor arm was broken at A1 521+50. • TRST 1000 Manual, 3.1.2.5: ETS box door needed replacement at A1 534+00. • DD-TP-SSI-013: Heat shrink was compromised on power conduit stub-up at A1 546+00. • DD-TP-SSI-013: Watertight sealing collar needed replacement on cable pigtail in orange boot cable connector assembly at A1 547+00. • EMI: Power cables were installed and stood off the ground using metal kindorf at A1 547+00. • DD-TP-SSI-013: Heat shrink was compromised on power conduit stub-up at A1 562+00. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> • Heavy mud and debris surrounding power conduit stub-ups and orange boots at A1 443+00. • Cables lying on the ground at A1 537+00. <p>The following remedial actions were verified as complete:</p>			Number of Defects	24
				Recommended Finding?	No
				Remedial Action Required?	Yes
				Recommended Reinspection?	Yes



	<ul style="list-style-type: none"> • Remedial Action ID #646: WMATA has permanently repaired track fasteners from A1 434+00 to A1 435+00. • Remedial Action ID #647: WMATA has permanently repaired track fasteners from A1 434+00 to A1 435+00. • Remedial Action ID #692: WMATA has replaced the missing cover board on the third rail end approach at A1 443+00. • Remedial Action ID #739: WMATA has repaired ETS box at A1/A2 531+40. • Remedial Action ID #740: WMATA has repaired ETS box at A1/A2 523+35. • Remedial Action ID #965: WMATA has repaired the joint bar at A1 474+00. • Remedial Action ID #1110: WMATA has secured the hanging tunnel light at A1 407+10. • Remedial Action ID #1195: WMATA has replaced the arcing insulator at A1 442+30. • Remedial Action ID #1196: WMATA has replaced the leaking valve at A1 451+60. • Remedial Action ID #1200: WMATA has replaced the fasteners on the left and right rail at A1 497+00. • Remedial Action ID #1201: WMATA has repaired the left rail head defect at A1 497+00. • Remedial Action ID #1204: WMATA has replaced the five defective fasteners in a row at A1 547+30. 		
<p>Remedial Action</p>	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> • WMATA must mitigate water intrusion at A1 396+00. • WMATA must mitigate water intrusion from tunnel leak at A1 399+00. • WMATA must mitigate water intrusion and clean up mud at A1 410+00. • WMATA must mitigate water intrusion from tunnel leak at A1 411+00. • WMATA must unclog drains at A1 416+00. • WMATA must mitigate water intrusion from tunnel leak at A1 434+00. • WMATA must unclog drains at A1 439+00. • WMATA must replace third rail end approach cover board at A1 441+00. • WMATA must mitigate water intrusion and clean up mud at A1 450+50. • WMATA must mitigate water intrusion at A1 451+00. • WMATA must unclog drains at A1 452+00. • WMATA must mitigate water intrusion and clean up mud at A1 455+00. • WMATA must mitigate water intrusion from tunnel leak at A1 466+50. • WMATA must mitigate water intrusion and clean up mud at A1 487+00. • WMATA must mitigate water intrusion from tunnel leak at A1 499+50. • WMATA must cap unused conduit at A1 510+00. • WMATA must replace O-Z Bushing on power conduit stub-up at A1 511+00. • WMATA must replace third rail end approach cover board at A2 516+00. • WMATA must replace third rail anchor arm at A1 521+50. • WMATA must replace ETS box door at A1 534+00. • WMATA must replace heat shrink on power conduit stub-up at A1 546+00. • WMATA must replace watertight sealing collar on cable pigtail at A1 547+00. • WMATA must install cables per EMI at A1 547+00. • WMATA must replace heat shrink on power conduit stub-up at A1 562+00. 		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180120-WMATA-WP-1		
	2018	01	20				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	E Line, track 2, Fort Totten (E06) to College Park (E09)						

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	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TRK	JSB	OBS	
Job Briefing Employee Name/Title	TRST 6295		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0700-1500	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X					X			
Line(s)	E-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To			
					Fort Totten (E06)			Fort Totten (E06)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard			

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.30 09:10:02 -05'00'



Description	The FWSO Inspector received a job safety briefing from TRST 6295 at Fort Totten Station. The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location. The FWSO Inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Inspection Observation				Activity Code	TRK	WI	PI	
Job Briefing Employee Name/Title	TRST 6295		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0700-1500	Outside Shift	Yes	
Related Reports	20171026-WMATA-AG-2 20171121-WMATA-AG-1		Related CAPS / Findings		Remedial Action ID #: 1748, 1749, 1753, 1800						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000 rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	E-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To			
					Fort Totten (E06)			College Park (E09)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA employee TRST 6699 perform a track inspection on track 2 of the E-line between Fort Totten (E06) and College Park (E09). FWSO Inspector also inspected track conditions and followed up on previously issued remedial actions. The inspection was conducted in accordance with TRST 1000 standards. The following non-color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000 3.1.2.5: At E2 360+50, an emergency trip station (ETS) light was out. TRST 1000 13.17.4.1: Between E2 452+00 and E2 452+30, there was a relay rail tripping hazard between catwalk and running rail. The following remedial action items were verified as complete: <ul style="list-style-type: none"> Remedial Action ID #1748: WMATA has replaced third rail insulator at E2 293+30 Remedial Action ID #1749: WMATA has replaced third rail insulator at E2 294+00. Remedial Action ID #1753: WMATA has replaced third rail end cover board at E2 313+40. Remedial Action ID #1800: WMATA has installed cables per EMI at E2 372+00. 						Number of Defects	2			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must repair ETS light at E2 360+50. WMATA must remove relay rail between E2 452+00 and E2 452+30. 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180122-WMATA-WP-1		
	2018	01	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line, Track 2, Rhode Island Avenue (B04) to Takoma (B07)						

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6321					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1430	Outside Shift	No	
Related Reports	20161109-WMATA-AD-2					Related CAPS / Findings			Remedial Action ID#: 1023					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X								X			
Line(s)	B-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To				
								Rhode Island Avenue (B04)		Rhode Island Avenue (B04)				
Vehicles	Head Car Number		Number of Cars			Equipment		N/A						
	N/A		N/A											

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

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

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.30 10:25:55 -05'00'



Description	<p>FWSO inspectors received a job safety briefing from TRST 6321 at Rhode Island Avenue (B04) station platform. The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location.</p> <p>The following non-color-coded defect was observed:</p> <ul style="list-style-type: none"> RWPM 2014, 2.7: The roadway worker in charge (RWIC) acting as watchman and the advance watchman did not have an air horn, as required, during the inspection. Remedial action for this defect is addressed in WMATA's approach to remedial action ID number 1023. 	Number of Defects	1
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	Yes
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Walker Observation				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST 6321		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1430	Outside Shift	No	
Related Reports	20171219-WMATA-AG-1		Related CAPS / Findings	Remedial Action ID#: 1849							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title		Checklist Reference					
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	B-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To			
					Rhode Island Avenue (B04)			Takoma (B07)			
Vehicles	Head Car Number	Number of Cars		Equipment	N/A						
	N/A	N/A									

Description	<p>FWSO inspector observed WMATA employees and contractors perform a track inspection on track two of the B-Line between Rhode Island Ave. (B04) and Takoma (B07). Inspectors also inspected track conditions in the area. The inspection was conducted in accordance with TRST 1000 standards.</p> <p>The following color-coded defect was observed:</p> <ul style="list-style-type: none"> TRST 1000 defect 5.14.7, table 5-21. At B2 294+80, right rail, there were no bolts holding one end of the joint bar allowing a 7/8-inch gap in the running surface of the rail. Additionally, an improper joint bar was installed, allowing the rail end to become battered, resulting in a dynamic vertical deflection in cross-level of one-inch. See figures 1, 2, and 3 below. Remedial action for this defect is addressed in WMATA's approach to remedial action ID number 1849. Red Condition. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> Between Brookland (B05) and Fort Totten (B06) on track 2, the track was allowing ¾ to 1-inch pump under load. (Figure 4) 	Number of Defects	1
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	Yes
Remedial Action	N/A		



Photos



Figure 1: A 7/8-inch gap in running surface at D2 294+80.



Figure 2: Improper joint bar and loose bolt at D2 294+80.



Figure 3: Ballast marks on the side of tie demonstrating vertical deflection under load at D2 294+80.



Figure 4: Ballast marks on the side of ties demonstrating deflection between Brookland (B05) and Fort Totten (B06).



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180122-WMATA-WP-2		
	2018	01	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ATCM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Pentagon City (C08) Train Control Room and Interlocking						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ATC-JSB-OBS	ATC-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 Subject Job Safety Briefing					Activity Code		ATC	JSB	OBS
Job Briefing Employee Name/Title	ATC 2087			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1100-1230	Outside Shift	No
Related Reports	N/A			Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard		Other / Title		Checklist Reference	
	MSRPH										
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X					X			
Line(s)	C-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To	
								Pentagon City (C08)		Pentagon City (C08)	
Vehicles	Head Car Number		Number of Cars		Equipment			N/A			
	N/A		N/A								

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

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

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.30 10:30:50 -05'00'



Description	FWSO inspector(s) received a job safety briefing from the roadway worker in charge (RWIC) at Pentagon City (C08) prior to entering the roadway. The briefing covered the type of on-track protection (Exclusive Track Occupancy), the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. FWSO inspectors did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Interlocking Inspection				Activity Code	ATC	RM	OBS	
Job Briefing Employee Name/Title	ATC 2087		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1100-1230	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	ATC 3000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	C-Line	Track Number	Tracks 1 and 2	Chain Marker and/or Station(s)	From			To			
					Pentagon City (C08)			Pentagon City (C08)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspectors observed WMATA Automatic Train Control Inspection and Maintenance personnel performing an interlocking inspection at Pentagon City (C08). The inspection included a review of adherence to WMATA procedure being performed, as well as personal protective equipment (PPE) and roadway worker protection (RWP) requirements. Prior to the inspection, FWSO inspectors observed WMATA inspectors download and print a blank ATC 3003 procedure and checklist for completion during the inspection. The inspection was conducted in accordance with ATC 3000 standards. The FWSO inspectors did not note any defects.	Number of Defects	0								
		Recommended Finding?	No								
		Remedial Action Required?	No								
		Recommended Reinspection?	No								
Remedial Action	N/A										



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180123-WMATA-WP-1		
	2018	01	23				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 2, Friendship Heights (A08) to Cleveland Park (A05)						

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	5				
Recommended Finding	No	No				
Remedial Action Required¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWPM		R-17-02								
	MSRPH		R-17-03								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X						X		
Line(s)	A-Line	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					Friendship Heights (A08)			Friendship Heights (A08)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature		WINSLOW L. POWELL	 <small>Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.30 10:36:14 -05'00'</small>	Date
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo			



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

Inspection Activity #	2	Inspection Subject	Cable Inspection Observation				Activity Code	TP	WI	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To			
					Friendship Heights (A08)			Cleveland Park (A05)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	<p>An FWSO inspector observed WMATA personnel conducting a walking cable inspection on track 1 of the A-Line from Friendship Heights (A08) to Cleveland Park (A05).</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A2 275+00. • TRST 1000 Manual, 3.2.2.1: Standing water and mud surrounding power conduit stub-ups and orange boots were observed at A2 256+00. • TRST 1000 Manual, 3.2.2.1: Standing water was observed at A2 247+00. • TRST 1000 Manual, 3.2.2.1: Standing water and mud surrounding power conduit stub-ups and orange boots were observed at A2 207+00. • TRST 1000 Manual, 3.2.2.1: Standing water and mud surrounding power conduit stub-ups and orange boots were observed at A2 205+00. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> • Cables were lying on the ground at A2 205+00. • Cables were lying on the ground at A2 194+00. 	Number of Defects	5
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none">• WMATA must mitigate water intrusion at A2 275+00.• WMATA must mitigate water intrusion and clean up mud at A2 256+00.• WMATA must mitigate water intrusion at A2 247+00.• WMATA must mitigate water intrusion and clean up mud at A2 207+00.• WMATA must mitigate water intrusion and clean up mud at A2 205+00.
------------------------	---



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180123-WMATA-WP-2		
	2018	01	23				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 2, Shady Grove (A15) to Twinbrook (A13)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject Job Safety Briefing					Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6345			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2100 0500	Outside Shift	Yes
Related Reports	N/A			Related CAPS / Findings		N/A					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X					X			
Line(s)	A-Line		Track Number	N/A	Chain Marker and/or Station(s)		From		To		
							Shady Grove (A15)		Shady Grove (A15)		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								

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

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

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.30 10:41:54 -05'00'



Description	TRST unit 6345 conducted a job safety briefing at Shady Grove (A15) station platform. The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action			

Inspection Activity #	2	Inspection Subject	Track Walker Observation				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST 6345		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2100 0500	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	A-Line	Track Number	Track 2	Chain Marker and/or Station(s)		From		To			
							Shady Grove (A15)		Twinbrook (A13)		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								
Description	FWSO inspector observed WMATA employees and contractors perform a track inspection on track two of the A-Line between Shady Grove (A15) and Twinbrook (A13). Inspector also inspected track conditions in the area. The inspection was conducted in accordance with TRST 1000 standards. The FWSO inspector did not note any defects. Other Notable Observations: <ul style="list-style-type: none"> Sliver/chipped rail observed at A2 816+00 right rail. Sliver/chipped rail observed at A2 815+00 right rail. Sliver/chipped rail observed at A2 806+00 left rail. Corrugation observed between A2 807+10 and 807+90. 						Number of Defects	0			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	No			
Remedial Action	N/A										



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

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180124-WMATA-WP-1		
	2018	01	24				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 2, Cleveland Park (A05) to Woodley Park (A04)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TP-JSB-OBS	TP-WI-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	11				
Recommended Finding	No	No				
Remedial Action Required¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject Job Safety Briefing					Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWPM		R-17-02								
	MSRPH		R-17-03								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X						X		
Line(s)	A-Line	Track Number	N/A	Chain Marker and/or Station(s)			From		To		
							Cleveland Park (A04)		Cleveland Park (A04)		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								

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

Inspector in Charge - Signature		WINSLOW L. POWELL	 <small>Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.30 12:59:44 -05'00'</small>	Date
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo			



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

Inspection Activity #	2	Inspection Subject	Cable Inspection Observation				Activity Code	TP	WI	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title		Checklist Reference					
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A-Line	Track Number	Track 2	Chain Marker and/or Station(s)			From		To		
							Cleveland Park (A05)	Woodley Park (A04)			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								

Description	<p>FWSO inspector observed WMATA personnel conducting a walking cable inspection on track 1 of the A-Line from Cleveland Park (A05) to Woodley Park (A04).</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> • TRST 1000 Manual, 3.2.2.1: Tunnel invert channel drain was clogged with mud at A2 165+00. • TRST 1000 Manual, 10.17.4.1: Relay rail was present in the bed of track and a trip hazard at A2 163+00. • TRST 1000 Manual, 13.3.4: Third rail anchor arm was broken at A2 161+00. • TRST 1000 Manual, 3.2.2.1: Tunnel invert channel drain was clogged with mud at A2 157+00. • TRST 1000 Manual, 13.3.14: Third rail end approach was missing cover board at A2 157+00. • TRST 1000 Manual, 13.3.4: Third rail anchor arm was broken at A2 149+00. • TRST 1000 Manual, 3.2.2.4: Water leak from tunnel wall was observed at A2 144+00. • TRST 1000 Manual, 3.2.2.1: Tunnel invert channel drain was clogged with mud at A2 144+00. • TRST 1000 Manual, 3.2.2.4: Water leak from tunnel wall was observed at A2 138+50. 	Number of Defects	11
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">• TRST 1000 Manual, 3.2.2.1: Standing water and mud were observed at A2 135+00.• TRST 1000 Manual, 3.2.2.1: Tunnel invert channel drain was clogged with mud at A2 135+00. <p>Other Notable Observations:</p> <ul style="list-style-type: none">• Cables were lying on the ground at A2 152+00.• Cables were lying on the ground at A2 147+00.		
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none">• WMATA must unclog drain at A2 165+00.• WMATA must remove relay rail at A2 163+00.• WMATA must replace third rail anchor arm at A2 161+00.• WMATA must unclog drain at A2 157+00.• WMATA must replace third rail end approach cover board at A2 157+00.• WMATA must replace third rail anchor arm at A2 149+00.• WMATA must mitigate water intrusion from tunnel wall leak at A2 144+00.• WMATA must unclog drain at A2 144+00.• WMATA must mitigate water intrusion from tunnel wall leak at A2 138+50.• WMATA must mitigate water intrusion and clean up mud at A2 135+00.• WMATA must unclog drain at A2 135+00.		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180124-WMATA-WP-2		
	2018	01	24				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, Track 1, White Flint (A12) to Rockville (A14)						

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	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6345			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2100-0500	Outside Shift	Yes			
Related Reports	N/A			Related CAPS / Findings			N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X					X						
Line(s)	A-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To				
								White Flint (A12)		White Flint (A12)				
Vehicles	Head Car Number		Number of Cars			Equipment		N/A						
	N/A		N/A											

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

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

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.30 15:30:37 -05'00'



Description	FWSO Inspector received a job safety briefing from TRST 6345 at White Flint (A12) station platform. The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location. The FWSO Inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Walker Observation				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST 6345		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2100-0500	Outside Shift	Yes	
Related Reports	20170228-WMATA-WP-1		Related CAPS / Findings	Remedial Action ID #:1184							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X		
Line(s)	A-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
						White Flint (A12)			Rockville (A14)		
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	WSO inspector(s) observed WMATA employees and contractors perform a track inspection on track one of the A-Line between White Flint (A12) and Rockville (A14). Inspectors also inspected track conditions and follow up on previously issued remedial actions. The inspection was conducted in accordance with TRST 1000 standards. The following non-color-coded defects were observed: <ul style="list-style-type: none"> TRST 1000, 13.3.8: At A1 676+00, there was a broken third rail support cable. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1184. TRST 1000 defect 13.3.15: At A1 737+90, the end approach cover board was missing. 						Number of Defects	2			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must replace the end approach cover board at A1 737+90. 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180124-WMATA-WP-3		
	2018	01	24				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C Line, track 1, Pentagon (C07) to Pentagon City (C08)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 601			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	Outside Shift	Yes			
Related Reports	N/A			Related CAPS / Findings			N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X						X					
Line(s)	C-Line	Track Number	N/A	Chain Marker and/or Station(s)			From			To				
							Pentagon (C07)			Pentagon (C07)				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard		

Digitally signed by WINSLOW L. POWELL
DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.30 13:17:52 -05'00'



Description	<p>FWSO Inspector received a job safety briefing from the TRST 601 at Pentagon (C07) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO Inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification					Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 601		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	Outside Shift	Yes		
Related Reports	20170803-WMATA-AG-2		Related CAPS / Findings			Remedial Action ID #: 1504						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference			
	TRST-1000 rev. 6											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X								X			
Line(s)	C-Line	Track Number	Track 1	Chain Marker and/or Station(s)		From		To				
						Pentagon (C07)		Pentagon City (C08)				
Vehicles	Head Car Number		Number of Cars		Equipment		N/A					
	N/A		N/A									
Description	<p>FWSO inspector observed WMATA Compliance Inspectors perform a track inspection on track 1 of the C-Line between Pentagon (C07) and Pentagon City (C08). The FWSO inspector and WMATA Compliance Inspectors verified the completion of one remedial action in this area.</p> <p>The FWSO Inspector did not note any defects.</p> <p>The following remedial action was verified as complete:</p> <ul style="list-style-type: none"> Remedial Action ID #1504: WMATA has replaced defective fasteners at C1 278+00. 							Number of Defects	0			
								Recommended Finding?	No			
								Remedial Action Required?	No			
								Recommended Reinspection?	No			
Remedial Action	N/A											



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180125-WMATA-WP-1		
	2018	01	25				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	E- and F-Lines, Track 1, U Street – Cardozo (E03) to Shaw – Howard University (E02) and L’Enfant Plaza (F03) to Navy Yard (F05)						

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	14				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TP	JSB	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM	R-17-02									
	MSRPH	R-17-03									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X						X		
Line(s)	E-Line	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					U Street – Cardozo (E03)			U Street – Cardozo (E03)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.02.02 08:51:32 -05'00'		Date	
Inspector in Charge – Name Winslow Powell		Inspection Team Tino Sahoo					



Description	<p>FWSO inspector received a job safety briefing from the WMATA roadway worker in charge (RWIC). All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked, and the working limits reviewed. The WMATA RWIC covered the nearest hospital and safety rule of the day. The hazards, clearance areas, and communication were used as part of the discussion.</p> <p>In addition to the required PPE, the Advanced Mobile Flagger (AMF) did have the required equipment and was compliant with WMATA PERMANENT ORDER R-17-03, ADVANCE MOBILE FLAGGER, (FRIDAY APRIL 28, 2017). This equipment consisted of WMATA-approved flashing amber lantern/E-flare, orange flag (18"x18"), calibrated working radio, air horn, and whistle.</p> <p>The AMF did notify the RWIC via positive communication (phone) that he was in place (i.e., next station ahead in the direction the mobile crew walked). The flashing amber lantern/E-flare and orange flag had been positioned at the end of the platform (i.e., 8-car marker or end gate). No exceptions were taken.</p> <p>The FWSO Inspector observed the WMATA RWIC request foul time for one "hot spot" (i.e., blind spot) encountered during the mobile work crew's cable inspection walk. One hundred percent repeat back did occur on radio communication between the RWIC and the Rail Operations Control Center (ROCC). The RWIC relinquished foul time once the mobile work crew completely walked through the "hot spot." No issues, concerns, or exceptions were taken to the RWIC performing his duties. The RWIC was compliant with WMATA PERMANENT ORDER R-17-02, GRANTING FOUL TIME (FRIDAY APRIL 28, 2017).</p> <p>The FWSO Inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Cable Inspection Observation				Activity Code	TP	WI	OBS	
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	DD-TP-SSI-013										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	E- and F-Lines	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
					U Street – Cardozo (E03) L'Enfant Plaza (F03)			Shaw – Howard University (E02) Navy Yard (F05)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO Inspector observed WMATA employees conduct a walking cable inspection on track 1 of the E- and F-Lines from U Street - Cardozo (E03) to Shaw Howard University (E02) and L'Enfant Plaza (F03) to Navy Yard (F05).					Number of Defects	14				
						Recommended Finding?	No				
						Remedial Action Required?	Yes				



	<p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> • TRST 1000, 13.3.14: Third rail end approach was missing cover board at E1 077+00. • TRST 1000, 13.3.14: Third rail end approach was missing cover board at E1 076+00. • TRST 1000, 10.17.4.1: Relay rail was present in bed of track and a trip hazard at E1 070+00. • TRST 1000, 3.2.2.1: Standing water and heavy mud were observed at E1 060+00. • TRST 1000, 3.2.2.1: Tunnel invert channel drain was clogged with mud at E1 058+00. • TRST 1000, 3.2.2.4: Water leak from tunnel wall was observed at F1 069+00. • TRST 1000, 3.2.2.4: Water leak from tunnel wall was observed at F1 081+00. • TRST 1000, 3.2.2.1: Tunnel invert channel drain was clogged with mud from F1 081+00 to F1 083+00. • TRST 1000, 3.2.2.1: Standing water was observed at F1 082+00. • TRST 1000, 3.2.2.1: Standing water was observed at F1 106+00. • TRST 1000, 3.2.2.1: Tunnel drains were observed clogged from F1 106+00 to F1 107+00. • DD-TP-SSI-013: Power conduit stub-up was observed as broken at F1 117+00. • TRST 1000, 3.2.2.4: Water leak from tunnel wall right above orange boot cable connector assemblies and on the safety catwalk was observed at F1 118+00. • DD-TP-SSI-013: Watertight sealing collar on cable pigtail needs replacement at F1 119+00. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> • Third rail end approach showing surface wear at E1 077+00. • Third rail end approach showing surface wear at E1 076+00. • Third rail end approach showing surface wear at F1 052+50. • Trash and debris surrounding power conduit stub-ups and orange boot cable connector assemblies at F1 053+00. • Third rail end approach showing surface wear at F1 117+00. 	<p>Recommended Reinspection?</p>	<p>Yes</p>
<p>Remedial Action</p>	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> • WMATA must replace missing third rail cover board at E1 077+00. • WMATA must replace missing third rail cover board at E1 076+00. • WMATA must remove relay rail at E1 070+00. • WMATA must mitigate water intrusion and clean up mud at E1 060+00. • WMATA must unclog drain at E1 058+00. • WMATA must mitigate water intrusion from tunnel wall leak at F1 069+00. • WMATA must mitigate water intrusion from tunnel wall leak at F1 081+00. • WMATA must unclog drains from F1 081+00 to F1 083+00. • WMATA must mitigate water intrusion at F1 082+00. • WMATA must mitigate water intrusion at F1 106+00. • WMATA must unclog drains from F1 106+00 to F1 107+00. • WMATA must repair or replace power conduit stub-up at F1 117+00. • WMATA must mitigate water intrusion from tunnel wall leak at F1 118+00. • WMATA must replace watertight sealing collar on cable pigtail at F1 119+00. 		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180125-WMATA-WP-2		
	2018	01	25				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line, NoMa-Gallaudet U (B35) interlocking.						

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6345					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2100-0500	Outside Shift	Yes
Related Reports						Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference		
	RWPM												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
			X								X		
Line(s)	B-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To			
								NoMa-Gallaudet U (B35)		NoMa-Gallaudet U (B35)			
Vehicles	Head Car Number		Number of Cars			Equipment		N/A					
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell	Inspection Team Alexander Nepa			<small>Digitally signed by WINSLOW L. POWELL DN: cn=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.30 13:24:26 -0500</small>



Description	<p>FWSO Inspector received a job safety briefing from TRST 6345 at NoMa-Gallaudet U (B35) Station platform. The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hot spots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location.</p> <p>The FWSO Inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Walker Observation				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST 6345		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2100-0500	Outside Shift	Yes	
Related Reports	20171219-WMATA-AG-1		Related CAPS / Findings	Remedial Action ID#: 1849							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	B-Line	Track Number	B35 Crossovers	Chain Marker and/or Station(s)	From			To			
					NoMa-Gallaudet U (B35)			NoMa-Gallaudet U (B35)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO inspector observed WMATA employees and contractors during a frequency track inspection. The inspection was conducted in accordance with TRST 1000 standards.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000, 13.3.15: At the B03-06 signal, track 1, the end approach cover board was missing. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1849. TRST 1000, 13.3.15: At the 1B switch, B2 89+10, the end approach cover board was missing. TRST 1000, 9.12.6. (a): At the 3B switch the frog has one broken brace plate and one missing brace. TRST 1000, 9.12.6. (a): At the 1B switch, the frog has one missing brace. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> WMATA's roadway access guide lists the NoMa-Gallaudet interlocking as a yellow area between chain markers 85+00 and 91+00. On either side of the interlocking are red areas, requiring foul time. Additionally, the interlocking is in close proximity to Union Station yard tracks, potentially creating a sound hazard. During the inspection, the WMATA contractor was performing both the measurements and recording under train approach warning protection. WMATA should consider reviewing interlocking inspection protection requirements at this location 						Number of Defects	4			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must replace the missing end cover board at B2 89+10. WMATA must replace the missing and broken braces at the 3B frog. WMATA must replace the missing brace at the 1B frog. 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180125-WMATA-WP-3		
	2018	01	25				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C-Line, track 2, Crystal City (C09) to Pentagon City (C08)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 601				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	Outside Shift	Yes	
Related Reports	N/A				Related CAPS / Findings			N/A					
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X		X						X				
Line(s)	C-Line	Track Number	N/A			Chain Marker and/or Station(s)	From			To			
							Crystal City (C09)			Pentagon City (C08)			
Vehicles	Head Car Number		Number of Cars			Equipment	N/A						
	N/A		N/A										

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.01.30 13:29:22 -05'00'		Date
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard				



Description	FWSO inspector received a job safety briefing from TRST 601 at Crystal City (C09) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO Inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification					Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 601		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	Outside Shift	Yes		
Related Reports	N/A		Related CAPS / Findings			N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000 rev. 6											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X								X			
Line(s)	C-Line	Track Number	Track 2	Chain Marker and/or Station(s)		From		To				
						Crystal City (C09)		Pentagon City (C08)				
Vehicles	Head Car Number		Number of Cars		Equipment		N/A					
	N/A		N/A									
Description	FWSO Inspector observed WMATA Compliance Inspectors perform a track inspection on track 2 of the C-Line between Crystal City (C09) and Pentagon City (C08). FWSO Inspector and WMATA Compliance Inspector did not verify the completion of any remedial actions which were inspected in this area. The FWSO inspector did not note any defects.							Number of Defects	0			
								Recommended Finding?	No			
								Remedial Action Required?	No			
								Recommended Reinspection?	No			
Remedial Action	N/A											



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180126-WMATA-WP-1		
	2018	01	26				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	E-Line, track 2, Fort Totten (E06) to West Hyattsville (E07)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 601			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	Outside Shift	Yes			
Related Reports	N/A			Related CAPS / Findings			N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X		X					X	X					
Line(s)	E-Line	Track Number	N/A	Chain Marker and/or Station(s)			From		To					
							Fort Totten (E06)		West Hyattsville (E07)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard			

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.02.02 09:15:23 -05'00'



Description	FWSO Inspector received a job safety briefing from TRST 601 at West Hyattsville (E07) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO Inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification					Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 601		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	Outside Shift	Yes		
Related Reports	20171026-WMATA-AG-2		Related CAPS / Findings			Remedial Action ID #: 1748, 1749, 1753						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference			
	TRST-1000 rev. 6									ID Numbers		
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X		X						X			
Line(s)	E-Line	Track Number	Track 2	Chain Marker and/or Station(s)	From		To					
					Fort Totten (E06)			West Hyattsville (E07)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A						
	N/A		N/A									
Description	FWSO inspector observed WMATA employees perform a track inspection on track 2 of the E-Line between Fort Totten (E06) and West Hyattsville (E07). Inspectors also inspected track conditions and followed up on previously issued remedial actions.						Number of Defects	1				
							Recommended Finding?	No				
							Remedial Action Required?	Yes				
	The following non-color-coded defect was noted: <ul style="list-style-type: none"> TRST 1000, 3.2.2.4: A tunnel leak was observed at E2 288+55. The following remedial actions were verified as complete: <ul style="list-style-type: none"> Remedial Action ID #1748: WMATA has replaced defective third rail insulator at E2 293+30. Remedial Action ID #1749: WMATA has replaced defective third rail insulator at E2 294+00. Remedial Action ID #1753: WMATA has replaced third rail cover board end at E2 313+40. 						Recommended Reinspection?	Yes				
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must mitigate tunnel leak at E2 288+55. 											



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180126-WMATA-WP-2		
	2018	01	26				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C-Line, Track 1, Arlington Cemetery (C06) to Pentagon (C07) C-Line, Track 2, Crystal City (C09) to Pentagon City (C08)						

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TP	JSB	OBS
Job Briefing Employee Name/Title	WMATA RWIC			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No			
Related Reports	N/A			Related CAPS / Findings			N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM		R-17-02											
	MSRPH		R-17-03											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X					X						
Line(s)	C-Line	Track Number	N/A	Chain Marker and/or Station(s)			From		To					
							Arlington Cemetery (C07)		Arlington Cemetery (C07)					
Vehicles	Head Car Number		Number of Cars			Equipment		N/A						
	N/A		N/A											

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

Inspector in Charge - Signature	WINSLOW L. POWELL		Date	Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.02.02.09:39:57 -05'00'
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo			



Description	<p>FWSO personnel received a job safety briefing from the WMATA roadway worker in charge (RWIC). All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked, and the working limits reviewed. The WMATA RWIC covered the nearest hospital and safety rule of the day. The hazards, clearance areas, and communication were used as part of the discussion.</p> <p>In addition to the required PPE, the Advanced Mobile Flagger (AMF) did have the required equipment, and was compliant with WMATA PERMANENT ORDER R-17-03, ADVANCE MOBILE FLAGGER, (FRIDAY APRIL 28, 2017). This equipment consisted of WMATA-approved flashing amber lantern/E-flare, orange flag (18"x18"), calibrated working radio, air horn, and whistle.</p> <p>The AMF did notify the RWIC via positive communication (phone) that he was in place (i.e., next station ahead in the direction the mobile crew walked). The flashing amber lantern/E-flare and orange flag had been positioned at the end of the platform (i.e., 8-car marker or end gate). No exceptions were taken.</p> <p>The FWSO inspector observed the WMATA RWIC request foul time for two hotspots (i.e., portal and no clearance) encountered during mobile work crew's cable inspection walk. One hundred percent repeat back did occur on radio communication between RWIC and the Rail Operations Control Center (ROCC). The RWIC relinquished foul time once the mobile work crew completely walked through the hotspot. No issues, concerns, or exceptions were taken to the RWIC performing his duties. The RWIC was compliant with WMATA PERMANENT ORDER R-17-02, GRANTING FOUL TIME (FRIDAY APRIL 28, 2017).</p> <p>The FWSO inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Cable Inspection Observation					Activity Code	TP	WI	OBS
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	20170803-WMATA-AG-2		Related CAPS / Findings		Remedial Action ID #: 1501						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
	DD-TP-SSI-013										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X		
Line(s)	C-Line	Track Number	Tracks 1 and 2	Chain Marker and/or Station(s)	From		To				
					Arlington Cemetery (C06) Crystal City (C09)		Pentagon (C07) Pentagon City (C08)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	<p>An FWSO inspector observed WMATA employees perform a cable inspection on tracks 1 of the C-Line from Arlington Cemetery (C06) to Pentagon (C07) and track 2 of the C-Line from Crystal City (C09) to Pentagon City (C08). Inspectors also inspected cable and third rail conditions and followed up on previously issued remedial actions.</p> <p>The following color-coded defect was observed:</p> <ul style="list-style-type: none"> TRST 1000, Table 6.4: Two consecutive defective third rail insulator grout pads were observed at C1 235+00. Yellow Condition. <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000, 3.2.2.1: Tunnel invert channel drain was clogged with mud from C1 221+00 to C1 222+00. TRST 1000, 3.2.2.4: Water leak from tunnel wall was observed at C1 233+00. 	Number of Defects	9
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none"> • TRST 1000, 3.2.2.1: Standing water and heavy mud were observed at C1 234+00. • TRST 1000, 3.2.2.1: Standing water and heavy mud were observed at C1 235+00. • TRST 1000, 3.2.2.4: Water leak from tunnel wall was observed at C1 240+00. • TRST 1000, 10.17.4.1: Relay rail was present in bed of track and a trip hazard from C1 251+00 to C1 255+00. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1501. • TRST 1000, 3.2.2.1: Standing water was observed at C1 254+00. • TRST 1000, 3.2.2.1: Tunnel invert channel drain was clogged with mud from C2 331+00 to C2 332+00. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> • Leaves and debris surrounding power cables were observed at C1 239+00. • Third rail end approach showing signs of surface wear was observed at C1 258+00. • Third rail end approach showing signs of surface wear was observed at C2 316+00. 		
<p>Remedial Action</p>	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> • WMATA must remove existing insulators on defective grout pads and install on new grout pads already poured at C1 235+00. • WMATA must unclog drain from C1 221+00 to C1 222+00. • WMATA must mitigate water intrusion from tunnel wall leak at C1 233+00. • WMATA must mitigate water intrusion and clean up mud at C1 234+00. • WMATA must mitigate water intrusion and clean up mud at C1 235+00. • WMATA must mitigate water intrusion from tunnel wall leak at C1 240+00. • WMATA must mitigate water intrusion at C1 254+00. • WMATA must unclog drain from C2 331+00 to C2 332+00. 		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180128-WMATA-WP-1		
	2018	01	28				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C & K Line work zone observations						

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6104					Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0800-1500	Outside Shift	Yes
Related Reports						Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard		Other / Title		Checklist Reference			
	RWPM												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
			X							X			
Line(s)	C-Line		Track Number	N/A	Chain Marker and/or Station(s)		From		To				
							Rosslyn (C05)		Rosslyn (C05)				
Vehicles	Head Car Number		Number of Cars			Equipment		N/A					
	N/A		N/A										

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

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

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.02.02 09:51:08 -05'00'



Description	FWSO inspectors received a job safety briefing from TRST 6104 at the briefing table located at Rosslyn Station (C05). The briefing was fully compliant with WMATA's roadway worker protection (RWP) requirements and included the safety rule of the day, hotspots, RWP ID and personal protective equipment (PPE) verification, type of protection, hazards, and hospital location. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Walker Observation				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST 641		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800-1200	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X		
Line(s)	C- and K-Lines	Track Number	Track 2	Chain Marker and/or Station(s)	From			To			
					Rosslyn (C05)			Foggy Bottom (C04) Arlington Cemetery (C06) Clarendon (K02)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO inspector observed WMATA work zone set-up at C2 67+75, C2 185+70, and K2 220+30.						Number of Defects	1			
	The following non-color-coded defect was noted: <ul style="list-style-type: none"> RWPM, Page 37, 1.10.2: At K2 220+30, the roadway worker in charge (RWIC) placed strobe warning lights at the work mat location. The left rail strobe light was not operating. 						Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	No			
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none"> WMATA must ensure all required equipment is functioning properly when establishing on-track protection. 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180129-WMATA-WP-1		
	2018	01	29				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A-Line, track 2, Bethesda (A09) to Friendship Heights (A08)						

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	6				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing		Activity Code		TRK	JSB	OBS	
Job Briefing Employee Name/Title	TRST 601						Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X							X				
Line(s)	A-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To				
								Bethesda (A09)		Bethesda (A09)				
Vehicles	Head Car Number		Number of Cars			Equipment		N/A						
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.02.02 10:04:47 -05'00'		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Alexander Nepa					



Description	FWSO Inspector received a job safety briefing from TRST 601 at Bethesda Station platform (A09) prior to entering the roadway. The briefing covered the type of on-track protection (specify), the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO Inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 601		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No	
Related Reports	20171102-WMATA-AG-1 Safety Directive 15-1		Related CAPS / Findings			Remedial Action ID#: 1762, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775 Corrective Action Plan (CAP): R-2-18-A, R-2-19-A					
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A-Line	Track Number	Track 2	Chain Marker and/or Station(s)		From		To			
						Bethesda (A09)		Friendship Heights (A08)			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								

Description	FWSO Inspector observed WMATA employees perform a track inspection on track 2 of the A-Line between Bethesda (A09) and Friendship Heights (A08). Inspector also inspected track conditions and followed up on previously issued remedial actions. The following non-color-coded defects were observed: <ul style="list-style-type: none"> • TRST 1000, 13.3.15: At A2 442+10 at the A08-06 signal, track 2, the end approach cover board is missing. • TRST 1000, 9.12.6. (a): At A2 309+00 at the 3B switch, the main side stock rail has two support braces that are broken, loose, or missing. • TRST 1000, 10.18: At A2 308+90, an electrical junction box has become dislodged from the side wall of the tunnel and is lying on the catwalk. See figure 1 below. • TRST 1000, 10.18: At A2 372+00, the diamond plating on the catwalk wall step has rusted and is detaching. See figure 2 below. • Permanent Order Number T-16-07: At 1013 hours while approaching Bethesda Station, track 2, train lead car number 3176 approached a work group without continuously sounding its main line horn as required. Remedial Action for this defect is addressed in WMATA's approach to CAPS R-2-18-A and R-2-19-A. • Permanent Order Number T-16-07: At 1056 hours, A2 372+00, train lead car number 7316 approached a work group without continuously sounding its main line horn as required. The following remedial actions were verified as complete: <ul style="list-style-type: none"> • Remedial Action Number 1762: The defective fasteners at A2 331+00 have been re-torqued or replaced. • Remedial Action Number 1765: The defective fasteners at A2 351+00 have been re-torqued or replaced. • Remedial Action Number 1766: The defective fasteners at A2 356+40 have been re-torqued or replaced. 	Number of Defects	6
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<ul style="list-style-type: none">• Remedial Action Number 1767: The defective fasteners at A2 353+00 have been re-torqued or replaced.• Remedial Action Number 1768: The defective fasteners at A2 349+80 have been re-torqued or replaced.• Remedial Action Number 1769: The defective fasteners at A2 348+90 have been re-torqued or replaced.• Remedial Action Number 1770: The defective fasteners at A2 348+30 have been re-torqued or replaced.• Remedial Action Number 1771: The defective fasteners at A2 347+00 have been re-torqued or replaced.• Remedial Action Number 1772: The defective fasteners at A2 327+00 have been re-torqued or replaced.• Remedial Action Number 1773: The defective fasteners at A2 314+30 have been re-torqued or replaced.• Remedial Action Number 1774: The defective fasteners at A2 313+40 have been re-torqued or replaced.• Remedial Action Number 1775: The defective fasteners at A2 312+00 have been re-torqued or replaced.		
Remedial Action	To achieve compliance with WMATA's requirements: <ul style="list-style-type: none">• WMATA must replace the missing end cover board at A2 442+10 at the A08-06 signal.• WMATA must replace the missing and broken braces at A2 309+00 at the 3B switch stock rail.• WMATA must re-attach the junction box to the tunnel wall at A2 308+90.• WMATA must repair the diamond plating on the catwalk wall step at A2 372+00.		

Photos



Figure 1: At A2 308+90, the electrical junction box dislodged from the wall and lying on the catwalk.



Figure 2: At A2 372+00, the diamond plating has rusted and was detaching



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180130-WMATA-WP-1		
	2018	01	30				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A & B-Line, track 2, Metro Center (A01) to Gallery Place (B01)						

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 679			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No			
Related Reports	N//A			Related CAPS / Findings			N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X							X				
Line(s)	A-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To				
								Metro Center (A01)		Metro Center (A01)				
Vehicles	Head Car Number		Number of Cars			Equipment		N/A						
	N/A		N/A											

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

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

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.02.02 10:26:33 -05'00'



Description	<p>FWSO Inspector received a job safety briefing from TRST 679 at Metro Center station platform (A01) prior to entering the roadway. The briefing covered the type of on-track protection (specify), the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO Inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Walker Observation				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST 679		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No	
Related Reports	20170716-WMATA-AG-1		Related CAPS / Findings		Remedial Action ID#: 1441						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A- and B-Lines	Track Number	Track 2	Chain Marker and/or Station(s)	From			To			
					Metro Center (A01)			Gallery Place (B01)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO Inspector accompanied WMATA compliance personnel between Metro Center (A01) and Gallery Pace (B01) to follow up on previously issued remedial actions. The inspector found that Remedial Action # 1441 has not been addressed as the relay rail at B2 012+00 has not been removed.</p> <p>The FWSO Inspector did not note any defects.</p>	Number of Defects	0								
		Recommended Finding?	No								
		Remedial Action Required?	Yes								
		Recommended Reinspection?	Yes								
Remedial Action	N/A										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180130-WMATA-WP-2		
	2018	01	30				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C Line, track 1, Crystal City (C09) to King Street (C13)						

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 6369				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	Outside Shift	Yes		
Related Reports	N/A				Related CAPS / Findings			N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X							X				
Line(s)	C-Line	Track Number	N/A	Chain Marker and/or Station(s)			From		To					
							Crystal City (C09)		Crystal City (C09)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL Date: 2018.02.02 10:14:50 -05'00'		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Lee Emard					



Description	<p>FWSO Inspector received a job safety briefing from TRST 6369 at Crystal City (C09) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Inspection Observation				Activity Code	TRK	WI	OBS	
Job Briefing Employee Name/Title	TRST 6369		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2200-0400	Outside Shift	Yes	
Related Reports	20170919-WMATA-AG-1 20171012-WMATA-AG-1		Related CAPS / Findings	Remedial Action ID #: 1635, 1695, 1703							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000 rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	C-Line	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
					Crystal City (C09)			King Street (C13)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO Inspector observed a WMATA contractor perform a track inspection on track 1 of the C-Line between Crystal City (C09) and King Street (C13). Inspector also inspected track conditions and followed up on previously issued remedial actions.</p> <p>The FWSO inspector did not note any defects.</p> <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> • Remedial Action ID # 1635: WMATA has replaced grout pad at C1 372+00. • Remedial Action ID # 1695: WMATA has replaced broken joint bar at C1 519+40. • Remedial Action ID # 1703: WMATA has tightened #4 switch rod at C1 522+65. 						Number of Defects	0			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	No			
Remedial Action	N/A										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180131-WMATA-WP-1		
	2018	01	31				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B-Line, Track 1, Forest Glen (B09) to Silver Spring (B08)						

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	13				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TRK	JSB	OBS	
Job Briefing Employee Name/Title	TRST 6022		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1130	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X					X			
Line(s)	B-Line	Track Number	N/A		Chain Marker and/or Station(s)	From		To			
						Silver Spring (B08)		Silver Spring (B08)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

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

Inspector in Charge - Signature	WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell	Inspection Team Anthony Johnson, Mike Vitale		

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.02.02 11:26:56 -05'00'



Description	FWSO inspectors received a job safety briefing from the roadway worker in charge (RWIC) at Silver Spring (B08) prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID. The FWSO inspector did not note any defects.	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1130	Outside Shift	No	
Related Reports	20160407-WMATA-JLK-1 20160408-WMATA-TW-1 20171019-WMATA-AG-2		Related CAPS / Findings		Remedial Action ID #: 143, 328, 329, 1725, 1726, 1727, 1728, 1729						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X		
Line(s)	B- Line	Track Number	Track 2	Chain Marker and/or Station(s)	From			To			
					Silver Spring (B08)			Forest Glen (B09)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								

Description	FWSO inspectors performed a track inspection on track 2 of the B-Line between Silver Spring (B08) and Forest Glen (B09) to inspect track conditions and follow up on previously issued remedial actions. The following color-coded defect was observed: <ul style="list-style-type: none"> TRST 1000, Table 7-1: At B2 519+20, four fasteners were missing allowing 135 inches between effective clips. Inspectors observed the fasteners to be holding gauge and not exhibiting signs of vertical or lateral movement. Black Condition. The following non-color defects were observed: <ul style="list-style-type: none"> TRST 1000, 13.3.14: At B2 461+10, the cover board was missing. TRST 1000, 9.22.4: At B2 470+50, one frog bolt was loose. Remedial action for this defect is addressed in WMATA's approach to remedial action ID #1726. TRST 1000, 13.3.14: At B2 472+20, the cover board was missing. TRST 1000, 13.3.14: At B2 480+00, the cover board was missing. TRST 1000, 13.3.14: At B2 485+80, the cover board was missing. TRST 1000, 13.3.14: At B2 488+20, the cover board was missing. TRST 1000, 3.22.21: At B2 504+20, a water leak from the tunnel wall was observed. TRST 1000, 3.22.21: At B2 507+40, a water leak from the tunnel wall was observed. TRST 1000, 3.22.21: Between B2 508+00 and 509+00, multiple water leaks from the tunnel wall were observed. TRST 1000, 13.3.14: At B2 516+20, the cover board was missing. TRST 1000, 13.3.14: At B2 533+00, the cover board was missing. TRST 1000, 3.22.21: At B2 535+20, a water leak from the tunnel wall onto the 3rd rail was observed. 	Number of Defects	13
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	Yes



	<p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> • Remedial Action ID #143: WMATA has removed debris near jumper cables at B2 516+00. • Remedial Action ID #1728: WMATA has replaced missing cover board at B2 495+00. • Remedial Action ID #1727: WMATA has replaced missing end approach cover board at B2 470+50. • Remedial Action ID #1729: WMATA has replaced missing braces at B2 470+50. • Remedial Action ID #329: WMATA has replaced crossties at B2 459+85. • Remedial Action ID #328: WMATA has repaired switch at B2 459+30. • Remedial Action ID #1725: WMATA has replaced the inappropriate joint bar at the 7B switch at B2 456+34. 		
<p>Remedial Action</p>	<p>To achieve compliance with WMATA's requirements:</p> <p>WMATA must replace cover board at B2 461+10. WMATA must replace cover board at B2 472+20. WMATA must replace cover board at B2 480+00. WMATA must replace cover board at B2 485+80. WMATA must replace cover board at B2 488+20. WMATA must mitigate tunnel leak at B2 504+20. WMATA must mitigate tunnel leak at B2 507+40. WMATA must mitigate tunnel leaks between B2 508+00 and 509+00. WMATA must replace cover board at B2 516+20. WMATA must replace defective fasteners at B2 519+00. WMATA must replace cover board at B2 533+00. WMATA must mitigate tunnel leak onto 3rd rail at B2 535+20.</p>		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180131-WMATA-WP-2		
	2018	01	31				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A & B-Line, track 1, Gallery Place (B01) to Metro Center (A01)						

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	JSB	OBS
Job Briefing Employee Name/Title	TRST 601			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No			
Related Reports	N/A			Related CAPS / Findings			N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
			X							X				
Line(s)	B-Line		Track Number	N/A	Chain Marker and/or Station(s)			From		To				
								Gallery Place (B01)		Gallery Place (B01)				
Vehicles	Head Car Number		Number of Cars			Equipment		N/A						
	N/A		N/A											

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

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

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHC, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.02.02 11:32:45 -05'00'



Description	<p>FWSO Inspector received a job safety briefing from TRST 601 at Gallery Place (B01) station platform prior to entering the roadway. The briefing covered the type of on-track protection, the working limits, where to clear, known hazards and hotspots, the safety rule of the day, the location of the nearest hospital, and a check of personal protective equipment (PPE) and roadway worker protection (RWP) ID.</p> <p>The FWSO Inspector did not note any defects.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track Walker Observation					Activity Code	TRK	WI	OBS
Job Briefing Employee Name/Title	TRST 601		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No	
Related Reports	20170716-WMATA-AG-1		Related CAPS / Findings		Remedial Action ID#: 1440, 1439						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST-1000, rev. 6										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A- and B-Lines	Track Number	Track 1	Chain Marker and/or Station(s)	From			To			
					Gallery Place (B01)			Metro Center (A01)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO Inspector accompanied WMATA compliance personnel between Gallery Place (B01) and Metro Center (A01) to follow up on previously issued remedial actions. The inspector found that remedial action #1439 and 1440 had not been addressed. The relay rail at B1 007+00 has not been removed and the broken third rail anchor assembly had not been repaired.</p> <p>The following non-color-coded defect was observed:</p> <ul style="list-style-type: none"> TRST 1000, 10.17.4.1: Between B1 12+00 and 10+80, there was relay rail presenting a trip-and-fall hazard. 						Number of Defects	1			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			
Remedial Action	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> WMATA must remove the relay rail between B1 12+00 and 10+80. 										



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180131-WMATA-WP-3		
	2018	01	31				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRPM	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C and K-Lines, Track 1, Rosslyn (C05) to Courthouse (K01) and Virginia Square – GMU (K03) to Ballston-MU (K04)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Job Safety Briefing				Activity Code	TP	JSB	OBS	
Job Briefing Employee Name/Title	WMATA RWIC			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No
Related Reports	N/A			Related CAPS / Findings	N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	RWPM	R-17-02									
	MSRPH	R-17-03									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X						X		
Line(s)	C-Line	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					Rosslyn (C05)			Rosslyn (C05)			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO Inspector received a job safety briefing from the WMATA roadway worker in charge (RWIC). All personal protective equipment (PPE) and roadway worker protection (RWP) IDs were checked, and the working limits reviewed. The WMATA RWIC covered the nearest hospital and safety rule of the day. The hazards, clearance areas, and communication were used as part of the discussion.							Number of Defects	0		
								Recommended Finding?	No		
								Remedial Action Required?	No		
								Recommended Reinspection?	No		

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

Inspector in Charge - Signature		WINSLOW L. POWELL		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Tino Sahoo			

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.02.02 11:59:44 -05'00'



	<p>In addition to the required PPE, the Advanced Mobile Flagger (AMF) did have the required equipment, and was compliant with WMATA PERMANENT ORDER R-17-03, ADVANCE MOBILE FLAGGER, (FRIDAY APRIL 28, 2017). This equipment consisted of WMATA-approved flashing amber lantern/E-flare, orange flag (18"x18"), calibrated working radio, air horn, and whistle.</p> <p>The AMF did notify the RWIC via positive communication (phone) that he was in place (i.e., next station ahead in the direction the mobile crew walked). The flashing amber lantern/E-flare and orange flag had been positioned at the end of the platform (i.e., 8-car marker or end gate). No exceptions were taken.</p> <p>The FWSO Inspector observed the WMATA RWIC request foul time for one hotspot (i.e., interlocking) encountered during mobile work crew's cable inspection walk. One hundred percent repeat back did occur on radio communication between RWIC and the Rail Operations Control Center (ROCC). The RWIC relinquished foul time once the mobile work crew completely walked through the hotspot. No issues, concerns, or exceptions were taken to the RWIC performing his duties. The RWIC was compliant with WMATA PERMANENT ORDER R-17-02, GRANTING FOUL TIME (FRIDAY APRIL 28, 2017).</p> <p>The FWSO inspector did not note any defects.</p>		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Remedial Action Verification				Activity Code		TP	WI	PI
Job Briefing Employee Name/Title	WMATA RWIC		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1400	Outside Shift	No	
Related Reports	20170210-WMATA-WP-2		Related CAPS / Findings		Remedial Action ID #: 1171, 1172						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	C and K-Lines	Track Number	Track 1	Chain Marker and/or Station(s)	From		To				
					Rosslyn (C05) Virginia Square (K03)		Courthouse (K01) Ballston-MU (K04)				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO Inspector performed a traction power component inspection on track 1 of the C and K-Lines from Rosslyn (C05) to Courthouse (K01) and Virginia Square (K03) to Ballston-MU (K04) to inspect component and third rail conditions and follow up on previously issued remedial actions.</p> <p>The following non-color-coded defects were observed:</p> <ul style="list-style-type: none"> TRST 1000, 10.17.4.1: Multiple pieces of relay rail were present in bed of track on field side of running rails closet to safety catwalk from K1 148+00 to K1 160+00. TRST 1000, 3.2.2.1: Tunnel invert channel drain was observed clogged with mud at K1 172+00. TRST 1000, 3.2.2.1: Standing water was observed at K1 187+00. TRST 1000, 3.2.2.1: Tunnel invert channel drain was observed clogged with mud from K1 189+00 to K1 193+00. TRST 1000, 13.5.7: Third rail end approach was observed missing cover board at K1 276+00. <p>Other Notable Observations:</p> <ul style="list-style-type: none"> Third rail end approach was observed showing signs of surface wear at C1 146+00. Trash and debris surrounding power cables at C1 146+00. 						Number of Defects		5		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		



	<ul style="list-style-type: none"> • Almost all tunnel lighting was observed out from K1 147+00 to K1 196+00. • Third rail end approach was observed showing signs of surface wear at K1 155+00. • Trash and debris surrounding expansion cables at K1 167+00. • Trash and debris surrounding power cables at K1 275+00. <p>The following remedial actions were verified as complete:</p> <ul style="list-style-type: none"> • Remedial Action ID #1171: WMATA has installed missing kindorf straps at K1 261+00. • Remedial Action ID #1172: WMATA has replaced cable with temporary repair at K1 261+00. 		
<p>Remedial Action</p>	<p>To achieve compliance with WMATA's requirements:</p> <ul style="list-style-type: none"> • WMATA must remove relay rail from K1 148+00 to K1 160+00. • WMATA must unclog drain and clean mud at K1 172+00. • WMATA must mitigate water intrusion at K1 187+00. • WMATA must unclog drain and clean mud from K1 189+00 to K1 193+00. • WMATA must install missing third rail cover board on end approach at K1 276+00. 		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20180111-WMATA-WP-3		
	2018	01	11				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ELES	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Greenbelt (E10), College Park (E09), Prince George's Plaza (E08), West Hyattsville (E07), Fort Totten (E06)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	VT-FI-PI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	9					
Recommended Finding	No					
Remedial Action Required ¹	No					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Elevator Certificate Inspection				Activity Code	VT	FI	PI	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	No	Time	1000-1500	Outside Shift	No	
Related Reports	20171103-WMATA-AG-3		Related CAPS / Findings	Remedial Action ID #: 1776							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
			X								
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)			From	To			
							N/A	N/A			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								

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

Inspector in Charge - Signature	WINSLOW L. POWELL		Date
Inspector in Charge - Name Winslow Powell	Inspection Team Tino Sahoo		

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=WINSLOW L. POWELL
Date: 2018.01.17 09:48:47 -05'00'



Description	<p>An FWSO Inspector visited 5 stations to verify that elevator certificates were compliant with municipality jurisdiction standards. The certificates were checked to be present at the station kiosk or in the elevator and to have a valid, non-expired, date.</p> <p>The following non-color-coded defects were noted:</p> <ul style="list-style-type: none"> • Elevator E10X01 at Greenbelt (E10) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator E09X01 at College Park (E09) was missing a certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator E08X01 at Prince George's Plaza (E08) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator E08X02 at Prince George's Plaza (E08) was missing a certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator E08X03 at Prince George's Plaza (E08) was missing a certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator E08X04 at Prince George's Plaza (E08) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator E08X05 at Prince George's Plaza (E08) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator E07X01 at West Hyattsville (E07) had an expired certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. • Elevator B06X01 at Fort Totten (E06) was missing a certificate. Remedial action for this defect is addressed in WMATA's approach to Remedial Action ID #1776. 	Number of Defects	9
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	Yes
Remedial Action	N/A		