

Site-Specific <u>Track</u> Safety Orientation



**Operations Maintenance Facility: East Project** 

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ability For Everyone



- The track area is considered a Controlled Access Zone
  - All individuals accessing or working in the track area shall be trained and permitted access
- When working in the vicinity of railway, be alert at all times to the movement of on-track equipment. Equipment may be moving on the track in either direction.
- Treat all rail tracks as active
- When crossing tracks, look in both directions every time
- Avoid stepping on top of the rail or ties when possible
- Maintain 25' from on-track equipment unless coordinated otherwise
- Vehicles and on-track equipment always have the right of way
- Any other equipment working within the track area shall be coordinated with all trades or surrounding workers
- Daily pre-task forms shall be completed for any work with within the railway





- A Track Access Permit will be required for each crew working within 10 feet of track
- Any contractor performing work within 10 feet of the track will be required to send a foreman or supervisor to the Contractor Controlled Track Access (CCTA) Meeting
  - Meeting is held on Thursday's at 11 AM weekly
  - Each foreman shall present their work plan for the following week during the meeting
  - Hensel Phelps will sign and issue/refuse Track Access Permits at the conclusion of the meeting
- Any contractor performing work within 10 feet of the track will be required to complete a Track Access Form
  - This form shall be completed prior to the CCTA meeting and shall project work for the following week
  - The form shall include the activity, personnel and equipment for their planned work
  - Permitted work must not foul adjacent tracks beyond those identified in the Track Access Form



#### **Track Controlled Access Zone**





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### **Track Access Form**

| OMFE Track Access Control                               |  |   |   |  |   |   |                                  |
|---|--|---|---|--|---|---|----------------------------------|
| Company I   | Name:  | I   | Week of:  |  |   |   |                                  |
| Contact I   | Name:  |   |   |  |   |   |                                  |
| Contact Ph  | one #:   |   |   |  |   |   |                                  |
| Area of Restrict  | ion or Occupancy                                       | y or Energization   |   |  | Mark "X" if tr<br>Mark "X" if tra                     | rack is occupied or fu<br>ck will have energize | lly restricted.<br>d components. |
| Track ID  | Section (sta   | ation limits)   | Start Date  | End Date   | Restriction   | Occupancy                                       | Energized                        |
| RA1, S1, S2   | 24+00  | 25+50   | 11/1/2019   | 11/3/2019  | Х   |   |                                  |
| 1:  | t  | o   | to  |  |   |   |                                  |
| 2:  | to   |   | to  |  |   |   |                                  |
| 3:  | to   |   | to  |  |   |   |                                  |
| 4:  | to   |   | to  |  |   |   |                                  |
| 5:  | to   |   | to  |  |   |   |                                  |
| 6:  | to   |   | to  |  |   |   |                                  |
| 7:  | t  | 0   | to  |  |   |   |                                  |
| 8:  | t  | 0   | to  |  |   |   |                                  |
| 9:  | t  | 0   | to  |  |   |   |                                  |
|   | D  | escription of Work  | (activity, crew size,   | systems to b                                       | e energized)  |   |                                  |
| 1:  |  |   |   |  |   |   |                                  |
| 2:  |  |   |   |  |   |   |                                  |
| 3:  |  |   |   |  |   |   |                                  |
| 4:  |  |   |   |  |   |   |                                  |
| 5:  |  |   |   |  |   |   |                                  |
| 6:  |  |   |   |  |   |   |                                  |
| 7:  |  |   |   |  |   |   |                                  |
| 8:  |  |   |   |  |   |   |                                  |
| 9:  |  |   |   |  |   |   |                                  |
| The undersigned<br>The undersigned<br>Hensel Phelps sig | agree to and are<br>agree to comply<br>nature acknowle | responsible for co<br>with the Construct<br>edges authorization | mpliance to the abo<br>tion Controlled Acco<br>of the undersigned | ove indication<br>ess safety req<br>l to perform t | of track occupa<br>uirements as de<br>he work indicat | ancy.<br>fined in the SSS<br>ed above.          | SP.                              |
| Name and Title (  | Print)   | Company   | Signat  | ire  |   | Date  |                                  |
| Name and Title (  | Print)   | Hensel Phelps<br>Company  | Signat  | ire  |   | Date  |                                  |





- Speed Limit
  - Maximum speed on tangent (straight) track is 5 MPH
  - Maximum speed at curves, switches and crossings is **4 MPH**
  - When approaching individuals near the track, reduce speed
- Visual and Audible Communication
  - Prior to moving on-track equipment, operator shall make sure the travel path is clear
  - Horn audibles shall be used to notify surrounding personnel of moving equipment:
    - 2 horns indicate forward travel
    - 3 horns indicate backward travel
    - 1 horn indicates on-track equipment is approaching personnel near the track
      - Operator shall not pass until the individual has signaled acknowledgment and is facing the operator
  - Do not cross track within 25 feet from the front or back of on-track equipment unless in contact with the operator





## Track Equipment Safety

- Equipment Inspection:
  - Equipment inspections shall be performed and documented daily or at change of operator
- Operator Training:
  - All on-track equipment shall be operated by trained and authorized personnel only
- Riding on Equipment:
  - No employee shall get on or off equipment while in motion
  - Employees shall not 'ride' on track equipment unless a safe and secure position is clearly identified by stenciling or marking and is authorized by the operator
- Equipment Security (when not in use):
  - On-track equipment shall be locked out or chocked to prevent unauthorized personnel from operating equipment and to prevent runaway
  - All equipment and rail cars that are stopped or parked shall have locking or chocking mechanisms to prevent runaway





- Each crew conducting work in the track area will be responsible for implementing a safe work zone prior to beginning work
- Each end of the work area shall be delineated with cones and portable signs
  - Red signal signs shall be placed **50 feet** from each end of the work zone and state 'STOP- CREW AT WORK'
  - Red cones (18" tall) shall be placed 100 feet from each end of the work zone to alert oncoming personnel and equipment
  - The name and cell phone number of the foreman or supervisor in charge shall be affixed to the red cone





## Work Zone Delineation Diagram

MINIMUM WORK ZONE REQUIREMENTS









- All track power is through the overhead catenary system
- The rail or ground components are not energized
- The overhead contact wire (copper wire) is 1500 volts (see diagram)
- The track contains moving switch points (see diagram)



#### **Overhead Power Diagram**





SAF



### Switch Machine Diagram







- Notification will be provided to all Trade Partners when track will be energized
- Track Access Permits shall be completed, reviewed and accepted prior to accessing energized track areas follow the Track Access Permitting process
- All contractors and personnel working in energized track areas must complete a job briefing or STA before beginning work each day
- C3M shall be considered the Controlling Contractor for work within energized track areas
  - All personnel working or accessing live track must check-in with the Controlling Contractor's supervisor or project leader daily or prior to accessing energized track areas
  - The Controlling Supervisor for C3M is Dave Schaeffer, Phone# (757) 478-0833
  - All personnel working or accessing live track must abide by any specific procedures provided by the Controlling Contractor
  - C3M has the authority to deny any work within energized track areas
  - C3M has the authority to discontinue any work within energized track areas if the work is deemed unsafe





- All track shall be considered 'live' and active until it is verified that the track is de-energized by C3M
- Never assume overhead track power is 'dead'.
- All work shall maintain a minimum distance of 10' (6' while traveling with no load and boom/mast is lowered) from overhead energized contact wire
- Energized track shall comply with Lock Out / Tag Out requirements – performed by C3M
- All aerial work will require de-energization prior to starting work performed by C3M
- Never walk on the rail
- Never walk in between switch points



- Work requiring de-energization shall be communicated in the Track Access Safety Meeting and detailed in the Track Access Permit
- The work requiring de-energization will be scheduled at the discretion and availability of C3M
- C3M will de-energize the overhead contact wire at the local OCS disconnect, the TPSS disconnect and provide lock out / tag out at both locations.
- C3M will install a ground strap as a secondary protection measure
- The OMF building and aprons will not be energized during day shift hours – energization and testing of the OMF track will occur on swing shift





# Job Briefings / STAs

- Job briefings or daily safety tasks shall be conducted before beginning a work activity when:
  - Work activity or work conditions change
  - Another person joins the crew
  - Working in a new area
- Job briefings shall include the following:
  - Discuss the sequence of job steps
  - Identify and communicate all potential hazards related to the job task
  - Inspect tools and equipment before each use
  - Ensure understanding of the planned job tasks and applicable safety protocols
  - Ensure equipment used is at a safe distance (10') from the copper wire at all times



- If an overhead energized contact wire falls or is contacted in anyway, evacuate the track area immediately and contact the C3M Controlling Supervisor and a Hensel Phelps Superintendent or Safety Manager
- In case of emergency, notify Hensel Phelps to enact the Emergency Action Plan
- For any incidents, injuries or near misses, notify a Hensel Phelps Superintendent or Safety Manager immediately

