



Site Specific Safety Manual

BEN FRANKLIN REHAB OF SPANS

Contract No. BF-54-2019

PATCO Specific Requirements

Objective

All Work to be performed by CONTRACTORS/SUBCONTRACTORS on Port Authority Transit Corporation (PATCO) property and/or adjacent to or within a PATCO right-of-way where the Work will involve fouling the PATCO tracks must ensure their Employees are trained by PATCO. Successful completion of the PATCO CONTRACTOR Safety Briefing Training, delivered to CONTRACTOR Employees by PATCO Safety Personnel, at their Annex Building located in Lindenwold New Jersey is required prior to CONTRACTOR Employees being assignment to PATCO Work. Training certifications are issued by PATCO personnel; refresher training is required annually to continue to enjoy the privilege of working on PATCO Projects. PATCO may revoke this privilege at any time.

Legal and Other Requirements

Federal, State, Local Regulations

- All Work to be performed by CONTRACTORS/SUBCONTRACTORS on Port Authority Transit Corporation (PATCO) property and/or adjacent to or within a PATCO right-of-way where the Work will involve fouling the PATCO tracks must ensure their Employees are trained by PATCO.

Skanska / Client Requirements

- CONTRACTOR/SUBCONTRACTOR Employees are required to carry their training certificate (wallet card) and display a PATCO hard hat sticker at all times for entry and continued access to PATCO property. CONTRACTOR/SUBCONTRACTOR Employees without their training.

Electric power for PATCO Trains is supplied via third rail which is to be treated as energized at all times (750 Volts D.C.).

- Fouling a PATCO track is defined as follows:
 - Any Work that may require a person to be within two (2) feet of the edge of a platform in a PATCO Station.
 - Any Work that may require a person to be within ten (10) feet (horizontally) of the center line of a track or, thirteen (13) feet (vertically) on the Benjamin Franklin Bridge.
 - Any Work that may require a person to be within ten (10) feet (horizontally) of the nearest rail of a PATCO track or, thirteen (13) feet (vertically) in a track area other than the Benjamin Franklin Bridge.

Emergencies involving PATCO tracks, trains, or facilities must immediately be reported to PATCO Center Tower at 856-963-7983 or 856-963-7984.

If calling in a PATCO emergency on radio, caller must start the radio transmission with the words “Clear the Air.” and then provide the pertinent information.

If calling from within a PATCO property the Center Tower can be reached by dialing “5555” on any system “CALL for AID” phones (Red Box Phones).

1. Working In Track Way

PATCO operates a rapid transit commuter system between Lindenwold, New Jersey, and Philadelphia, Pennsylvania, on tracks along each side of the Benjamin Franklin Bridge (BFB) beneath the walkways. The track system consists of rails mounted on ties affixed to the structure of the BFB. This track system is open to the ground and river below the BFB. The system is powered by an electrified 750 Volt D.C. third rail which runs alongside each track and which carries high voltage electrical current. The rapid transit system operates on a frequent schedule with trains running as often as every two minutes.

In addition to performing all Work in compliance with all the terms, conditions, covenants and requirements of its contract, the CONTRACTOR agrees that all Work performed in, near, or above the PATCO track area shall be performed in compliance with all of PATCO’s rules and regulations and conditions set forth herein.

It is the duty of the CONTRACTOR to obtain from PATCO information regarding PATCO’s scheduling, operations, and procedures.

2. Conditions of Access to PATCO Areas

A. Access during off-peak hours:

- During certain off-peak hours PATCO trains are operated with less frequency. The CONTRACTOR may request PATCO to make a track area available during the off-peak hours, subject to the following:
- Not more than one track area, Eastbound or Westbound, will be available simultaneously; and,
- PATCO shall have complete discretion regarding track availability.

B. Access during all other hours:

- During all other hours, PATCO trains operate frequently. PATCO’s trains cannot cease their regular operations during these hours. The CONTRACTOR shall not be permitted

access to any area in, near, or above the track area without first obtaining the express written permission of PATCO. Any such use of the track area shall be subject to all of the terms and conditions herein, and such further limitations as may be imposed by PATCO.

- The CONTRACTOR shall be prohibited from working overhead of the track areas during the Transit rush hour periods defined as 5:00 a.m. to 9:30 a.m. and 4:00 p.m. to 6:30 p.m., Monday through Friday.
- In the event of an emergency condition or a high demand requirement relating to the PATCO operation, PATCO may withhold track availability from the CONTRACTOR, or order the CONTRACTOR's forces to withdraw from the track area and the CONTRACTOR shall comply with such orders.

When it is necessary for CONTRACTOR's personnel to work in or near the track areas, PATCO reserves the right to determine the number of, placement of, and need for its watchmen. It is expressly understood that these PATCO watchpersons shall be present solely for the protection of PATCO's property, facilities and operations.

The CONTRACTOR is required to provide watchpersons for the safety of its employees, and for the safe performance of its obligations under its Contract. The provision of such watchpersons shall be at the CONTRACTOR's own cost and expense.

The CONTRACTOR shall safeguard the traffic, tracks and appurtenances and other property of PATCO.

The failure or inability of the CONTRACTOR to coordinate its activities with PATCO operations shall not relieve it of its duties to perform the Work within the contemplated time.

3. Inclement Weather

PATCO may suspend or restrict CONTRACTORS' activities whenever weather conditions create an unreasonable risk of personnel injury or equipment or facility damage.

The PATCO Dispatcher or Manager in charge will determine if current or anticipated weather conditions require a suspension or restriction of construction activities. PATCO will provide verbal notification that weather conditions require suspension or restrictions of construction activities. CONTRACTORS must immediately comply with the instructions issued by the PATCO Dispatcher or Manager in charge. The suspension or restriction will remain in place until PATCO determines that the hazardous conditions are no longer present.

The following will be considered in determining when conditions require restriction or suspension of construction activities:

- Reduced traction
- Reduced visibility
- Electrical hazards
- Uneven, flooded, covered or slippery walking and working surfaces
- Lightning
- High Wind
- Freezing or heavy precipitation

PATCO's good faith determination that weather conditions created an unreasonable risk of injury or damage will not be a basis for delay claims.

4. Contractor Hi-Rail Equipment

Hi-rail equipment/vehicle requires inspection and certification by PATCO's Way & Power department prior to being allowed on the tracks. Arrangements for inspections can be made by calling: 856-772-6943, or 856-772-6941. See PATCO Hi-Rail Vehicle or Machine Inspection Report in the appendix No.17.

The CONTRACTOR shall ensure its employees have the knowledge, skills and abilities required to operate safely on the rails. Operators of hi-rail equipment must be specifically trained and qualified to operate hi-rail equipment they intend to use. The CONTRACTOR must provide documentation and demonstrate how operators were qualified.

All employees operating hi-rail equipment or vehicles shall have a valid driver's license for the state in which the employee resides and for the class vehicle driven.

Hi-rail equipment must provide for a seat for the PATCO pilot to ride on. The seat must be equipped with a seat belt and must be securely fastened to the equipment or vehicle in a safe location, from which the pilot is able to see track and signals ahead, regardless of operating direction.

Operators of hi-rail equipment shall obey all instructions from PATCO pilot when traversing on rail.

Hi-rail equipment operation on the Ben Franklin Bridge: In the event of inclement weather, Way & Power Supervisor and the CONTRACTOR will inspect the tracks. If slippery conditions are found, hi-rail operations will be suspended. The equipment will be removed from the tracks prior to a rain event causing wet rail or the equipment will be chained to the tracks to prevent movement, if unable to move prior to the rail becoming slippery.

In the event of an emergency condition relating to PATCO operation, PATCO may withhold track availability from the CONTRACTOR or order the CONTRACTOR's forces to withdraw from track area, and the CONTRACTOR shall be required to comply with those orders.

The CONTRACTOR is responsible for the stability of any material being handled. All loads are to be secured prior to moving.

Operators shall inspect all vehicles and equipment before use. Defective vehicles and equipment shall not be used. Defective equipment of primary concern (but not all inclusive) includes: inoperable back-up alarms, unsafe tires, broken mirrors, no lights or warning devices, etc.

Vehicles shall have a service brake system for the hi-rail gear, along with an emergency brake system. These systems may use common components and shall be maintained in operable condition.

All vehicles shall be equipped with an adequate audible warning device (horn) at the operator's station.

Back-up alarms must be used on all vehicles and equipment. All back-up alarms must be audible from 200 feet and must be functioning at all times.

All vehicles or combinations of vehicles in use shall be equipped with at least two headlights, two taillights, and brake lights in operable condition. In addition, the vehicle or equipment shall have an amber strobe.

Vehicles and equipment shall be checked at the beginning of each shift to assure that the following parts, equipment, and accessories are in safe operating condition and free of apparent damage that could cause failure while in use:

- Service brakes
- Parking system (hand brake)
- Emergency stopping system (brakes)
- Tires
- Horn
- Steering mechanism
- Coupling devices
- Seat belts
- Operating controls
- Safety devices

All defects shall be corrected before the vehicle is placed in service. These requirements also apply to equipment such as lights, reflectors, strobes, windshield wipers, defrosters, fire extinguishers, etc., where such equipment is necessary.

5. Work in the Vicinity of NJ Transit Rail Line

The AUTHORITY is the owner of a rail right-of-way between Lindenwold, NJ where the rail properties of AUTHORITY abut the rail properties of NJ Transit Corporation (“NJ Transit”) and Woodcrest (DRPA Milepost 11.79) and between Woodcrest and West Haddonfield where the rail properties of the AUTHORITY abut the train properties of NJ Transit (all referred to as “Rail Properties). A standing Trackage Rights Agreement between the AUTHORITY and New Jersey Transit Corporation (“NJ Transit”) establishes the construction rights, operating rights, and maintenance responsibilities between the AUTHORITY and NJ Transit along these Rail Properties.

Certain AUTHORITY Projects may require that Work be done on or adjacent to the rail line in this area. In such cases, the CONTRACTOR shall be solely responsible for coordinating its Work with NJ Transit, including obtaining permissions, permits, safety training, and insurance requirements.

When working within the vicinity of NJ Transit’s track, the CONTRACTOR shall obtain permission and/or necessary NJ Transit permits at least 30 days prior to initiating applicable Work. The Project may require the Work to be done with NJ Transit flagman protection and consistent with NJ Transit’s safety policies. Regularly scheduled passenger trains operate in both directions on this track and their operation will need to be protected. The CONTRACTOR shall schedule its Work to avoid any interference with train operations while assuring that the Work proceeds in a scheduled manner.

All of the CONTRACTOR’s/SUBCONTRACTOR’s site personnel shall be required to attend a mandatory NJ Transit briefing in Newark, NJ. The CONTRACTOR shall be subject to the provisions of “Guidelines for Working within or in the Vicinity of NJ Transit’s Right-of-Way.