UTAH TRANSIT AUTHORITY
Rail Services

TRAX Light Rail Transit System

FrontRunner Commuter Rail System

Roadway Worker Protection Program

Based upon the provisions of 49 CFR 214

Updated 31 May 2016
<table>
<thead>
<tr>
<th>Revision Date</th>
<th>Description of Revision</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>26 April 2008</td>
<td>unknown</td>
<td>Ron Nickel</td>
</tr>
<tr>
<td>28 March 2013</td>
<td>Update of contacts, layout of document, references to GCOR</td>
<td>Max Hanna</td>
</tr>
<tr>
<td>1 September 2013</td>
<td>Update of contacts, description of system, definition of “controlled,” references to Construction Safety and Lessons Learned, updated Track Access Permit</td>
<td>Max Hanna, Ron Benson, Zach Thomas, Martin Cocker, Andres Alarcon</td>
</tr>
<tr>
<td>1 August 2014</td>
<td>Corrected fonts and font size. Added definitions for permit holder and track access permit. Added references to the “Red Book.” Added audit language in Ch. 8 and new chapter to address adjacent tracks. Adjacent controlled track procedure, Appendix 1-3</td>
<td>Max Hanna, Ed Buchanan, Ron Benson, Martin Cocker, Darin Francom</td>
</tr>
<tr>
<td>31 May 2016</td>
<td>Removed Bridge Chapter, updated definitions, OCS procedures and training requirements.</td>
<td>Max Hanna, Darin Francom</td>
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</tbody>
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1.0 Introduction

1.1 Background

Utah Transit Authority (UTA) is committed to the safety of its employees, contractors, patrons and pedestrians. This document, the **Roadway Worker Protection Program (RWPP)**, details the on-track safety program applicable to all roadway workers, contractors and invitees involved in the operation of UTA Rail Services, which includes the TRAX light rail transit system, the FrontRunner commuter rail system, the Sugarhouse Streetcar, and the BG&B line.\(^1\)

This roadway worker protection procedure is applicable to all UTA Rail Services operations. The purpose of this Program is to aid in the prevention of accidents and injuries that may result from roadway workers and invitees being injured by railroad cars, locomotives, UTA Rail Services vehicles, or roadway maintenance machines. These rules are developed as a minimum safety standard based upon the provisions of 49 CFR 214 (Railroad Workplace Safety) and is adapted to the conditions of UTA Rail Services operation.

The TRAX and FrontRunner corridors are regulated by the Federal Railroad Administration (FRA) and roadway workers in this shared use track are subject to FRA rules and regulations. The FRA has granted authority to the Utah Department of Transportation (UDOT), as a Federal Transit Administration (FTA) approved State Safety Oversight (SSO) to enforce FRA regulatory compliance, under FRA’s “Railroad Workplace Safety”, 49 CFR 214, with FRA’s full authority, support and instruction.

The Mid-Jordan and BG&B lines are regulated by the FRA, and FRA rules and regulations apply to roadway workers. Savage and Utah Railways have adopted the **General Code of Operating Rules (GCOR)**, therefore RWP workers must adhere to GCOR as well. As this program meets or exceeds the standards set forth by GCOR and FRA, UTA roadway workers will abide by this program without regard to the territory.\(^2\)

Construction on or near the rail may also be subject to UTA’s Construction Safety Program. UTA and all invitees will comply with or exceed OSHA regulations.

1.2 Definitions

- **adjacent tracks**: Two or more tracks with track centers spaced less than 25 feet apart, measured center to center.
- **adjacent controlled track**: A controlled track whose track center is spaced 19 feet or less from the track center of the occupied track.
- **authorization**: Authorization to occupy right of way (ROW) must be obtained from control prior to men and or equipment being allowed to enter.
- **automatic cab signal (ACS)**: A system that allows cab signals and the cab warning whistle to operate automatically.

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\(^1\) The corridor includes portions of the Bingham, Garfield, Dalton, and Bacchus freight rail lines; referred to as the BG&B line. The BG&B line begins at the Midvale rail yard located at 7300 South and 700 West, just south of TRAX Rail Service Center. Utah Railway and Savage Railway facilitate freight through the Midvale yard and onto the BG&B line. The BG&B extends south west from the Midvale yard onto the Bingham branch and Dalton Spur a total of 10.2 miles from 700 West Street and State Highway 111, passing through the cities of Midvale, West Jordan and unincorporated of Salt Lake County. In aggregate, the right of way comprises 178.022 acres of which 50.868 acres are held by UTA and 127.153 acres by UPRR. At mile post (MP) 4.80 of the Old Bingham Highway, the Garfield Branch travels northwest 11.06 miles, which includes the 2 mile Bacchus Spur extending northwest through West Jordan, Kearns, and ending in Magna.

\(^2\) FrontRunner follows GCOR exclusively while TRAX follows a proprietary rulebook. There are some minor differences in procedures and track safety options.
automatic train stop  (ATS) A system activated by wayside inductors positioned to apply the brakes automatically until the train stops.

cab signal  A signal in the operator’s compartment or cab that indicates a condition affecting train movement. Cab signals are used with interlocking or block signals or without block signals.

centralized traffic control  (CTC) A block system that uses block signal indications to authorize train movements.

control point  The location of absolute signals controlled by a controller.

controlled siding  A siding within CTC or interlocking limits where a signal indication authorizes the siding's use.

controlled signal  An absolute signal controlled by a controller.

controlled track  Track upon which the railroad’s operating rules require that all movements of trains and or roadway maintenance machines must be authorized by a train dispatcher or control operator.

contractor  A person or business entity, an independent contractor, or a sub-contractor, of a person or business entity who is engaged or compensated by UTA to perform any of the duties defined in this Program.

contractor worker  An individual who is engaged or compensated by UTA or an individual who is engaged or compensated by a contractor who is under contract with UTA to perform any of the duties defined in this Program.

controller  The person assigned to the control center who issues orders governing the movement of trains on a specific segment of railroad track in accordance with the operating rules that apply to that segment of track.

current of traffic  The movement of trains in one direction on a main track, as specified by the rules.

direct traffic control  (DTC) A DTC block or a series of DTC blocks where the train dispatcher authorizes track occupancy.

distant signal  A fixed signal outside a block system that governs the approach to a block signal, interlocking signal, or switch point indicator. A distant signal does not indicate conditions that affect track use between the distant signal and block or interlocking signals or between the distant signal and switch point indicator. A distant signal is identified by a "D."

DTC block  A length of main track specified by name. DTC block name and limits are identified by wayside signs reading, "Begin (name) Block" and "End (name) Block" and by mile post location in the timetable.

foul time  The time at which fouling a track is authorized by the controller.

employer  UTA, or a contractor of UTA, that directly engages or compensates individuals to perform any of the duties defined in this Program.
<table>
<thead>
<tr>
<th>term</th>
<th>definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>facility platform worker</td>
<td>UTA employees who perform functions on the station platform, but do not foul the tracks, or operate equipment within four feet of the rail, across passenger crossings, yard track, and or grade crossings, at which point they will be considered roadway workers.</td>
</tr>
<tr>
<td>flagman or flagger</td>
<td>A worker designated by the railroad to direct or restrict the movement of trains past a point on a track to provide on-track safety for roadway workers while engaged solely in performing that function.</td>
</tr>
<tr>
<td>foul or fouling a track</td>
<td>The placement of an individual or a piece of equipment in such proximity to a track that the individual or equipment could be struck by a moving train or roadway maintenance machine, or in any case, is within ten (10’) feet of the center line of the track. In a signaled grade crossing, the foul zone is reduced to four (4’) feet from the field side of the nearest running rail. This 4’ foul zone meets the federal minimum and is expressly for the purpose of MOW employees to access gate mechanisms.</td>
</tr>
<tr>
<td>hi-rail vehicle</td>
<td>A vehicle, which has both rail wheels and rubber tires mounted in such a design that it is capable of traveling on highways or rail, hence hi-rail. Sometimes confused with the manufacturer of grade crossing systems, HiRAIL Corporation. Can be spelled hi-rail, high-rail, or hy-rail.</td>
</tr>
<tr>
<td>inaccessible track</td>
<td>A method of establishing working limits on non-controlled track by physically preventing entry and movement of trains and equipment.</td>
</tr>
<tr>
<td>individual train detection</td>
<td>(ITD) A procedure by which a Lone Worker acquires on-track safety by seeing approaching trains and leaving the track before they arrive and which may be used only under circumstances strictly defined in this Program.</td>
</tr>
<tr>
<td>Lone Worker</td>
<td>An individual roadway worker who is not being afforded on-track safety by another roadway worker, who is not a member of a roadway work group, and who is not engaged in a common task with another roadway worker.</td>
</tr>
<tr>
<td>minor correction or minor repairs</td>
<td>One or more repairs of a minor nature, including, but not limited to, welding, spiking, anchoring, hand tamping, and joint bolt replacement, that are accomplished with hand tools or handheld, hand-supported, or hand-guided power tools. The term does not include machine spiking, machine tamping, or any similarly distracting repair.</td>
</tr>
<tr>
<td>near miss</td>
<td>A near mishap. Any incident that could have resulted in injury or death if the circumstances had been only slightly different. In accordance with this program and UTA policy, all near miss will be reported to UTA supervisor and the Safety Department for evaluation.</td>
</tr>
<tr>
<td>non-controlled track</td>
<td>Track upon which trains are permitted by railroad rule or by special instruction to move without receiving authorization from a train dispatcher or control operator.</td>
</tr>
<tr>
<td>on-track safety</td>
<td>A state of freedom from the danger of being injured by a moving railroad train or other moving railroad equipment, provided by operating and safety rules that govern track occupancy by personnel, trains, and on-track equipment.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
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</tr>
<tr>
<td>permit holder</td>
<td>The individual, named on the permit, responsible for the permit. May be the RWIC, but is typically a responsible individual for the work being conducted.</td>
</tr>
<tr>
<td>Pilot</td>
<td>An employee assigned to a train to assist an engineer or conductor who is unfamiliar with the rules or the portion of railroad the train will operate on.</td>
</tr>
<tr>
<td>PPOS or predetermined place of safety</td>
<td>A specific location that an affected roadway worker must occupy upon receiving a Watchman/Lookout’s warning of approaching movement(s) (“warning”) or a roadway working in charge’s (RWIC’s) notification of pending movement on an adjacent track (“notification”), as designated during the on-track safety job briefing required by 49 CFR 214.315. The PPOS may not be on a track, unless the track has working limits on it and no movements permitted within such working limits by the RWIC. Thus, under these circumstances, the space between the rails of the occupied track may be designated as a place to remain in position or to otherwise occupy upon receiving a warning or notification. The RWIC must determine any change to a PPOS, and communicate such change to all affected roadway workers through an updated on-track job briefing.</td>
</tr>
<tr>
<td>PPE or personal protective equipment</td>
<td>Personal Protective Equipment. Roadway workers are required to wear a reflective safety vest at a minimum. Further guidelines are outlined in section 1.4 of this program.</td>
</tr>
<tr>
<td>PTC or positive train control qualified</td>
<td>A system of functional requirements for monitoring and controlling train movements as an attempt to provide increased safety.</td>
</tr>
<tr>
<td>railroad operator</td>
<td>A UTA employee qualified to operate the train.</td>
</tr>
<tr>
<td>railroad</td>
<td>All forms of non-highway ground transportation that run on rails or electromagnetic guide ways, including (1) commuter or other short haul rail passenger service in a metropolitan or suburban area, and (2) high speed ground transportation systems that connect metropolitan areas, without regard to whether they use new technologies not associated with traditional railroads. Such term does not include rapid transit operations within an urban area that are not connected to the general railroad system of transportation.</td>
</tr>
<tr>
<td>railroad bridge</td>
<td>A structure supporting one or more railroad tracks above land or water with a span length of 12 feet or more measured along the track centerline. This term applies to the entire structure between the faces of the back walls of abutment or equivalent components, regardless of the number of spans, and includes all such structures, whether of timber, stone, concrete, metal, or any combination thereof.</td>
</tr>
<tr>
<td>railroad bridge worker or bridge worker</td>
<td>Any worker of UTA, or worker of a contractor of, a railroad owning, or responsible for the construction, inspection, testing, or maintenance of a roadway bridge whose assigned duties, if performed on the bridge, include inspection, testing, maintenance, repair, construction, or reconstruction of the track, bridge structural members, operating mechanisms and water traffic control systems, or signal, communication, or train control systems integral to that bridge.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
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</tr>
<tr>
<td>restricted speed</td>
<td>A speed that will permit a train or other equipment to stop within one-half the range of vision of the person operating the train or other equipment, but not exceeding 20 miles per hour, unless further restricted by the operating rules of the railroad.</td>
</tr>
<tr>
<td>RMM or roadway maintenance machine</td>
<td>A device powered by any means of energy other than hand power that is being used on or near railroad track for maintenance, repair, construction or inspection of track, bridges, roadway, signal, communications, or electric traction systems. RMM manufactured on or after 1 January 1991 but before 28 March 2005 is referred to in the regulation as “existing” and must meet specific retrofit requirements as per 49 CFR 214.</td>
</tr>
<tr>
<td>roadway work group</td>
<td>Two or more roadway workers organized to work together on a common task.</td>
</tr>
<tr>
<td>roadway worker</td>
<td>Any worker of a railroad, or of a contractor to a railroad, whose duties include inspection, construction, maintenance or repair of railroad track, bridges, roadway, signal and communication systems, electric traction systems, roadway facilities (to include platforms or stations) or roadway maintenance machinery on or near track or with the potential of fouling a track, and flagmen and watchmen/lookouts as defined in this section. Train crew are not roadway workers.</td>
</tr>
<tr>
<td>RWIC or Roadway Worker in Charge</td>
<td>A UTA designated roadway worker who has demonstrated qualifications to provide on-track safety for groups of roadway workers through the establishment of working limits or the assignment and supervision of watchmen/lookouts or flagmen. May be the permit holder.</td>
</tr>
<tr>
<td>safety program</td>
<td>The UTA RWP Program and supporting documents, programs, SOP, or policy</td>
</tr>
<tr>
<td>shared track</td>
<td>A track shared by UTA rail service and a Railroad</td>
</tr>
<tr>
<td>short duration</td>
<td>As it pertains to the use of ladders or scaffolding on platforms, a job of short duration can be completed between train arrivals on that platform.</td>
</tr>
<tr>
<td>siding</td>
<td>A track connected to the main track and used for meeting or passing trains. Locations of sidings are shown in the timetable.</td>
</tr>
<tr>
<td>train host</td>
<td>A UTA FrontRunner employee who assists passengers on the train and platform.</td>
</tr>
<tr>
<td>track access permit</td>
<td>A document issued by UTA to the permit holder, giving the permit holder permission to enter the ROW or foul the track as necessary. The permit will often describe the exact forms of OTS that must be used.</td>
</tr>
<tr>
<td>track occupancy indicator</td>
<td>An indicator that tells whether a length of track is occupied or not.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>trackside warning detector</td>
<td>A device that indicates conditions such as overheated journals, dragging equipment, excess dimensions, shifted loads, high water, or slides.</td>
</tr>
<tr>
<td>track and time</td>
<td>A control operator may authorize a worker or work group to exclusively occupy a track or tracks, within specified limits, for a certain time period.</td>
</tr>
<tr>
<td>TCC</td>
<td>Train Control Center. Referred to in short as “control” in the TRAX environment. FrontRunner uses FrontRunner Rail Control or FRC.</td>
</tr>
<tr>
<td>TAW or train approach warning</td>
<td>A method of establishing on-track safety by warning roadway workers of the approach of trains in ample time for them to move to or remain in a place of safety in accordance with the requirements of this Program.</td>
</tr>
<tr>
<td>train coordination</td>
<td>A method of establishing working limits on track upon which a train holds exclusive authority to move whereby the crew of that trains yields that authority to a roadway worker. A UTA Rail Services work permit must be completed and approved before this method can be used.</td>
</tr>
<tr>
<td>UTA Rail Services coordinator</td>
<td>A designated worker of UTA who coordinates and authorizes track access. The UTA Rail Services coordinator is generally a designated controller assigned to coordinate and authorize work permit process on UTA rail systems. However, during construction of a major extension or additional tracks, the UTA Rail Services coordinator may designate a qualified contractor to coordinate and authorize track access on the new portions, up to and including substantial completion of the new or added ROW.</td>
</tr>
<tr>
<td>UTA</td>
<td>Utah Transit Authority, a public transit district organized under the law of the state of Utah.</td>
</tr>
<tr>
<td>Watchman/Lookout</td>
<td>A worker who has been annually trained and qualified to provide warning to roadway workers of approaching trains or on-track equipment. Watchman/Lookouts shall be properly equipped to provide visual and auditory warnings such as whistles, air horns, white disks, red flags, lanterns, or fuses. A Watchman/Lookout’s sole duty is to look out for approaching trains/on-track equipment and provide at least fifteen seconds advanced warning to workers before arrival of trains/on-track equipment.</td>
</tr>
<tr>
<td>working limits</td>
<td>A segment of track with definite boundaries established in accordance with this Program upon which trains and engines may move only as authorized by the RWIC having control over that defined segment of track. Working limits may be established through inaccessible track, as defined herein.</td>
</tr>
<tr>
<td>window</td>
<td>A designated period of time of operation.</td>
</tr>
</tbody>
</table>
1.3 Contact Information for Key Personnel

The following persons/organizations have been identified to oversee communications regarding this roadway worker protection Program.

1.3.1 TRAX Light Rail Contacts

<table>
<thead>
<tr>
<th>Title</th>
<th>Office</th>
<th>Mobile</th>
<th>FAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRAX Control Center (TCC)</td>
<td>801 352-6700</td>
<td>801 352-3736</td>
<td></td>
</tr>
<tr>
<td>TRAX Access Coordinator</td>
<td>801 352-6700</td>
<td>801 330-0194</td>
<td>801 352-6736</td>
</tr>
<tr>
<td>TRAX Rail Safety</td>
<td>Rail Safety Administrator</td>
<td>801 860-2275</td>
<td></td>
</tr>
<tr>
<td>TRAX Rail Safety</td>
<td>Rail Safety Administrator</td>
<td>801 287-3204</td>
<td></td>
</tr>
<tr>
<td>Construction Safety</td>
<td>Const. Safety Administrator</td>
<td>801 703-0229</td>
<td></td>
</tr>
<tr>
<td>Utah Railway</td>
<td>Director of Safety</td>
<td>801 373-1760</td>
<td></td>
</tr>
<tr>
<td>Utah Railway</td>
<td>Track Master</td>
<td>801 367-4297</td>
<td>801 233-0727</td>
</tr>
<tr>
<td>Utah Railway</td>
<td>Safety Director</td>
<td>801 367-4296</td>
<td>801 233-0727</td>
</tr>
<tr>
<td>Savage Railway</td>
<td>Ops Manager</td>
<td>801 520-4742</td>
<td></td>
</tr>
<tr>
<td>Savage Railway</td>
<td>General Manager</td>
<td>801 694-2215</td>
<td></td>
</tr>
<tr>
<td>FRA</td>
<td>Track Inspector</td>
<td>801 253-0996</td>
<td>801 209-2275</td>
</tr>
<tr>
<td>UDOT</td>
<td>State Safety Oversight</td>
<td>801 965-4736</td>
<td>801 633-6407</td>
</tr>
</tbody>
</table>

1.3.2 FrontRunner Contacts

<table>
<thead>
<tr>
<th>Title</th>
<th>Office</th>
<th>Mobile</th>
<th>FAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>FrontRunner Control Center</td>
<td>Rail Traffic Control (RTC)</td>
<td>801 287-5455</td>
<td>801 580 8781</td>
</tr>
<tr>
<td>FrontRunner Access Coordinator</td>
<td>Rail Operations Supervisor</td>
<td>801 287-5493</td>
<td>801 514-2763</td>
</tr>
<tr>
<td>FrontRunner Rail Safety</td>
<td>Rail Safety Administrator</td>
<td>801 513-7218</td>
<td></td>
</tr>
<tr>
<td>Construction Safety</td>
<td>Const. Safety Administrator</td>
<td>801 703-0229</td>
<td></td>
</tr>
<tr>
<td>FRA</td>
<td>Track Inspector</td>
<td>801 253-0996</td>
<td>801 209-2275</td>
</tr>
<tr>
<td>Union Pacific Railroad</td>
<td>Manager Track Maintenance (North)</td>
<td>801 626-8382</td>
<td>801 557-4410</td>
</tr>
<tr>
<td></td>
<td>Director Track Maintenance</td>
<td>801 212-2784</td>
<td>801 243-3602</td>
</tr>
<tr>
<td></td>
<td>Manager Track Maintenance (South)</td>
<td>801 978-5223</td>
<td>801 865-7537</td>
</tr>
</tbody>
</table>

1.3.3 Union Pacific Railroad Emergency Contact Information

For derailments, crossing accidents, collision, reports of suspicious activity or any other emergency, call UP Risk Management (UPRR Police)—HOTLINE 888-877-7267.
1.4 Program Implementation by UTA

The safety of roadway workers is a top priority to UTA. UTA employees, roadway workers, and freight operators must all communicate and coordinate movements along the alignment in order to provide for the safety of the roadway workers. Accordingly, all roadway workers must follow the procedure outlined in this section.

The UTA Rail Services controller for TRAX, Streetcar, BG&B, and FrontRunner is the central control. All rail activity communications are performed through the controller. The coordination of UTA Rail Services roadway workers, contractors, and/or roadway maintenance machines operators on UTA’s rail service corridors will be reviewed and approved by the UTA Rail Services controller. The controller can be contacted through the UTA TRAX Rail Services Control Center for TRAX and BG&B. FrontRunner controllers can be contacted the FrontRunner Rail Traffic Control Center.

The location of work activities, their time frame for the work, and the equipment needed to complete the work will be discussed with the controller. All movements of track equipment, trains, or roadway maintenance machines within established working limits will move under the direction of the control center and the RWIC or another designated roadway worker. All roadway maintenance machine movements will move at restricted speeds of 20 mph or less within working limits depending on the type of work being performed. UTA Rail Services train movements will be controlled by the control center and the RWIC.

1.4.1 Near Misses and Feedback

A near miss will be reported through the supervisory chain to the Safety Department for analysis and review. Review of near misses will be conducted by the Safety Administrator responsible for that corridor or his designee. The Lessons Learned from that review will be posted for UTA employees to review.

UTA employees and contractors who operate under this program are welcome to give feedback directly to the UTA Safety Department.

1.4.2 Program Approval Process

The UTA Safety Department reviews this program upon the receipt of feedback, or if there is no feedback from the field, then annually. Proposed changes are circulated within the Safety Department, Maintenance of Way, Rail Services, and other select individuals. Upon consensus from all of the above, the proposed Program manual is distributed to the 214 Track Specialist at Federal Railroad Administration via email. FRA has 60 days to return comments and/or approval. Upon receipt of FRA approval, UTA publishes the program via email, SharePoint, and to external contractors via the UTA website.

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1.4.3 Changes in Scheduled Work Activities

Request for change to the approved schedule must be made at least 24 hours in advance to the appropriate UTA Rail Services controller. (In the event of an emergency situation, the operations manager can approve a change.) If approval is granted, the UTA Rail Services controller will notify UTA Rail Services operators of the location and activity by means of the train bulletin. The group asking permission for track access must communicate this change in work activities to their personnel and all affected subcontractors in the form of a job briefing. All involved will maintain documentation that these changes have been communicated to their workers and subcontractors. The UTA Rail Services controller will also keep a record of these changes.

1.4.4 Freight Line Requests

Requests from the freight operator to access the rail outside of its operating window shall be made at least 24 hours in advance to the UTA Rail Services coordinator. Prior to granting permission, UTA Rail Services coordinator will evaluate the request and notify the freight operator of its decision. If access is granted, all affected roadway workers shall be notified of the access before the freight operator may begin train movement. The coordinator will notify UTA Rail Services operators via the train bulletin.

All communications shall be directed to specified individuals. This may be done by radio, telephone, or in person.

Leaving a voice mail message or sending a fax of a proposed change in schedule does not constitute authorization to begin train movement.

All movements of Utah Railway shall be at restricted speeds within working limits.

Requests for FrontRunner access will be conveyed through UTA radios on channel FR1. The Freight window is from 12:00 am to 5:00 am Monday through Friday. Access may be delayed due to track maintenance.

1.5 TRAX Communications with FRA and UDOT Regulatory Agencies

Communications between UTA, Federal Railroad Administration (FRA), and UDOT state safety oversight agency, or other regulatory agency:

1.5.1 FRA/UDOT Track Inspection Report

All FRA/UDOT track inspections of UTA Rail Service will be reported to the deputy general manager of rail systems infrastructure, Ron Benson (801) 514-6459, the director of rail, or the rail safety administrators, listed on page seven of this manual.

1.5.2 Signing of FRA/UDOT Track Inspection Reports

All inspection reports resulting from a FRA/UDOT track inspection will be signed and received by the UTA Rail Services deputy general manager of rail systems infrastructure.

1.5.3 Utah Transit Authority Inspection of Tracks

UTA shall have the responsibility to make periodic inspections of the UTA tracks. The UPRR shall have the responsibility to make periodic inspections of the joint use track on the FrontRunner commuter rail from Ogden to Pleasant View.

1.6 FrontRunner Communication with UPRR for Joint Use Track

Roadway workers, designees, and invitees involved in the joint use track will be subject only to UPRR Roadway Worker Protection Program. FrontRunner MOW personnel will not be involved in the maintenance of the joint use track.
2.0 Training

2.1 UTA Responsibilities

UTA will furnish to all UTA Rail Services roadway workers initial and annual on-track safety training. Training is required for all individuals who fall under the designation of a roadway worker or who may be assigned rail maintenance duties on or near the railroad corridor such that they have the potential of fouling a track. The required training will review the duties and responsibilities of each worker, as well as the requirements of this Program. Each roadway worker responsible for the on-track safety of others, and each Lone Worker, shall maintain a copy of this program document on the job site. Digital copies meet this requirement but require the device be appropriately powered and accessible. Due to the restrictions on cell phone use in the ROW, a hard or paper copy is preferred and safer.

Each roadway worker, upon completion of training, must demonstrate a basic knowledge of rules and procedures related to on-track safety through written or verbal testing as may be determined by the safety administrator.

In addition to the basic training and testing of roadway workers, those individuals who will perform duties as watchmen/lookout, Flagger, Lone Worker, machine operator, and RWIC will separately qualify prior to performing such duties. A roadway worker performing duties of watchmen/lookout, Flagger, Lone Worker, machine operator, and RWIC will demonstrate their qualifications by passing an annual written exam. The content of the testing materials for such positions shall reflect the needed skills for each of these positions as identified in the following sections. Each worker will receive a wallet card and/or hard hat sticker indicating his level of training or qualification. UTA considers the annual training and test to meet the FRA requirement for periodic training and qualification.

UTA provides three tiers of training and qualification:

ROADWAY WORKER TRAINING

In order to effectively monitor the program, the rail safety administrator or designee will conduct the roadway worker protection training. He will also maintain written or electronic records of each worker who is trained or qualified in on-track safety, as well as the level of on-track safety each of the workers is qualified to perform.
Each record will include the name of the worker, the type of qualification made, and the most recent date of qualification. The records shall be available for inspection and/or photocopying by UTA, UDOT, and FRA during regular business hours.

2.1.1 Contractors as Roadway Workers

Contractors and others who fall under the designation of a roadway worker, or who may be assigned duties on or near track with the potential of fouling a track, will receive appropriate training prior to fulfilling that assignment or duty. Accordingly, each contractor must ensure that all of its respective roadway workers receive the RWP training. This is a requirement for the work permit.

Additionally, UTA reserves the right to request copies, from the contractor, of the permit holder’s RWP card. With specific and documented exceptions, UTA does not allow contractors to serve as RWIC, Lone Worker, Watchman, Flagger, or RMM Operator. UTA reserves the right to qualify specific non-UTA individuals to serve at higher tiers of RWP.

2.1.2 Personal Protective Equipment

UTA and Contractors are required by OSHA to provide basic PPE for employees. However, it is the employee’s responsibility to wear and care for the PPE. Basic PPE will consist of:

- radio or cell phone for communication with the control center
- **orange** safety vest with reflective striping must be worn at all times
  - UTA is phasing in new safety vests with reflective “X” on the back. This allows the operator to determine if the worker is looking at the train and to respond appropriately.
- sturdy leather shoes that cover the ankle and are “safety” toed
- safety glasses of the appropriate tint
- gloves, when appropriate
- hard hat, when appropriate

Additional PPE may also include hearing protection, face shield, goggles, or respiratory protection as the requirements of the job dictate. See your supervisor or manager for specific PPE requirements for your job.

UTA recommends roadway workers not wear red to avoid confusion with stop boards. All roadway workers on construction projects must wear hard hats IAW the UTA Construction Safety and Security Program.

2.2 Basic Roadway Worker

Upon completion of the training, a roadway worker, at a minimum, can perform and demonstrate proficiency via written test, the following:

1. Recognize railroad tracks and understand when on-track safety is required
2. Know the functions and responsibilities of persons involved with on-track safety procedures (i.e. Watchman, Flagger, RWIC)
3. Understand responsibility of complying with on-track safety instructions
4. Know signals given by watchmen/lookouts and the proper procedures upon receiving a train approach warning
5. Know the hazards associated with working on or near railroad tracks, including review of on-track safety rules and procedures
6. Know how to avoid pinch points and areas of poor visibility
7. Notify the RWIC if there is an unsafe condition
8. Personally document the safety brief
9. Wear proper PPE and reinforce the PPE requirements among fellow roadway workers
10. When possible, acknowledge the train by making eye contact with the operator and a wave of the hand
11. Determine if it is safe to enter the foul zone or cross the tracks

2.3 Lone Worker

Upon completion of the annual training, a Lone Worker, at a minimum, can perform and demonstrate proficiency via written test, the following, in addition to the basic roadway worker responsibilities:

1. Detect approaching trains and move to a place of safety upon their approach
2. Determine the distance along the track at which trains must be visible in order to provide the prescribed warning time
3. Know the rules and procedures for individual train detection, including establishment of working limits
4. Know the on-track safety procedures to be used in the area in which the worker is to be qualified and permitted to work alone
5. Know the UTA Rail Services train schedules (See also www.Rideuta.com)
6. Know how and when to use individual train detection (ITD) or any other form of protection, such as train coordination
7. Lone Workers may not engage in activities that interfere with ITD
8. Be in possession of a UTA issued radio and an accurate timepiece
9. Remain in a place of safety until Roadway Worker protection can be established
10. All Lone Workers shall maintain a vigilant lookout while using Individual Train Detection (ITD) and are prohibited from performing duties that obstruct their ability to maintain a vigilant lookout while ITD is being used
11. Wear their required PPE before entering the Roadway
12. Conduct an on track safety job briefing with their on duty supervisor. In the event a supervisor is unavailable the briefing must be conducted with control
13. Lone Workers using ITD must fill out the statement of on-track safety prior to fouling any UTA track. The statement of on-track safety must be in possession of the Lone Worker while fouling the track.
14. Contact control and be called on prior to fouling the track
15. In the event the minimum clearance time of 15 seconds cannot be achieved, ITD cannot be used as a means of on-track safety.
16. Perform only routine inspections and surveys, and only be in areas where the Lone Worker can detect approaching trains and other On-Track equipment
17. Not enter areas where they are impaired in detecting trains. Impairment can be caused by background noise, lights, precipitation, fog, passing trains, or any other physical conditions

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3 The purpose of the eye contact and hand wave is to acknowledge the train, reassuring the operator that you see the train and will not attempt to enter the foul zone while the train is within the working limits of the job. Each roadway worker will make a good faith attempt to meet this request. At no point will one person be designated to fulfill this requirement, as delegation of this action defeats the purpose.

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18. Use more restrictive forms On-Track safety any time they enter areas of no clearance, interlockings, and curves

19. Contact control when they have cleared the track and are no longer in the foul zone

Lone Workers are not expected to carry a hard copy of this manual while in the foul zone. A copy shall be kept in the vehicle and the Lone Worker will have access to the program manual via radio communications with a Supervisor or other employee.

2.4 Watchman/Lookout

Each Lookout shall be trained, qualified, designated, and equipped to provide train approach warning. Upon completion of the annual training, a Watchman/Lookout, at a minimum, can perform and demonstrate proficiency via written test, the following, in addition to the basic roadway worker responsibilities:

1. Not perform any other duties while in this capacity

2. Detect and recognize approaching trains and warn roadway worker personnel of approaching rail vehicles by visual and audible methods (see section 4.10). This is the primary and sole duty of the Watchman/Lookout

3. Participate in all Roadway worker On-track safety job briefings prior to performing their duties as Watchman/Lookouts

4. Determine the distance along the track at which trains must be visible in order to provide the prescribed warning time

5. Know the rules and procedures of railroad to be used for train approach warning

7. Have the ability to communicate with the RWIC and/or control as necessary

8. Give the “all clear” once the train exits the work zone and it is safe to resume work

9. Use a cell phone only when directed to do so by the RWIC

10. Provide warning to all employees by means which neither requires workers to look directly at the Watchman/Lookout (horn, whistle, voice and/or physical tap) nor creates another safety hazard

11. Provide physical warnings to workers who cannot hear or see other warnings. These warnings shall be distinct, clear and not cause harm to workers - further guidance is given in section 4.10

2.5 Flagman or Flagger

Upon completion of the annual training, a Flagger, at a minimum, can perform and demonstrate proficiency via written test, the following, in addition to the basic roadway worker responsibilities:

1. Know the content and application of the operating rules of the railroad pertaining to giving proper stop signals to trains and holding trains clear of working limits

2. Be in possession of the appropriate flagging materials for the environment, either flags or light, an accurate watch, and a UTA issued radio

3. Understand the work zone and the work being performed

4. Have ability to communicate with the RWIC and/or control as necessary

5. Understand the difference between railroad flagging duties and UDOT flagging duties

6. Perform no other duty

7. Remain in their position until relieved by the RWIC

8. Take direction from the RWIC only; no other person, including control is authorized to direct the flagger to allow movement of trains or rail equipment
9. Remain in a place of safety at all times and shall be located at the oncoming side of normal traffic flow with a minimum 500 feet from the actual work zone

10. Immediately notify the RWIC if the Flagger becomes distracted from their duties

11. Have their required PPE and safety equipment, flags and or flashlight and UTA issued radio BEFORE entering the right of way

12. Use and monitor their UTA issued radio, set on the proper channel, at all times, while performing flagging duties

13. If working at night the flagger shall have a working flashlight.

14. Participate in all Roadway Worker On-track safety job briefings

15. Permitted to use their cell phones to contact the RWIC when radio communications are disrupted - at no other time shall the Flagger use their cell phone.

16. Face oncoming traffic to be flagged

17. If stopping trains or equipment Flaggers shall swing a red flag or flashlight (if at night) horizontally to the track until the train or rail equipment comes to a complete stop

18. Stop all trains or rail equipment from a place of safety and a minimum of 500 feet from the work zone on the oncoming traffic side of the work zone, if the RWIC does not give permission to allow the proceed signal

19. Hold all trains or rail equipment until the RWIC gives permission for the proceed signal

20. Immediately report a flagging run through to the RWIC

2.6 Operators of Roadway Maintenance Machines

Upon completion of the annual training, an operator of a roadway maintenance machine (RMM), at a minimum, can perform and demonstrate proficiency via written test, the following, in addition to the basic roadway worker responsibilities:

1. Be familiar with methods to determine safe operating procedures for each machine that the operator is expected to operate

2. Be able to identify On-Track, On-Off Track, and Off-Track RMM.

3. Be familiar with rules of the road, to include, but not exclusively:
   a. Maximum allowable travel speed for the conditions
   b. Status of signals
   c. When I am able to exit equipment
   d. When I must stay in equipment
   e. A RMM operator must maintain at least 200 feet apart from other equipment while traveling.
   f. A RMM operator can bunch equipment to 50 feet when necessary to cross a grade crossing and while conducting work within the working limits
   g. Grade crossing procedures

4. Verify a coupler or tow bar, as appropriate, is in use when towing or pushing other maintenance machines

5. Be familiar with maintenance of the machine.

6. Communicate with control via radio as appropriate.
7. Conduct an equipment inspection prior to using a RMM at the beginning of the shift or before use.

8. Understand and enforce that roadway workers must maintain a distance at least 15 feet from the front, back, and when appropriate, the side of the RMM.

9. Familiarity with Positive Train Control and how it impacts the work area, if applicable.

10. If the RMM has a crane, then UTA or employer will
    a. Determine if the operator has the skills to operate the crane safely
    b. Verify through practical exams that the operator has knowledge of the safety instructions
    c. Maintain records of such training, qualification, and testing as appropriate

Initial and periodic qualification of a roadway worker to operate roadway maintenance machines shall be evidenced by demonstrated proficiency. A RMM operator must be trained and qualified annually on the specific machine.

2.7 Roadway-Worker-In-Charge

The RWIC has the primary duty of rule compliance, oversight, and on-track safety of all personnel within their working limits. Upon completion of the annual training, an RWIC, at a minimum, can perform and demonstrate proficiency via written test, the following in addition to the basic roadway worker, Lone Worker, Flagger, Watchman, and RMM responsibilities:

1. Enforce proper PPE among work group
2. Communicate with control as appropriate
3. Facilitate and document job briefs
4. Establish working limits for the work group when deemed appropriate
5. Remove individuals from the right of way who are unsafe or otherwise not authorized
6. Conduct follow-up job briefs when:
   a. Working conditions change
   b. Members of group change
7. Be in possession of the most current rule book and RWPP, as appropriate - the manual must be readily available either in hard or electronic copy on all job sites. Due to the restrictions on electronic devices on the jobsite, hard copy is preferred.
8. In the event of an incident, the RWIC will take charge of the situation until relieved by a more competent person.
9. Know what on-track training and qualifications are required of the roadway workers to be supervised or protected:
   a. Verify all members of the crew are appropriately certified for the work being performed
   b. Prevent non-RWP certified personnel from accessing the site
10. Be familiar with the contents and application of the operating rules of the railroad pertaining to the establishment of working limits
11. Know the contents and application of the rules of the railroad pertaining to the establishment of train approach warning
12. Be familiar with the relevant physical characteristics of the area of the railroad upon which the roadway worker is qualified
13. Be on-site to conduct an on-track job brief (except for Lone Worker) and remain available to fulfill other responsibilities listed herein.

14. The RWIC shall perform the duties of a Watchman/Lookout when there are only two workers in the work crew. If there are more than two workers in the gang the RWIC is encouraged to designate another qualified employee as the Watchman/Lookout.

15. The RWIC is the only authority to determine who is permitted to communicate with the rail or track equipment operator(s) within the working limits by radio or authorized hand signals.

16. The RWIC has a distinct responsibility to resolve good-faith challenges in accordance with the procedures set forth in this manual. This responsibility cannot be delegated.

17. Familiarity with Positive Train Control and how it impacts the work area, if applicable.

2.8 Contractors/Invitees

Contractor workers shall be required to obtain and maintain the same qualifications and standards of on-track safety as UTA workers as outlined in this Program. Contractors must submit documentation of their worker qualifications prior to their personnel beginning prescribed work that may result in the fouling of a track.

Every roadway worker, contractor, or invitee has the responsibility to ascertain that on-track safety is provided before fouling a track. A track is fouled when a person, work tools, or equipment is within ten feet of the centerline of the tracks.

UTA shall provide basic roadway worker training for contractors and invitees. The cost of this training can vary depending upon the circumstances.
3.0 Communications

3.1 Job Briefing When Fouling a Track

UTA, its contractors and employees, and any other invitee permitted access to the railroad corridor shall be responsible for conducting a job briefing before engaging in any project where track will be fouled or potentially fouled. The job briefing shall be conducted by the RWIC who may foul the track. A job briefing is considered completed when each individual has acknowledged an understanding of the on-track safety procedures and instructions presented. Each roadway worker in attendance at the job briefing meeting will acknowledge to their RWIC that they understand the briefing.

3.2 Job Briefing Information

All information related to on-track safety shall be given in the job briefing to all workers who will or may foul the track during their work assignment. The appropriate RWIC will be responsible for determining and communicating the content of the job briefing meeting. In addition to other safety issues that may be specific to their assignment, the job briefing will include:

1. Date of work and number of employees in the crew
2. Nature of the work to be performed and the possibility of limited sight distances or other location characteristics.
3. Designation of the RWIC. This may be the assigned crew foreman if she is qualified as provided in this Program
4. The method by which the RWIC will ensure that on-track safety provided
5. The track limits and time limits of track authority granted by the UTA Rail Services controller
6. Track that is permitted to be fouled
7. The on-track designated place of safety where workers are clear from trains
8. Safety that will be provided on adjacent tracks, if required or deemed necessary by the RWIC and identification of any roadway maintenance machines that will foul such tracks
9. The designated work zone around track machinery
10. Safe working/traveling distance between machines as per Chapter 8 of this program
11. The means of warning when on-track safety is provided by a Watchman/Lookout
12. Review of the required PPE for the specific job to be performed
13. Status of the overhead catenary system electrical cables and the need for approved work permits, grounding or red tag procedures if the work will be performed within ten feet of the OCS
14. Any additional safety issues that pertain to the use of RMM, as appropriate

The above is typically recorded in an employee’s “Red Book” but may be addressed on a contractor provided form that covers the same information, or any piece of paper. The Red Book is included, in part, in Chapters 4 and 9.

3.3 Follow-up Job Briefing

If conditions change such that the material previously covered in the job briefing no longer applies, the RWIC must conduct a follow-up briefing. Conditions that require a follow-up briefing include, but are not limited to the following:

1. Changes in working conditions or procedures.
2. Additional roadway workers enter or leave the working limits of a working group.
3. The procedures employed to ensure on-track safety are about to be modified, extended, or terminated.
4. Adjustments are required by a UTA Rail Services operating order change.

3.4 Job Briefing for a Lone Worker

Each Lone Worker shall participate in a job briefing with an RWIC, Supervisor, or other designated worker at the beginning of each shift or prior to fouling any track. This briefing will include the planned work assignments, itinerary, and procedures that will be followed to ensure on-track safety. Each Lone Worker shall be afforded the same protection as worker groups. Each Lone Worker shall maintain a means of communication, such as a radio or telephone. If communications cannot be established with Control, a Lone Worker shall verify on-track safety with his RWIC or Supervisor prior to starting work. Individual train detection or inaccessible track may be used by the Lone Worker. If all communication channels are disabled, the job briefing shall be conducted as soon as communications are restored. Lone Workers must call control before entering the ROW as per Rule 2.02.

3.5 Frequency of Briefings

The RWIC of any working group (or Lone Worker and Supervisor) shall conduct job briefings at the beginning of each work shift, if the working conditions change, additional workers enter the working limits, or adjustments to the On Track Safety (OTS) is made.

3.6 Briefing Forms

All UTA employees must complete a form acknowledging the Job Briefing. This form may be from the “Red Book”, a similar job-specific brief, or a contractor provided form, as applicable. See Chapter 9 for samples of the “Red Book.”

3.7 Cell Phone Usage

UTA policy is in accordance with state law as it pertains to cell phone usage while operating a motor vehicle. Additionally, Lone Workers may use a cell phone as a secondary and backup line of communication to the control center. An RWIC may use a cell phone as a secondary and backup form of communication. Watchmen/Lookouts and flaggers may not use the cell phone while performing their duties except when given specific direction to do so by the RWIC. Other individuals may not use a cell phone while in the ROW. Cell phones or radios may not be the primary means of warning a work crew.

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4 If two lone workers encounter each other on the ROW, they form a workgroup. They must step out of the foul zone, conduct another job brief, and enact TAW. One of the two may be the Watchman and RWIC simultaneously, assuming he is trained to do so.
4.0 On-Track Safety Procedures

4.1 Working Limits

Working limits established on UTA Rail Services main lines shall conform to the provisions of 49 CFR 214.321 (exclusive track occupancy), 49 CFR 214.323 (foul time), or 49 CFR 214.325 (train coordination). The working limits established on non-controlled track shall conform to the provisions of 49 CFR 214.327 (inaccessible track), 49 CFR 214.329 (Watchman/Lookout), and 49 CFR 214.337 (Lone Worker). Watchman/Lookout and Lone Worker do not automatically establish working limits unless doing so within another form of on-track safety. Working limits established under any of the above listed guidelines shall conform to the following provisions:

1. Only a roadway worker who is qualified to provide protection for roadway work groups may act as a RWIC as outlined in 49 CFR 214.353. The RWIC may establish control over working limits for the purpose of establishing on-track safety.

2. Only one RWIC shall have control over working limits on any segment of track.

3. The RWIC must notify all affected roadway workers before working limits are released for the operation of trains. Working limits shall not be released until all affected roadway workers have either left the track or have been afforded on-track safety through train approach warning in accordance with 49 CFR 214.329.

4. In the Joint Use track from Ogden to Pleasant View, all workers-in-charge will comply with the UPRR Roadway Worker Protection Program for protection of maintenance workers while they work within these established work limits. This section of track is maintained by UPRR and FrontRunner MOW personnel will not be involved in any form of maintenance.

The RWIC or the Lone Worker (after a briefing with his Supervisor) will determine the method of on-track safety to be used by the roadway workers or individual and communicate the details of the selected method at the job briefing. The method of on-track safety selected shall comply with the provisions of the UTA RWP Program.

4.2 Exclusive Track Occupancy—TRAX Operations

Working limits established on controlled track through the use of exclusive track occupancy procedures shall comply with the following requirements:

1. The track within working limits shall be placed under the control of one roadway worker by authority issued to the roadway worker in charge by a UTA Rail Services Control Center in one of the two following methods:
   - Flagmen stationed at each entrance to the track within working limits and instructed by the roadway RWIC to prevent the movement of trains and equipment into the working limits except as permitted by the roadway worker in charge, or
   - The roadway worker in charge causing fixed signals at each entrance to the working limits to display an aspect indicating “Stop” by a number methods known cumulatively as local control.

2. An authority for exclusive track occupancy given to the roadway RWIC of the working limits shall be transmitted on a work permit, by relay through a designated employee, in a data transmission, or by oral communication, to the roadway worker by the train controller or control operator in charge of the track.
   - Where authority for exclusive track occupancy is transmitted orally, the authority shall be written as received by the roadway RWIC and repeated to the issuing employee (controller) for verification. This process may be conducted by radio from the controller to the RWIC. The
RWIC must verify that the working limits, times and locations are consistent with the written work permit information submitted to control and repeated to the issuing employee (controller) for verification. The responsible RWIC shall maintain possession of the approved work permit for exclusive track occupancy while the authority for the working limits is in effect, if applicable.

- The train dispatcher or controller in charge of the track shall make a written or electronic record of all authorities issued to establish exclusive track occupancy.

3. The extent of working limits established through exclusive track occupancy shall be defined by one of the following physical features clearly identifiable to a train operator or light rail operator or other person operating roadway maintenance machines:

- A Flagger with instructions and capability to hold all trains and equipment clear of the working limits
- A fixed signal that displays an aspect indicating “Stop”
- A station shown in the timetable, and identified by name with a sign, beyond which train movement is prohibited by train movement authority or the provisions of a direct train control system
- A clearly identifiable milepost sign beyond which train movement is prohibited by train movement authority or the provisions of a direct train control system
- A clearly identifiable physical location prescribed by the operating rules of the railroad that trains may not pass without proper authority

It is permissible for a roadway RWIC to relinquish a portion of previously assigned track given under exclusive track occupancy by the control center (when work on that section is complete). It will be determined by the RWIC what portion of the exclusive track may be turned back over to the control center for other use; i.e. train operations. The RWIC will give the controller a specific, well recognized landmark, i.e. station location or mile marker, where trains may operate to. These specific working limit changes will be communicated to the controller and repeated to the RWIC and he/she will make changes to the work permit. These changes will also be communicated to the work crews affected by means of a follow-up job briefing by the RWIC or his designee.

4. Movements of trains and roadway maintenance machines within working limits established through exclusive track occupancy shall be made only under the direction of the roadway worker having control over the working limits.

4.3 Temporary Track Restrictions—FrontRunner

Track Bulletin Form A

The daily operating bulletins or general announcements under Form A (speed restriction), may restrict train movements because of track conditions.

- Protection by daily operating bulletin Form A is issued by special instructions from the Warm Springs Rail Services Control Center.
- Temporary speed restrictions of less than 24 hours do not require flag protection, but will be included in the general announcements or the daily operating bulletin to trains by the controller.
- Temporary speed restrictions greater than 24 hours require the placement of yellow flags for the temporary speed restrictions, pursuant to GCOR rule 5.4.2. Display of Yellow Flag.
- Green flags are used to signal that the train may resume speed.
4.4 Exclusive Track Occupancy—FrontRunner

Exclusive track occupancy for FrontRunner commuter rail operations may be established by the following methods.

4.4.1 Track and Time Permit

Working limits established on controlled track through the use of a track and time permit shall comply with the following requirements:

1. Authority of track and time is issued to the roadway RWIC by the UTA Warm Springs Rail Services Control Center.

2. The roadway RWIC requesting track and time will state name, occupation, location, and identification number. The roadway RWIC will then repeat the authority granted. If the authority is repeated correctly, the controller will acknowledge and issue an “OK” time to the RWIC. The track and time is not authorized until the roadway RWIC understands and repeats the track and time granted.

3. The controller must maintain a record of authority granted including the time the track and time was released.

4. The controller will authorize a specified time limit, and will include in the track and time permit, the track designation, and track limits.

5. Track and time must be released before the time granted expires. Otherwise, track and time remains in effect until released by the RWIC to FrontRunner Rail Services Control Center.

6. If additional time for track and time is necessary, authority must be obtained by the roadway RWIC from the controller before the time expires.

7. Before granting track and time the controller is required to determine if the limits are clear, and will apply protection by utilizing blocking or marker devices to prevent movements into the limits. The roadway worker-in-charge is responsible for the placement of appropriate protection devices as authorized by the controller.

8. Flag protection is not required unless there is a joint track and time permit with a train or other roadway workers.

9. Flags are not required within clear working limits. In the event of joint track and time with a train, red flags will be displayed on either side of the roadway worker crew.

10. When joint track and time is granted to protect roadway workers, trains must not receive track and time within the same limits, unless the trains and roadway workman-in-charge of the work clearly understand the conditions and movements that will be made.

11. Track and time does not authorize occupancy of the main line track within control point limits. However, track and time does authorize occupancy when track and time includes multiple control points. For example, a track and time issued from Woods Cross South CP to Layton North CP; an area that includes multiple control points.

12. Blocking or marking devices must not be removed until track and time has been released to the controller. Other roadway worker crews or the movement of trains are not authorized into the limits unless also granted track and time.

13. Machinery, hi-rail vehicles, track cars, or roadway workers will receive track and time in the same manner as trains.

14. Machinery, hi-rail vehicles, track cars, or roadway workers must be clear of limits before the employee granted track and time releases authority.
15. The roadway RWIC must notify the UTA Rail Services Control Center when the work is complete and the track is safe for train passage.

16. All movement within the joint track and time must be made at restricted speeds or less.

4.4.2 Track and Time Examples

4.4.2.1 Track and Time Verbal Authority

Track and time verbal authority must be given as follows:

MOW: UTA MOW _______ to UTA Warm Springs Control, over.

Control: UTA Warm Springs Control, over.

MOW: MOW _______ request track and time on mainline from control point _______ to control point _______ (including or not including siding) until _______:_______, over.

Control: MOW you are requesting track and time _______ on mainline (including or not including siding) between control point _______ to control point _______ until _______:_______, over.

MOW: MOW _______ request track and time on mainline from control point _______ to control point _______ (including or not including siding) until _______:_______, over.

Control: MOW _______. Control acknowledges Repeat. You are given track and time with authority number _______ on mainline, (including or not including siding) between control point _______ to control point _______ until _______:_______ with OK time at _______ by Control _______, over.

MOW: MOW understands track and time with authority number _______ on mainline, (including or not including siding) between control point _______ to control point _______ until _______ with OK time at _______ by Control _______, over.

Control: Copy _______ that is correct; Over.

MOW: MOW ______Out.

Note: Immediate access may not be granted, and the roadway worker crew may be placed on “stand by”, as the controller establishes that the limits are clear. Once the controller has granted authority the roadway RWIC will have control of the track until the designated time.

4.4.2.2 Additional Track and Time

Control: UTA Warm Springs Control to UTA MOW _______, over.

MOW: UTA MOW _______, over.

Control: MOW _______, track and time with authority number _______ on mainline, (including siding or not including siding) between control point _______ to control point _______ authority has extended to _______:_______ by Control, over.

MOW: MOW _______ understands track and time with authority number _______ on mainline, (including or not including siding) between control point _______ to control
point ______ authority has been extended to ______:_______ by Control ______, over.

Control: Copy ______ that is correct; Control out.

Note: Track and time must be released before time expires. If additional time is needed, verbal authority must be extended for the “until” time.

4.4.2.3 Releasing Track and Time

MOW: UTA MOW ______ to UTA Warm Springs Control, over.

Control: UTA Warm Springs Control, over.

MOW: Track and time with authority number ______ between control point ______ to control point ______ is released at ______:_______.

Control: Copy MOW ______ track and time with authority number ______ between control point ______ to control point ______ is released at ______:_______; over.

MOW: MOW______ Out.

Note: Track and time must be released before time granted expires, by stating identification, track and time authority number, and track and time limits being released.

4.4.3 Yellow/Red Flag, Track Bulletin Form B

Working limits established on controlled track through the use of track bulletin Form B shall comply with the following requirements:

1. Protection by track bulletin Form B is authorized to the roadway RWIC by UTA Warm Springs Rail Services Control Center.

2. Track bulletins contain all conditions that affect safe train movements, and are issued as required by Control.

3. Form B track bulletins must not be changed unless specified by Rules 15.1.1 (GCOR Changing Address of Track Warrants or Track Bulletins) and 15.13 (GCOR Voiding Track Bulletins). The controller will issue track bulletins as required. Track bulletins will contain information on all conditions that affect safe train or equipment movement.

4. The track within the Form B working limit shall be placed under the authority of the RWIC. All train or equipment movements within the Form B limits proceed on the authority of the RWIC.

5. Trains and equipment within the limits during the time stated in track bulletin Form B, must; move at restricted speed; or stop short of a red flag, unless instructed otherwise by the RWIC, green flag, or has cleared the limits.

6. The worker-in-charge will be responsible for the proper placement of yellow-red flags as a warning to trains or equipment to be prepared to stop at the instruction of the RWIC.

7. Yellow/red flags must be displayed two miles in advance of each entrance of the Form B limit, up to one hour before to one hour after the track bulletin Form B comes into effect.

8. In the event that the Form B limit is less than two miles from a terminal, siding, or station, the RWIC will display the yellow-red flags less than two miles before the Form B area. This information will be included in the track bulletin.
8. Track bulletin Form B may be used to protect on-track equipment, such as rail detector cars, without using flags. Identify protected equipment in the track bulletin.

9. While trains, engines, and protected equipment are in track bulletin limits, they will otherwise be governed by Rule 15.2 (Protection by Track Bulletin Form B).

10. The same track bulletin must not protect other roadway worker crews and equipment.

### 4.4.3.1 Verbal Permission

When granting verbal permission, use the following words:

"RWIC (#) using Form B#_______ on track #_______ between mile post _________ and mile post _________ on ____________.

1. To permit a train to pass a red flag without stopping, add the following:

"(Train #) may pass red flag, located at mile post ______________ - without stopping."

The train may pass the red flag at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add the following:

"(Train #) may proceed through the limits at_______ MPH (or at maximum authorized speed)."

The train may move through the limits at the speed specified, unless otherwise restricted.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

"(Train) must proceed at restricted speed but not exceeding - _______ MPH."

(Specify distance if necessary.) The train must proceed at restricted speed and not exceed the speed specified.

### 4.4.3.2 Repeat Instructions

A train operator must repeat the above instructions, and the employee giving the instructions must acknowledge them before they can be followed.

### 4.4.4 Yellow/Red Flag, No Form B Track Bulletin in Effect

1. The RWIC shall be responsible for placing yellow/red flags two miles prior to the red flag and the restricted area.

2. The RWIC may give the train permission to pass the red flag specifying:
   - Exact location of red flag
   - Speed
   - Distance

### 4.4.5 Track Removed From Service

To establish working limits by removing a track from service;

1. Authority to remove track from service is issued by track bulletin to the roadway RWIC by the UTA Warm Springs Rail Services Control Center.

2. Before the track is removed from service it must be protected.

3. The RWIC will provide proper protection and will place red flags at each entrance of the limits, except in emergency conditions.
4. The roadway RWIC will request track removed from service by designating the track and naming the points at each end of the track to the controller.

5. The controller will issue a track bulletin that removes the track from service.

6. The roadway RWIC will copy and repeat the bulletin information to the controller.

7. Trains must not use the track, unless the track bulletin states the name or title of the RWIC who may authorize use and the RWIC directs all movements. Movements must be made at restricted speed.

8. The RWIC will release the track back to control when protection is no longer in place.

4.5 Foul Time

Working limits established on controlled track through the use of foul time procedures shall comply with the following requirements:

1. Foul time may be given orally or in writing by the control center operator only after that employee has withheld the authority of all trains to move into or within the working limits during the foul time period.

2. Each roadway worker to whom foul time is transmitted orally shall repeat back to the controller the track number, control point, and time limits of the foul time to the issuing employee for verification before the foul time becomes effective.

3. The controller and/or RWIC shall not permit the movement of trains or other on-track equipment onto the working limits protected by foul time until the roadway worker who obtained the foul time has reported clear of the track and foul time is lifted. An RWIC may not allow movement within foul time unless he relinquishes foul time.

4. Foul time may be used only at a specific control point, not between control points.

4.6 Train Coordination

Working limits established by a roadway worker through the use of train coordination shall comply with the following requirements:

1. Working limits established by train coordination shall be within the segments of track or tracks upon which only one train holds exclusive authority to move.

2. The roadway worker who establishes working limits by train coordination shall communicate with a member of the crew of the train holding the exclusive authority to move, and shall determine that:
   a. The train is visible to the roadway worker who is establishing the working limits,
   b. The train is stopped,
   c. Further movements of the train will be made only as permitted by the roadway worker in charge of the working limits while the working limits remain in effect, and
   d. The crew of the train will not give up its exclusive authority to move until the roadway worker in charge of the working limits has released the working limits to the train crew.

4.7 Inaccessible Track

Working limits may be established on non-controlled tracks by use of the provisions of inaccessible track. Non-controlled tracks consist of yard tracks, industrial leads or spurs, and non-controlled sidings. The RWIC, or the Lone Worker using inaccessible track, shall make the working limits physically inaccessible to trains or roadway maintenance machines by using one or more of the following:

1. Lining a switch or derail to prevent access to the working limits. The switch or derail shall be tagged and securely locked with designated blue lock, spiked, and/or clamped,
2. Placing a Flagger to hold all trains and equipment clear of the working limits,

3. Placing portable derails (and locked with designated locks) with red flags. Red flags shall be placed approximately 150 feet in advance of the derail, if possible, from the working limits to prevent movement into the working limits, or

4. Establishing discontinuity in the rail to prevent movement into the working limits. Rail that has been taken out of service by the removal of rail will be properly flagged and marked out of service.

When it is necessary to foul an adjacent track, one of these methods shall be used to establish on-track safety on an adjacent non-controlled track. Work trains and roadway maintenance machines within working limits established by means of inaccessible track, shall move only under the direction of the RWIC of the working limits, and shall move at restricted speeds of 20 mph or less.

No train or roadway maintenance machines, except those present or moving under the direction of the RWIC of the working limits, shall be located within the working limits established by means of inaccessible track.

4.8 Joint Use Track

See also sections 4 and 6 earlier in this document.

Working limits for the joint use track from Ogden to Pleasant View shall also conform to the provisions of 49 CFR 214.321 (exclusive track occupancy), 49 CFR 214.323 (foul time), and 49 CFR 214.325 (train coordination). The RWIC on the joint use track between Ogden and Pleasant View shall be qualified as outlined in 49 CFR 214.353, and will have the responsibility to comply with the UPRR Roadway Worker Protection Safety Program, since UPRR is the owner, operator and maintainer of this ROW. FrontRunner MOW personnel will have no maintenance responsibilities on the joint use track.

4.9 Individual Train Detection

Individual train detection (ITD) may be used only by a Lone Worker. A Lone Worker who is fouling a track while performing routine inspection or minor correction work may use ITD to establish on-track safety only outside of a manual interlocking or a controlled point. A Lone Worker retains the absolute right to use on-track safety procedures other than ITD if the situation requires it. ITD may be used to establish on-track safety only if approved by the Lone Worker’s RWIC and only if the below-specified conditions of this section are met:

1. The Lone Worker is trained, qualified, and designated to employ ITD to ensure on-track safety.

2. The Lone Worker may not occupy any position or engage in any activity that would interfere with the ability to detect the approach of trains or equipment in either direction.

3. The Lone Worker must be able to visually detect the approach of trains or equipment moving at maximum speed and is capable of moving to a place of safety at least 15 seconds before their arrival. The place of safety shall not be on a track unless working limits have been established on that track.

4. No power operated tools or machines may be in use within hearing range of the Lone Worker.

5. The ability of the Lone Worker to hear and see approaching trains and equipment is not impaired by:
   - Background noise
   - Lights
   - Inclement weather such as rain, snow or fog
   - Passing trains
   - Other physical conditions (curves or structures)

6. The Lone Worker must complete the statement of on-track safety, a copy of which is included in this Program. The statement shall show the maximum authorized speed of trains within the working limits.
for which it is prepared, and the sight distance that provides the required warning time of 15 seconds before the approaching trains. The Lone Worker using individual train detection to establish on-track safety shall produce a completed copy of the statement of on-track safety form when requested by a representative of UTA, UDOT, or FRA.

4.10 Train Approach Warning (TAW) by Watchman/Lookout

A roadway worker, who may foul a track outside of the working limits of any project, may provide for on-track safety by using a lookout who supplies the train approach warning, provided that:

1. The train approach warning can be given in time to allow each roadway worker to move to a previously arranged place of safety at least 15 seconds before the arrival of the train. Each roadway worker must be in a position to receive a TAW.

2. The Watchman/Lookouts assigned to provide TAW shall devote their entire attention to the detection of approaching trains and providing warning to the roadway worker. The Watchman/Lookouts may not be assigned other duties while functioning as a Watchman/Lookout and they must remain at their lookout position until the RWIC determines that protection is no longer necessary or sends another Watchman/Lookout to relieve the roadway worker.

3. The means used to communicate a train approach warning shall be distinctive and clearly understood regardless of noise or distraction of work. The means used may consist of, but not exclusively:
   - A white disk or flag held above the Flagger’s head while an air horn is sounded, or
   - Some combination of visual and audible.

4. The RWIC may provide the train approach warning by designating himself/herself as the Watchman/Lookout as long as he/she is not performing other duties.

5. Radio may not be used as a primary means of TAW, but may supplement.

4.11 Flagger

The presence of a Flagger on a non-controlled track requires an absolute stop by the operator of any train or roadway maintenance machine. No operator of a train or roadway maintenance machine shall proceed past a Flagger without permission from that worker. A Flagger must stand at the outsides of the established working limits of all affected track at a sufficient distance from the working limit to allow a train or roadway maintenance machine operator to see him and come to a stop prior to the working limit. A Flagger cannot leave unless he receives confirmation that all roadway workers and equipment are clear of the track or is relieved by another Flagger.

4.12 Movement within Working Limits

When operators of trains or roadway maintenance machines encounter a Flagger, they shall stop and not proceed unless authorized to do so by the RWIC of the working limits.

Trains or roadway maintenance machines shall not exceed posted speed while operating within established working limits if the working limits are occupied by roadway workers. This requirement is in addition to the requirement of being able to stop in half the distance the track is seen to be clear.

4.13 Overhead Catenary Electrical Hazards

A 750 volt DC electrical power source parallels the UTA (TRAX) corridors at a height of approximately 22 feet\(^5\) to provide electricity for light rail operation. Electrical substations throughout the TRAX corridor provide

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\(^5\) OCS height can vary from 14 ft. 6 inches under the I-15 interchange to 22 ft. 3 inches on ballasted track.
DC voltage to the overhead catenary system (OCS) to power the light rail. The rail acts as the negative voltage return to the substations during light rail train operation. Several potential hazards exist and workers must be aware of these hazards. Proper permits and approval must be received prior to performing work on or near (within ten feet) of the OCS.

Work performed within the TRAX corridor must maintain a ten foot clearance from the overhead catenary wire. If work needs to be performed closer than 10 feet, electrical power must be shut off. Personnel will make this request through the UTA Rail Services controller.

An electrical power outage must be accompanied by a red tag permit. This permit will be issued by the deputy general manager of rail systems infrastructure. The RWIC of the work group will be responsible to maintain his portion of the red tag as well as placing a safety lock on the appropriate electrical breaker.

In addition to turning off the electrical power, a grounding cable will be attached from the overhead line to the rail in two locations. These grounding cables will be placed at both outside ends of the working limits by qualified maintenance of way personnel.

Roadway workers will establish working limits by placing a red flag outside of the established working limits or establishing a stop aspect to prevent any roadway maintenance machine or light rail vehicle from entering the grounded section of OCS.

The RWIC will guarantee that all personnel are clear of the OCS prior to having the working limits re-energized. Maintenance of way personnel (or other qualified personnel) will remove grounding cables. Red tags and locks will also be verified and removed.

Always assume that the electrical lines are energized or “hot.” Never make contact with the rail and OCS lines at the same time. Never cut or disconnect a section of rail without an approved work permit and approved jumper cables in place.

The following safety procedures have been established to accomplish work on or near the OCS:

4.13.1 Routine Removal of Power

The Controller must coordinate the request for removal of electrical power with the designated MOW employee. The work permit must be kept by the designated MOW employee to identify the proper locations to be de-energized.

The MOW Supervisor or a designated employee will lock out/tag out all sources of high-voltage power that are being de-energized to enable personnel to work within the restricted area safely. The Red Tag form must be completed at this time.

The MOW Supervisor or a designated employee must:

1. Verify the Work Permit, which requires removal of traction power, including the contractor's name and permit number.
2. Brief the Controller in preparation for power removal.
3. Verify that area is secured and flags are properly positioned, if required.
4. Request and obtain a Controller's authorization to de-energize.
5. Verify that appropriate safety precautions have been taken, proper procedures have been followed and power is de-energized.
6. Verify that locks are attached to open and disconnected breakers or switches.
7. Check the catenary and make sure it is grounded, if required.
8. Retain a copy of the work permit.
4.13.2 Routine Restoration Of Power

The Controller must coordinate the request for restoration of power with the MOW employee. MOW Supervisor or a designated employee must:

1. Verify Work Permits which require power off.
2. Verify removal of all ground straps.
3. Verify that the Mainline is clear and ready to energize.
4. Remove the locks to energize the overhead.
5. Re-energize the system.
6. Verifies that flags have been removed and the overhead power is now available for service.

Specific job requirements and requests must be made prior to any work being performed in the TRAX rail corridors. Questions or concerns relating to specific situations should be addressed to the UTA Rail Services deputy general manager system infrastructure or MOW supervisor for clarification.

4.13.3 Emergency Shutdown for Accident Recovery

In the event of a severe accident, such as a derailment or failure of an OCS pole, the outside chassis of the TRAX car may become energized. If a passenger or first responder completes the circuit by touching the train while touching the ground, there is a significant risk of electrocution. MOW personnel are expected to test for voltage between the ground and car using a multi-meter before allowing rescue personnel to board the train or passengers to exit. If there is a difference in potential, then the shutdown procedure is followed.
5.0 Adjacent Controlled Track Procedures

5.1 Applicability

This Chapter applies to tracks with centers at 19 feet or less. An RWIC may deem that adjacent track rules apply even though track centers are greater than 19 feet or speeds are less than noted below. The RWIC may implement adjacent track procedures and establish working limits as a solution to these hazards.

In 2014, FRA issued new guidance for protecting roadway workers while performing work on adjacent controlled tracks. In summary, these rules stipulate when work may continue depending upon the proximity of other controlled tracks and the speed at which equipment moves on those tracks. On occasion, equipment or fencing may be used as inter-track barriers. The inter-track barrier must be of continuous permanent or semi-permanent construction and at least 48” in height. The best explanation of these requirements is given in the diagrams and tables below.

5.2 Clarification of Adjacent Track Procedures

5.2.1 Simplification

49 CFR 214.336 is worded such that a movement on adjacent tracks requires the same actions as multiple movements. For the sake of clarity, this redundancy has been simplified in this Chapter. Additionally, PPOS is clearly defined in Chapter 1 of this Program, thereby eliminating a redundant note in Section 5.3.

Section 5.3 contains two explanatory notes. These are included here for easy reference:

Note 1: On-ground work is prohibited in the areas 25’ in front and 25’ behind equipment on the occupied track (No. 2) and must not break the plane of a rail on No. 2 towards a side of No. 2 unless work is permitted on that side. Note, however, that per 49 CFR 214.336(a)(2), work would no longer be permitted to continue on or between the rails of the occupied track during movement on an adjacent controlled track at 25 mph or less (or at 40 mph or less for passenger trains or other passenger on-track equipment movement, if there is a simultaneous movement on the other adjacent controlled track at more than 25 mph (or at 40 mph for passenger train movements or other passenger on-track equipment movements).

Note 2: Work that does not break the plane of the near running rail of the occupied track (No.2) is not required to cease during such movements; work that breaks the plane of the near running rail of the occupied track may also continue: 1) during the times that work is permitted on or between the rails of the occupied track in accordance with 49 CFR 214.336(c) (Procedures for adjacent-controlled-track movements 25 mph or less, or 40 mph or less for passenger train movements or other passenger on-track equipment movements); or 2) if such work is performed alongside or within the perimeter of a roadway maintenance machine or coupled equipment in accordance with 49 CFR 214.336(e)(2).

5.2.2 Procedures for Adjacent-Controlled-Track Movements over Speed

If a train or other on-track equipment is authorized to move on an adjacent controlled track at a speed greater than 25 mph, or at a speed greater than 40 mph for a passenger train or other passenger on-track equipment movement, each roadway worker in the roadway work group that is affected by such movement must comply with the following procedures:

1. Cease work and occupy a PPOS.
2. Resume work once the all clear is given by the Watchman/Lookout or RWIC only after the trailing end of the train has cleared the working limits. Work may resume if the trailing end has not cleared the working limits only if the RWIC is in contact with the crew of the train in question and TAW has been established on the adjacent controlled track.
5.2.3  Procedures for Adjacent-Controlled-Track Movements at or below Speed

If a train or other on-track equipment is permitted to move on an adjacent controlled track at a speed of 25 mph or less, or at a speed of 40 mph or less for a passenger train or other passenger on-track equipment movement, each roadway worker in the roadway work group that is affected by such movement must comply with the procedures listed in Section 5.2.2 of this program, except that equipment movement on the rails of the occupied track and on-ground work performed exclusively between the rails (i.e., not breaking the plane of the rails) of the occupied track may continue, provided that no on-ground work is performed within the areas 25 feet in front of and 25 feet behind any on-track, self-propelled equipment or coupled equipment permitted to move on the occupied track.

5.2.4  Procedures for Components of RMM Fouling Adjacent-Controlled-Track

RMM shall not foul adjacent tracks unless working limits have been established on the adjacent controlled track and movements within the working limits are not authorized.

5.2.5  Exceptions to Certain Requirements

Section 5.3 clearly delineates what portions of what workgroups are not required to stop work. Generally speaking, these groups are separated from adjacent tracks by RMM or other inter-track barriers.

As stated above, an RWIC may deem that adjacent track rules apply even though track centers are greater than 19 feet or speeds are less than noted. The RWIC may implement adjacent track procedures and establish working limits as a solution to these hazards. The RWIC always has the authority to implement more protection than is required by the CFR.

Additionally, there are specific exceptions allowed in 49 CFR 214.336(e)(3)(i) – (iii) regarding hi-rail vehicles or other rail bound vehicles engaged solely in inspection or minor correction (see definition of minor correction), automated inspection cars engaged in inspection or minor correction and certain activities related to the application and removal of grounding devices while using catenary maintenance tower cars or vehicles.
### 5.3 Safety Procedures for Adjacent Tracks

<table>
<thead>
<tr>
<th>Example number/ Diagram number</th>
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<th>Requirement</th>
<th>Requirements</th>
<th>Method of On-Track Safety On Side B</th>
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<tr>
<td>5.4.1 Working limits or train approach warning.</td>
<td></td>
<td>Upon receiving a notification or warning for No. 1, cease work and occupy a PPOS</td>
<td>Upon movement notification or warning for No. 1, cease work and occupy a PPOS, except work may continue during movements on No. 1 Auth’d as 25mph or less (or 40mph or less for passenger train movements) if maintaining 25’ spacing. Note 1</td>
<td>Work (Note 2) is not required to cease movement during movements on No. 1</td>
</tr>
<tr>
<td>5.4.2 Working limits</td>
<td>Upon movement notification for No. 1, cease work and occupy a PPOS. Work (Note 2) is not required to cease during movements on No. 3</td>
<td>Upon movement notification for No. 1 or No. 3, cease work and occupy a PPOS, except work may continue during movements on No. 1 or No. 3 auth’d at 25mph or less (or at 40 mph or less for passenger train movements) if maintain 25’ spacing. (Note 1)</td>
<td>Upon movement notification for No. 3, cease work and occupy a PPOS. Work (Note 2) is not required to cease during movements on No. 1</td>
<td></td>
</tr>
<tr>
<td>5.4.3 Working limits</td>
<td>Upon movement notification for No. 1, cease work and occupy a PPOS. Work (Note 2) is not required to cease during movements on No. 3</td>
<td>Upon movement notification for No. 1 or No. 3, cease work and occupy a PPOS, except work may continue during movements on No. 1 or No. 3 auth’d at 25mph or less (or at 40 mph or less for passenger train movements) if maintain 25’ spacing. (Note 1)</td>
<td>Upon movement warning for No. 3 or notification for No. 1, cease work and occupy a PPOS.</td>
<td></td>
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<th>Method of On-Track Safety On Side A</th>
<th>Requirement</th>
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<tr>
<td>5.4.4 Train approach warning.</td>
<td>Upon movement warning for No. 1 or No. 3, cease work and occupy a PPOS.</td>
<td>Upon movement warning for No. 1 or No. 3 auth’d at 25mph or less (or at 40 mph or less for passenger train movements) if maintain 25’ spacing. (Note 1)</td>
<td>TAW</td>
</tr>
<tr>
<td>5.4.5 None, but with inter-track barrier.</td>
<td>Work is prohibited on No. 1 and up to barrier (“Side A1”). Work is not required to cease between barrier and near running rail of occupied track (“Side A2”) during movement(s) on No. 1</td>
<td>Work is not required to cease during movement(s) on No. 1</td>
<td>N/A because there is no adjacent track.</td>
</tr>
<tr>
<td>5.4.6 None, but with inter-track barrier.</td>
<td>Work is prohibited on Side A1. Work (Note 2) is not required to cease on Side A2 during movement(s) on No. 1 or No. 3.</td>
<td>Work is not required to cease during movement(s) on No. 1. Upon movement notification or warning for No. 3, cease work and occupy a PPOS, except work may continue during movement(s) on No. 3 auth’d at 25mph or less (or at 40mph or less for passenger trains) if maintain 25’ spacing. (Note 1)</td>
<td>Working limits or TAW</td>
</tr>
</tbody>
</table>
5.4.1
Working limits or
Train approach
Warning
(On Track No.1)

**Side A**-Upon receiving a notification or warning for movement(s) ("mvmt. notification or warning") on No.1, cease work and occupy a predetermined place of safety ("PPOS").

**Side B**-Work is not req'd. to cease during mvmt(s). on No.1

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Occupied Track-Upon mvmt. notification or warning for No.1, cease work and occupy a PPOS, except that work may continue during mvmt(s). on No.1 auth'd. at 25 MPH (40 MPH passenger) or less if maintain 25' spacing.
5.4.2
Working limits
(On Track No.1)

**Side A**-Upon mvmt.
notification for No.1
cease work and
occupy a PPOS.
Work is not req’d to
cease during
mvmt(s). on No.3

1 2 3

**Side B**-Upon mvmt.
notification for No.3
cease work and
occupy a PPOS.
Work is not req’d to
cease during
mvmt(s). on No.1

---

Occupied Track-Upon mvmt. notification for No.1 or No.3, cease work and occupy a PPOS, except that work may continue during mvmt(s). on No.1 or No.3 auth’d. at 25 MPH (40 MPH passenger) or less if maintain 25’ spacing.
5.4.4

Train Approach Warning
(On Track No.1)

Train Approach Warning
(On Track No.3)

Occupied Track—Upon warning for No.1 or No.3, cease work and occupy a PPOS, except that work may continue during mvmt(s) on No.1 or No.3 auth’ed at 25 MPH (40 MPH passenger) or less if maintain 25’ spacing.
5.4.6

Inter-Track Barrier
(On Track No.1 and track No.2)

Side A-Work is not prohibited on No.1.

Side A2-Work is not req’d. to cease betw. near running rail and barrier of occupied track during mvmt(s). on No.1 or No.3

Side B-

Side B-Upon mvmt. notification or warning for No.3, cease work and occupy a PPOS. Work not req’d. to to cease during mvmt(s). on No.1.

Working Limit or Train Approach Warning
(On Track No.3)

Occupied Track- Work is not req’d to cease during mvmt(s). on No.1. Upon mvmt. notification or warning for No.3, cease work and occupy a PPOS, except work may continue during mvmt(s). on No.3 auth’d. at 25 MPH (40 MPH passenger) or less if maintain 25’ spacing.
6.0 Audible Warning from Trains

All trains shall sound an audible warning when approaching roadway workers on or about the track, station, or platform, regardless of any local whistle/horn prohibitions. After the initial warning, audible warnings will be issued intermittently until the head end of the train has passed the men or equipment. Such audible warning shall not substitute for on-track safety procedures of UTA’s RWP Program.

In order to give trains advance notice of roadway workers on or about a track, each roadway worker fouling the track shall wear approved fluorescent, reflective, high visibility (orange) work wear. Roadway workers on platforms or stations will abide by UTA SOP OSH 4.22 and Chapter 10 of this program.
7.0 Right to Challenge On-Track Safety

Each roadway worker shares responsibility for ensuring that on-track safety is provided and complies with this Program. Challenges to on-track safety are also referred to as Good-Faith Challenges.

7.1 Responsibilities of UTA

UTA shall:

- Provide proper training of roadway workers as outlined in Chapter 2 earlier in this program.
- Guarantee each worker the absolute right to challenge, in good faith, whether or not on-track safety procedures comply with the UTA RWP Program. The roadway worker shall have the right to remain clear of the track until the challenge is resolved according to the procedures established in this Program.
- Follow the procedures outlined in Chapter 7 (Resolving Challenges to the UTA RWP Program).

7.2 Responsibilities of the Roadway Worker

Each roadway worker shall:

- Strictly adhere to the provisions of this Program.
- Not foul a track except when necessary in the performance of the roadway worker’s duties.
- Ascertain that procedures ensuring on-track safety are provided before fouling a track.
- Refuse any directive to violate an on-track safety rule and promptly notify the assigned RWIC when proposed on-track safety provisions do not comply with this program.

Furthermore, each tier of roadway worker will have more responsibilities based upon their level of training and their assigned duties. These duties and responsibilities are clearly defined in Chapter 2 of this program.

7.3 Resolving Challenges to the UTA RWP Program

Challenges made in good faith to the UTA RWP Program will be resolved in the following manner:

1. The roadway worker will inform the RWIC that he does not believe that protection afforded to the roadway worker complies with the UTA RWP Program. The roadway worker shall specify the alleged non-compliance. The roadway worker will not be subject to any retribution or punishment for making a good faith challenge.

2. The RWIC will review the UTA RWP Program with the roadway worker to verify whether or not the Program has been followed. If the Program has been followed, the RWIC shall notify the roadway worker. If the Program has not been followed, the correct measures shall immediately be implemented.

3. If the roadway worker making the challenge is still not satisfied that the on-track safety steps implemented comply with UTA RWP Program, the next level supervision will be contacted. The supervisor will review the on-track safety procedures that were implemented by the RWIC and make a determination whether or not the UTA RWP Program is being applied properly.

4. If the next level supervisor determines that the Program is not being followed, next level supervisor will direct the RWIC to implement the on-track Program to ensure proper protection of roadway workers in accordance with the Program.

5. If the next level supervisor determines that the Program is being properly applied, the challenging roadway worker will be directed to perform the roadway worker’s assigned duty. If the roadway worker still refuses to perform the assigned duty, discipline, including termination, may be applied.
6. Written documentation of all challenges made to the next level supervisor will be recorded and reviewed by UTA.

7. Recommendations for changes in the UTA RWP Program resulting from these reviews will be forwarded to UTA, attention of “Chief of Safety and Security” for consideration. Changes to the program shall be made by written amendment.
8.0 Roadway Maintenance Machines

8.1 Purpose and Scope

The purpose of this section is to prevent accidents and casualties caused by the lawful operation of on-track maintenance machines and hi-rail vehicles.

RMM manufactured on or after 1 January 1991 but prior to 28 March 2005 are referred to in the regulation as “existing” and must meet specific retrofit requirements as per 49 CFR 214.

On-track safety for roadway workers who operate or work near roadway maintenance machines shall comply with all applicable instructions and warnings pertaining to their specific equipment including the following provisions:

- Getting on and off or riding track machines
- Inspections
- Safe passage
- Operation of brakes
- Maximum speeds
- Other speed requirements
- Grade crossings
- Following cars of trains or machines
- Signaling stops
- Passing trains or machines
- Operating over switches or derail
- Hi-rail vehicles
- Communication requirements with workers in the vicinity of RMM.
- Maintaining a safe distance of ten feet from the OCS power cables when working with machinery on TRAX corridors

Note: If a machine must enter within ten feet of, or has the potential to contact the OCS power lines, appropriate requests for a power outage, grounding and red tag procedures will be followed. A 24-hour advance notice must be made prior to electrical power being shut off and or grounded. Refer to Chapter 4.13 of this Program for further guidance.

Operators and roadway workers shall be observant and be aware of work groups that may be working on adjacent tracks. Refer to Chapter 5 of this program for further guidance.

8.2 Safe Operation of RMM

UTA’s FrontRunner, TRAX, and Sugarhouse Streetcar and future extensions are operated as controlled track (see definition Chapter 1.2) as such, all RMM must contact the appropriate operating control center and receive authorization from control prior to entering the rail corridor and or hi-rail work. Supervisors/workers will prepare the appropriate work permits which will describe the type of work, duration of work and location. Chapter 7, Right to Challenge On-Track-Safety, applies equally to RMM and RMM Operators.
8.3 Environmental Controls and Protection Systems for New RMM

1. The following new on-track roadway maintenance machines shall be equipped with enclosed cabs with operative heating systems, operative air conditioning systems, and operative pressurized ventilation systems:
   - Ballast regulators
   - Tampers
   - Mechanical brooms
   - Rotary scarifiers
   - Under-cutters
   - Functional equivalents of any of the machines identified in this list

2. New on-track roadway maintenance machines, and existing roadway maintenance machines specifically designed by UTA, of the types identified in paragraph (1) above, or functionally equivalent thereto, shall be capable of protecting employees in the cabs of the machines from exposure to air contaminants, in accordance with 29 CFR 1910.1000.

3. UTA Maintenance of Way will maintain a list of new and designated existing on-track roadway maintenance machines of the types identified in paragraph (1) above, or functionally equivalent thereto. The list shall be kept current and made available to the Federal Railroad Administration and other federal and state agencies upon request.

4. An existing roadway maintenance machine of the type identified in paragraph (1) above, or functionally equivalent thereto, becomes “designated” when UTA adds the machine to the list required in paragraph (3) in this section. The designation becomes irrevocable, and the designated existing roadway maintenance machine remains subject to paragraph (2) of this section until it is retired or sold.

5. If the ventilation system on the new on-track roadway maintenance machine or a designated existing on-track roadway maintenance machine or a designated existing on-track roadway maintenance machine of the types identified in paragraph (1) above, or functionally equivalent thereto, becomes incapable of protecting an employee in the cab of the machine from exposure to air contaminant in accordance with 29 CFR 1910.1000, personal respiratory protective equipment provided for each such employee until the machine is repaired in accordance with 49 CFR 214.531.

6. Employees using personal respirators will have a medical clearance, annual fit test, and annual training on the proper use of said respirator in accordance with 29 CFR 1910.

7. New roadway maintenance machines with enclosed cabs shall be equipped with operative heating and ventilation systems.

8. When new roadway maintenance machines require operation from non-enclosed stations outside the main cab, the non-enclosed stations shall be equipped, where feasible from an engineering perspective, with a permanent or temporary roof, canopy, or umbrella designated to provide cover from normal rainfall and midday sun.

8.4 Safety Equipment for New On-Track RMM

1. Each roadway maintenance machine shall be equipped with:
   - A seat for each operator, except as provided in paragraph (2) of this section.
   - A safe and secure position with handholds, handrails, or a secure seat for each roadway worker transported on the machine. Each position shall be protected from moving parts of the machine.
• A positive method of securement for turntables, on machines equipped with a turntable, through engagement of pins and hooks that block the descent of turntable devices below the rail head when not in use.

• A windshield with safety glass, or other material with similar properties, if the machine is designed with a windshield. Each new on-track roadway maintenance machine designed with a windshield shall also have power windshield wipers. Or suitable alternatives that provide the machine operator and equivalent level of vision if windshield wipers are incompatible with the windshield material.

• A machine braking system capable of effectively controlling the movement of the machine under normal operating conditions.

• A first-aid kit that is readily accessible and complies with 29 CFR 1926.50(d)(2). This is not applicable to generators, light sets, air compressors, or similarly towed or carried equipment. However, the vehicle moving the equipment shall have a first-aid kit.

• An operative and properly charged fire extinguisher of 5 BC rating or higher which is securely mounted and readily accessible to the operator from the operators work station.

2. Each new on-track roadway maintenance machine designed to be operated and transported by the operator in a standing position shall be equipped with handholds and handrails to provide the operator with a safe and secure position.

3. Each new on-track roadway maintenance machine that weighs more than 32,500 pounds light weight and is operated in excess of 20 MPH shall be equipped with speed indicator that is accurate within +/- 5 MPH of the actual speed at speeds of 10 MPH and above.

4. Each new on-track roadway maintenance machine shall have its as-built light weight displayed in a conspicuous location on the machine.

8.5 Visual Illumination and Reflective Devices for On-Track RMM

Each new on-track roadway maintenance machine shall be equipped with the following visual illumination and reflective devices:

1. An illumination device, such as headlight, capable of illumination obstructions on the track ahead in the direction of travel for a distance or 300 feet under normal weather and atmospheric condition.

2. Work lights, if the machine is operated during the period between one half-hour before sunrise or in dark areas such as tunnels, unless equivalent lighting is otherwise provided.

3. An operative 360-degree intermittent warning light or beacon mounted on the roof of the machine. New roadway maintenance machines that are not equipped with fixed roofs and have a light weight less than 17,500 pounds are exempt from this requirement.

4. A brake light activated by the application of the machine braking system, and designed to be visible for a distance of 300 feet under normal weather and atmospheric conditions.

5. Rearward viewing devices, such as rearview mirrors.

8.6 Audible Warning Devices for On-Track RMM

Each new on-track roadway maintenance machine shall be equipped with both:

1. A horn or other audible warning device that produces a sound loud enough to be heard by roadway workers and other machine operators within the immediate work area. The triggering mechanism for the device shall be clearly identifiable and within easy reach of the machine operator.
2. An automatic change-of-direction which provides and audible signal that is at least three seconds long and is distinguishable from the surrounding noise. Change of direction alarms may be interrupted by the machine operator when operating the machine in the work mode if the function of the machine would result in a constant, or almost constant, sounding of the device. In any actions brought by FRA to enforce the change of direction alarm requirement in a particular work function would a constant, or almost constant, sounding of the device.

8.7 Retrofitting of Existing On-Track RMM

Each existing on-track roadway maintenance machine shall have a safe and secure position with handholds, handrails or a secure position for each roadway worker transported on the machine. Each position shall be protected from moving parts of the machine.

By March 28, 2005, each existing on-track roadway maintenance machine shall be equipped with a permanent or portable horn or other audible warning device that produces a sound loud enough to be heard by roadway workers and other machine operators within the immediate work area. The triggering mechanism for the device shall be clearly identifiable and within easy reach of the machine operator.

By March 28, 2005, each existing on-track roadway maintenance machine shall be equipped with a permanent illumination device or a portable light that is securely placed and not handheld. The illumination device or portable light shall be capable of illuminating obstructions on the track ahead for a distance of 300 feet under normal weather and atmospheric conditions when the machine is operated during the period between one-half hour after sunset and one-half hour before sunrise or dark areas such as tunnels.

8.8 Overhead Covers for Existing On-Track RMM

For those existing on-track roadway maintenance machines either currently or previously equipped with overhead covers for the operators position, defective covers shall be repaired, or missing covers shall be installed, by March 28, 2005 and thereafter maintained in accordance with the provisions of 214.531.

For those existing on-track roadway maintenance machines that are not already equipped with overhead covers for the operator’s position, UTA shall evaluate the feasibility of providing an overhead cover on such a machine if requested in writing by the operator assigned to operate the machine or by the operator’s designated representative. UTA shall provide the operator a written response to each request within 60 days. If UTA finds the addition of an overhead cover is not feasible, the response shall include an explanation of the reasoning used by UTA to reach that conclusion.

For purposes of this section, overhead covers shall provide the operator’s position with cover from normal rainfall and midday sun.

8.9 Retrofitting of Existing On-Track RMM (Manufactured on or after January 1, 1991)

In addition to meeting the requirements of 49 CFR 214.513, after March 28, 2005 each existing on-track roadway maintenance machine manufactured on or after January 1, 1991, shall have the following:

1. A change-of-direction alarm or rearview mirror or other rearward viewing device if either device is feasible, given the machine’s design, and if either device adds operational safety value, or both, given the machine’s design or work function.

2. An operative heater, when the machine is operated at an ambient temperature less than 50 degrees Fahrenheit and is equipped with, or has been equipped with, a heater installed by the manufacturer or the railroad.

3. The light weight of the machine stenciled or otherwise clearly displayed on the machine, if the light weight is known.

4. Reflective material, or a reflective device, or operable brake lights.
5. Safety glass when its glass is normally replaced, except that replacement glass that is specifically intended for on-track roadway maintenance machines and is in the UTA inventory as of September 26, 2003 may be utilized until exhausted.

6. A turntable restraint device, on machine equipped with a turntable, to prevent undesired lowering, or a warning light indicating that the turntable is not in the normal travel position.

8.10 Safe and Secure Positions for Riders

On or after March 1, 2004 a roadway worker, other than the machine operator, is prohibited from riding on any on-track roadway maintenance machine unless a safe and secure position for each roadway worker on the machine is clearly identified by stenciling, marking, or other written notice.

8.11 Floors, Decks, Stairs, and Ladders of On-Track RMM

Floors, decks, stairs, and ladders of on-track roadway maintenance machines shall be of appropriate design and maintained to provide secure access and footing, and shall be free of oil, grease, or any obstruction which creates a slipping, falling, or fire hazard.

8.12 Work Zones around Roadway Maintenance Machine

Roadway workers shall not enter a roadway maintenance machine’s work zone without first communicating with the operator of the equipment to establish safe work procedures. This process typically involves the roadway worker making eye contact with the operator. The operator then removes his hands from the controls of the RMM and signals the roadway worker to enter the work zone. Variations to this process can be clarified in the on-track safety brief.

Unless a different work zone is established and documented in the job briefing process, the work zone extends from a point 15 feet in front of the machine to a point 15 feet behind the machine. Some types of roadway maintenance machines, such as cranes and ballast regulators, also require lateral or side clearance to ensure the safety of all roadway workers. Certain types of off-track RMM also require a radius of 15 feet. This will be specified in the job briefing.

Operators shall ensure that backup alarms are sounding before making a reverse move. Operators of roadway maintenance machines not equipped with backup alarms shall sound their horn three short blasts for reverse movements and two short blasts for forward movement. This requirement, however, does not relieve the operators from ensuring the way is clear before making any move.

8.13 Flagging Equipment for On-Track RMM and Hi-rail Vehicles

Flagging equipment for on-track roadway maintenance machines and hi-rail vehicles shall have on board a flagging kit that complies with the operating rules of the railroad if:

1. The equipment is operated over track subject to railroad operating rule requiring flagging; and
   (a) the equipment is not part of a roadway work group; or
   (b) The equipment is the lead or trailing piece of equipment in a roadway work group operating under the same occupancy authority.

The Rail Service roadway maintenance machine flagging kit consists of:

- Red flags (2 each approximately 18” x18”)
- Red lens flashlight (2 each for night flagging)
8.14 Safe Working Speed and Distance between RMM

Unless a different distance is specified and documented in the job briefing, the minimum distance between roadway maintenance machines while working shall be 50 feet.

Maximum working speeds are entirely dependent upon the task at hand.

8.15 Safe Traveling Speed and Distance between RMM

Roadway maintenance machines shall keep at least 200 feet apart while traveling. The only exception to this requirement is when machines need to “bunch” up to move over highway grade crossings. When “bunching up”, operators shall keep at least 50 feet between machines. Operator shall comply with safe operating rules for “signal to stop” when slowing down or stopping. When operating roadway maintenance machines during inclement weather conditions, (snow, fog, dust etc.), machine operators will use caution and operate at speeds to allow the operator sufficient stopping distance between machines based upon visibility conditions.

Maximum travelling speed is 35 mph, but circumstances such as those listed above (weather conditions, bunching, approaching a grade crossing) may require reduced speeds.

8.16 Tying-Up RMM

In addition to meeting other requirements, each roadway maintenance machine or other piece of equipment which may require tie-up or securing, shall follow these procedures to ensure safety:

1. After all brakes, booms, locks, and hooks have been secured, the operator shall dismount the machine on the field side of the track away from live traffic. If the track is located between live tracks, the operator shall dismount on the side designated in the job briefing.

2. The operator shall stand beside the machine and direct the next roadway machine to a stop.

3. The operator shall not go between roadway maintenance machines until all machines have come to a stop or the RWIC has given permission.

8.17 Hi-rail Vehicles

1. The hi-rail gear of all hi-rail vehicles shall be inspected annually and with no more than 12 (with a 2 month grace period) months between inspections. Tram, wheel wear, and gage shall be measured and, if necessary, adjusted to allow the vehicle to be safely operated.

For example; if a vehicle is bought/delivered on March 1st, it will be inspected every following March 1st. If a subsequent inspection does not occur until March 15th, it is within the grace period and acceptable. However, the following inspection will be scheduled to occur on March 1st.

2. UTA shall keep records pertaining to compliance with paragraph 1 of this section. Records may be kept on forms provided by UTA or by electronic means. UTA shall retain the record of each inspection until the next required inspection is performed. The records shall be made available for inspection and copying during normal business hours by representative of the FRA. The records may be kept on hi-rail vehicle or at a location designated by UTA.

3. A new hi-rail vehicle shall be equipped with:
   
   - An automatic change-of-direction alarm or back-up alarm that provides an audible signal at least three seconds long and distinguishable from the surrounding noise; and
   
   - An operable 360 degree intermittent warning light or beacon mounted on the outside of the vehicle.

4. The operator of a hi-rail vehicle shall check the vehicle for compliance with this subpart, prior to using the vehicle at the start of the operator’s work shift. A non-complying condition that cannot be repaired
immediately shall be tagged and dated in a manner prescribed by UTA and reported to the designated official.

5. Operators of hi-rail vehicles shall comply with all hi-rail operating rules and all on-track safety procedures while driving on the rail. If grade crossing signals are out of service, operators of hi-rail vehicles shall come to a complete stop and only proceed when all motor vehicle traffic has come to a complete stop in both directions prior to entering the intersection.

6. Regardless of the proper operation of grade crossing warning devices, RMM operators must be prepared to stop for motorists. Do not rely upon the grade crossing warning devices.

8.18 Towing with On-Track RMM or Hi-rail Vehicles

1. When used to tow push cars or other maintenance machine or hi-rail vehicle shall be equipped with a towing bar or other coupling device that provides a safe and secure attachment.

2. An on-track roadway maintenance machine or hi-rail vehicle shall not be used to tow push-cars or other maintenance-of-way equipment if the towing would cause the machine or hi-rail vehicle to exceed the capabilities of its braking system. In determining the limit of the braking system, UTA must consider the track grade (slope), as well as the number and weight of push-cars or other equipment to be towed.

8.19 On-Track RMM; Inspection for Compliance and Schedule for Repairs

1. The operator of an on-track roadway maintenance machine shall check the machine components for compliance with this subpart, prior to using the machine at the start of the operator’s work shift.

2. Any non-complying condition that cannot be repaired immediately shall be tagged and dated in a manner prescribed by UTA and reported to the designated official.

3. The operation of an on-track roadway maintenance machine with a non-complying condition shall be governed by the following requirements:
   (a) An on-track roadway maintenance machine with headlights or work lights that are not in compliance may be operated for a period not exceeding seven calendar days.
   (b) A portable horn may be substituted for a non-complying or missing horn for a period not exceeding seven calendar days.
   (c) A fire extinguisher readily available for use may temporarily replace a missing, defective, or discharged fire extinguisher on a new on-track roadway maintenance for a period not exceeding seven calendar days, pending the permanent replacement or repair of the missing, defective, or used fire extinguisher.
   (d) Non-complying automatic change-of-direction alarms, backup alarms, and 360 degree intermittent warning lights or beacons shall be repaired or replaced as soon as practicable within seven calendar days.
   (e) A structurally defective or missing operator’s seat shall be replaced or repaired within 24 hours or by start of the machine’s next tour of duty. The machine may be operated for the remainder of the operator’s tour of duty if the defective or missing operator’s seat does not prevent its safe operation.

8.20 In-Service Failure of Primary Braking System

1. In the event of a total in-service failure of its primary braking system, an on-track roadway maintenance machine may be operated for the remainder of its tour of duty with the secondary braking system or by coupling to another machine, if such operations may be done safely.
2. If the total in-service failure of an on-track roadway maintenance machine’s primary braking system occurs where other equipment is not available for coupling, the machine may, if it is safe to do so, travel to a clearance or repair point where it shall be placed out-of-service until repaired.
9.0 Program Documents

Roadway workers shall be given access to a copy of this UTA RWP Program manual during the training session. A copy of this program is also readily available in the UTA Rail Services safety administrator’s office, the property management office, the safety department, or directly via download from the UTA website.

Roadway workers shall keep their roadway worker training qualification cards with them while working on UTA Rail Services ROW. This documentation shall be available for inspection by UTA, FRA, and UDOT during work. Training records of all roadway workers will be available to UTA, FRA, and UDOT upon request.

The “Red Book” is a pocket sized book with regularly used UTA forms and common/required verbiage. The Red Book is created and maintained by UTA MOW and is available, upon request, for any UTA employee to use. The Red Book contains the following documents:

- Statement of On-Track Safety
- Watchman/Lookout Brief
- Track and Time
- Releasing Track and Time
- Request for additional Track and Time
- Entering a Form B

The specific verbiage for Track and Time, Releasing Track and Time, Additional Track and Time, and Entering a Form B are all included in Chapter 4 of this Program. For clarity and ease of use, these are not replicated in Chapter 9.

9.1 Statement of On-Track Safety

A statement of on-track safety is required to be filled out and kept with each Lone Worker who is providing ITD. The statement of on-track safety shall be completed with the worker’s name, date, company, working limits, and working time BEFORE beginning work.

Roadway workers may obtain a copy of this form from the UTA Rail Services safety administrator’s office or may photocopy it from this program.


Statement of On-Track Safety

A Lone Worker using individual train detection (ITD) must complete this form prior to fouling a track. Individual must keep completed form on his/her person until job completion.

Permit Holder________________________ DATE: __________________
Name of Company: ______________________________________________________________

<table>
<thead>
<tr>
<th>Working Limits</th>
<th>Time Entered Right-of-Way</th>
<th>Time Cleared Right-of-Way</th>
</tr>
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<tbody>
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</table>

Description of Work: ____________________________________________________________

This form, or one very similar, must be in the employee’s possession while work is being performed.

Holder must wear high-visibility reflective (orange) safety vest and have a radio or cell phone to contact control.

Holder of this permit must contact control (TCC) for permission to access the right of way and call when clear of right-of-way.

<table>
<thead>
<tr>
<th>Maximum Authorized Speed</th>
<th>Required Minimum Sight Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>65 mph—(TRAX Light Rail)</td>
<td>1,430 FT.</td>
</tr>
<tr>
<td>79 mph—(FrontRunner Commuter Rail)</td>
<td>1,750 FT.</td>
</tr>
</tbody>
</table>

Workers must be clear of the track 15 seconds prior to train arrival. Depending upon the time required to clear, the sight distance may increase significantly.
9.2 Watchman/Lookout Brief

Watchman Lookout

Roadway Worker In Charge: ________________________________________________________________

Date_____________________________________________________________________________________

JOB BRIEFING to include Special Conditions:

TYPE OF ON TRACK SAFETY USED TODAY:

Class of track _______________________ Authorized max. train speed___________________________
Times__________________________________ to ___________________________________ Trk #__________

Permit No. _____________________________ Location___________________________________to______

Times_______________________________________to___________________________ Trk #___________

Lookout Name_____________________________________________________________________________

Other____________________________________________________________________________________

___________________________________________________________________________________________

Train Approach Signal ____________________________

WORK ZONE __________________________________ FT. __________________________________

WORKING LIMITS: _______________________________________________________________________

GO TO THE FIELD SIDE OF # ___________ TRACK WHEN CLEARING FOR TRAINS.
9.3  UTA On-Track Safety Matrix

UTA’s on-track safety matrix is developed to assist roadway workers in their evaluation of the type of on-track safety being provided at the working limits. On-track safety will be provided from the category of controlled track and non-controlled track for the freight spurs (see section 4 of this document) from this matrix. On track safety for the joint use track on FrontRunner from Ogden to Pleasant View will be provided under the UPRR Roadway Worker Protection Program (See section 4.8 of this document). The RWIC or the Lone Worker will determine which method of on-track safety will be used. After selecting the method, the RWIC will brief each work group and each Lone Worker and establish the working limits and time limits for the work group.

<table>
<thead>
<tr>
<th>Type Of Track</th>
<th>Type of Work Performed</th>
<th>Methods of Protection of Workers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Controlled</td>
<td>Planned program, out of face maintenance, or</td>
<td>Use a UTA Rail Services work permit. Operator bulletin to cover all tracks and adjacent tracks on which the work group is working.</td>
</tr>
<tr>
<td></td>
<td>construction work</td>
<td></td>
</tr>
<tr>
<td>Controlled</td>
<td>Unplanned work</td>
<td>•  Train approach warning (TAW)</td>
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<tr>
<td></td>
<td></td>
<td>•  Exclusive track occupancy</td>
</tr>
<tr>
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<td></td>
<td>•  Manual block around track being worked</td>
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<td></td>
<td></td>
<td>•  Track flags</td>
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<td></td>
<td></td>
<td>•  Foul time</td>
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<td></td>
<td>•  Individual train detection (ITD)</td>
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<tr>
<td></td>
<td></td>
<td>•  Flag protection</td>
</tr>
<tr>
<td>Non-controlled</td>
<td>Planned or unplanned work</td>
<td>•  Train approach warning (TAW)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>•  Individual train detection (ITD)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>•  Inaccessible track</td>
</tr>
</tbody>
</table>

UTA trains must sound the horn when approaching roadway workers on or near the track, regardless of local whistle prohibitions.

To give trains advance notice of roadway workers on or near the track, each roadway worker fouling the track must wear company approved high visibility orange/reflective apparel in accordance with Chapter 2 of this program.
9.4 Track Access Permit
9.5 Good-Faith Challenge—Notification and Resolution

Date; _________________________________________________________
Operator name: _________________________________________________
Challenged RMM or hi-rail vehicle if applicable: _______________________________________________ 
Reason for challenge: _______________________________________________

Date challenge was resolved: ______________________________________

*Operator has the right to refuse to operate the challenged equipment until the challenge has been resolved. Initial if refuse to operate (_________)

Good-Faith Challenge Notification Contacts
Maintenance equipment operator call: supervisor or manager.
Supervisor or manager call: Deputy GM rail systems infrastructure (801) 352-6735 or (801) 514-6459.
Supervisor shall contact his/her manager immediately when an operator refuses to operate a challenged RMM or hi-rail vehicle.
9.6 Audits

Audits of this program and UTA compliance may be conducted by the State Safety Oversight, FTA, and FRA. UTA Supervisors and Safety Administrators may make announced or unannounced visits of job sites, work areas, or any other rail related work area. Such visits are audits and are to be tracked using the On-Track Safety Spot Check form, available as Appendix 3 of this program. Updated versions of this form are available electronically from UTA MOW and Safety Departments.
10.0 Work on Platforms and Stations

10.1 Purpose

This section of the RWPP is designed specifically to prevent the employee or ladder from falling into the foul zone of the bus or train. When fall protection is required to prevent falls from heights over six feet, the responsible department will have in place a method to rescue a worker from his harness after a fall. Rapid rescue and evacuation is necessary to prevent compartment syndrome and is in accordance with 29 CFR 1910.

10.2 Application

All UTA personnel who use a ladder on platforms or stations of LRT, BRT, CRT, or Streetcar are subject to this section and associated UTA SOP OSH 4.22 Fall Protection. Additionally, all UTA employees or contractors who perform maintenance, cleaning, or construction on platforms or stations are considered roadway workers and must abide by this program in its entirety.

10.3 Use of Ladders

All personnel who work while standing on any device (ladder, scaffolding, or variations thereof) must abide by permitting processes by having RWP certification and notifying Control of the work. Upside down buckets are not acceptable as ladder substitutes.

If the work is performed by two or more RWP certified personnel:

- One may work on the ladder while another serves as a Watchman.
- Upon the approach of a train or bus, work must stop.
- The individual on the ladder may stay on the ladder.

If the work is performed by a single employee:

- While off the ladder, the individual must stop work until patrons and train have cleared the immediate area.
- If neither the ladder nor the employee are secured via fall protection, then the employee must dismount the ladder until the patrons and train have cleared the immediate area.
- If using a scaffolding, the employee may remain on the scaffolding, but must stop work until the train and patrons have cleared the immediate area.
- If both the ladder and employee are secured, then the employee may stay on the ladder, but must stop work until the train and patrons have left the immediate area.

If the ladder and employee cannot be secured, AND scaffolding cannot be used, AND work cannot be completed between train arrivals, THEN the work is to be scheduled during non-revenue hours.

10.4 Use of Scaffolding

- All scaffolding will have proper top rails, mid rails, toe boards that meet requirements detailed in 29 CFR 1926.451.
- Rolling scaffolding must have wheels locked before the employee mounts scaffolding.
- A distance of 10 feet must be maintained between the OCS and scaffolding, ladders, workers, and tools in accordance with chapter 4.13 of this program.
• Scaffolding must be inspected by a competent person upon assembly and daily. This inspection will be noted on a placard secured to the scaffolding.

10.5 Securing the Worker

• Only full body harnesses are approved for use within UTA property.
• Harnesses will be inspected upon purchase and daily upon use.
• Lanyards will be approved and rated for 5,000 pounds in accordance with 29 CFR 1926.502(d).
• Lanyards will attach to the harness via a D-ring between the shoulder blades of the employee.
• The lanyard must be attached to a structural member of the platform or station. Prohibited anchors include, but not exclusively, electrical conduit, fascia, and finish work.

10.6 Securing the ladder

• Ladders will be secured to reduce the likelihood of the ladder tipping into the foul zone.
• Ladders will be held by a second employee while the first secures the ladder.
• Ladders will be secured to a structural member of the platform or station when appropriate, possible, and safe to eliminate the risk of damaging non-structural members of said structures.
• Clamps and straps made for the purpose of securing ladders will be used.
• Prohibited restraints include rope of any type.
APPENDIX 1

ROADWAY WORKER PROTECTION LIFE TIPS

1. A copy of the railroad’s on-track safety rules must be readily available.
2. Never foul a track unless necessary in the performance of duty. In other words, do not walk or stand in the fouling space to conduct work unless you are absolutely certain that on-track safety has been established.
3. You have the right to challenge the on-track safety procedures to be applied at the job location if you believe that they do not comply with the rules of the railroad. You should remain clear of the track until the challenge is resolved.
4. An on-track safety job briefing must be conducted before fouling the track, and you should understand all aspects of your on-track safety to ensure that you are adequately protected. You must acknowledge that you understand the briefing and the on-track safety must be appropriate for the work that you are performing.
5. Remind the person providing you the on-track safety job briefing that you must be notified of any changes in the on-track safety procedures that may occur throughout the day.
6. You must know the identity of the worker who is in charge of the on-track safety procedures.
7. It is critical to know the type of on-track safety for the track(s) you are to foul.
8. The specific working limits must be clearly defined. Otherwise, train approach warning must be provided and, when clearing the track, the designated place of safety must be known. It is imperative that you are clear of the track before any train is not less than 15 seconds from your work location.
9. If the work activity has the potential to foul adjacent track(s), you must know what type of on-track safety is provided on those adjacent track(s).
10. If you are a Lone Worker using individual train detection:
   • The on-track safety statement must be completed.
   • You have the right to use an alternate form of on-track safety other than individual train detection.
   • You cannot be working where there is noise (e.g., environmental, power tools, machines, etc.) or other impairments interfering with your ability to detect approaching trains.
   • You must be outside a manual interlocking, controlled point, or remote hump yard facility.
   • You must have the ability to clear to a protected area.
   • The required sight distance must be available in order for you to be in the clear before any train is not less than 15 seconds away from your work location.
   • Only minor repairs, inspection, or correction work may be performed as long as they do not interfere with your ability to detect the approaching trains.
11. If the task involves Roadway Maintenance Machines (RMM), you must know the RMM procedures to ensure your safety.
12. The required on-track safety training and/or qualification must be completed before you perform your duties.
13. If required, railroad communication (e.g., radio) must be available.
14. Stop, look, and listen before crossing any track, regardless of the on-track safety status of the track(s). Expect the movement of trains, engines, cars, or other moveable equipment at any time, on any track, in either direction.
APPENDIX 2

Safety Requirements & Authorizations Required for Workers within the UTA Rail Alignments

In an effort to simplify processing for UTA Department of Property Management, this Appendix outlines the necessary precautions necessary for UTA and non-UTA personnel who wish to access the ROW. The table below outlines the basic insurance, training, and protection requirements. Other requirements, as outlined in the RWPP may apply.

Definition of work areas covered by this Appendix:

- Work taking place inside the railroad alignment (the fence line, outer curb or double yellow line delineate the boundary). This includes stations.

- Work taking place within fouling distance (10 feet) of the track or having the potential to impact rail operations. This includes crane operations where the crane has the potential to swing over the alignment/catenary.

Minimum Requirements Listed:

The safety and authorizations requirement that are stated in this document are the minimum requirements. Based on the type of work, additional requirements and authorizations may be required. If you have questions as to which type of work may have additional requirements, please contact a UTA Track Access Coordinator and/or UTA Property Manager or Administrator.

Questions about classifying work:

If a circumstance arises that is not covered by this document or there are questions as to where an activity would be classified on this document, please contact a UTA Track Access Coordinator and/or a UTA Property Manager or Administrator for clarification, or refer the party requesting the access to a UTA Track Access Coordinator or a UTA Property Manager or Administrator.

<table>
<thead>
<tr>
<th>Worker</th>
<th>Type of Work</th>
<th>Safety Requirements &amp; Authorizations Required</th>
</tr>
</thead>
</table>
| Adjacent Property Owners | TRAX & STREETCAR Alignments: Graffiti Removal (Only paint, paint brushes/rollers and extenders. If ladders or scaffolding used, must follow rules for contractors.) | Restricted Access: Must stay at property line, stay at least 15 feet from tracks, and cross tracks only at public crossings
Wear required PPE (Personal Protective Equipment)
Track Access Permit
Authorization from on-duty Controller (via activating Track Access Permit) |
| | FrontRunner Alignment: Graffiti Removal (Only paint, paint brushes/rollers and extenders. If ladders or scaffolding used, or working on a day other than Sunday, must follow rules for contractors.) | Sunday only when trains are not running (due to tight clearances & high speeds)
UTA RWIC required from Rail Services
Restricted Access: Must stay at property line, cross tracks only at public crossings
Wear required PPE
Track Access Permit
Authorization from on-duty Controller (via activating Track Access Permit) |
| Contractors (both contractors working for) | Any type, any area | Licensing/Right of Entry (or letter of consent from UTA Property)
RRPLI (Railroad Protective Liability Insurance) |
<table>
<thead>
<tr>
<th>Worker</th>
<th>Type of Work</th>
<th>Safety Requirements &amp; Authorizations Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>UTA* and contractors doing non-UTA work)</td>
<td>Minimal Impact (E.g. changing posters, emptying garbage cans, accessing PCC cabinets, etc.)</td>
<td>Current UTA RWP Certification of the appropriate level Wear required PPE Track Access Permit Authorization from on-duty Controller (via activating Track Access Permit)</td>
</tr>
<tr>
<td>UTA Employees at Stations</td>
<td>Moderate Impact (e.g. short duration work involving small equipment on the platform including ladders, pressure washing stations outside of revenue service, replacing glass shelter panels, etc.)</td>
<td>Current UTA RWP Certification Wear required PPE Authorization from on-duty Controller (call Control to call onto alignment/station; call Control to report when clear) In accordance with UTA SOP 4.3.4</td>
</tr>
<tr>
<td>UTA Employees at Stations</td>
<td>Significant Impact (E.g. removing/replacing concrete, moderate to large equipment used, etc.)</td>
<td>Current UTA RWP Certification of the appropriate level Wear required PPE Track Access Permit (information will appear on operations Clearance/Bulletin) Authorization from on-duty Controller (via activating Track Access Permit)</td>
</tr>
<tr>
<td>Authorized UTA Rail Service &amp; Facilities Employees on Alignment at locations other than stations</td>
<td>Minimal Impact (E.g. accessing shack or substation on edge of alignment outside of foul zone, etc.)</td>
<td>Current UTA RWP Certification Wear required PPE</td>
</tr>
<tr>
<td>Authorized UTA Rail Service &amp; Facilities Employees on Alignment at locations other than stations</td>
<td>Moderate Impact (E.g. short duration work involving accessing shacks between tracks, minor repairs/maintenance, landscape maintenance along alignment adjacent to track, etc.)</td>
<td>Current UTA RWP Certification Wear required PPE Authorization from on-duty Controller (call Control to call onto alignment/station; call Control to report when clear)</td>
</tr>
<tr>
<td>Authorized UTA Rail Service &amp; Facilities Employees on Alignment at locations other than stations</td>
<td>Significant Impact (E.g. major repairs/maintenance, catenary and track inspections with hi-rail vehicles, maintenance of grass track, etc.)</td>
<td>Current UTA RWP Certification of the appropriate level Wear required PPE Track Access Permit (information will appear on operations Clearance/Bulletin) Authorization from on-duty Controller (via activating Track Access Permit)</td>
</tr>
<tr>
<td>Other UTA Employees on alignment at locations other than stations</td>
<td>Escorted: Minimal/Moderate Impact (E.g. scoping alignment for future plans, taking survey measurements, short duration activities fouling tracks but clearing for trains, etc.)</td>
<td>Must be escorted at all times by an authorized UTA RWIC from UTA Rail Services or UTA Facilities who has UTA RWIC certification Wear required PPE UTA RWIC follows safety and authorization requirements as noted in the “Authorized UTA Rail Service &amp; Facilities Employees on Alignment at locations other than stations” section</td>
</tr>
</tbody>
</table>
| Other UTA Employees on alignment at locations other than stations | Non-escorted: Minimal/Moderate/Significant Impact (Any type, all areas other than stations) | Current UTA RWP Certification at the appropriate duty level  
Wear required PPE  
Track Access Permit (information will appear on operations Clearance/Bulletin)  
Authorization from on-duty Controller (via activating Track Access Permit) |
<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Employee conducting check</th>
<th>Employee #</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Employee(s) being checked</td>
<td>Employee #</td>
</tr>
<tr>
<td>Lone Worker?</td>
<td>If not, go Work Group.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proper PPE?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>What is his form of On-Track Safety?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>What is the location and limits of the work zone?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the Lone Worker have a statement of On-Track Safety?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the Lone Worker filled out the Statement of On-Track Safety?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the Statement completed correctly?</td>
<td></td>
<td></td>
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<tr>
<td>Work Group</td>
<td></td>
<td></td>
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<tr>
<td>Was a job briefing held prior to fouling?</td>
<td></td>
<td></td>
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<tr>
<td>Is the job briefing form completed and in the possession of the RWIC?</td>
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<td></td>
</tr>
<tr>
<td>Is the RWIC onsite, on call, or did he designate a stand-in?</td>
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<td></td>
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<tr>
<td>Is everyone in the group qualified for the position they serve?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the RWIC enforcing proper PPE?</td>
<td>Can the workers identify the RWIC?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Can the workers identify the form of protection? If Watchman, can they ID him?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RWIC Name</td>
<td>W/L Name</td>
<td></td>
<td></td>
</tr>
<tr>
<td>What is the TAW?</td>
<td>Phys/Audible/Visual</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Where is the PPOS?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are Adjacent Track Rules applicable?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are OCS shutdown procedures being followed?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are passing trains sounding audible warnings?</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Are workers acknowledging the trains with eye contact and a wave of the hand?</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Is the most recent copy of the RWPP available on the jobsite?</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Did each worker document the key points of the On-Track Safety brief?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Notes and Comments</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Revised 10 Jan 2016