

ATTACHMENT D
EXAMPLE 8.06
‘LIMITATIONS OF OPERATIONS’
NEAR ACTIVE RAILROAD

DEVELOPED FOR ***CONSTRUCTION PLANNING***
DURING THE ***DESIGN PHASE***

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ATTACHMENT D - EXAMPLE 'LIMITATION OF OPERATION' FOR WORK ALONG THE RAIL ROAD

Below is an example / Limitation of Operations / Special Provision for working along over or adjacent to a rail road - to be confirmed with the MassDOT District Construction office and the applicable railroad. This is only an example to highlight some standard considerations for working near a 'foul zone' and it is understood that these example restrictions, and the specific railroad operations rule book, may have very significant impacts on the planning of the construction schedule/contract duration. Therefore, the Designer is obligated to seek the intended work plan of the particular/applicable railroad, as part of the finalization the special provisions and the CTD.

- For planning purposes, the Designer is to develop/consider reasonable approaches/contruction methods to work in the vacinity of the track.
- Some railroads do not allow for certain nighttime closures.
- Some special allowances can be made by the railroad operations team.
- If speical considerations are needed in order to achieve MassDOT construction schedule goals, the Designer is to work with MassDOT District Construction, providing specific options for possible consturction operations (*such as protective shoring/barriers, anticiapted crane sizes and boom locations, low headroom equipment, slick-line concrete placement, exploratory/pre-excations, and other restrictions that may needed to be included in the contrruction contract as a special provision*), to seek railroad approval to work beyond what is considered to be the baseline minium equirements for working near active rail.

SUBSECTION 8.06 Limitations of Operations – near active railroad operations

Add/amend the following at the end of the Section:

The work associated with this project, except as hereinafter expressly provided, will be done without interruption of or change in the regular work or operation of vehicles of the Railroad (RR).

- 1. No work shall be done affecting the operations of RR vehicles, or operations of stations or RR yards, until the Contractor has submitted details of his procedures to the Engineer and the applicable RR Operations representatives sixty (60) working days prior to start of work and has secured written permission to proceed. These procedures must be approved by the RR and the Engineer 10 days prior to starting physical work within the potential foul zone of the track centerline.*
- 2. The RR Operations requires that all work affecting the safety of the operations to be performed at prescheduled non-operating periods from approximately **1:30 a.m. to - 4:30 a.m. effectively**, to allow for a RR test train to pass safely before 5:00am. This applies to all operations that have the potential to foul the track to the limits that are prescribed in the RR Right-of-way procedures/rules.*
- 3. The Contractor will not be permitted to remain within the track right-of-way after 5:00 am (6:00 a.m. Sunday). The RR may, during emergencies or at times when the RR work forces are required to work in the area of the contractors work, order the Contractor to cease work and remove his work forces and equipment from the property leaving the right-of-way in a safe operating condition.*
- 4. The RR also reserves the right to stop or postpone any contractor's previously approved work if, in the RR's opinion, such work is being performed in a manner that will endanger and or delay the RR's regular work or operations.*
- 5. The RR reserves the right to deny the Contractor access to the right of way because of operational requirements, adverse weather conditions or emergency track, signal, and power repairs.*
- 6. The Contractor shall expect to be denied access to the site a total of 10 (ten) days per calendar year, this does not include the following holidays; New Year's Day, President's Day, Patriot's Day, Memorial Day, Bunker Hill Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, and Christmas Day.*
- 7. Furthermore, the contractor shall also expect to have his access to the site delayed a total of 4 (four) times per month. Each delay shall be 60 (sixty) minutes or less.*
- 8. Due to increased stopping distances associated with slippery rail conditions, non-emergency access will not be allowed within ten (10) feet of the centerline of the track under adverse weather conditions.*

The contractor shall plan for, and make specific allowances for, these restrictions in the bid Price and schedule.