THE NATION'S URANIUM PROCESSING FACILITY

UPF JOB HAZARD ANALYSIS

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JHA NO.:	**JHA-00728**	**REV:**	**5**	**ISSUE DATE:**	**05/29/2026**
JHA TITLE:	**Vehicle Safety Management, PITs, and MEWPs**	**WORK PACKAGE NUMBER:**	**N/A**	**SPECIFIC LOCATION:**	**N/A**

Activity	**Sub-Activity**	**Hazard**	**Control**
Loading or Unloading Equipment and Materials	Loading and unloading trucks and trailers with a forklift	Property Damage to Vehicles, Equipment, or Permanent Plant Equipment Serious Injury to Pedestrians and or Workers	• Equipment must be operated only by an individual qualified to do so • Operators must inspect equipment prior to loading/unloading, address identified issues prior to use • Use a spotter in congested areas or if line-of-site is restricted • Verify absence of overhead obstructions and power lines prior to loading/unloading equipment • Inspect transport trailers to ensure the floor is in good condition and can withstand anticipated loads • Properly use tie down straps. Position yourself out of the line-of-fire prior to releasing. Use an adequate number to secure the load, connect to equipment at proper locations • Ensure the width of ramps is adequate for the items traveling on the ramps • Use a spotter when loading/unloading a piece of equipment on a trailer, when the operator needs assistance maintaining adequate clearance between the equipment and hazards. • Only load/unload equipment on level ground in safe areas that are out of high-traffic thoroughfares • Do Not load/unload flat bed trailers using a skid steer **Acceptable Methods for Flatbed Trailer Loading/Unloading:** 1. A barricaded exclusion zone that encompasses the entire length of the truck/trailer and extends a minimum of 15 feet outward laterally on the opposite side and rear of the trailer, **OR** 2. A sufficient number of spotters to adequately provide direction to the forklift operator and control the loading / unloading area to exclude entry by any personnel into the personnel free zone. The spotter(s) should never stand anywhere on the opposite (hospital) side of the trailer or at the rear of the trailer where a load could fall while a forklift is engaging the load. If the 15-foot clearance cannot be maintained, stop the loading / unloading activity and contact a superintendent. For unloading operations, once the load is unstrapped, the truck driver shall remain in the truck cab or leave the area until the trailer is completely unloaded. Conversely, for loading operations, the truck driver should leave the area or remain in the truck cab until the load is ready to be strapped. The spotter has control of the loading and unloading activity until all the material has been off-loaded or the material is ready to be strapped.

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			Equipment and materials that are to be loaded or delivered on a trailer must be loaded with a minimum clearance between the load and the bed of the trailer of 3.5". This can be accomplished by utilizing 4" x 4" lumber or equivalent as dunnage. Loads weighing more than 10,000 lbs. require a clearance of 5.5" (6" x 6" lumber or equivalent as dunnage).
Powered Industrial Truck (PIT)	General Equipment	Loss of Load Improper Use of Tools/Equipment	· Lift trucks, stackers, and other similar vehicles shall have rated capacities posted on the equipment so as to be clearly visible to the Operator.
			· When auxiliary removable counterweights are provided by the manufacturer, corresponding alternate rated capacities shall also be clearly shown on the vehicle. These ratings shall not be exceeded
			· No modifications or additions that affect the capacity or safe operation of the equipment shall be performed without the manufacturer's prior written approval.
			· If such modifications or changes are made, the capacity, operation, maintenance instruction plates, tags, and decals shall be changed accordingly. In no case shall the original safety factor of the equipment be reduced.
			· Steering or spinner knobs shall not be attached to the steering wheel of equipment unless originally equipped by the manufacturer.
Powered Industrial Truck (PIT)	Pre-Start Planning	Vehicle Collision	Before a PIT is used, the Operator shall check the work area for possible hazards, such as, but not limited to, the following:
			· Drop-offs or holes, including those concealed by water, ice, mud, etc.
			· Slope(s)
			· Bumps and floor obstructions

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			· Debris
			· Overhead obstructions and utilities (e.g., electrical power lines)
			· Hazardous locations and atmospheres
			· Inadequate surface and support to withstand all load forces imposed by the PIT in all operating configurations
			· Wind and weather conditions
			· Presence of unauthorized persons
			· Other possible unsafe conditions
			While clearing the path of travel, if hazards identified above are encountered, attempt to eliminate the hazard. If the hazard cannot be mitigated or removed from the travel path, obtain approval to navigate the PIT through the area from the DS and ES&H Representative, and document controls on UCN-23552, Field Level Hazard Assessment (FLHA), before proceeding.
Powered Industrial Truck (PIT)	Pre-Start Inspection	Improper Use of Tool/Equipment	· The Operator completes a pre-start daily inspection of the PIT using UCN-23526, *Forklift Straight Mast*, or UCN-23527, *Forklift Teleboom*. The completed checklist will remain with the equipment and be submitted to the PES on a weekly basis for review
			· The Operator removes the PIT from service when found to be in need of repair, defective, or in any way unsafe. The Operator tags the PIT with a "DANGER – Defective Tool/Equipment – Do Not Use" tag (with the specific defects noted) and notifies his/her supervisor
Powered Industrial Truck (PIT)	General PIT Operations	Vehicle Collision	Telehandler Operators shall keep the boom in retracted position and forks as low as practicable without obstructing view of mirrors and path of travel. Telehandler Operators should tilt the forks slightly upward to avoid the potential impalement hazard in case of a collision of another equipment, vehicle, etc.
			PITs shall be operated in accordance with the following:

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			· Operate the PIT in accordance with the manufacturer's recommendations
			· When used, Spotters maintain visual or verbal contact with the Operator while the equipment is moving. If contact is lost between the Spotters and the Operator, the Operator stops the PIT immediately. Operations resume only after confirmation is made between the Spotters and the Operator
			· The Operator wears a seatbelt when provided by the PIT manufacturer
			· PITs are not to be driven toward personnel standing in front of a fixed object
			· Personnel are not allowed to stand or pass under the elevated portion of any PIT, whether loaded or empty
			· Unauthorized personnel shall not be permitted to ride on PITs
			· Arms and legs are prohibited from being placed between the uprights of the mast or outside the running lines of the PIT
			· The Operator selects flat parking surfaces (when possible) away from traffic, where the vehicle does not block doors, pedestrian routes, aisles, exits, etc.
			· When a PIT is left unattended, load-engaging means are to be fully lowered, controls neutralized, power shut off, and brakes set
			· The Operator will chock wheels and set the parking brake if the PIT is parked on an incline
			• The Operator maintains a safe distance from the edge of ramps or platforms while on any elevated dock or platform
			· The Operator is not to use the PIT for opening or closing doors
			· Overhead guards are to be used as protection against falling objects. Overhead guards are intended to offer protection from the impact of small packages, boxes, bagged material, and any other items representative of the job application

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			· A load backrest extension can be used whenever necessary to minimize the possibility of the load (or part of it) falling rearward
			· Free rigging is not allowed. For below-the-tines lifts, only approved lifting attachments will be utilized. The PIT capacity, operation and maintenance instruction plates, tags, and decals shall be modified accordingly
			· Other attachments and accessories shall be approved prior to use, and the PIT capacity, operation and maintenance instruction plates, tags, and decals shall be modified accordingly
			• Only approved PITs will be used in hazardous locations. Contact your ES&H Representative for assistance in determining appropriate PITs for specific locations, such as enclosed areas/inside buildings
Powered Industrial Truck (PIT)	Loading and Unloading	Loss of Load	· The Operator ensures the load is within the PIT's rated capacity
			· The Operator ensures the load is secure and that loose or uneven loads are secured to prevent shifting during lifting and traveling operations
			· The Operator positions the load squarely on the forks and in contact with the carriage
			• The Operator tilts the mast back to lift the load
			· The brakes are set and wheel blocks implemented to prevent movement of trucks or trailers while loading or unloading
			· Fixed jacks may be necessary to support a semi-trailer during loading or unloading when the trailer is not coupled to a tractor
			· The floors of trucks and trailers are to be checked for breaks and weaknesses before the PIT is driven onto the transport
			· The Operator proceeds straight into the trailers to load or unload
			· The Operator ensures the proper safety weight or height-to-load ratio is maintained while loading or unloading stacked materials from racks

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Activity	**Sub-Activity**	**Hazard**	**Control**
Powered Industrial Truck (PIT)	Traveling	Vehicle Collision	· The Operator observes traffic regulations, including authorized speed limits
			· The Operator maintains a safe distance from vehicles ahead and sustains control of the PIT
			· The Operators do not pass other vehicles/equipment traveling in the same direction at intersections, blind spots, or other dangerous locations
			· The Operators slow down and sound the horn at cross aisles and other locations where vision is obstructed
			· The Operators travel with the load trailing when the load obstructs forward view
			· The Operators ascend and descend grades slowly, as follows:
			o When ascending or descending grades in excess of 10%, loaded PITs are to be driven with the load upgrade
			o Load and load-engaging means are to be tilted back, if applicable, and raised only as far as necessary to clear the road surface
			o A PIT is operated at a speed that permits it to be brought to a stop in a safe manner in varied travel and weather conditions
			o The Operator reduces the speed to a safe level while negotiating turns
			o To prevent injury or damage to property/equipment, the Operator will ensure the forks are in the lowered position during travel without a load. Telehandler Operators should keep the boom in retracted position and forks as low as practicable without obstructing view of mirrors and path of travel
Powered Industrial Truck (PIT)	Refueling	Spill	· Comply with the manufacturer's instructions for gasoline, diesel, and/or propane fueling
		Fire	· Refuel only in assigned, ventilated areas containing no ignition sources
			· Turn off the ignition prior to filling the PIT fuel tanks

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			· Replace the fuel cap before restarting the engine
Powered Industrial Truck (PIT)	Charging Batteries	Burns	· Comply with the manufacturer's instructions for charging batteries
			· Execute battery charges in areas designated for that purpose
			· Protect the charging apparatus from possible collision damage
Powered Industrial Truck (PIT)	Spill Response	Spill	Attempt to contain the spill with spill kits until clean-up can be performed by the appropriate personnel (refer to PL-SH-801768-A009, UPF Construction Environmental Control Plan).
Powered Industrial Truck (PIT)	Tire Maintenance	Vehicle Collison	Tires shall be selected and maintained in accordance with the following:
		Improper Use of Tool/Equipment	· Traction-treaded cushion tires – Replace the tire when the tread pattern is worn to the point of disappearing
			· Plain-tread cushion tires – Replace the tire when the wear reaches the wear indicator. (This is often the top of the brand identification lettering on the side of the tire)
			· Pneumatic tires – Replace the tire when the tread pattern disappears
			· To operate safely, pneumatic tires must be kept properly inflated. Because pneumatic truck tires are rated for high loads, they usually require high pressure (typically 125 psi). High air pressure also makes tire mounting a dangerous job
			· If the PIT tires travel through oil or chemicals, switch to oil-resistant tire compounds to ensure safe operating characteristics and to increase the tires' service life
			· The best tire shall be selected for each application. The right tire will be determined by a combination of tread design, tire compounds, tire construction, and the particular application
Safety Watch	Process	Emergency	In the event of an emergency, individuals performing Safety Watch duties are to discontinue the assignment and respond to the emergency as required (e.g., Take Cover, Evacuation).

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Safety Watch	Traffic Watch (Flagger)	Moving Equipment	In the event a traffic pattern is altered due to construction activities, MUTCD, *Manual on Uniform Traffic Control Devices for Streets and Highways – 2009 Edition*, guidance will be applied for the use of signage and Flaggers.
Safety Watch	Equipment Watch (Spotter)	Moving Equipment	· The sole purpose of a Spotter is to assist an equipment operator in maintaining adequate clearance between the equipment and hazards. The operator and Spotter(s) will jointly identify and discuss responsibilities, method of communication, location of the Spotter(s), blind spots, and resources needed to execute the task successfully leveraging the Field Level Hazard Assessment (FLHA) process
			· The following practices should be considered when planning the activity:
			o Achieving eye contact and an acknowledgment from the equipment operator before walking near or around heavy equipment
			o Never having Spotters stand within the blind spot of equipment operators or truckers
			o Never allowing personnel to stand within the swing radius of equipment while it is operating
			o Checking around and underneath trucks and equipment for personnel before operating them
Vehicle Safety Management	General Requirements	Vehicle Collision	**Worker and Pedestrian Safety**
			· Pay special attention when working or walking near construction equipment (e.g., front-end loaders, backhoes, trenchers, cranes, bobcats, hi-lifts, and trucks). Do not assume that the equipment operator can see you. Also, remember that because of construction noise, you may not always hear a horn or an alarm alerting you to nearby moving equipment.
			· When you see that a vehicle or piece of equipment is moving in reverse, keep out of the way and stand clear until the operator has completed the maneuver. Never cut across the path behind any vehicle or piece of equipment while it is backing (reversing).

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			· Never ride on the running board, steps, drawbar, or any other part of a vehicle or piece of equipment, even for a short distance.
			· Watch out for swinging counterweights on equipment, and never walk under loads on cranes and hoists.
			· Use designated walkways and obey all signage whenever available.
			Motor Vehicle Safety
			· Drive defensively when you are at the controls of any company vehicle. Remember that defensive driving is a full-time responsibility
			· Observe all posted speed limits the speed limit in construction areas is 10 miles per hour unless posted otherwise
			· Park in designated areas whenever provided
			· Maintain a safe distance from the vehicle in front of you. Anticipate driving hazards and know how to protect yourself from them
			· Ensure you and all your passengers are wearing seat belts (when provided by the manufacturer) while operating a company vehicle
			· Perform a pre-operation check before operating a company vehicle, including a documented vehicle log and 360-degree walk-around of the vehicle
			· Do not use a cell phone or any other mobile device (e.g., mobile radio) while driving a vehicle on site or for any Project business. Pull over to the side of the road (safely out of the traffic) before using the device
			All parked/unattended government vehicles are required to place blue safety cones at the front and rear of the vehicle or just tucked inside the front and rear fender wells on opposite sides. This is to ensure that all operators have conducted a thorough 360 walk around of their vehicle prior to use. The cones are to be picked up and kept with the vehicle at all times, ready for use when and where the vehicle may be parked and/or unattended for any period of time.

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			All Bus Operators are required to drive on the approved CNS Bus Route. Do not deviate from the approved bus route unless prior approval has been given by the Supervisor.
			Mobile Equipment Personnel Interface (MEPI)
			· Mobile Equipment Personnel Interface (MEPI) is a process improvement strategy dedicated to improving the interfaces between equipment and people to eliminate the accidents and incidents that occur between them
			· The goal is to address people and behavior, technology, processes and procedures, and consequences to develop improvements for on-the-job safety
			· Elements of MEPI include the following:
			o Plan work specifically with MEPI in mind
			o Segregate the workers on the ground from equipment as much as possible
			o Provide designated walkways and use barriers and other safety devices
			o Establish effective, open communication methods
			o Vehicles, heavy equipment, and utility/golf carts (as applicable) will be equipped with the following:
			§ Brakes – Service, emergency, parking brakes
			§ Lights – At least two headlights and two taillights
			§ Brake Lights – All vehicle types, including combinations of vehicles and trailers
			§ Horn - Audible warning device at operator's station
			· Vehicles, heavy equipment, and golf cart used to support the UPF site will be equipped with an approved fire extinguisher
	Inspections	Vehicle Collision	Visually inspect assigned vehicle, heavy equipment, and golf carts prior to every trip or use, including:

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Vehicle Safety Management			· Perform a 360-degree walk around inspection of the exterior for defects and obstructions that impair the operators view and (or) access or egress of the vehicle
			· Inspect at the beginning of each shift, to assure the following parts, equipment, and accessories (as applicable) are in safe operating condition:
			o Brakes – service, emergency, and parking brakes
			o Tires
			o Horns
			o Lights
			o Steering mechanism
			o Coupling devices
			o Seat belts
			o Operating controls
			o Other safety devices (Lights, reflectors, windshield wipers, defrosters)
			· Complete Inspection Documentation:
			o For passenger vehicles, commercial vehicles, and construction equipment, perform and document inspections in accordance with Y17-95-64-851, *UPF Construction Equipment Maintenance*.
			o Golf Cart inspections are not documented. In the event of damage or mal-function, remove the cart from service, perform step 4.1.2 - 3 & 4

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			o If an identified defect is determined to cause the vehicle, heavy equipment or utility/golf cart to be unsafe to operate, tag the equipment with a Danger "Defective Tool/Equipment – Do Not Use" tag and report the situation to supervision. Keep vehicle, heavy equipment, or utility/golf cart out of service until service personnel are able to inspect, repair, and validate the repair
			o When the repair is complete, the Service Department removes the tag, and equipment is returned service.
Vehicle Safety Management	Inspections	Trailer Disengagement	Teamsters are to inspect the trailer connections at each use under the following guidelines: • Inspection of skid plate to ensure no build up or debris impacting the connection point • Once attached, a tug test of trailer without air brake/ electrical connections attached • Light gap inspection once pull test complete to ensure it has seated correctly • Utilize a good working flash light to assist with physical inspection of king pin/ latch engagement whether it is light or dark outside. (Cell phone light is not the correct tool for the job)
Vehicle Safety Management	Operator Requirements	Vehicle Collision	· A valid state driver's license is required for operating vehicles, heavy equipment and golf carts on the site and within the construction areas. The state license signifies that the operator has been trained and tested to operate a vehicle safely and in accordance with all state traffic laws
			· Operators are to be alert to Construction site signage and driving requirements, to include driving for inclement weather conditions. The UPF Construction Site is designed to maintain a safe separation between construction equipment, vehicles, and golf carts as well as separation from site personnel by employing access control routes, speed limits and parking and entry restrictions. These site traffic control rules are updated and posted, as necessary
			to reflect changing conditions
			· Operators failing to comply with the above requirements, state and site traffic regulations, and/or possess contraband items (including alcohol and prohibited substance possession and use), are subject to disciplinary actions up to and including termination

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			· Insurance certification, registration, and a checklist to follow in case of an accident are in each vehicle which travels over public access roads and highways.
Vehicle Safety Management	General Operating Practices	Vehicle Collision	· Operators are to operate the vehicle, heavy equipment, or utility/golf cart according to his/her skills, training, the manufacturer's recommendations, and in accordance with applicable traffic control rules
			· Re-fueling vehicles and heavy equipment with the engine running is prohibited. SMOKING or operating mobile/cell phones or radios while refueling or operating vehicles is also prohibited
			· Maintain a safe driving distance between vehicles, heavy equipment and utility/golf carts
			· Yield to pedestrians at designated crossings and other areas indicated by signs or established walking paths
			· Use of headlights on at all times is recommended when operating vehicles, heavy equipment and utility/golf carts
			· Use of seat belts is mandatory, where equipped, at all times. These requirements do not apply to passengers of medium and large buses as described in 49 CFR § 571.208 Standard No. 208 *Occupant crash protection*
			· In snowy or inclement weather, clean vehicle, heavy equipment, and utility/golf cart of ice and snow on rear and front windshields, rear view mirrors and tail and headlights, prior to operating. Ensure windshield wipers are in proper operating order and used as necessary
			· For operation of vehicles or heavy equipment within enclosed structures (e.g., warehouse), contact Industrial Hygiene to perform a hazard evaluation prior to running engines
			· Distraction Avoidance:
			o Operator is to avoid activities that may distract from operating a vehicle, heavy equipment or utility/golf cart safely, such as:

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			· Participating in activities with passenger(s) in the vehicle that distract driver attention
			· Adjusting radios, tape players, and/or CD players while driving
			· Eating or drinking while driving
			· Use of Mobile Communication Devices (MCD):
			o Drivers are not to use any type of MCD (cellular/mobile phones, in-hand or hands-free devices or radios, walkie-talkies, paging or texting devices, personal data assistants or any other hand-held computers or portable electronic device) under any of the following circumstances:
			· Driving a company vehicle using a company-authorized MCD
			· Driving a company vehicle using a personal MCD
			· Driving a personal vehicle using a company-authorized MCD
			· Driving a personal vehicle using a personal MCD for company business purposes
			o If need arises to use such devices while on the road, pull the vehicle off the road and park in a safe location, and then answer and respond to the call
			o Operation of other portable electronic devices that cause driver distraction are also prohibited while driving (e.g., operating MP3 players, iTouch, GPS devices, etc., while the vehicle/equipment/cart is in motion)
			o Reading any printed material (newspaper, drawings, books, etc.) while driving is prohibited
			NOTE: *Under specific operational controls, two-way radios may be used during work operations where communication is required between the equipment operator and assisting personnel or for traffic control purposes and (or) during emergencies, as determined by management.*

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Activity	**Sub-Activity**	**Hazard**	**Control**
Vehicle Safety Management	Vehicles	Vehicle Collision	The following applies to the operation of vehicles (e.g., passenger vehicles, vans, light duty "pick-up" trucks, and service and vendor trucks):
			· Do not park vehicles in fire lanes, road ways, next to emergency exit doors to facilities/buildings, or any other locations that would impede access to emergency responders and vehicles
			· Securing vehicles:
			o When parking inside or outside the confines of the UPF construction perimeter, remove keys and lock government vehicles after the project scheduled work shift and whenever unattended
			o If not equipped with an automatic backup alarm, sound horn prior to backing up to acknowledge to pedestrians that vehicle is backing up
			o Vehicles will be shut-off when unattended, the key removed, and parking brake set
			o Secure equipment and materials being transported in the trunk or cargo bay, including loose and heavy objects that could pose a projectile hazard in the event of a sudden stop or swerve
			o Personnel are prohibited from riding in truck beds or in utility/golf cart material storage boxes
			NOTE: *Under emergency conditions where an individual cannot self-rescue, passengers may be allowed to be transported short distances, in order to be promptly removed from a dangerous situation (e.g., fire, explosion, chemical release)*
			o Come to a complete stop prior to loading and unloading passengers
			o Operators and passengers are to practice safe behaviors when operating or riding in a vehicle.

UPF JOB HAZARD ANALYSIS

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Activity	**Sub-Activity**	**Hazard**	**Control**
Vehicle Safety Management	Heavy Equipment Operator Training	Vehicle Collision	· Construction Training provides employees with training on heavy equipment hazard identification and avoidance of such conditions as pinch points, swinging booms, moving equipment, raised loads, noise, and refueling
			· Heavy equipment operators are to possess a certification and/or union hall designation identifying what types of heavy equipment the employee is qualified to operate. The B11designation is determined through experience history and/or apprentice training programs.
Vehicle Safety Management	Heavy Equipment Requirements	Vehicle Collision	· Provide a continuous or intermittent back-up signal alarm
			· Vehicles having obstructed views to the rear shall not be driven unless:
			o The vehicle has a reverse signal alarm above the surrounding noise level
			o Vehicle is backed up only when a spotter/equipment watch signals that it is safe to do so
			· Vehicle cabs are to be equipped with windshields and powered wipers along with defogging/defrosting devices
			· Haulage vehicles, whose pay load is loaded by means of cranes, power shovels, or similar equipment, shall have a cab shield and/or canopy adequate to protect the operator from shifting or falling materials
			· Ensure guards are in place for equipment that has exposed rotating or reciprocating machinery
Vehicle Safety Management	Heavy Equipment Operating Practices	Vehicle Collision	· Do not park equipment in fire lanes, road ways, next to emergency exit doors to facilities/buildings, or any other locations that would impede access to emergency responders and (or) vehicles
			· Provide lighting, reflectors, or barricades to identify equipment left unattended adjacent roadways at night
			· When performing load lifts:
			o Operators are to verify drifting loads do not traverse over nearby personnel

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Activity	**Sub-Activity**	**Hazard**	**Control**
			o Ensure nearby personnel are aware of the operation, kept clear of the area, and never beneath lifted load areas
			o Ensure a bell man or Rigger is present to alert nearby personnel of overhead loads being lifted or being removed in accordance with Y17-95-64-871, *UPF Construction Hoisting and Rigging Work Operations*
			o Heavy equipment operators and equipment service personnel shall be aware of overhead and underground utility hazards
			o Use wheel chocks when parking (wheeled) vehicles on an incline
Vehicle Safety Management	Utility/Golf Carts	Vehicle Collision	The following applies to the operation of utility/golf carts (e.g., club car, light utility vehicle, low speed vehicle):
			· Utility/Golf carts are intended for transportation of no more than two persons per seat
			· Do not park utility/golf carts in fire lanes, road ways, next to emergency exit doors to facilities/buildings, or any other locations that would impede access to emergency responders and (or) vehicles
			· Come to a complete stop to load and unload passengers
			· Operators and passengers are to practice safe behaviors when operating or riding in a utility/golf cart
			· Keep legs and arms inside the confines of the utility/golf cart
			· Do not overload or stack material above the sides of the cart box
			· Do not transport propane tanks in the golf cart
			· Do not pass other vehicles on the right
			· Do not travel behind larger vehicles while they are backing up

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Activity	**Sub-Activity**	**Hazard**	**Control**
Working On/Near Roadways	General Requirements	Struck By Vehicle Collision	· Safety barriers and DOT traffic signs will be installed to protect workers and warn vehicles of worker presence
			· Substantial physical protection measures capable of withstanding vehicle impact (e.g., concrete barriers, earthen barriers) for personnel who are involved with directing/guiding vehicles on roadways with posted speed limits in excess of 20 miles per hour
			· All road closures will be coordinated with Y12 OC and follow the UPF Traffic Plan for the site
Working Near Overhead Utilities	General Requirements	Electric Shock	Heavy equipment operations near or under power lines must maintain a minimum clearance distance of:
			· 30ft for lines up to 25kV
			· 50ft for lines over 25kV
			· Work is prohibited beyond the boundary unless the line has been de-energized or insulated
			· Use spotters to help maintain proper clearance from overhead utilities. The spotter shall be positioned to effectively gauge the clearance distance and be in direct communication with operator (e.g., verbal, radio)
Mobile Elevated Work Platforms (MEWPs) (Life Critical Activity)	General Requirements	Contact with Surrounding Structure, Equipment, or Commodities Fire Entrapment	· Never operate any mechanical elevated work platform without documented training
			· Never stand on the toe board, mid-rail, or top rail of the basket
			· Never work from the basket without being tied off to the manufacturer's designated anchor point, even during ground positioning
			· Never exit the basket at height unless prior, documented approval for the deviation has been obtained from Project ES&H personnel

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Activity	**Sub-Activity**	**Hazard**	**Control**
		Limited Access/Egress Dropped Objects Electrical Shock Fall to Elevation Below	· Follow the operating requirements defined in UPF-CP-224, *UPF Aerial/Scissor Lift Operations*, which apply to all construction site and support area personnel, including subcontractors
			· Never operate an aerial/scissor lift that has not been inspected by a trained operator, in accordance with the requirements specified in UPF-CP-224. At the beginning of each shift or before each use, a trained operator will visually inspect and functionally test the lift and document the results on an approved form
			· Ensure the lift style in use is appropriate for the work task and location (e.g., indoors versus outdoors)
			· Follow all directions related to adverse weather conditions, including lightning and high wind speeds
			· The operator/safety manual(s) are to be maintained with the equipment provided they can be protected from the elements. If this cannot be accomplished, a hard copy may be stored in a central location as determined by the Project Distributable Superintendent
			· All controls must be plainly marked as to their function
			· All capacity and warning decals will be in place, secure, and legible, at both the platform/basket and ground stations
			· All aerial/scissor lifts must be equipped with an ABC-rated fire extinguisher in the platform/basket. The fire extinguisher shall be secured in a manner as to prevent displacement of the extinguisher. Scissor lifts must be equipped with a fire extinguisher 2.5 lbs. or greater. Aerial (boom) lifts must be equipped with a fire extinguisher 10 lbs. or greater
			· Boom-type aerial lifts must be equipped with anti-entrapment devices
			· Aerial/scissor lifts are to be inspected daily before use or at crew/shift change and documented on a UCN-23248, *Aerial/Scissor Lift Daily Checklist*

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Activity	**Sub-Activity**	**Hazard**	**Control**
Mobile Elevated Work Platforms (MEWPs) (Life Critical Activity)	Operating Requirements	Contact with Surrounding Structure, Equipment, or Commodities Fire Entrapment Limited Access/Egress Dropped Objects Electrical Shock Fall to Elevation Below	Only trained and qualified personnel shall operate aerial or scissor lift devices in accordance with the following: · All personnel must wear an approved PFAS in accordance with the requirements of Section 3.0, *Fall Prevention and Protection* · The basket or platform of the aerial/scissor lift will not be loaded in excess of the design lifting load capacity. The weight of personnel, tools, and materials in aerial/scissor lift baskets or platforms will be included as part of the total load capacity. If material cannot be contained inside the aerial/scissor lift basket or platform, obtain approval from the Responsible Supervisor and an ES&H Representative, and document on the FLHA Card before lifting the material · Aerial/scissor lift platform or basket will not be secured to any structure for any reason nor be allowed to rest on any structure · When aerial/scissor lift equipment is used with outriggers, outriggers shall be positioned on a solid surface · Personnel shall stand firmly on the floor of the basket/platform and shall not sit or climb on the edge of the basket/platform or use planks, ladders, or other unapproved devices for work positioning · Personnel riding in the equipment should keep their hands off the handrail when raising or lowering the basket use interior grab rail for balance when provided · Do not tie electrical cords, welding leads, or hoses to an aerial/scissor lift when operated (traveling horizontally or vertically) · When at the work location, the operator should engage the emergency stop function and close the platform mounted control panel cover (if equipped) to prevent accidental movement
Mobile Elevated Work	Operating Near Energized	Electrical Shock	· Aerial/scissor lifts shall be operated with a minimum safe approach distance near overhead exposed and energized power lines/sources in accordance with UPF-MANUAL-CM-001, *Uranium Processing Facility Construction Electrical Safety Manual*.

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Activity	**Sub-Activity**	**Hazard**	**Control**
Platforms (MEWPs) (Life Critical Activity)	Electrical Lines/Sources		· Power lines/sources up to 25 kV, maintain 30-foot clearance · Power lines/sources over 25 kV, maintain 50-foot clearance
Mobile Elevated Work Platforms (MEWPs) (Life Critical Activity)	Exiting Aerial/Scissor Lifts at Elevation	Limited Access/Egress Dropped Objects Electrical Shock Fall to Elevation Below	Aerial/scissor lifts may be used to access elevated work areas or structures by exiting or entering the lift platform under the following requirements: • There is no other established safe access to the work area (e.g., stairs) • The job must be evaluated to ensure the use of an aerial lift is the safest means to access the elevated area or structure • The Responsible Supervisor for the work and an ES&H Representative must approve the activity and document the approval on CFN-1323 • Personnel must use the lift manufacturer's access point (e.g., gate, slide bar) when entering or exiting the lift • Personnel must ensure 100% tie-off is maintained throughout the transition from the lift to the elevated area or structure, from the elevated area or structure to the lift, and while performing work on the elevated area or structure
Mobile Elevated Work Platforms (MEWPs) (Life Critical Activity)	Wind Conditions	Contact with Surrounding Structure, Equipment, or Commodities Fire Entrapment Limited Access/Egress Dropped Objects Electrical Shock Fall to Elevation Below	Follow the manufacturer's recommendations for use under high wind conditions and/or direction from the Y-12 Operations Center, whichever is more restrictive.

THE NATION'S URANIUM PROCESSING FACILITY

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Ensure a new corresponding CFN-1251, *UPF Construction Attendance Sheet*, is signed and inserted in the CWP to document JHA briefing.

PREPARER:	Derek Whitman Printed Name/Signature	05/29/26 Date
APPROVAL:		
ES&H:	Annette Simpson Printed Name/Signature	05/29/26 Date
SITE MANAGER: (DOA-CM-801768-A214)	Jimmy Owens Printed Name/Signature	05/30/26 Date

THE NATION'S URANIUM PROCESSING FACILITY

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What Revision #	Date	Incorporating the Following Changes:
4	11/24/2025	"Teamsters are to inspect the trailer connections at each use under the following guidelines: •Inspection of skid plate to ensure no build up or debris impacting the connection point •Once attached, a tug test of trailer without air brake/ electrical connections attached •Light gap inspection once pull test complete to ensure it has seated correctly •Utilize a good working flash light to assist with physical inspection of king pin/ latch engagement whether it is light or dark outside. (Cell phone light is not the correct tool for the job)"
5	5/29/26	• Page 1: Added "Do Not load/unload flat bed trailers using a skid steer"