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1.0 PURPOSE AND SCOPE

This standard establishes the requirements and responsibilities for a transportation safety program to ensure the safe operation of government motor vehicles and private vehicles on the Hanford Site, or on official business off site. It also ensures compliance with U.S. Department of Energy (DOE) and Occupational Safety and Health Administration (OSHA) requirements and complies with the motor vehicle laws of the State of Washington. The requirements in this standard apply to all Washington River Protection Solutions, LLC (WRPS) employees and subcontractors.

This standard applies to the operation of all government vehicles, mechanized equipment (bulldozers, scrapers, etc.), private vehicles on official business, and traffic control through construction activities. This standard is based primarily on the requirements from 10 CFR 851, Appendix A9; 29 CFR 1926, Subpart O and Subpart W.

Due to unique controls and dome loading consideration, TFC-OPS-OPER-C-10 applies to vehicle usage within tank farms.

2.0 IMPLEMENTATION

This standard is effective on the date shown in the header.

3.0 STANDARD

(5.1.1, 5.1.2, 5.1.3, 5.1.4, 5.1.5, 5.1.6)

The requirements of this standard are mandatory. Guidance, which may be given after a requirement is not mandatory.

3.1 General Requirements for all Vehicle Operators

1. Comply with Washington State motor vehicle laws and follow established and accepted safe practices.

2. Possess a valid state driver's license. (5.1.6)

3. Give pedestrians the right-of-way.

4. Abide by direction given in TFC-POL-39, which states that WRPS personnel and affiliates shall not use any mobile communication device while driving a government or company-owned/provided vehicle, or when driving a personally-owned vehicle on company business. Driving includes the time spent in traffic or while stopped at red lights and stop signs.

5. Wear seat belts provided on all equipment.

6. Operate the vehicle in accordance with existing weather conditions.

7. Do not leave any vehicle unattended until the engine is shut off, the parking break securely set, and the gear selector placed in the "Park" position (on automatic transmissions) or the lowest gear position (on manual transmissions).

NOTE: It is acceptable during the warm-up of the vehicle (running) to perform the necessary pre-use inspections/actions. This includes scraping windows in cold weather, allowing the vehicle to cool inside during hot weather, checking headlights, tail lights, tires, etc. The vehicle operator shall not leave the immediate area until the vehicle is turned off and secured.

8. Training, Licensing, and medical requirements are noted for the type of vehicle of heavy equipment in Attachment A.

9. Remove ice, snow, mud, and dirt from all windows, headlights, and tail lights of motor vehicles before driving.

10. Do not move the vehicle unless all passengers are wearing their seat belts.

11. Perform a 360 degree plus pre-use walk-around inspection each time a motor vehicle is to be operated (see Section 3.1.2 for more details).

3.1.2 Inspecting Vehicles

Vehicle operator:

1. Conduct a 360 degree plus walk-around inspection each time a motor vehicle is to be operated. Prior to entering the vehicle, it is important to not only inspect the outside of the vehicle but to also identify potential hazards in the planned route of travel. A 360 reminder flag shall be placed on the rear of all (GSA) government owned or leased vehicles upon being parked, and removed during the 360 degree plus pre-use walk-around inspection. During the 360 degree plus inspection, check for the following:

- Location of people and vehicles
- Top and side clearances (fence lines, electrical lines)
- Obstructions (posts, bollards, fire hydrants, holes, signage)
- Body and glass damage
- Wheels and tire inflation.

The most important aspect of conducting an effective pre-use 360 degree plus inspection is situational awareness. When backing up, look at and beyond your path of travel for obstacles to ensure you do not bump into something.

NOTE: If the government or leased vehicle you are operating does not have a 360 degree plus reminder flag, inform your supervisor that the vehicle needs a replacement. Replacement flags can be obtained from the Traffic Safety SME.

It is a best management practice to use a spotter when backing up in congested areas.

2. Inspect and test the essential controls and safety equipment before use. Report any unsatisfactory conditions or deficiencies to the vehicle/equipment custodians, including any newly identified unreported damage.

3. Do not drive a government vehicle if you believe the vehicle is found to be damaged or unsafe to drive.

4. See TFC-BSM-FPM_PR-C-06 for the vehicle accident/damage reporting process.

Vehicle/equipment custodians shall ensure that all (GSA) government or leased motor vehicles are maintained, serviced, and inspected as required.

3.1.3 Operating Vehicles that Require a Commercial Motor Vehicle Endorsement

Vehicle Operators:

1. Notify their immediate supervisor upon suspension or revocation of their state driver's license, or if they have any CDL driving restrictions required by local, state, or federal agencies.

2. If driving special purpose government vehicles, or shipping and handling hazardous material, obtain proper training and certification.

NOTE: A state commercial driver's license with proper endorsements for the class of vehicle driven is acceptable proof of training. Additional Hanford specific training requirements are noted in Attachment A.

3. While operating a vehicle, do not wear any device that restricts or impairs hearing or vision (radio headphones or eyeglass side shields made of opaque material).

4. Do not load any government vehicle so that your view is obstructed, or the operating safety of the vehicle is compromised. Do not operate vehicle with materials on the dashboard.

5. Ensure that all vehicle loads are secure and that vehicles are not loaded beyond their rated capacity.

    a. Inspect load securing material (straps, chains, and binders) before use on each load to ensure that they are in a safe condition and are rated for the size of load.

    b. Tag out of service and properly dispose of damaged or defective load securing materials.

6. Ensure that all earthmoving and compacting equipment with an obstructed view to the rear are equipped with a reverse signal alarm distinguishable from the surrounding noise level, or that a signal person directs the reverse motion.

7. Use a signal person whenever such equipment is used in tight quarters or in areas that are congested with personnel, material, or equipment, and in areas that are within 10 feet of overhead electrical and communication lines, regardless of whether an alarm is provided.

8. Do not permit any person to ride on equipment that is not specifically designed for carrying passengers. Do not carry people in the back of a pickup truck.

Exception: If there is a declared emergency, then you may transport others for a short distance in pickup truck bed. If this happens, then all passengers are to be kept seated on the truck bed floor at all times; secure the tailgate in the "up" position; drive 20 mph or slower; and make sure passengers are protected from tools and cargo.

3.2 Vehicle Incidents, Accidents and Injuries

1. Worker shall notify supervisor when involved in any vehicle event.

2. Supervisor notify the Traffic Safety SME as identified on the safety and health web page.

3. Notify property management of all accidents and incidents that result in property damage, and follow steps outlined in TFC-BSM-FPM_PR-C-06, "Government Motor Vehicle and Equipment Management."

4. For all events that result in any injury, complete injury event investigation/reporting in accordance with TFC-ESHQ-S_CMLI-C-02, "Injury and Illness Events."

5. Consult TFC-BSM-HR_EP-C-03, "Safe and Drug-Free Workplace" to determine if drug testing is required following vehicle contact event.

6. All vehicle contact events shall be evaluated by the areas Safety Professional and Traffic Safety SME to identify potential cause of accident and track corrective actions (if any) that should be implemented to prevent reoccurrence. Corrective actions will be provided to the Area Manager and Industrial Safety Manager.

3.3 Safety Awareness
(5.1.1)

Safety and Health will sponsor through safety initiatives and safety councils a vehicle safety awareness and incentive program to encourage safe driving practices.

3.4 Off-Road Motor Vehicle Travel

Off-Road is defined as any natural-terrain surface or any road surface including dirt, gravel, or pavement that is not being maintained in a way that prevents the underside of the vehicle from coming in contact with natural vegetation.

Specific criteria must be met (see Attachment B) for off-road vehicle travel depending on the fire danger level at the time.

NOTE: Most diesel-powered trucks manufactured after 2006 are equipped with catalytic converters similar to gasoline-powered units. These catalytic converters have the same potential for fire as gasoline-powered vehicles.

1. Do not drive vehicles off-road anywhere on the Hanford Site unless required by job assignment.

2. The Hanford Fire Department (HFD) on-duty Battalion Chief (373-3856) must be notified prior to any off-road vehicle travel when the fire danger level is "high" or above.

3. Ensure that any vehicle used for off-road driving has a fire extinguisher, shovel, and radio transmitter/receiver or cellular telephone.

4. Minimize any adverse impacts to the environment.

5. Do not park vehicles equipped with catalytic converters over dry grass, bushes, etc.

6. Immediately notify the HFD if a grass fire occurs (even when the fire has been extinguished) so that they can check for possible rekindling.

3.4.2 Off-Road Light Utility Vehicles

Off-road light utility vehicles such as, but not limited to, John Deere, Cub Cadet, Kubota RTV900, have unique operating characteristics separate from highway capable motor vehicles.

1. A training qualification course (356628 or equivalent) must be completed prior to operating any off-road light utility vehicle.

2. Off-road light utility vehicles must only be driven as required by job assignment.

3. Do not operate in areas where natural vegetation or other debris could come in contact with engine housing or exhaust system components.

4. Limit operations to areas in or around tank farms and associated facilities.

3.5 Traffic Control

1. Managers/supervisor: Determine which method of protection from traffic at work zone and construction sites on or adjacent to the highway or street is the most appropriate. This may include signs, signals, and barricades, then flaggers or other appropriate traffic control.

NOTE: Flaggers are to be used only when other traffic control methods will not adequately control traffic in the work zone.

2. Flagger: Must be certified as having received department-approved base level training as a Traffic Control Flagger. A Flagger with a Washington State driver's license must have a valid Washington State Flagger certificate/card which must be on his/her person while performing traffic control duties.

3. Responsibilities of Traffic Control Flagger are as follows:

   a. Communicate specific instructions clearly, firmly, and courteously.

   b. Control signaling device (such as paddles and flags) in order to provide clear and positive guidance to drivers and approaching a Traffic Control Zone.

   c. Understand and apply safe traffic control practices.

   d. Recognize dangerous traffic situations and warn workers in sufficient time to avoid injury.

   e. Provide traffic control, in construction zone or in instances when an extra-legal vehicle becomes disabled, or encroaches into a lane of traffic.

4. The following equipment is required when acting as a Traffic Control Flagger:

- For daytime and nighttime activity, flaggers shall wear high-visibility Safety apparel.

- Flaggers shall also utilize a STOP/SLOW paddle and traffic cones.

3.5.2 Controlling Traffic that requires detour or traffic restriction

During construction or maintenance that will detour, restrict, or otherwise affect access to facilities or traffic on the Hanford Site road, the project or Operations Manager shall observe the following requirements.

1. Ensure the following items are complete prior to the start of operation:

   a. Prepare a written plan for approval by the site traffic engineer.

   b. Notify affected site personnel.

   c. Ensure flagging personnel, if needed, are trained (possess a valid certification) and equipped to direct and redirect traffic before they are assigned as a flagger.

2. Specify and ensure proper and effective location of temporary traffic control signs, devices, signals, and barricades in accordance with 29 CFR 1926, Subpart G, OSHA and Manual on Uniform Traffic Control Devices for Streets and Highways, U.S. Department of Transportation.

3. Remove or cover any existing control devices that drivers should not obey while construction or maintenance activities are being performed.

4. When the construction or maintenance is complete, and before a roadway or area is restored to unrestricted use:

   a. Uncover or restore all regular traffic control signs and devices.

   b. Cover or remove all temporary traffic control signs and devices.

5. When construction activities are adjacent to the roadway, ensure that warning signs are erected facing both directions

6. Ensure that all signs intended for hazard warning during hours of darkness are reflective or illuminated.

3.6 Operating Oversize/Overweight Loads

1. Manager/supervisor: Obtain “Oversize/Overweight” load permits as prescribed by Hanford Site Operations. (See Attachment C for requirements dependent on load configuration).

2. Pilot Operator: Operators of pilot/escort vehicles must be certified as having received department-approved base level training as a pilot/escort vehicle operator. A pilot/escort vehicle operator with a Washington State Driver’s license must have a valid Washington

State pilot/escort vehicle operator certificate/card which must be on the operator's person while performing pilot/escort duties.

Additional equipment is required on the vehicle when operating as a pilot/escort:

- A minimum of two flashing or rotating amber (yellow) lights, positioned above the roof line, visible from a minimum of five hundred feet to approaching traffic from the front or rear of the vehicle are required. Light bars, with appropriately colored lights, meeting the visibility minimums are acceptable. Lights must only be activated while escorting an extra-legal vehicle, or when used as traffic warning devices while stopped at the side of the road taking height measurements during the pre-running of a planned route. The vehicle's headlights must also be activated while escorting an extra-legal vehicle.

- A sign reading "OVERSIZE LOAD," measuring at least five feet wide, ten inches high with black lettering at least eight inches high in a one-inch brush stroke on yellow background is required. The sign shall be mounted over the roof of the vehicle and shall be displayed only while performing as the pilot/escort of an extra-legal load. When the vehicle is not performing as a pilot/escort, the sign must be removed, retracted, or otherwise covered.

- A two-way radio communications system capable of providing reliable two-way voice communications at all times is required between the operators of the pilot/escort vehicle(s) and the extra-legal vehicle(s).

3.6.2 Responsibilities of the Operator of a Pilot/Escort Vehicle When in Front

1. Provide general warning to oncoming traffic of the presence of the permitted vehicle by use of signs and lights.

2. Not be any farther ahead of the extra-legal vehicle than is reasonably prudent, considering speed of the extra-legal vehicle, other traffic, and highway conditions. Do not exceed one-half mile distance between pilot/escort vehicle and extra-legal vehicle in order to maintain radio communications, except when necessary to safely travel a long narrow section of highway.

3. Assist in guidance to a safe place, and/or traffic control, in instances when the extra-legal vehicle becomes disabled.

3.6.3 Responsibilities of the Operator of a Pilot/Escort Vehicle When in Rear

1. Provide general warning to traffic approaching from the rear of the extra-legal vehicle ahead by use of signs and lights.

2. Do not follow more closely than is reasonably prudent, considering the speed of the extra-legal vehicle, other traffic, and highway conditions. Do not exceed one-half mile distance between pilot/escort vehicle and extra-legal vehicle in order to maintain radio communication, except when necessary to safely travel a long narrow section of highway.

3. Assist in guidance to a safe place, and/or traffic control, in instances when the extra-legal vehicle becomes disabled.

3.7 Operating Mechanized Equipment

3.7.1 Qualified Operators:

1. Operate and maintain mechanized equipment in accordance with the 29 CFR 1926, Subpart O, "Motor Vehicles, Mechanized Equipment, and Marine Operations".

2. Operate only the mechanized equipment you are qualified for as authorized by supervision.

3. Inspect all mechanized equipment daily prior to use. Correct any unsafe condition noted during this inspection before using the equipment.

4. Handle loads being lifted or transported by mechanized equipment in a manner that ensures stability and prevents loss of the load during transit.

5. Ensure that equipment left unattended at night adjacent to traveled roadways has appropriate lights or reflectors, or place barricades equipped with appropriate lights or reflectors, to identify the location of the equipment.

6. When operating or transporting equipment that may come into close contact with overhead electrical or communication lines, use a signal person to assist the equipment operator in maintaining a safe clearance and to provide warnings when it appears that the equipment may come into close contact with or strike the lines. In addition, when operations are conducted at a distance of 10 feet or less, notify the MSA Electrical Utilities department, 373-7753, and request that the lines be de-energized and verified safe by a representative from the Electrical Utilities department.

7. Do not mount or dismount equipment while it is in motion.

8. When equipment is parked on inclines, chock the wheels in addition to setting the parking brake.

9. Do not operate tracked units, such as bulldozers or track hoes, on paved roads except for approved crossings.

3.7.2 Managers/Supervisors Equipment Selection Activities:

1. Ensure that all cab glass is safety glass or equivalent that introduces no visible distortion affecting the safe operation of any machine. (Plexiglas is not an acceptable substitute for safety glass)

2. Ensure that mechanized equipment is provided with roll over protective structures.

3. Ensure that seatbelts are provided and worn on all equipment, except for equipment designed only for standup operation.

4. Ensure that all equipment has a braking system capable of stopping and holding the equipment fully loaded.

5. Ensure that equipment operated in flammable atmospheres or enclosed spaces is designed for use in that type of environment.

6. Ensure that pneumatic-tired earthmoving haulage equipment is equipped with fenders on all wheels, when a maximum speed will exceed 15 mph.

3.8 Safe Vehicle Configuration for Radiological Surveys and Similar Activities

1. Place vehicle in Park, set parking brake and/or chock wheels, turn the vehicle off and remove keys from the ignition. Exit vehicle and maintain control of keys until radiological survey is complete.

2. Perform pre-use inspection per 3.1.1 when survey is complete.

3. If the vehicle (e.g., forklift) is carrying a suspended load that must also be surveyed, it is permissible for the forklift operator to remain on the forklift with the engine running to manipulate the load as necessary to facilitate the survey.

    a. After manipulating the load to facilitate the survey, the vehicle operator will perform the following steps.

        1) Place the transmission in neutral.
        2) Set the parking brake.
        3) Clear their hands from the controls.
        4) Show their hands to the responsible person prior to surveying the load.

    b. Once survey of the load is complete, the surveyor will inform the driver when it is clear to lower the load.

    c. Steps 1-3 of this section will then be followed for the remainder of the survey.

4.0 DEFINITIONS

Vehicle Accident.

a. Vehicle contact event that causes damage and takes place on a designated road, or any vehicle event on non-designated road that results in damage to other vehicle, facility, or equipment (e.g., vehicle contact with other vehicle, facility, forklift, light post, etc.).

b. Any vehicle contact event resulting in injury, regardless of damage to vehicle.

Vehicle Incident. Vehicle contact event that causes damage and takes place on a non-designated road. Incident causes no damage to other vehicles, facilities or equipment. No Injury (e.g., vehicle bumps into t-post, bollard, eco-block).

5.0 SOURCES

5.1 Requirements

1. 10 CFR 851, Appendix A, Section 9, “Motor Vehicle Safety.”

2. 29 CFR 1910, Subpart Z, "Toxic and Hazardous Substances," 1910.1201, "Retention of DOT markings, placards and labels."

3. 29 CFR 1926, Subpart O, "Motor Vehicles, Mechanized Equipment, and Marine Operations."

4. 29 CFR 1926, Subpart W, "Rollover Protective Structures; Overhead Protection."

5. 49 CFR Part 40, "Procedures for Transportation Workplace Drug and Alcohol Testing Programs."

6. RCW 46.20.001, "License Required - Rights and Restriction."

5.2 References

1. 29 CFR 1910.178, "Powered Industrial Trucks."

2. 29 CFR 1926, Subpart G, "Occupational Health and Environment Control."

3. DOE-RL-92-36, "Hanford Hoisting and Rigging Manual."

4. TFC-BSM-FPM_PR-C-06, "Government Motor Vehicle and Equipment Management."

5. TFC-ESHQ-S_CMLI-C-02, "Injury and Illness Events."

6. TFC-ESHQ-S-STD-12, "Elevating Work Platforms."

7. TFC-OPS-OPER-C-10, "Vehicle and Dome Load Control in Tank Farms Facilities."

8. TFC-POL-39, "Distracted Driving – Mobile Communication Devices."

9. WAC 468-38-100, "Pilot/Escort Vehicle and Operator Requirements."

ATTACHMENT A – MEDICAL AND TRAINING REQUIREMENTS FOR VEHICLE AND HEAVY EQUIPMENT OPERATORS

Vehicle	GENERAL REQUIREMENTS
PRIVATE VEHICLES	**Operators of Private Vehicles must possess:** • A valid State Driver's License.
GOVERNMENT VEHICLE OPERATOR	**All Government Vehicle Operators must possess:** • A valid State Driver's License.
HAZ MAT VEHICLE OPERATOR	**Hazardous Material Vehicle Operator Must complete the following:** • Annual physical examination • Substance Abuse testing in accordance with 49 CFR Part 40 and Parts 325-399 • Completion of Commercial Driver's License with HazMat Endorsement • Must have Fingerprints on file • Have maintained a driver qualification file with annual certification.
CRANE OPERATOR QUALIFICATIONS	**Crane operators must complete the following:** • Physical examination (initial and every 36 months thereafter) • Substance abuse test (initial and every 36 months thereafter) • Completion of H&R training for the type and class of equipment to be operated in accordance with DOE-RL 92-36. **Acceptable Hoisting and Rigging training includes either**: • Possession of Certified Crane Operator's card current within previous 36 months, OR • Completion of Hanford site H&R training, AND • Acceptance of previous crane operator training is conditional upon operators passing an oral or written examination and an onsite equipment specific OJE for the class of crane being operated within the previous 36 months.
FORKLIFT OPERATOR QUALIFICATIONS	**Forklift operators must complete the following:** • Site training for the specific class of forklift to be operated. OR • Submission of previous forklift operator training in accordance with DOE-RL 92-36. This requires documented evidence of the type and class of equipment and hours of experience, AND • Proof of Vendor or equipment manufacturer training compliant with 29 CFR 1910.178 • Acceptance of previous forklift operator training is conditional upon operators passing an oral or written examination and an onsite equipment specific OJE for the class of forklift being operated within the previous 36 months.

ATTACHMENT A - MEDICAL AND TRAINING REQUIREMENTS FOR VEHICLE AND HEAVY EQUIPMENT OPERATORS (cont.)

Vehicle	GENERAL REQUIREMENTS
	NOTE: Physical exam and substance abuse requirements listed below apply to operators of forklifts designed for highway use with a gross vehicle weight rating of 26,001 lbs for more. • Physical examination (initial and every 36 months thereafter) • Substance abuse test (initial and every 36 months thereafter)
OFF ROAD LIGHT UTILITY VEHICLE	**Operators of Off-Road Light Utility Vehicle must:** • Have a valid state driver's license • Complete training course 356628 (TOC – Off Road Light Utility Vehicle)
HEAVY EQUIPMENT OPERATORS	**Heavy equipment operators must complete:** • Physical examination (initial and every 36 months thereafter) • Substance abuse test (initial and every 36 months thereafter). **Heavy equipment operators are qualified by documenting one of the following:** • Journeyman status in an applicable trade • Vendor or equipment manufacturer training • Degree or accreditation from applicable college or trade school program.
AERIAL LIFT OPERATORS	Employees operating elevating work platforms shall be trained and qualified to the requirements of TFC-ESHQ-S-STD-12. **Aerial Lift operators must complete:** • Physical examination (initial and every 36 months thereafter). **Aerial lift operators must complete or document the following:** • Vendor or equipment manufacturer training, and • Satisfactorily completing an onsite equipment specific OJE for the class of aerial lift being operated, or • Provide documentation to confirm prior completion of equipment specific OJE within the last 36 months.

ATTACHMENT A - MEDICAL AND TRAINING REQUIREMENTS FOR VEHICLE AND HEAVY EQUIPMENT OPERATORS (cont.)

Vehicle	GENERAL REQUIREMENTS
PILOT CAR OPERATORS	**Pilot car operators:** • Pilot care operators shall be trained and qualified to the requirements of this standard (TFC-ESHQ-S-STD-02). • Pilot Operator certification – As prescribed in Washington Administrative Code (WAC) 468-38-100, operators of pilot/escort vehicles must be certified as having received WDOT approved base level training as a pilot/escort vehicle operator. A pilot/escort vehicle operator with a Washington state driver's license must have a valid Washington state pilot/escort vehicle operator certificate/card which must be on the operator's person while performing escort vehicle operator duties.

ATTACHMENT B – OFF-ROAD VEHICLE ACTIVITIES BASED ON FIRE DANGER LEVELS

Fire Danger Level	LOW	MODERATE	HIGH*1&4	VERY HIGH*1&4	EXTREME*1&4
Gasoline-Powered or Diesel Vehicle produced in 2007 or newer *3	**OK**	**OK**	**Not Normally Permitted**	**Not Permitted**	**Not Permitted**
Diesel-Powered Vehicle produced in 2006 or older *3	**OK**	**OK**	**OK**	**OK**	**Determined by the on-duty BC** *2
Battalion Chief (BC) Concurrence	**N/A**	**N/A**	**Required**	**Required**	**Required**

RED FLAG WARNING - A term used by fire-weather forecasters to call attention to weather that may result in extreme burning conditions. It is issued when the fire-weather forecaster has a high degree of confidence that Red Flag criteria will exist within 24 hours after the warning is issued. Red Flag criteria can occur whenever the National Fire Danger Rating system is high, very high, or extreme. Meteorological conditions that may contribute to a Red Flag warning are the following:

- High winds
- Low humidity
- High temperatures
- Lighting potential.

NOTE: The above requirements are strictly for off-road travel and do not include consideration for any work that is being planned in the field. Based on the planned work, additional requirements (permits, etc.) may also be required. In all cases of off-road travel, a hand shovel, fire extinguisher (minimum 2A rated), and communications (radio or cell phone) must always be provided in the vehicle.

*1 – Additional considerations for off-road travel during high, very high, and extreme fire danger levels may include but not be limited to a BC review of the planned path, having a water truck wet down the area immediately before travel, or having a water truck immediately available.

*2 – In "Extreme" fire danger conditions, diesel vehicles may be allowed off-road prior to 10 a.m. only as determined by the on-duty BC. Each case needs to be evaluated and other considerations may need to be taken.

*3 – Most diesel-powered vehicles produced in 2007 and newer are equipped with catalytic converters and pose the same fire danger as gasoline powered vehicles. If you are not sure if your diesel vehicle has a catalytic converter, please have it checked by Fleet Operations and maintain documentation of this review in the vehicle.

*4 – When a "**Red Flag Warning**" is in effect, all off-road activities (except for emergent activities) will be suspended unless approved by the on-duty BC (373-3856), with compensatory measures as the BC directs.

ATTACHMENT C – PILOT CAR REQUIREMENTS FOR VARIOUS LOAD CONFIGURATIONS AND HIGHWAYS

The table below specifies the pilot car requirements for various load configurations and number of highway lanes.

Length of load/overhang	Height of load	Width of load	Number of highway lanes	Number of pilot cars required
	Greater than 14’6”		All state highways	One at front with height measuring device
		Greater than 11’	Two lane	one at front and one at rear
		Greater than 14’	Multi-lane	One at rear
		Greater than 20’	Multi-lane	Two, one in front and one at rear
Greater than 105’ or when REAR overhang from center of rear axle exceeds 1/3 of trailer length			Two lane	One at rear
Front overhang Greater than 20’ from center of front steering axle			Two lane	One at front
Rear overhang Greater than 20’ from center of rear axle			Two lane	One at rear
Greater than 125’			Multi-lane	One at rear