

Policies

HMIS-POL-SP-62103

Slow Moving Vehicles

Revision 1, Change 0

Published: 02/04/2025

Effective: 02/04/2025

Program: Safety Programs

Topic: Safety Programs

Subject Matter Expert: Tungesvik, Brian L
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Use Type: Administrative



- 105 KW Facility (CPCCo) :
Excluded from USQ
Exclusion Reason:
N/A per B-16
- 324 Facility (CPCCo) :
Excluded from USQ
Exclusion Reason:
N/A per B-16
- Canister Storage Building/Interim Storage Area (CPCCo) :
Excluded from USQ
Exclusion Reason:
N/A per B-16
- Inner Area End States (CPCCo) :
Excluded from USQ
Exclusion Reason:
N/A per B-16
- Solid Waste Operations Complex (CPCCo) :
Excluded from USQ
Exclusion Reason:
N/A per B-16
- Tank Farms (WRPS) :
Excluded from USQ
Exclusion Reason:
N/A per B-16
- Transportation Safety (CPCCo) :
Excluded from USQ
Exclusion Reason:
N/A per B-16
- Waste Encapsulation and Storage Facility (CPCCo) :
Excluded from USQ
Exclusion Reason:
N/A per B-16

JHA: Administrative

Periodic Review Due Date:02/04/2030

Rev. 1, Chg. 0

Change Summary

Description of Change

Policy has been revised to increase visibility of escort vehicles, update restricted use times, limit use on higher speed roads, update definitions and remove excessive wording for easier navigation.

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1.0 PURPOSE AND SCOPE

This policy implements guidance and requirements derived from Revised Code of Washington; RCW 46.61.427, *Slow-Moving Vehicle to Pull Off Roadway* and Washington Administrative Code WAC 204-21-160, *Slow-Moving Vehicle Emblems*.

This policy specifies requirements and responsibilities for employees and subcontractors who may have a need to operate and manage slow moving vehicles on Hanford Site roads. It does not apply to equipment supporting snow removal activities in accordance with the current snow removal plan.

This Level 1 policy is endorsed by and applicable to all Hanford Contractor Team employees in the Hanford Mission Integration Solutions (HMIS), Central Plateau Cleanup Company (CPCCo), Washington River Protection Solutions (WRPS), and Hanford Laboratory Management and Integration (HLMI) scopes of work, which includes all site subcontractors.

This policy was developed by Hanford contractor (CPCCo, HMIS, WRPS) team members consisting of subject matter experts, Hanford Atomic Metal Trades Council (HAMTC), Hanford Guards Union (HGU) and Central Washington Building and Construction Trades Council (CWB&CTC) representatives. Revisions to this policy shall be agreed upon by each of the Hanford contractors and associated unions.

The definitions of Hanford Site roads (as shown below) may be found in the Hanford Sitewide Transportation Safety Document, DOE/RL-2001-36.

This policy is intended to address potential higher speed interaction with slow moving vehicles. The hierarchy of controls shall be utilized during movement of slow-moving mechanized equipment on Hanford Site roads. This can be accomplished by equipment delivery to the work location, a conveyance device to haul the equipment or with a traffic control plan and appropriate escort vehicle(s).

2.0 POLICY

1. Contractors may operate slow moving mechanized equipment on Hanford Site roads as long as the following conditions are met:
 - a. Route shall be reviewed and approved by respective supervisor/field work supervisor/construction manager prior to operation. Safety professionals can review the route upon request. Additional review(s) by the respective supervisor/field work supervisor/construction manager are required if changing conditions cause the operation to go outside the scope of what was previously approved.
 - b. A Slow-Moving Vehicle Escort (SMVE) is required at the rear of the slow-moving mechanized equipment.

NOTE: *Employees may print off this document for reference purposes but are responsible to check HMIS Procedure System to ensure the most current version is used to prevent unintended use of obsolete versions.*

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- c. If the size of the equipment being operated creates a visibility issue for oncoming traffic to see the SMVE at the rear, then a second SMVE at the front is also required.
 - d. A Slow-Moving Vehicle Emblem, in compliance with Society of Automotive Engineers (SAE) Standard J943 must be attached to rear of the slow-moving mechanized equipment.
 - e. The operation of slow-moving mechanized equipment is limited to roadways with a posted speed limit of 35 mph or less on Hanford Site Roads, unless operation occurs on a permitted closed road. Large equipment (such as the Nito), where no trailering option exists, may be operated on a roadway greater than 35 mph with an SMVE in the front and rear.
 - f. Trailering of equipment is required during peak traffic times defined as 0430 - 0700 and 1500 - 1730 hours. This does not include movement of equipment during an emergency. Pilot vehicle escort requirements apply which are located in HMIS-PRO-TRANS-52150, *Oversize/Overweight Moves*.
2. The following are the responsibilities of the SMVE:
 - a. Use a permanent or temporary amber colored beacon light to be mounted at or near roof height near the center point on the SMVE. Light shall be visible from 360 degrees around the SMVE.
 - b. Follow slow moving mechanized equipment at a reasonable distance, approximately 100 feet.
 - c. Ensure a two-way communication system capable of providing reliable voice communication and in compliance with company policy and is available at all times between the operators of the SMVE and the slow-moving mechanized equipment.
 3. If the above conditions cannot be met, contractors shall utilize transport trailers for transporting slow moving mechanized equipment.
 4. Vehicles designed for road travel near the speed limit, such as road graders and front-end loaders, equipped as required by law, may continue to travel if safe to do so without an SMVE.
 5. When there are five (5) or more vehicles behind slow-moving mechanized equipment, the equipment shall turn off the roadways wherever sufficient area for a safe turnout exists, in order to permit the vehicles following to proceed.
 6. SMVE is not required when operating slow-moving mechanized equipment across a roadway with a speed limit of 35 mph or less, when approved by a perspective prime

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contractor supervisor/field work supervisor/construction manager. Roadway crossings are intended to be in a straight line or slight offset not to exceed 250 feet.

7. Slow-moving mechanized equipment crossing a road with a speed limit greater than 35 mph are required to use a SMVE in both the front and the rear of the equipment, as close to the mechanized equipment as reasonably possible.

2.1 **DEFINITIONS**

Slow-Moving Mechanized Equipment: Any approved equipment other than a motorized vehicle designed for no more than one individual to operate (such as forklifts, etc.) and is equipped with emblem in conformance with Society of Automotive Engineers (SAE) Standard J943, visible from the rear. For the purpose of this policy, aerial lifts, scissors lifts, motorized buggy's lift truck, ATV/UTV etc., are also included in this definition.

Mechanized Equipment: Approved equipment designed for road travel at or near the speed limit that are equipped as required by law (road graders, plows, etc.).

Hanford Site Roads: Roadways with both restricted and unrestricted access, maintained by the Department of Energy (DOE) and bordered by Horn Rapids Road, SR 240 and the Columbia River.

Traffic Control Measures: Temporary traffic control devices or actions to protect workers pedestrians and other motorists (flaggers, road closures, detours, etc.).

Slow Moving Vehicle Escort (SMVE): Vehicle(s) that escort slow-moving mechanized equipment that do not require pilot escort certification.

Pilot Escort Vehicle: A certified pilot/escort operator. Acting as a warning necessary to provide safety to the traveling public, must accompany an extra-legal load that exceeds weight, height or width.

Emergency: An unforeseen combination of circumstances or the resulting state that calls for the immediate movement of slow-moving mechanized equipment.

3.0 **SOURCES**

Revised Code of Washington; RCW 46.61.427, *Slow-Moving Vehicles to Pull Off Roadway*
DOE/RL-2001-36, *Hanford Sitewide Transportation Safety Document*
HMIS-PRO-TRANS-52150, *Oversize/Overweight Moves*
Washington Administrative Code: WAC 204-21-160, *Slow-Moving Vehicle Emblems*