> I-10 Mobile River Bridge Project

Safety Management Plan

(Surveying Specific)

Overview

The following plan will be used during the initial project Surveying effort that is part of the Early Works phase of the Project. Any additional field work that may be required during the Early Work phase of the contract will have a work type specific Safety Management Plan developed for it.

A project wide Safety Management Plan will be developed and submitted for approval during the DBA phase of the project and prior to work beginning.

Safety Organization

While the work is being performed KMT will have an on-site superintendent who is the responsible person in charge of ensuring that the onsite subcontractors are performing their work in a safe manner and in accordance with the requirements of this Plan. The Emergency contact phone number for the onsite superintendent will be provided to ALDOT prior to work beginning.

Orientation & Training

Safety Orientation for the On-sight Superintendent and Subcontractors will be performed by the Project Safety Manager or their designate. During the orientation, the on-sight superintendent and subcontractors will be oriented and trained in the projects safety requirements as described in this Plan

General Safety Rules

- Hazard Prevention/Communication- Prior to beginning work each day an Operations Start Card shall be completed. This addresses the hazards associated with the days tasks and what safeguards are implemented to address them. Blank Operations Start Card included in Appendix A.
- Zero-tolerance- This project is a drug-free workplace. Use or possession of drugs or alcohol is prohibited. KMT has a zero-tolerance approach to any person in non-compliance to this policy.
- Phone Usage- Cell Phones or any handheld device shall not be used while operating a moving vehicle unless they are operated hands free. Refrain from using these devices while walking on the jobsite.

- Shift start-up- Prior to beginning work for the day, the crew shall perform a stretch and flex. During this time, in addition to preparing the body for work, the days tasks shall be discussed.
- Incident investigation and communication- Occupational injuries, illnesses or near misses shall be reported to the on-site superintendent. Incident will then be investigated, corrections implemented, and accountability assigned as necessary. Results of any investigation will be shared with ALDOT. ALDOT will be notified immediately of any incident, near miss, fatality, or major impact to traffic.
- Working at heights- 100% fall protection shall always apply. Anyone walking/working on a surface (horizontal or vertical) with an unprotected side or edge, which is 6 feet or more above a lower level, or less if other hazards exist, must be protected from falling. A Fall Protection Work Permit must be complete prior to donning any fall protection gear and beginning work. Blank Fall Protection Work Permit is included in Appendix A.
- Hazardous Materials- Handling of any hazardous materials shall be in accordance with the materials SDS. SDS's are available in an eBinder at MSDSonline.
- Security- To prevent theft, vandalism, or other losses from the site no equipment shall be left unattended for any appreciable time. Additionally, all vehicles shall be locked when parked onsite.

Project Insurance

Onsite Subcontractor will have a project specific policy in place, with a copy onsite, prior to beginning on-site work.

Personal Protective Equipment

Each employee will be furnished by their employer, personal protective equipment which shall be consistently used. Specifications for personal protective equipment shall comply with all state and federal laws.

Hard Hat: Employees are responsible for wearing hard hats during any work activity that may expose them to a head injury. The hard hat must be worn when working within any street or highway right of way or on a construction site.

Safety Vest: High visibility apparel (vest, shirt, or jacket) of orange, strong yellow-green or fluorescent versions of these colors must be worn whenever working within any highway

right of way or on a construction site. Orange is the only approved color for vests or shirts when working on railroad rights of way.

Safety glasses: Must always be worn except for when actively using a survey instrument (see note below)

Gloves: The appropriate gloves must always be worn except for when actively using a survey instrument.

Other Required PPE: When conditions warrant the following personal protective equipment should be provided to employees:

Sealed eye protection (as needed)

Hearing protection (as needed)

Rainwear (as needed)

Note: Employees who wear prescription eyeglasses and are assigned to work in field locations shall wear ANSI Z-87 over glasses. If prescription glasses meet the ANSI requirement for shatter resistance, side shield shall be worn.

Individual Responsibilities

Employees shall promptly report any/all near misses, incidents, accidents and/or personal injuries to their supervisor after rendering or finding aid for injured persons.

Employees must report for work properly dressed to protect themselves from exposure to conditions found on the work site. Garments that expose upper body parts (midriff and shoulders) and bare legs are prohibited. Employees shall wear appropriate footwear for the assigned task and work area.

Maintenance and replacement of safety equipment shall comply with all applicable policies, regulations, and laws.

Surveyor Lead (Party Chief)

A designated Surveyor Lead, whether a supervisor or a lead worker, is responsible for the work methods and safety practices of the survey party. The Surveyor Lead must ensure the use of the safest possible method for each operation. This responsibility may not be delegated.

The following summarize common responsibilities of the Surveyor Lead:

Before starting work, inspect all traffic controls for conformance to standards as stated in the *Manual on Uniform Traffic Control Devices* (and the *Alabama Supplement* thereto). Continue to monitor conditions to ensure that controls are adequate for any change in conditions.

- Cease work and notify the field supervisor immediately if any field conditions are such that safety is jeopardized.
- Train and provide lookouts whenever necessary.
- Train and provide flaggers whenever necessary.
- Utilize protective vehicles whenever appropriate.
- Avoid assigning party members to independent tasks that isolate them from the other party personnel. Try to have each member working with a buddy. (This is especially important in high-hazard areas, such as along roads.
- Train new employees to safely perform required work tasks before assigning them to work independently.
- Ensure that tools are used and stored safely.
- Do not allow employees to work if they refuse to work safely. Refer the matter to your supervisor.
- Report all violent acts, threats of physical violence, verbal abuse, property damage, security hazards, and other inappropriate activities to the field supervisor or security guard.
- Complete an Operations Start Card, daily, prior to beginning work for each task assigned throughout the day.
- Conduct a weekly tailgate topic safety meeting.
- Report and document all occupational injuries and illnesses.

Construction Surveying Operations

Notify the Operations Superintendent of any unsafe operations or conditions on the project. Before beginning a construction survey, determine potential hazards that might arise from

the natural environment, the public, and the contractor's operations and plan the survey accordingly.

During the work, observe the following safety guidelines:

- Be extremely cautious around heavy and fast-moving equipment, especially on haul roads and around equipment with limited driver visibility.
- Do not rely on the operator's visibility, judgment, or ability. Make eye contact with the operator before walking in front of or behind any piece of equipment.
- Use lookouts as conditions dictate.
- Suspend survey operations when uncontrollable hazards develop. Resume work only when safe working conditions have been restored.

Surveying Near Traffic

General Procedures

Required "Free Space": Maintain at least six feet of space between moving traffic and your work area. This includes work on shoulders as well as on the traveled way. Survey at the maximum space possible between moving traffic and your work area. Any surveying that requires working within six feet of moving traffic must be approved by the Field Supervisor or the Surveys Manager.

Face Traffic: Whenever feasible, each employee must face moving traffic at all times. If it is not possible to face traffic, a lookout should be used.

Move Deliberately: Do not make sudden movements that might confuse a motorist and cause an accident.

Signal Cautiously: Whenever feasible, use radio communication. Carefully and deliberately use surveying hand signals so they will not startle or confuse motorists or be mistaken for a flagger's direction.

Avoid Interrupting Traffic Flow: Minimize crossing traffic lanes and never attempt to run across traffic lanes.

Physical Barriers: Whenever feasible, place a barrier vehicle or a shadow vehicle between moving traffic and workers.

Distractions to Motorists: Minimize working near moving traffic, especially on high-speed roads, when the motorists' attention may be distracted by other ongoing activities, such as vehicular accidents, maintenance activities, and construction operations; or distracting objects on or along the highway. Do not work along streets or highways within 2000 feet of such activities or objects.

Lookouts

While working on foot on or near the traveled way, workers should normally be protected by barrier vehicles, guardrail, or other physical means. Where the absence of such physical protection exposes workers on foot to errant vehicles, a person shall be assigned as a lookout. A lookout is an employee whose only duty is to provide immediate warning to coworkers of vehicles or equipment that have become imminent hazards to their safety. The lookout shall not try in any way to direct traffic. A lookout is used only to warn of impending traffic hazards, not direct or control it.

Note: When work occurs within any railroad right of way, railroad provided or approved lookout and permit to enter is required.

Lookouts are required when all of the following conditions exist:

- Work occurs on a roadway with a posted speed of 25 mph or more.
- Workers are without physical protection (barrier vehicle, k-rail, natural or man-made terrain features, etc.).
- Working on foot within 30 feet of moving traffic.

Lookouts should be considered whenever:

- Working without traffic controls on streets and highways.
- Working within 25 feet of the centerline of an actively used railroad track outside of a railroad right of way. Contact local railroad owner for additional requirements.
- Where there are conflicting or multiple vehicular and equipment movements.
- In areas with restricted sight distances.

Lookouts must be in constant communication with the employee under their protection.

Flaggers

A flagger is a trained person who gives motorists, pedestrians, and cyclists exact instructions, enabling them to move through temporary traffic control zones safely. Flaggers should be carefully chosen because they are responsible for public safety and make the greatest number of public contacts of all highway workers. Because of their importance and responsibility, flaggers should be rotated and relieved periodically to maintain alertness.

Flaggers must be used any time two-way traffic must share the same lane because of work in the other lane. Generally, flaggers should not be used along freeways.

Flaggers shall be trained in flagging procedures and use the proper equipment and warning garments outlined in the *Manual on Uniform Traffic Control Devices*.

Temporary Traffic Control

Temporary traffic controls are used to establish a "working area-of- protection" for employees. Methods of temporary traffic control include use of a) portable warning/control devices, b) prescribed procedures (*see below*), and c) personnel such as flaggers and lookouts. Traffic movement should be disrupted as little as possible by traffic controls. Optimum safety can be achieved most effectively through controlling the activities of surveyors rather than restricting vehicular movements.

All Temporary Traffic Control will be handled by a State of Alabama approved Traffic Control vendor. Permits and Lane closures shall be prepared and submitted by the TC provider.

Yellow-Stripe Surveys

The term "yellow-stripe" survey is used to designate those surveys along the centerlines, or lane stripes, of conventional roads. A yellow-stripe survey without a lane closure shall be approved by the Field Supervisor or Surveys Manager. A yellow-stripe survey with a lane closure shall be recommended by the Field Supervisor and approved by the Surveys Manager after consultation with the District Traffic Manager.

Yellow-stripe surveys should only be undertaken after considering and rejecting all alternatives, including remote sensing. Yellow-stripe surveys shall be performed during off-

peak hours. Traffic control procedures for yellow-stripe surveys are described in the *Manual* on Uniform Traffic Control

First Aid

The following are basic requirements that must be met to ensure adequate response to a situation requiring the use of first aid.

All surveys field supervisors shall be trained in first aid during the first months of their assignment and at least every two years thereafter.

Each survey vehicle and office shall be equipped with a first aid kit stocked with adequate supplies for the hazards present.

Special Operations

Railroads

Railroad operations are not to be interrupted. Observe the following guidelines when working within an operating railroad right of way:

- Always have a written permit to enter railroad right of way.
- A railroad provided or approved lookout is required.
- Whenever possible, use reflector less instruments or remote sensing equipment, such as laser scanning, to survey the railroad tracks.
- Orange is the only approved color for safety vests or shirts within railroad right of way.
- Although you have a lookout, always be alert around railroads. Railroad equipment may not be heard, especially on noisy work sites.
- All crewmembers must be familiar with the safety provisions of the permit to enter railroad right of way and abide by the requirements and procedures.

Water Operations

When surveying in or around bodies of water, use the following precautions:

• Wear a Coast Guard approved life jacket whenever working in a boat or in water.

- Always perform work with a buddy.
- Never wade barefoot.
- Do not walk on floating debris.

Special Work Activities

Power Lines

Regard all power lines as dangerous. Be particularly careful when using aluminum or fiberglass rods. Maintain proper minimum safe approach distances for all line voltages.

Emergency Response Plan

In case of a minor incident or injury, clean the affected area and provide first aid.

In the case of a major incident or traffic accident, dial 911.

Report all incidents to the assigned On-Site Superintendent (to be determined).

Nearest Urgent Care facility:





Springhill Medical

Center - General hospital 3719 Dauphin St Mobile, AL 36608

(251) 344-9630 Open 24 hours springhillmedicalcenter.com





APPENDIX A

Operations Start Card & Fall Protection Work Permit

OPERATION STEPS

Add each step to your operation below. For each step with a LSA risk identified, complete the Safeguard Verification CHECKLIST® on the back si

| EP1 | Step: | What could hurt us? |
|------|-------------------------------------------------------------------|-------------------------------|
| ST | | How will we prevent the hurt? |
| | SAFEBUARD VERIFICATION CHECKLIST ^O COMPLETED? Y N N/A | |
| EP 2 | Step: What could kill us? | What could hurt us? |
| STI | | How will we prevent the hurt? |
| | SAFEGUARD VERIFICATION CHECKLIST [©] COMPLETED? Y NN N/A | |
| EP3 | Step: | What could hurt us? |
| ST | | How will we prevent the hurt? |
| | SAFEBUARD VERIFICATION CHECKLIST [©] COMPLETED? Y NN N/A | |
| EP 4 | Step: | What could hurt us? |
| STI | | How will we prevent the hurt? |
| | SAFEGUARD VERIFICATION CHECKLIST [©] COMPLETED? Y N N/A | |

2 OTHER POTENTIAL FATAL RISKS AND SAFEGUARDS

Utilize Section 2 to address any other hazards that could cause a fatality that are not already listed and identified on the back side of the Start Cord.

What other risk(s) could cause a fatality?

3 **TOOLS AND EQUIPMENT**

What tools and equipment are we using for this operation?

What training is required for this operation?

What will be done to prevent injuries from tools and/or equipment?

| Are then we need | adjacent crews and/or operations that to coordinate with? <i>Hyes, minureach dhe's Start Carls.</i> | Y NA |
|---------------------|-----------------------------------------------------------------------------------------------------|-----------|
| What is | the access for this operation? | |
| Identifi | cation of Additional Risk: | |
| 💿 TO F | REVENT EYE INJURIES: | |
| RISK | | |
| SPECIA | PPE / PREVENTION | |
| RISK | | |
| SPECIA | .PPE / PREVENTION | |
| TO F | PREVENT HAND INJURIES: | |
| RISK | | |
| SPECIA | PPE / PREVENTION | |
| RISK | | |
| SPECIA | PPE / PREVENTION | |
| ()) OTH | ER SPECIAL PPE: In respiratory protection hearing protection | etc. |
| SPECIAL | PPE / PREVENTION | |
| RISK | | |
| SPECIA | PPE / PREVENTION | |
| What mu | uscle strain injuries are possible for this operatio | n? |
| Are any space, u | permits required for this operation i.e. fall permit tility etc? | , confine |
| CRE | W CHECK | |
| What me | otivates you to work safe? | |

Are you and everyone around you physically and YOND mentally prepared to do today's work? YNN Did everyone actively engage in stretch and flex?

Excellence in Safety & Best Cost (to be completed in the midde.lend of shift): What can we do to improve our safety and make our operation more efficient?

I am committed, if there is a change in the operation, we will stop and re-evaluate our plan before moving forward.





EXECUTION EXPECTATIONS

FRONT-LINE SUPERVISOR (FLS) IS DEFINED AS FOREMAN, SUPERINTENDENT OR ABOVE.

- This Start Card is to be filled out daily for each operation before the operation begins. This card may be used by the individual, small team or crew.
- This Start Card must be filled out by the individuals performing the operation.
- 🕑 Unless specified by our client, it is recommended to retain Start Cards for at least one (1) week.
- To ensure proper identification and planning for LSA Risks, all operations with LSA Risk(s) identified and/or changes to LSA Risks, a FLS must verify and sign-off that all safeguards are in place before work can begin. It is also recommended that FLS review those same Start Cards again throughout the day to verify safeguards are still in place and account for any change in condition.
- If you encounter change(s), or move work areas, you may modify this Start Card or fill out a new card.
- Section 1 Complete the Operation Steps and identify what can kill us or hurt us and verify the safeguards in the checklist.
- Section 2 Identify any other potential fatal risks and safeguards.
- Section 3 Identify to ols and equipment to be used in the operation.
- Section 4 Complete additional hazard planning / control(s).
- 🤡 Everyone on the project has Stop Work Responsibility the authority to speak up and stop work if it feels unsafe.

OWNERSHIP DATE

| OPERATION: | |
|-----------------------------------|--|
| WORK LOCATION: | |
| SUPERINTENDENT: | |
| FOREMAN: | |
| ON-SITE EMERGENCY CONTACT NAME: | |
| ON-SITE EMERGENCY CONTACT NUMBER: | |
| SIGNATURES: | |

The Start Card is your tool to **PREVENT WHAT CAN KILL US**

List any additional safeguards:

FLS VERIFICATION:

| A IMPORTANT | RUP ANY CAFEGUARDS HARRED NOT OR "N.V.", OFLICE SECTION INFO In document what safebuards has be used with relaying | E | VERIFIED CONFINED SPACES Arytok /unplanedweet leveling a confined space. | • | VERIFIED CRANES Any back / unplanned overt invekking courses. | | VERIFIED ENERGY ISOLATION / LOTO / ISOLATION & STORED ENERGY Artisk (reduction of the Clubic, mechanic), theme A planks, prehational, decision, or other frems of stored energy, with vertices expected or possible expected. |
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| CHECK LSA RISK SAFEGUA VERIFICA A checklist used to e are in place before w This checkli st must be co must welly subgrands | SAND ARD ARD ARD ARD ARD ARD ARD ARD ARD AR | | Hin a Competent Person reviewed and signed off on the assessment form and / or the permit? Is there safe access in and out of the space? Has the air team tested and any potential changes in the atmosphere brea accounted for? Is a rescue plan in place and undentood by the crew performing the work? Him the rescue tram been a snigned or notified and have rescue devices been set up? Is there an effective communic ation plan between entrant and / or attendants? Is there an effective communic ation plan between entrant and / or attendants? Is the onsilter dipace adoguately identified and protected from unauthorited entry? Has a Competent Person communicated and werified that en ployees know their responsibilities? | | Is the crame operator authorized and design alled for the specific crame being used? Was the Grame Nove Checklist completed grint to rescent? Is the crame at appropriety seeing radius protected, time level ground, correct or bibling and within manufactures talemences? Is the detailed iff grint, On-the-Egot IR pien or Ortical IR plan complete and accurate for the correct RP? Are powerlines identified, marked, insulated or grounded out? Is a Designated Spotter exploped with visual or adultry aid. If there is potential to breach the prohibited and or orthonic good in (HS). Daring assorbity and discount hy IAD is the AB Director present and have they verified the spectrator and cores are titlowing the plan? Is a guidified fage an designated signal persons at of these present and have they verified the matrixtices? If any part of the crame(b) is with in the working range of another crane or obstruction, is there a Cellision Anderson Thain ingleso? It is the crame(b) is with in the working range of another crane or obstruction, is there a Cellision Anderson Thain blows the to determine the crane's capacity? MNH: | | LOTO / ISOLATION His hazardous or residual stored energy been identified, weased and / or netrained? Is the system / equipment being worked on, is dated from all energy sources inducting back feeds? Are engloyees protected from energized systems? His the system / equipment been zero energy state tested prior to work? Is the carried personal protective equipment (PPG) being worn for the operation? Hive the affacted people working been trained? STORED ENERGY His all residual stored energy been identified, released and / or netrained? Hive all stored energy bazards been identified and controlled? His all residual stored energy bazards been identified and controlled? His dire crew identified and restricted access to areas in a potential line of fire? |
| HUM/ INTER Avytask/ up codd for mo | AN EQUIPMENT RACTION Isrand event where person() en generat or a high list(hood person()) mic could list basis bas pice of explorent) micro sehicia. | | VERIFIED LIFTING AND RIGGING An task / andiance avent with rigging or material failure, while rigging or during recovered of meterial. | 3 | MAINTENANCE DF TRAFFIC Avytat/unplaned eaching workers exposed to trafte and thereaffing all | | VERIFIED TEMPORARY STRUCTURES [TSCD] Are task / replaned worth horizing the particle for a possible follow of 1000 withouthout or patic sources or passible pages and |
| NO #/A Have separal personnel, a personnel, a personnel, a personnel, a personnel, a personnel, a Areall safety alams, came Arespotters Arespotters Areworkers points? | te access routes been established for equipment and of have berms or protective barriers been established as and paths? devices installed and working Le. seatbelts, backup ease stc? required for the operation, and if so, have they been red and equipped? properly protected by staying out of blind spots or crush | | MATERIAL HAN DLING Is the load positioned or secured so that it can be rigged or lifted safety? Is there a designated signal person a ssigned to the operation? Has a method of communication been established La.radio, signals, verb el? Is the load secured with the proper number of tie downs for transport? Is the loading and Unibading standard operating procedure (SOP) being followed? RIGGINO Is rigging whet for the bad that is being holdes? Has the rigging been impedied and in good working codifion? | | Is there a traffic control plan in place? Is there a plan in place to protect our workers and third parties from live traffic? Are we utilizing our equipment and vehicles to help protect our employees? Are the traffic control devices regularly inspected and repaired? Are the workers wearing all required personal protective equipment | | Are the current drawings in the field with the crew building the work? Has the TSCD been built exactly as it is shown in the drawings? If we have changed a TSCD item in any way, has the Designer approved the changes in writing? Are the critical components plants level, fully encoursed and / or secured |
| Has the open of equipment Are ground p approaching | ator been trained and designated on that specific piece ?? ersonn ei getting positive visual confirmation before equipment operations i.e. bucket down, hands in air? | FLS VERIFICATI | His the conter of gavely then identified for the load? Is the rigging protected from abussive or sharp experiments Are proper pick price that distant? Are we using a qualified rigger? Are we following the IR plan, including base mounted winch, chain / lever hold, crane? ON: | | (PPE)? Is there safe access for all parties? Are employees trained to properly enter and exit the closure? ION: | FLS VERIFICAT | from loosening over time? Were all TSCD inspections completed and satisfactory? ION: |
| | VERIFIED CK skenned event while working on ar around national tracks. | U | TRENCHING SEXCAVATION Arguah Jurgianned over which occurs while employees are working in and around attrench or escavation. | 1 | UTILITIES: OVERHEAD, UNDERGROUND & PENETRATIONS Ay lock/ unplanned continue/kig.a utility toffic, or clase call, whether the utility boatlo at is known or u sknown. | | VERIFIED WORKING AT HEIGHTS: FALL PROTECTION / DROPPED OBJECTS Are tack / unplemedievert resulting in a hill or dropped object from any height above the walking / working surface. |
| NO N/A Is the one wiphy differs, live 3d workers from to Here and the service of the s | skally gridosted from een gland hack, underground and overhead Rail, an dioverhead catenary systems? an the track, are sagroptide measures in glace to warn or protect also or e gapment is, signatman, der alem etc.? ny track egapment base secured from unintention al release by work or gainments, parking brain / hand brains, ground imglements, m, nail chocks, chains etc.? | | Have overhead, underground and penetration utilities been visibly marked? Has a pennit / log been completed specific to the workares? Has the soil been chasiled by a Competent Ferson? For 4/5 (4.5m) at base, has a trench log bren verified by a Competent Person? Are materials, equipment and spoils > 2 (0.6m) from the edge? | | Are the required permits (Overhead, Gound Disturbance, Escuration, Structures Penetration) in place, completed, and reviewed with the crew prior to the start of the operation? Do the front line supervision (RLS) and operator undentiand clearance requirements for utilities and have they walked the area prior to beginning web? | | DROPPED OBJECTS VES NO R/A FALL PROTECTION Art tods and metrid is properly secured using propertitions and métrids 1 Is the company standard fill protecting profile block and being till or will be and being till or will be any tod the the special opport be index productions. Is the any tod tod tod tod being till or will be any tod tod tod tod tod tod tod tod tod tod tod tod tod tod tod tod tod tod tod tod tod tod tod tod tod tod |
| In the work zon agency's track In the explan In the explan In the explan In the explanement | e at up an dama all protections in glace per the projection of / or all actions proceed are spirot in entering the night of a way (BOM)? In glace to ensure all tools, equigarent and motorial as ecclose and are track at the end of each operation? and employees warking on the track property trained and designated? and employees warking on the track property trained and designated? and employees are spirot and and backwards, or installed where a track of employees into track property trained and designated? | | Am slopes, shoring, or trench boxes installed property? Are workers protecting themselves shorn or ush points? Is them a come within 25 (7.6m) for overy employee in the trench i.e. laddem, stalks, mange etc.? Is the slope face clear of loose material? | | Are still its marked and / or flagged and, where possible, de energized or shielded? Are spotters required for the operation and, if so, have they been properly taked and equipped? Does the crew understand the emergency actions required if a utility shill courts? | | Agreener Charance and is it is dealy blanched Charance and it is dealy blanched Ch |
| LS VERIFICATION: | | FLS VERIFICATION: | | FLS VERIFICATION: | | FLS VERIFICAT | IUN: |

| Date Opened | Kiewit Life | e-Saving Actions |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| Expiration Date: | FALL PROTEC | TION PERMIT |
| Scope of Work: | | |
| **Must be specific (i.e. deck level, bent location to bent location, work package #, etc.) | | |
| Every operation performed at heights where the fall hazar eliminated by performing work at grade or prevented throu engineered controls such as guardrails or scaffold must have a Protection Permit. | d cannot be gh the use of completed Fall • Fall Restraint • Fall Arrest • A Fall Protection Permit mu followi • Fall Restraint • A Fall Protection Permit mu | Ist be completed for the ng: om an MEWP (except scissoriifts) tive Controls |
| 1) Identify the fall hazards to be controlled with this plan: | | |
| | | |
| 2) Restrain Can some or all of the fall hazard(s) be reasonably elin | inated by using FALL RESTRAINT method | ds? |
| Anchorage | System | |
| Improvised Anchorage Point(s) - 1000lbs min. Engineered Anchor Point(s) - Attach Engineering | Rope/Cable Grabs with fix SRL anchored farther from | (ed stops n the edge than SRI |
| MEWP (Per Working from MEWPs SOP) | length | |
| Scissor Lift (If project/district requirement) | Other: | |
| _ | | |
| | Superintenden | t Signature |
| 3) Arrest Please select the components utilized in the fall arrest | system (Check all that apply) | |
| Anchorage | Anchorage Connector | ftonor |
| Engineered Anchor Point(s) - 5000105 mm. | Softeners for sharp edges | Jitener |
| Attach Engineering to this Workplan | Other Manufactured Ancl | norage Device |
| Approved Anchor Point(s) has/have been | Attach Manufacturer Data | a |
| Inspected & Approved by: | Ladder Climbing Safety De | evice |
| Attach Engineering or Manufacturer Data | | |
| Mobile Elevated Work Platform (MEWP) | | |
| Connector | | |
| Self Retracting Lifeline (Select one) Nano-Lok Edge Rebel SRL-LE UltraLok Edge Smart Lock SRL-LE Other (STOP HERE, See Safety Manager) | Safety Nets Attach Engineering or Ma | nufacturer Data |
| Required when plan includes the use of engineered clearance values (e | . Horizontal Lifelines) other than manuf | acturer's tables. |
| I have provided my District Safety Manager with this plan and the rec engineering/technical data. | uired | |
| NOTE: Only Self Retracting Lifelines listed in the Fall Protection Equipment Gu | de may be used on this project | iger s Signature |
| A) Skotch of Fall Poctraint / Arrost Plan, Including All System Components | E) Fall Clearance Calculati | on |
| 4) Sketch of Pail Restraint / Arrest Plan, including All System Components | 5) Fail Clearance Calculati | |
| | System 1 Clear (Must be obtained from 310lb fall clear manual for the syste | ance Values ance charts in the users instruction em being used.) |
| | Fall Distance From Manual: | |
| | Clearance: | |
| | (From working level to lower leve | · |
| | System 2 Clear | ance Values |
| | (Must be obtained from 310lb fall clear manual for the syste | ance charts in the users instruction em being used.) |
| | Fall Distance From Manual: | |
| | Clearance: | |
| | (From working level to lower leve | :l.) |
| | System 3 Clear | ance Values |
| | (Must be obtained from 310lb fall clear manual for the syste | ance charts in the users instruction em being used.) |
| | Fall Distance From Manual: | |
| | Clearance: | |
| Page 1/2 | [(From working level to lower leve | n.) |
| L | | |

| 6) | 6) Describe how the members of this operation will rescue a fallen worker from the suspension of their harness, within 10 minutes. | | | | | | |
|-----|------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------------------------|---------------------------|---------------------------|--|--|
| | | | | | | | |
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| | | | | | | | |
| 7) | Arrest | General Super | intendent Approval Required for | Fall Arrest | | | |
| | I have evaluated the operation. | All fall hazards cannot be remove | d through fall prevention/restraint | | | | |
| | methods, and a fall arrest system | is needed. I approve the use of th | ne fall arrest system described in this | | | | |
| | | permit. | | General Superinte | andent or Above Signature | | |
| | Arroct | | | | | | |
| 8) | Allest | Project Manag | ger Approval Required for Transfe | er at Heights | | | |
| | I have evaluated the operation. 1 | Fransfer at heights (use of an MEW | P to gain access to an elevated work | | | | |
| | area where a fall exposure i | s present) is necessary and can be | completed safely per this plan. | Decident N | Annanan Cianatura | | |
| | | | | Project Manager Signature | | | |
| 0) | Arrest Below | D-Ring Anchorage Sponsor / Are | A Manager Approval Required for | Fall Arrest w/ Belov | | | |
| 3) | | Sponsor / Area | a Manager Approval Required for | Fall Allest w/ Below | w D-King Anchorage | | |
| | I have evaluated the operation. A | Il consideration has been made to | incorporate fall arrest anchor points | | | | |
| | that are above the height of the u | ser's D-ring. It has been determine | ed that this is not feasible, and below | loh Sponsor / / | Aroa Managor Signaturo | | |
| | | rage must be utilized to complete | District Manager, Division Mana | | | | |
| | **A completed copy of t | nis permit must be sent to the | District Manager, Division Mana | iger, and Executive v | lice President. | | |
| 10) | This permit shall be reviewed | and signed before the operation | on is started and every two weel | ks at a minimum. | | | |
| | I understand the hazards of | this operation and have receiv | ed necessary training & instructi | on on the items des | cribed in this plan. | | |
| | Name: | | Date: | | | | |
| | Name: | | Date: | | | | |
| | Name: | | Date: | | | | |
| | Name: | | Date: | | | | |
| | Name: | | Date: | | | | |
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| | Name: | | Date: | | | | |
| | Name: | | Date: | | | | |
| | Name: | | Date: | | | | |
| | The plan described must be in | spected daily to verify that the | e installation and use of <u>ALL</u> syste | em components is co | orrect. | | |

If at any time the system does not match the installation or use of the described plan, the operation must be stopped until:

1) An investigation is completed as to why the system and installation do not match.

2) Corrections are made to the installation and use of the system so that it reflects what is on the described plan.

3) The described plan is changed to reflect the current installation and use of the system.

Any instance where the plan is changed, everyone utilizing the system must understand the changes and new instructions before work

continues.

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