

STANDARD OPERATING PROCEDURE

Road Repair & Maintenance Using Dozers

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ROAD REPAIR & MAINTENANCE USING DOZERS

						
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The following is a step by step procedure on how to complete a specific task or meet a facility specific requirement. Standard Operating Procedures (SOPs) are written for all identified critical tasks. By virtue of the hazard or complexity associated with critical tasks it is paramount that the SOP be followed as written. SOPs contain a listing of high-level hazards associated with the task, for detailed hazard analysis reference the applicable Task Hazard Assessments. SOPs do not replace the requirements contained in the company Standards, Codes, and Processes nor does it replace the need to comply with required legislation. Section 8.0 references documentation that the worker shall understand before work commences.

1.0 PURPOSE

- To establish a company standard to safely and effectively carry out work as it applies to repairing and maintaining roads using dozers.

2.0 SCOPE AND APPLICATION

- This document applies to all company Heavy Construction Mining operations. Ensure all site specific requirements are met or exceeded before performing the task.

3.0 HAZARDS AND CONTROLS

- Equipment contact when passing working or travelling dozers.
 - Passing of **travelling dozers** is only permitted when the dozer is walking or moving in the forward direction, not actively engaged in work (i.e. using blade or ripper) and only when it is safe to do so. Travelling or walking tracked equipment is specific for the task of equipment moving from one area to the next.
 - When passing, all vehicles, regardless of size or type, have right of way in their own lane of travel. Never leave your lane of travel unless the on-coming lane is clear of traffic. Verbal clearance is recommended but not required when passing a travelling dozer.
 - Passing of **working dozers** is only permitted when the dozer has stopped, lowered all implements and provided radio clearance. If radio communication is not available, an additional hazard assessment with the supervisor must be conducted to outline acceptable communication methods.
 - Equipment safe approach rules must be followed. Refer to 962C-SOP-042 Approaching Equipment.
- Uncontrolled traffic pattern changes.
 - Signage will be used to designate single lane traffic if an entire section of road or ramp has been reduced to single lane.
 - Left hand drive (LHD) signage will be used if the traffic pattern on the road is changed to left hand drive. Right hand drive traffic will yield to left hand drive traffic.

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- Dozer operators will repair one side of the road at a time. They will not operate on the whole width of the road and block off traffic.
- Contact with objects, vehicles or equipment when reversing.
 - Dozer operators will shoulder check both sides before reversing.
 - Dozer operators will limit reverse distances to a maximum of 30 metres.
- Inadequate communication.
 - All operators will confirm radios are in working condition. Conduct a radio check at the beginning of the shift and periodically throughout the shift. Ensure the correct radio channel for the area being worked in.
 - Radio communication will be clear and concise and will use equipment numbers not names.
 - Radio communication requires clear, positive acknowledgement from the receiver.
- Work areas with limited visibility.
 - Dozers working in areas with limited visibility due to, but not limited to, berm height, corners in the road, fog/snow/rain, will require traffic control spotters and an additional hazard assessment.
- Injuries and equipment damages caused by lumps, uneven ground (ridges and ruts) or improper material handling.
 - Repair and maintain dump roads and floor as required to ensure safe placement. Always cut a suitable ramp for safe access/egress for all lifts no matter how thick or shallow the lift is.
 - Material Management - Always keep the dozer blade on the ground (forward movement) or 4-8 inches off the ground (reversing). Always push oversized lumps (thicker than the lift) to the side or in an area where no equipment will travel. DO NOT break up lumps or travel over lumps using the dozer tracks. If necessary, utilize the ripper to penetrate oversized lumps with caution.
 - Do not overload the dozer blade with material when pushing. Control the blade height appropriately while pushing material.

4.0 CHECKLIST

- ☐ Attend all preparatory meetings (i.e. daily PSI; job scope; review of JSA's and SOP's for the job).
- ☐ Complete FLRA cards before starting the work.
- ☐ Ensure all personnel involved in the task are aware of the hazards and the controls to be used, as identified in the SOP's; JSA's; and FLRA's.
- ☐ Conduct a pre-job inspection of all equipment to be worked on and tools to be used.
- ☐ **Standard of Training required for working on this job: On-the job training.**

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5.0 DEFINITIONS

5.1 Company

Means North American Construction Group Ltd. (NACG) and all directly or indirectly owned subsidiary companies, including joint ventures.

5.2 Company Personnel

Includes the Company's employees, officers, directors, agents, associates, consultants/contractors, temporary employees and third party processors.

5.3 HSE

Refers to the Health, Safety & Environment department.

6.0 PROCEDURE

- 1) Supervision to identify areas of road that need repair and determine if traffic patterns will be affected. If traffic patterns are affected, document a road repair hazard assessment (i.e. JSA or THA) and ensure appropriate signage (single lane traffic or left hand drive) is available. Determine if traffic control spotters are required.
- 2) Supervisor to review task with dozer operator. Dozer operator to complete individual hazard assessment (i.e. FLRA) and sign off on road repair hazard assessment if one is required.
- 3) Dozer operators will complete a radio check and confirm the correct radio channel before beginning task.
- 4) Dozer operators will repair and maintain one side of the road at a time by filling, cutting, blading and pushing material.
- 5) Where required, dozer operators will spot trucks to dump loads of material for road repair following 962C-SOP-036 Haul Truck Dumping Procedures.
- 6) Dozer operators will advise supervision if traffic pattern will be affected. Supervision will ensure appropriate signage is in place before the traffic pattern is changed.
- 7) Dozer operators will travel in reverse no further than 30 metres and will shoulder check both sides before reversing.
- 8) Working dozers will stop, lower all implements and provide radio clearance before allowing equipment and light vehicles to pass or approach.

7.0 NOTES

If this task is to be done by a method different than described in this SOP, the work must **STOP** and the alternate method must be **DOCUMENTED** with an adequate hazard assessment tool such as a JSA. The document must be **APPROVED** by a supervisor before such procedures are implemented.

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8.0 REFERENCES

- 962C-SOP-036 Haul Truck Dumping Procedures
- 962C-SOP-042 Approaching Equipment

9.0 APPENDICES

No appendices.