

Section 3: Bad Weather and Road Conditions

Lead States: Oregon, Wyoming

The Issue: Bad weather and road conditions create hazardous travel conditions.

The Objective: Ensure that the WIPP shipments avoid bad weather and hazardous roads by carefully monitoring road and weather conditions and restricting travel when adverse conditions pose a threat to shipment safety.

The Approach: Before dispatch, the WIPP Central Monitoring Room (CMR) operator, the shipper and both vehicle drivers must agree that travel conditions are acceptable for a WIPP shipment. If not, the vehicle may not be dispatched until conditions improve. State representatives may elect to participate in these discussions.

Current weather conditions, the weather forecast, and road conditions must be acceptable before dispatching a shipment. Local weather conditions at the point of origination and conditions along the entire route should be considered, especially for the first 200 miles along the route. A shipment should not be dispatched if the forecast predicts severe weather or bad road conditions which would affect the safety of the shipment when the shipment is anticipated to be in that area.

DOE, as the shipper, is responsible to ensure that conditions are acceptable for dispatch and while the shipment is en route. States may also provide input to DOE regarding the acceptability of road and weather conditions prior to dispatch and during travel.

This cooperative effort between the DOE-CBFO, its contractors, and Western States helps ensure the WIPP shipments avoid bad weather and road conditions without causing undue delay to the shipments. (See Advance Notification Section for details on TRANSCOM.)

Evaluation: The method to evaluate weather and road conditions consists of two parts: an evaluation of the process to share information and make the decision to dispatch a shipment; and an evaluation of the procedures to avoid bad weather and road conditions while a shipment is en route. A review of this method will be made during the biennial program evaluation and/or after any critical problems encountered.

All contact names and telephone numbers will be verified and updated annually by WGA and submitted to DOE by September 1. Each bad weather or road condition event that occurs during actual shipments and results in a critical problem encountered should be reported at the next Technical Advisory Group meeting. The lead states will prepare suggested changes or improvements to the procedures to correct any critical problems encountered.

Table 3: Bad Weather and Road Conditions

Lead States: Oregon, Wyoming

Documents	Responsible for Updates	Status
<i>Documents Included in Guide</i>		
<i>Procedures and Protocols for Bad Weather and Road Conditions for WIPP Shipments (Revision 7), February 2004.</i>	OR, WY	Final
<i>Reference Material</i>		
<i>Guidance for Development of State Procedures for Implementing Procedures and Protocols for Bad Weather and Road Conditions for WIPP Shipments, Richard C. Moore, Cheyenne, Wyoming, January 1992.</i>	WY	Final
<i>Model State Procedures for Implementing Procedures and Protocols for Bad Weather and Road Conditions for WIPP Shipments, Richard C. Moore, Cheyenne, Wyoming, January 1992.</i>	WY	Final
<i>Evaluation of Bad Weather and Safe Parking Procedures: Cesium Transportation Plan, Richard C. Moore, Cheyenne, Wyoming, November 1994.</i>	WY	Final