



Kiewit

SAFETY FEEDBACK

AUGUST 19, 2013 SOUTHEAST DISTRICT WEEKLY SAFETY NEWS

VOL 5 WEEK 33

DISTRICT UPDATE

Great Job! No injuries in the Southeast District last week.

**102 WEEKS SINCE OUR
LAST SERIOUS INJURY**

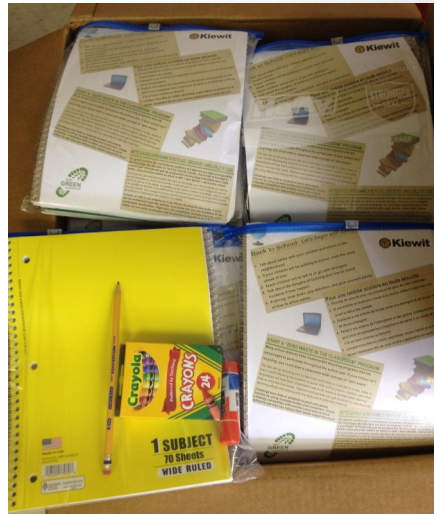
MILESTONES



1 MILLION HOURS

**19 WEEKS TO REACH
2 CONSECUTIVE
REPORTING YEARS**

PARTNERING WITH OUR PEOPLE



The TBW Reservoir Project has given "Back To School Care Packages" to craft personnel consisting of:

- 3 notebooks
- Crayons
- Glue sticks
- Pencil

This is another example of partnering with our people, our number one asset.



HOT TOPICS by Harold Durden

We completed our 3rd annual **Take Charge of Safety** meeting on Friday. The meeting had a lot of beneficial information to help us continue sending our people home safe. The meeting focused on continuing safety success in the district.

There was a speaker from Midwest aviation that discussed how pilots take a high risk operation and mitigate the risk through planning, checklist and following procedures. To continue to carry people all across the country everyday safely they must never allow the tasks that they do become as simple as that. Complacency absolutely cannot exist. Planning and executing the plans not only minimizes the number of mistakes, but the mistakes that are made are more likely to be minor.

We can work every day safely if we just follow the basics of our business we have to prepare, plan and execute with safety at the forefront of everything we do every day. We have different challenges each day on our work; we just have to make the best decision. We have to understand that there is no risk worth taking when it comes to our safety. One example was a pilot making a decision to fly into a thunderstorm, against protocol. Yes the pilots landed safely this time, but what about the next time. It is a risk they should have never taken putting their life's and the life's of the passengers in jeopardy.

We have to make the right decision. If an unsafe obstacle is in front of us, let's make the right decision and avoid it.

Rand discussed risk tolerance and presented the group with a risk tolerance test. It was an eye opener on how high of a risk tolerance we had. The one thing I would say about the test is that it was on paper when nobody was going to get hurt. When it comes to our risk tolerance at work we are expected not to take risk that could get someone hurt. We have procedures and plans to mitigate the risk. Going back to the pilot they have a high risk tolerance but they mitigate the risk.



SAFETY RECOGNITION



Premier Corrosion Protection Services, Inc. crew members:

- ◆ Amador Rojas
- ◆ Mike Baujzman
- ◆ Jeremy Messelhaus
- ◆ Raul Martin
- ◆ Juan Martinez
- ◆ Pedro Zarozua
- ◆ Yoel Alfanso
- ◆ Juan Rojas

Premier Corrosion Protection Services, Inc. is the sub contractor that is performing the spall repairs on the **Bear Cut Project**. The guys in their crews have a morning safety meeting every day prior to the start of any work where they discuss the daily hazards and what behaviors to watch out for. In addition to their morning meeting the guys are required to fill out a JHA prior to the start of their daily operation.

Premier participates in our PSM talks that we have with the inspectors and the guys working on the boats. They show up every morning with the proper PPE on and ready to go to work. All of their work is done over the water and on scaffolding so the crews wear their PFD vests when working over the water.

It's a pleasure working with a subcontractor who has a strong safety culture. Premier is where we want all of our subcontractors to be—on the same safety plane as all of our self perform operations.





INCIDENT ALERT

First Aid Case

Project: Central Mesa Extension
 Date: 06/630/2013 @ 3:30 PM
 District: Southwest

Mining the Diamond

Inside
 Outside



This incident shows the need for this month's Diamond Protocol topic of Spotter Training.

REMEMBER THESE RULES OF SPOTTING:

- ◆ Do not become distracted
- ◆ Do not put yourself into a position where you can be crushed or struck by
- ◆ **If something changes, STOP the driver or operator first, then address the issue.**

Description (What happened?)

On 6/30/13 at approximately 3:30 PM, a VTC employee was struck by a 430 Excavator bucket while rigging a street plate. The operator had the bucket in position over the plate with a 4 way bridal attached. At that point, two laborers went in to hook up the rigging to the 3 lifting locations on the plate. Due to the boom and bucket obstructing the vision of the operator, the operator designated one of the laborers to signal when he was able to extend and raise the plate. A third laborer had interrupted an attempted theft of a chop saw from a trailer away from the operation. The third laborer came back to the operation and was telling the signalman what happened. The signalman gestured to the third laborer to take the chop saw to the truck. The gesture was mistaken by the operator as instruction to extend the bucket. In doing so, the laborer, who was still in the process of attaching the final leg of the rigging, was struck in the left chest and bicep area, knocking him back into a chain link fence .

Contributing Factors (Why did the incident happen?)

- ◆ Signalman not making his role as signalman his sole focus.
- ◆ Signalman not stopping the operation until he completed his conversation.
- ◆ Operator not having visual contact with all ground personnel before making an equipment move

Corrective Measures (How can the incident be prevented in the future?)

- ◆ Signalman and operator will have eye contact when giving and receiving signals.
- ◆ Any distraction to a signalman will stop the operation.
- ◆ Head count is needed or positive knowledge that all is clear before equipment move is made





TOOLBOX TRAINING

TOPIC: SPOTTERS FOR MARINE OPERATIONS

MISSION: POSSIBLE DIAMOND PROTOCOL

YOUR MISSION: *Know basic spotter signals*

Basic Hand Signals for equipment other than cranes



Turn to the right



Turn to the left

Turn — One arm pointing the direction to turn with the other arm motioning to move back or forward, with palm either facing back or forward.



Back up



Slow down

Straight Back — Both hands above the head, waving back.

Slow — Both hands to the front with palms facing downwards; raise and lower hands.

Distance — Both hands to the front with palms facing, moving them closer together, indicate distance to stop with hands.



Distance to stop



Stop

Stop — Both arms straight out in front with palms facing away.

(Other similar signals may be used as long as all involved are using and understanding the same signals)

Note: these signals are given from the perspective of the operator/driver is watching the spotter in the side mirrors.

Should use reflective gloves and/or flashlight with red-orange cones to better be seen.





TOOLBOX TRAINING

Project:	Date:
Superintendent:	Foreman:

MISSION: POSSIBLE DIAMOND PROTOCOL

REMEMBER

- Stand alone, do not allow anyone to congregate around you.
- No cell phone or similar distractions.
- If you cannot see the driver's face in the mirror, have them STOP until you do.
- Use both hands to spot the driver with large exaggerated motions.
- Watch for crush points behind you such as other vehicles, equipment, utility poles, etc.
- **Always** have an escape route.
- Never turn your back on traffic, including construction equipment.
- Finally the **MOST IMPORTANT RULE** – if something changes, **STOP the driver/operator first**. Then address the problem.

DISCUSSION POINTS:

CREW SIGNATURES:

<input checked="" type="checkbox"/> CRANES, EQUIPMENT AND VEHICLES	<input checked="" type="checkbox"/> BODY USE & POSITIONING	<input type="checkbox"/> ACCESS & HOUSEKEEPING	<input type="checkbox"/> PPE	<input type="checkbox"/> TOOLS	<input type="checkbox"/> MOT	<input type="checkbox"/> OTHER
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