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SAFETY NEWS

THE SAFETY NEWSLETTER OF THE HEAVY CONSTRUCTION CONTRACTORS ASSOCIATION

Safety Through Leadership

By Matt Murphy, SEE, Inc.

As a recent graduate from Leadership of Washington County, I have been pondering all the experiences I had and how I could help apply them to the safety world. I recognized that I am a safety leader; a person who champions the process of results through safety. As a leader I have a message to communicate to the people I work with as well as my clients. As a messenger I have a particular style of delivery and I'm not the only person out there who has this responsibility. What is your safety leader style?

Some leaders like to "just push it out there." Essentially, a "Here, take these guidelines and get it done!" approach. There are good points to this leadership style. It would require sifting through your workforce, but with a lot of follow-up and perseverance, and you will get compliance.

Another type of leadership style is to "pass the buck." You will decree "I am the top dog and I am going to have safety police officers working amongst you. These people will report back to me and you will get a ticket!" and it will be done. This will keep everyone on their feet, but it will not foster the growth of a safety culture in your company. It will make everyone fear you.

I have worked on projects where superintendents never set foot on the job and yet the entire effort ran perfectly. Why, because that superintendent had leaders at all levels that knew what they had to do and were able to communicate it to the workers on site from bottom to top. They did a great job of working together.

So what works best? To answer that question we need to recognize the roles and responsibilities of a safety leader. First, leaders must lead the same campaign. A large part of leading is effective communication, so you have to create the message and communicate it. This gives workers the best chance to get excited and be on the same page.

Second, leaders must get everyone involved. Empowerment is a huge part of leadership. Start the program with employee participation and feedback. Listen not just to what they say, but consider why they are saying it.

Third, leaders must challenge the program. Sure, you set the program, but it's the workers who have to carry it out.

Continued page 7

Clemens Quarterly: Motor Carrier Safety Regulations Overview

by Tim Clemens of Rappahannock

I don't know about you, but as I get older it gets harder to remember where to find stuff. That's why I love cheat sheets and this is one that gets a lot of use in my office. While you have to be familiar with all of the DOT regulations, the ones underlined below are the ones you will most often deal with in the construction industry.

Part 40: Procedures for Transportation Workplace Drug and Alcohol Testing Programs

Part 380: Special Training Requirements

Part 381: Waivers, Exemptions, and Pilot Programs

Part 382: Controlled Substance and Alcohol Use and Testing

Part 383: Commercial Driver's License Standards, Requirements, and Penalties

Part 385: Safety Fitness Procedures

Part 387: Minimum Levels of Financial Responsibility for Motor Carriers

Part 390: Federal Motor Carrier Safety Regulations; General

Part 391: Qualifications of Drivers and Longer Combination Vehicle (LCV) Driver Instructors

Part 392: Driving of Commercial Vehicles

Part 393: Parts and Accessories Necessary for Safe Operation

Part 395: Hours of Service

Part 396: Inspection, Repair, and Maintenance

Part 397: Transportation of Hazardous Materials; Driving and Parking Rules

Part 399: Employee Safety and Health Standards

N/A : Hazardous Materials, Company Anti-Terrorism Tips

Some of the resources available for compliance are:

www.fmcsa.dot.gov

www.dot.gov

www.dmvnow.com

Safety for Supervisors Taken from National Safety Council website

Supervisors are vital to safety efforts. But they come at all levels of commitment. For the less-than-enthusiastic supervisor, safety can seem like just another task on a long list, or worse, an extra burden put upon them by you - the safety professional.

To overcome this attitude, you need to change the supervisor's perception of you from "cop" to "coach." They need to see you as the person who is going to keep them out of trouble. You can shift their image of you in several ways, including:

- Adjust your own attitude.
- Realize not all supervisors are created equal.
- Shed the "outsider" label.
- Understand the pressures that drive supervisors.
- Realize you have expertise supervisors need.
- Support them in their safety responsibilities.

CONSTRUCTION WORKERS AND HEARING LOSS

by Kathy Moss, of Prince William Hospital

Hearing loss is a frequent complaint among construction workers. The heavy equipment and constant noise are a major cause of noise-induced hearing loss (NIHL). NIHL occurs when a person is exposed to noise that is too loud, or loud sounds that last a long time. Hair cells within the ears, which normally convert sound energy into electric signals that travel to the brain, are damaged. These cells do not grow back. In these instances, hearing loss is usually gradual but permanent.

The OSHA occupational noise regulation does not pertain to the construction industry. Only two states, Washington and Oregon enforce the occupational noise regulations at their state level, which require noise levels to be kept at 90 decibels or below. Because all other hearing conservation programs would be voluntary, hearing protection devices are rarely used.

ANSI recently introduced a new standard (A10.46-2007), titled "Hearing Loss Prevention in Construction and Demolition Work". Under this

standard, employees would wear hearing protection whenever the noise level in their work area is over 85 decibels for any length of time. Instead of measuring employee hearing noise exposure over a long time period, noise measurements are calculated by the job or task being completed. If the task is known to be over 85 decibels, a warning sign would be posted, alerting all workers to wear hearing protection. Engineering and administrative controls must be used in an attempt to keep noise levels below 85 decibels.

There will be no fines or monitoring of compliance, as the ANSI standard is voluntary. Many construction workers will continue to be at risk of hearing loss until OSHA enacts regulations that are mandated.

If you are interested in hearing tests for your employees, please contact Occupational health services at Prince William Hospital (703-369-8601).

SIGNS OF A STROKE Forwarded by Roy Beckner, S. W. Rodgers Co, Inc.

A neurologist says that if a stroke victim can be seen within 3 hours the effects of a stroke can totally be reversed. The trick is getting a stroke recognized, diagnosed and cared for within 3 hours.

Remember **STR**

S ask the individual to **SMILE**

T ask the person to **TALK** and speak a simple Sentence such as "It is sunny out today."

R ask the person to **RAISE BOTH ARMS**

Another sign of a stroke is this: Ask the person to "**stick**" out his/her tongue. If the tongue is crooked, if it goes to one side or the other, that is an indication of a stroke.

If the person has trouble with **ANY ONE** of these tasks call 991 immediately and describe the symptoms to the dispatcher.

OSHA QUICK CARD AERIAL LIFTS Safety Tips

Aerial lifts include boom-supported aerial platforms, such as cherry pickers or bucket trucks. The major causes of fatalities are falls, electrocutions, collapses and tipovers.

Safe Work Practices

- Ensure that workers who operate aerial lifts are properly trained in the safe use of the equipment.
- Maintain and operate elevating work platforms in accordance with the manufacturer's instructions.
- Never override hydraulic, mechanical, or electrical safety devices.
- Never move the equipment with workers in an elevated platform unless this is permitted by the manufacturer.
- Do not allow workers to position themselves between overhead hazards, such as joists and beams, and the rails of the basket. Movement of the lift could crush the worker(s).
- Maintain a minimum clearance of at least 10 feet or 3 meters away from the nearest overhead lines.
- Always treat power lines, wires and other conductors as energized, even if they are down or appear to be insulated.
- Use a body harness or restraining belt with a lanyard attached to the boom or basket to prevent the worker(s) from being ejected or pulled from the basket.
- Set the brakes, and use wheel chocks when on an incline.
- Use outriggers, if provided.
- Do not exceed the load limits of the equipment. Allow for the combined weight of the worker, tools, and materials.

VIRGINIA HEAT ALERT! BY: ED BOULANGER SAFETY RESOURCE ASSOCIATES, LLC

Each summer we read general warnings about the dangers of Heat Stress and Heat Stroke but most of this information is hard to understand and even harder to apply in the workplace. We are cautioned to “drink liquids before we are thirsty” - which is not very helpful. How much water? How does the humidity and temperature on the site effect our decisions? How does the work environment, work task, and physical conditioning of employees affect their tolerance for working in hot conditions?

Remember: OSHA requires employers to develop and implement a site emergency plan - including heat stress emergencies.

A Guideline for Heavy Work in Direct Sunlight

Temperature	Notes
75 - 80°F	CAUTION - fatigue possible with prolonged exposure and activity
80 - 90°F	EXTREME CAUTION - possible sunstroke, cramps & heat exhaustion
90 - 115°F	DANGER - Heat exhaustion likely; heat stroke possible
Over 115°F	EXTREME DANGER heat stroke or sunstroke likely

Healthy people should always drink 2 quarts of water (minimum) on a normal day. **A gallon or more per person should be consumed to avoid Heat Stress.**

There are also other risk factors you need to consider for hard work in direct sunlight:

- What is the worker’s level of physical conditioning?
- Are they accustomed to heavy work? Note: The new employee is most at risk.
- How heavy is the work itself?
- What is the humidity? Note: Higher humidity prevents cooling by perspiration.
- Does the employee have heart or respiratory problems?

HERE ARE SOME THINGS YOU CAN PLAN FOR:

- ✦ Train employees to recognize symptoms of heat related disorders
- ✦ Have workers monitor a buddy
- ✦ Have supervisors monitor workers closely
- ✦ Provide iced water and sports drinks
- ✦ Monitor personal fluid consumption
- ✦ Take four fluids/cooling breaks per hour
- ✦ Develop a Site Cooling and Emergency Plan
- ✦ Schedule work during coolest hours

VIRGINIA HEAT ALERT! BY: ED BOULANGER SAFETY RESOURCE ASSOCIATES, LLC

- ✦ Use A/C and shade direct sun
- ✦ Have an Emergency Medical Response Plan

HEAT DISORDERS AND THEIR HEAT EFFECTS

HEAT STROKE occurs when the body's system of temperature regulation falls and body temperature rises to critical levels (105 is only 6% above normal). This condition is caused by a combination of highly variable factors, and its occurrence is difficult to predict. The primary signs and symptoms of heat stroke are confusion; irrational behavior; loss of consciousness; convulsions; frequently a lack of sweating and hot, dry skin; and an abnormally high body temperature. If body temperature is too high, it causes death. Elevated internal body temperatures caused by a combination of environmental and work load conditions both contribute to heat stroke.

If a worker shows signs of possible heat stroke, it is a serious medical emergency—similar to a heart attack or stroke—which requires immediate response. **CALL 911 IMMEDIATELY!** The worker should be placed in an air conditioned area or cool, shady area and as much clothing as possible should be removed. Wet the worker's skin and increase air movement around the worker to improve evaporative cooling until professional help arrives and the condition can be medically assessed. Slowly and steadily replace lost body fluids with cool water or sports drink. The medical outcome of an episode of heat stroke depends on the victim's physical fitness, and the timing and effectiveness of first aid and medical treatment.

Regardless of the worker's protests, no employee suspected of being ill from heat stroke should be allowed to go home or be left unattended unless ordered by a physician.

HEAT CRAMPS are usually the result of hard physical labor in a hot and/or humid environment. The cramps are the result of an electrolyte imbalance caused by sweating and appear to be caused insufficient body hydration. Because sweat is a hypotonic solution ($\pm 0.3\%$ NaCl) excess salt can build up in the body if excessive water lost through sweating is not replaced. Thirst is not a reliable guide to the need for water; instead, water must be taken 2-3 times an hour in hot environments.

Under extreme conditions a loss of sodium may occur. Recent studies show that drinking commercially available carbohydrate-electrolyte replacement liquids (i.e, Gatoraid) is effective in minimizing physiological disturbances to prevent heat stress and also during recovery.

HEAT EXHAUSTION signs and symptoms are often headache, nausea, vertigo, weakness, thirst and giddiness. Fortunately, this condition responds readily to prompt treatment. Heat exhaustion should not be dismissed lightly, however, for several reasons. One is that the fainting associated with heat exhaustion can be dangerous because the victim may be operating machinery or controlling an operation that should not be left unattended; moreover, the victim may be injured when he or she faints. The signs and symptoms seen in heat exhaustion are similar to those of heat stroke.

High working temperatures result in over **4,000 work-site deaths per year**. Develop your own prevention and emergency response plan before you are faced with an emergency.

Safety Through Leadership

By Matt Murphy, continued from page 1

Inspiring workers to challenge your plan encourages them to up the ante and help make it better. In other words, don't say, "Oh, you don't like hard hats? Ok, then we won't wear them at all." Approach the issue by saying, "We will wear hardhats all the time!" Then ask, "How can we achieve that goal together?"

Fourth, real leadership is needed at all levels. If you have a workforce with people who participated in the genesis of their safety program, who feel they helped make that program work and were rewarded for their efforts, what do you think the overall outcome of that program will be? One possible way to cultivate this is to establish a cross section of employees from all levels of your workforce into a safety meeting on a regular basis. The number one rule to follow; what happens in the room stays in the room. Each person at the table has equal voice and space. Let them present the issues and speak their mind.

You may be reading this and thinking to yourself, "So let the workers run the company?" In a manner of speaking, Yes! However, the final important leadership quality is the ability to make it understood that your voice has the final say. You can be open and listening, but you run the show and some decisions may have to be made without unanimous consent.

By creating a leader-driven safety culture you can take your safety program to amazing heights. Like all good safety programs it won't happen over night, but you will see changes quicker by leading rather than by forcing. By pushing the safety program you will fight uphill both ways. By leading you simply take the path and encourage others to follow.



Trenching & Excavation Unsafe Access/Egress

Am I in Danger?

To avoid fall injuries during normal entry and exit of a trench or excavation at your job site, ladders, stairways, or ramps are required. In some circumstances, when conditions in a trench or excavation become hazardous, survival may even depend on how quickly you can climb out.

How Do I Avoid Hazards?

- Provide stairways, ladders, ramps, or other safe means of egress in all trenches that are 4 feet deep or more.
- Position means of egress within 25 lateral feet of workers.
- Structural ramps that are used solely for access or egress from excavations must be designed by a competent person.
- When two or more components form a ramp or runway, they must be connected to prevent displacement, and be of uniform thickness.
- Cleats or other means of connecting runway components must be attached in a way that would not cause tripping (e.g., to the bottom of the structure.)
- Structural ramps used in place of steps must have a non-slip surface.
- Use earthen ramps as a means of egress only if a worker can walk them in an upright position, and only if they have been evaluated by a competent person.

**SAFETY
FIRST**

**ALL INJURIES NO
MATTER HOW SLIGHT
MUST BE REPORTED
TO FOREMAN**

More information will be sent out but the HCCA and the AGCVA are partnering for the following classes:

**OSHA 10
September 19
7:30 AM to 5:30 PM
At Twin Contracting in
Alexandria, VA**

**OSHA 30
November 4, 5, 6
7:30 Am to 5:30 PM
Manassas, VA**

More training class information will be sent by fax and or email.



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