

FWD Safety: Today and Tomorrow

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An Employee-Owned Company

Key Talking Points

- Safety starts in the early.
 - Seasonal training of field crews
 - Incorporate safety into project planning and site selection
- *EVERYONE* is responsible for safety.
 - Empower *all* staff to make safety decisions.
- Innovation can begin at the top or the bottom.

There is no such thing as safe...

- Everyone, from Executive Director to Laborer, needs to understand that there will always be an element of danger when working on a roadway (Open or Closed).
- Rather than try to create a safe work environment, we have to try to eliminate as many dangers as possible and be alert for any potential dangers that cannot be eliminated.

Site Selection

- Should I be testing here?
 - Is there a better location?
 - What is my site line and distance?
 - Are there mitigating circumstances that don't show up on paper?
 - What are the potential consequences of a failure
- When should I be here?
 - Day vs. Night
 - Monday vs. Sunday

MUTCD Compliance

- The MUTCD is a starting point, *NOT* a final goal.
- Encourage *ALL* staff to look for ways to improve site safety.

Visibility

- Sufficient strobe/rotating lighting.
- Good sight lines.
 - If no one can see you until it is too late, you are invisible.
- Proper gear for all personnel.
- Balloon lights at night.

Alertness

- The first tool at hand to ensure individual and group safety is alertness
- Keep your head on a swivel.
- Always know what your escape route is.

Traffic Control

- Nothing slows traffic down quite like a cop.
- Mobile passive speed traps.
- Make eye contact, when possible, with drivers when out of the vehicle.
- Make sure *someone* is always watching traffic.

Time is ~~Money~~ Safety

- Efficiency on the road means less time on the road, which means less time in the danger zone.
- Keep all FWD equipment operating at peak capacity.
- Keep all drilling/coring equipment sharp.

Spend More Time Where You are In Less Danger

- Eliminate tasks which require you to exit the vehicle while on the road.
 - Automatic Transport Locks
 - Video Cameras for Test Alignment
 - Dashboard cameras for photo-documentation
- Perform as much work as possible while “off-road”

Communication is Key

- Make sure all escort vehicles have constant radio contact.
- Make sure all crew have a list of local emergency numbers.
- Make sure all crew are aware of current location in case they need to report an emergency.

Extras

- Utilize existing Variable Message Signs whenever possible.
- Utilize local media when possible.
- Notify all local agencies to “be on the lookout”

Mobilization

- This is the time when you are most likely to have an accident
 - Highway Speeds.
 - Operators not familiar with trailer operations.
 - May work outside normal business hours.
- Include safe driving practices and accident response in safety training.

Accidents *will* happen.



How can we improve safety?

- Ongoing safety studies:
 - NCHRP
 - SHRP2
 - Individual States
- Study our own operations
 - Learn from our mistakes, AND our successes
 - Listen to suggestions

Close Calls

- Near-miss avoided accidents *must* be treated as if they were real accidents.
- There is always a lesson in a near-miss.
- Catalog and share these events.
- Avoid making “war-stories” out of them.

Culture of Safety

- Keeping safety at the forefront of all briefings, report, conversation, helps keep everyone engaged.
- If safety is always present, and actively discussed, it is difficult to let it fade into the background.

Wrap Up and Open Discussion

- What are *you* doing in your operations that you feel should be incorporated elsewhere?
 - Technology
 - Methods
- What do you *want* to be doing?