

Creating a Safety Culture

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**APPLIED
RESEARCH
ASSOCIATES, INC.**
An Employee-Owned Company

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.



A Culture of Safety



- “Winning is a habit. Unfortunately, so is losing.”
-Vince Lombardi
- Keeping safety at the forefront of all briefings, reports, conversation, helps keep everyone engaged.
- If discussion of safety is always present, and actively discussed, it is difficult to let it fade into the background.

A Culture of Safety

- Incorporate safety in all areas:
 - Top of Organization to Bottom
 - Beginning of project to end of project
 - Planning to Wrap-Up
 - Budgeting to Accounting
 - Simple Details to Overall Scheme
- Repetition, Repetition, Repetition



Safety is Expensive (But Not as Expensive as Danger)

- Take a long look at the cost of providing the safest possible work environment.
- Build these costs into your budgets.
- Treat these costs as an investment that will *always* pay off.
- Manage the expectations of these costs to eliminate the temptation to scrimp.
- The costs associated with safety are dwarfed by the costs of accidents.

Safety Begins Long Before Testing...

- Plan for safety (At the Agency/Corporate Level)
 - Budget appropriate resources
 - Staffing
 - Equipment
 - Time
 - Make time for training
 - Include project safety into individual project budgets
 - Evaluate the safety of individual projects as they are proposed

Agency/Corporate Level

- Overall safety training programs
- “Safety Breakfasts”
- “Toolbox Talks”
- Refresher courses
- Equipment
 - Major
 - Personal
- Policy Manual (Best Practices)



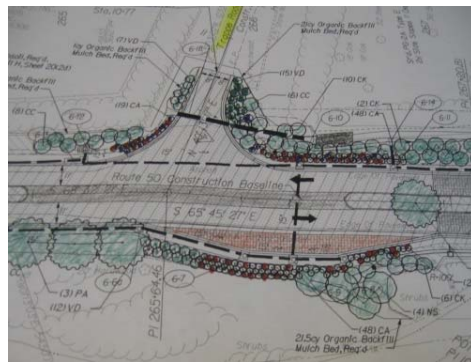
Outside Resources

- LTAP Programs
- Law Enforcement
- Insurance Companies
- ATSSA
- FHWA
- APWA
- OSHA



Plan for safety at the project level...

- Each project will have unique requirements.
- Gather as much information as possible as early as possible.
- Get as much local information as possible.
- Take advantage of local resources as much as possible.
- Gather input from the staff who will perform the work.



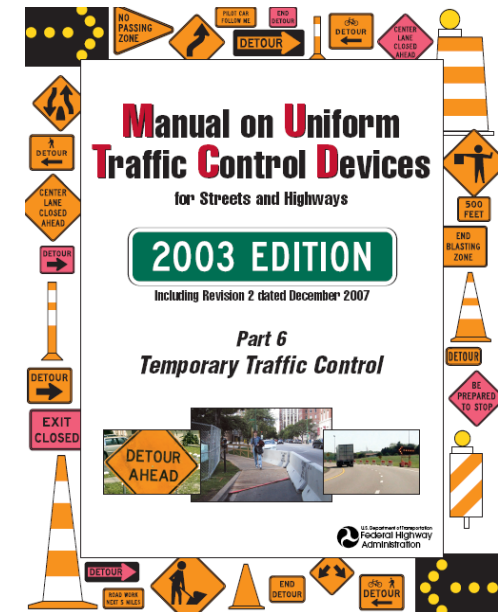
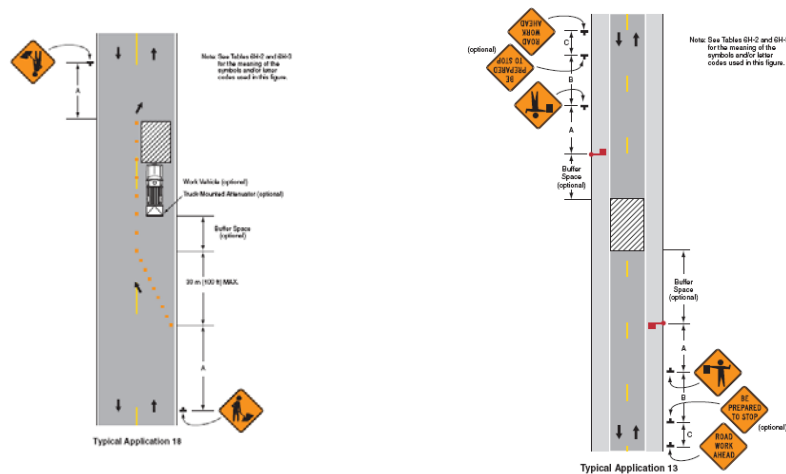
Site Selection

- 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



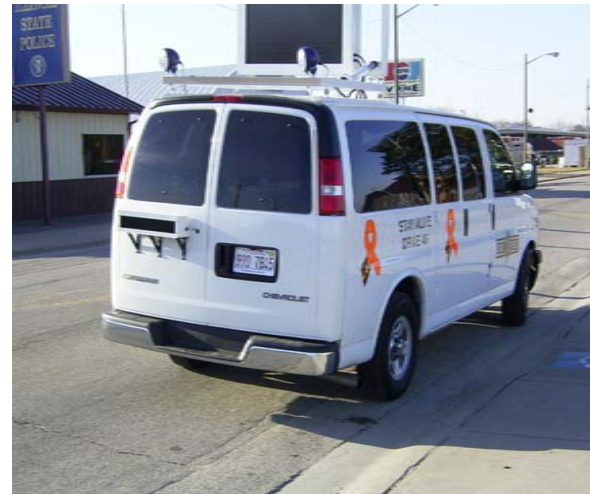
Rolling Closure vs. Static Closure

- Which method is best for this project?
- Which method provides the most efficient testing?
- Which method is safest for the testing crew?
- For the safety crew?
- For the motoring public?



Traffic Control

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



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 your escape route.



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.



Time is ~~Money~~ Safety

- Eliminate tasks which require you to exit the vehicle while on the road.
- Perform as much work as possible while “off-road”
- Clear efficient communication on the job site via radio will eliminate confusion and speed operations.

Extras

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

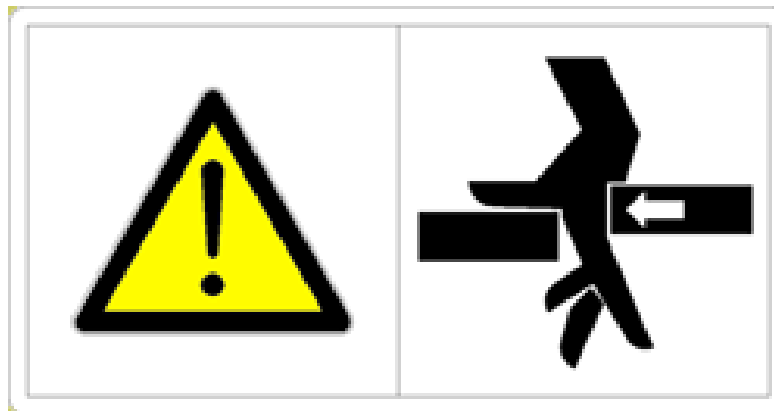


Tailgate Meeting

- The last meeting before beginning testing is critical.
 - Make sure *EVERYONE* is comfortable.
 - Address any concerns.
 - Make sure all staff, equipment, and communications gear are ready.
 - Make sure that the site conditions are as expected.

Concerns Unique to FWD

- Must keep pedestrians (and operators) clear of pinch hazards.
- Equipment is unique and capable of causing “gawker” delays.
- May require staff unfamiliar with airport operations to work on runways.



Concerns Unique to FWD

- Equipment is complex and prone to require “on-the-fly” repairs.
- May require field crews to alternate between day and night shifts at odd intervals.
- Often requires crews to work in a wide variety of site conditions in a short period of time.

Mobilization

- Mobilization is often overlooked in typical safety discussions.
- 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 Are Miracles...

- 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.

How do we measure success?

- Statistics provide only one part of the picture.
- Perform a thorough review of your operation.
 - Where do we discuss safety?
 - How do we incorporate safety in planning and budgeting?
 - How do we incorporate safety in daily operations?
- Interview staff at all levels.

Parting Questions...

- What can we do to increase the profile of safety in our corporate culture?
- What are *you* doing in your operations that you feel should be incorporated elsewhere?
 - Technology
 - Methods
- What do you *want* to be doing?

