



# February Safety Info

- Fatal TMA Hit — Lesson Learned
- Sweeping vs. Long Haul Trucking Safety
- Nuclear Winter Reminders
- Ergonomics in the Cold
- Defensive Driving Reminders
- 'Everything Else'

# FATAL TMA HIT – LESSONS LEARNED

*Pillar, Inc., the company where John Meola is Safety Officer, recently experienced a fatality from an accident where a vehicle struck one of the firm's TMA vehicles at high speed, killing the TMA driver who was not wearing his seatbelt...*

- This is the nightmare scenario for our business.
- Average motorist awareness for work zone, TTC signage, etc. is roughly 60%
- This means 4 out of 10 DO NOT EVEN SEE THE SIGNS
- Corresponding estimates on **Blue Light** awareness are in the 90<sup>th</sup> percentile. Similar for fusee flares.
- Multiple layers of upstream warning to oncoming traffic is crucial.
- Another default is to use a **CB radio** to alert the truckers
- Seatbelts need to be worn pretty much 100%
- Risk management – do not create a risk; do not prolong a risk. Metric is nano-seconds.

# TECHNOLOGY – RISK REDUCTION MEASURES

A simple Google search found this laundry list of Big Truck safety features

1. Forward Collision Avoidance Mitigation (FCAM)
2. Stationary Vehicle Braking (SVB)
3. Enhanced Collision Mitigation Braking (CMB) with Impact Alert
4. Active Cruise with Braking (ACB)
5. Alert Prioritization
6. Overspeed Alert and Action (OAA)
7. Lane Departure Warnings (LDW)
8. Stationary Object Alerts (SOA)

**Sweepers typically do not have any of the above so they require extra alertness in order to avoid accidents!**

# 'NUCLEAR WINTER' DOTH ENDURE

- Increasingly unpredictable weather patterns; wide swings in day/night temps.
- Be Alert! - freeze-thaw destructive force on infrastructure
- Be especially aware of what nighttime temps will be when you work night shifts.
- Storm severity, duration. Colorado fires? Out of season tornados in Tennessee?
- Snowstorm situations: If a vehicle is stuck in snow - be aware of Carbon Monoxide risk.
- Keep tailpipe area clear to prevent CO buildup beneath vehicle.

# ERGONOMICS & COLD - SEASONAL SAFETY ISSUES

- PPE & dress code – make sure you have on the right PPE to fit what you'll be actually doing!
- Chin strap on hard hat. Gusting wind can displace into traffic. Bridge & culvert, etc.
- Footwear & foot health – slip & fall incidents increase; check your boot soles for wear.
- Dexterity and locomotion is impaired by cold. Use high grip gloves. Pay attention to walk, step, climb, etc. Any change in elevation. Work boots are 'clunky'. Never RUN!
- Stay properly hydrated; diet, exercise; quit or cut down smoking,
- Days lengthening. Glare hazard intensifies.
- Meola Theorem: Change of Season brings inexplicable weirdness. Ides of March effect.

# DEFENSIVE DRIVING – *WINTER & YEAR 'ROUND*

- Intersections & Turning; watch all 4 parts of an intersection!
- Actively manage each part of the transit
- Practice lane discipline; backing; defensive parking
- Truck ice blow-off or fall off – i.e., on a ramp, grade, curve, etc. At speed on the interstate.
- Braking & steering characteristics go 'off' in cold - allow vehicle to warm up a bit in extreme cold.
- Tires, traction, footprint; front wheel drive vs. AWD or rear. You may drive an all-wheel drive vehicle but remember your sweeper IS NOT!

# ‘EVERYTHING ELSE’

- Covid; flu season; indoor air quality; cloth vs. N95 mask; sanitizer & dry skin
- Industrial hygiene; bird & rodent, reptile avoidance, Silica Dust
- **Remember OSHA Focus 4; responsible for majority of losses:**
  - Fall Hazards,
  - **Caught-In-Between Hazards,**
  - **Struck-By Hazards, and**
  - **Electrical Hazards**
- Note & ‘Rule Out’ Focus Four elements on a Project
- LOOK for ‘Continuous Improvement’ in all processes & activity