

PK Safety Team Meeting #3 Notes

Wednesday, July 21, 2021; 10:00 AM

ATTENDANCE

- Present: Chris Shea, Aden Shea, Kurt Shea, Mike Cagle, Kara Pedersen, Matt Shea, Michelle Ellenberger, Chris Reo, Ed Divirgilio, Jason Wilde, Josh Flesch, Dave Lehner, Jessica Bunch. Field Personnel attending from Field: Dan Devine, Steve Gustafson, Wayne Jankowiak
- Absent: Jim Shea, Paul Keene, Troy Totten

REVIEW MARCH 23, 2021 MEETING NOTES

Notes reviewed, one correction made and then notes accepted final.

COMMENTS FROM THE FIELD

Dan Devine:

- There is a hole in truck bed of 416
- Unsafe Practice - Sidewinder Tape peeling machine using in the lane to peel tape instead of behind closure.
- Everyone needs to do a pre-trip
- Trucks are messy, not cleaned out at end of the day. Often show up to job in disarray.
- All need to step up. As a foreman I am responsible for letting this happen. Not blame instead own it responsibility. Foremen need to point out to their crew when messy, remind and correct when deficient.
- Teamwork - Yard, foreman and road guys needs to work together to communicate and make sure the trucks are clean

Steve Gustafson:

- Truck cleanliness and organization is especially important on airfields where there can be no debris left on an airfield.

Wayne:

- Truck cleanliness is an issues. For example, truck 473 200 cones 150 laying all over the deck.

Other:

- Aden will write a memo about cleanliness of trucks (Reo would like a text blast as well)

Josh Flesch

- Paint totes should not be delivered in covered trailers/vans. Paint totes are heavy at approximately 3,300 lbs.
- Chris Shea: Due to the nationwide paint shortage we are currently in the undesirable position to accept paint on whatever trailer type delivered. We aren't in a position to request specific trailers and risk missing paint deliveries.
- Chris Reo: Low Profile Pallet Jacks exist that help with moving paint totes. The pallet jacks must have a capacity of 4,000 lbs. or more.
- Chris Shea authorized purchase low profile pallet jack 4,000+ lbs. capacity for each division needing one.

SAFETY HIGHLIGHT

AFAD Pilot Project (complete) – Comment from the field: the AFAD is preferred because it gets the flagger out of the road when operating the AFAD. The alarm that sounds if the arm is struck alerting the workers of a work zone intrusion.

- AFAD improves work zone safety for snow crossing installation and removal.
- We support MDOT requiring AFAD device use when flagging for Snow Crossing installation or removal

INCIDENTS

Paint Spill – If trucks had side gates the tote would not have fell off. Install side gates on all follow trucks.

SAFETY DISCUSSION

- We need to stress that everyone is wearing the proper Class 3 PPE.
- Cell phone use – only answer if you are compliant and in a safe place
- Rigging when loading Totes – Straps used to lift tote on deck contributed to the tote bursting spilling entire contents on road.
- Heat Exhaustion – OSHA NIOSH Heat Index app. Sent in latest *PK Safety Bulletin* text blast.
- Hard Hats – Issued to road people when needed. Expected to keep as PPE item. Should not leave in PK trucks. Not intended for multiple users. Unsanitary.
- Still have to remind guys that safety glasses are for your eyes and not for the top of the head.
- Spare grinder heads store in the holder and not thrown on decks to roll around
- Clean garbage out of trucks at the end of the day. Still don't understand why this is not done by all.

ACTION ITEMS

1. Each division purchase low profile pallet jack with +4,000 lb. capacity for use with paint totes.
2. Aden - write memo about importance of maintaining clean & organized trucks
3. Pilot Project – install iCone on follow truck with University & Metro STP crew + LL WB UP crew.
4. Kurt – Continue in cab Camera Pilot Project
5. Build aluminum side gates and install on follow trucks missing side gates

NEXT MEETING

Third week of August: Wednesday, August 25, 2021