

TRAFFIC/EQUIPMENT SIGNALING

SAFETY TOOL BOX TALK

Employees being struck by vehicles or mobile equipment lead to many work zone fatalities or injuries. Work zones need traffic controls identified by signs, cones, barrels and barriers. Drivers, employees on foot, and pedestrians must be able to see and understand the proper routes. Construction project managers determine traffic control plans within construction/demolition worksites.

- Traffic control devices, signals, and message boards instruct drivers to follow paths away from where work is being done.
- Approved traffic control devices, including cones, barrels, barricades, and delineator posts are also used inside work zones.
- Trained and certified signalman must be used to flag traffic.
- Where hazards exist in a construction site that would necessitate signaling, a signalman shall be used.

FLAGGING

Flaggers should wear high visibility clothing with a fluorescent background and made of retroreflective material. This makes employees visible for at least 1,000 feet in any direction. The garments must be class 2 or 3. Drivers should be warned with signs that there will be flaggers ahead. Flaggers should use STOP/SLOW paddles, paddles with lights, or flags (only in emergencies).

LIGHTING

Flagger stations should be illuminated. Lighting for employees on foot and for equipment operators should be at least 5 foot-candles or greater. Where available lighting is not sufficient, flares or chemical lighting should be used. Glare should be controlled or eliminated.

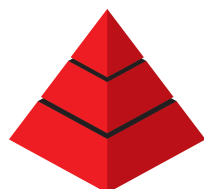
TRAINING

Flaggers must be trained/certified and use authorized signaling methods.

I hereby acknowledge that I was present at this meeting, that the above items were covered, and that any questions I had were asked. I will adhere to the above to the best of my ability.

EMPLOYEE NAMES

SUPERINTENDENT'S SIGNATURE: _____



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FLAG PERSONS

SAFETY TOOL BOX TALK

We are not talking about someone who raises the American Flag each morning or takes it down in the afternoon. In construction, a flag person is best known as the worker or workers who manage traffic flow along a highway or street when road repair is underway. There are also flag persons who are responsible for signaling crane operators, truck drivers when dumping loads, for hoisting operations, etc. These people must be knowledgeable in the use of correct hand signals. In either case a flag person has a great deal of responsibility.

For roadwork they must be easily visible to traffic and must be able to direct traffic around the work the crew is doing. When flagging traffic they should try to position themselves in such a way that there is some type of barrier between them and the traffic if at all possible. This will give them some protection should they need it. They must be sure their signals can be clearly seen by oncoming traffic. Stop and slow paddles work very well. The red or orange garment provided must be worn at all times and must be made of a reflectorized material if work continues into the evening hours.

OSHA Standard 1926.201 Signaling requires:

1. When operations are such that signs, signals, and barricades do not provide necessary protection on or adjacent to a highway or street, flag persons or other appropriate traffic controls shall be provided.
2. Signaling directions by flag person shall conform to American National Standards Institute D6.1-1971, Manual on Uniform Traffic Control Devices for Streets and Highways.
3. Hand signaling by flag persons shall be by use of red flags at least 18 inches square or sign paddles, and in periods of darkness, red lights.
4. All flag persons shall be provided with and shall wear a red or orange warning garment while flagging and at night shall be of a reflector type material.

If you as a flag person have any questions about your flagging duties, check with your supervisor before beginning your shift. If you need a break, let your supervisor know so a replacement can take over your position.

Remember, you are the only one between the traffic and your crew!

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COMMUNICATION

SAFETY TOOL BOX TALK

Wausau police say a 53-year-old Georgia truck driver was killed when he was accidentally struck by a semi driven by his wife. Ricky L. Whitworth of Hephzibah, Ga., was killed at about 11:30 p.m. while preparing to unload a tractor-trailer in the parking lot of Green Bay Packaging in the Wausau West Business and Industrial Park, according to police. Whitworth was working on the pin that connects the cab of the truck and the trailer, said Schneider National spokeswoman Janet Bonkowski. Schneider National owns the truck. Whitworth's wife, Anita, thought Ricky Whitworth signaled her to move the truck, and she accidentally struck him, police said.

Marathon County Medical Examiner John Larson said a preliminary autopsy indicated that Ricky Whitworth suffered from multiple blunt force trauma injuries to his chest and neck. Additional tests and examinations will be conducted in the next few days, he said. Marty Olson, general manager of the Wausau plant, said the Whitworths were bringing up a load from a paper mill in Arkansas. Police, officials from Schneider and the Occupational Safety and Health Administration continued to investigate the crash Friday, Olson said. The couple had been married for 33 years, police said. The Whitworths drove for 15 years with Schneider and were considered to be in good standing with the company, Bonkowski said.

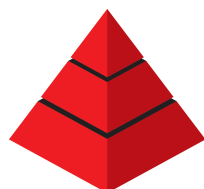
All the details on the cause of this fatality are not known, but certainly communications appears to play a part in this. Clear and concise communications between coworkers is a must and even in this couple married 33 years, something broke down.

When communicating during moments critical to safety, ensure you don't rely on hand signals or shouting - ensure everyone knows the plan and their responsibilities ahead of time and ensure communications are not only heard, but understood.

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