Safety & Training Source

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INDIANA MUNICIPAL ELECTRIC ASSOCIATION

DECADES OF EXPERIENCE
DEVOTED TO YOUR SAFETY.

A monthly resource for members of IMEA's Safety, Education & Training program.

June 2019

Protecting Workers From Vehicular Traffic

Key Engineering and Work Practices:

- Develop and use a site plan that provides traffic flow details. Manual on Uniform Traffic Control Devices (MUTCD) is another model plan available.
- Use flaggers, traffic cones, and/or highway channeling devices to steer traffic away from response and recovery workers along the roadway Use flaggers, standard road signs (e.g., "work zone ahead"), or message boards to warn approaching vehicles of work area
- Give motorists plenty of warning of upcoming work zones; place the first warning signs at a distance calculated as 4 to 8 times (in feet) the speed limit (in MPH)-use a higher multiplier for higher speed areas (e.g., a 15 MPH road should have its first warning sign at least 60 feet from the work zone, while a work zone needed in a 65 MPH zone should have its first sign approximately 520 feet away)
- Ensure that the work zone is well lit, but control glare to avoid temporarily blinding response and recovery workers or passing motorists

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From the Desk of Duane Richardson

Next week we will celebrate the birth of our nation on July 4th. This is a great time for us to pause and reflect on the freedoms we enjoy. This holiday is also a time for us to gather with friends and family to enjoy holiday activities like cookouts, parades and fireworks. During these holiday festivities, it is crucial to remember safety in everything we do. Summer heat can take a toll during outdoor activities, so it is important to hydrate and wear sunscreen. Mixing alcohol with activities such a driving, boating or swimming is a recipe for disaster, so using a designated driver and enjoying in moderation are key. It wouldn't be 4th of July without fireworks, but there are tremendous risks that come along with using them. I hope that everyone has a safe and enjoyable July 4th holiday.

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IMEA CALENDAR

July

23-25 IMEA Top Out Test (Class # 040615 / #102615) *(Lawrenceburg)*

30 *Supervisor Safety Series Session Two: NESC / NFPA (Lawrenceburg)*

29 *Brown Bag Workshop (Lebanon)*

August

1 *Substation Inspection & Maintenance Workshop (Anderson)*

2 *Distribution Devices Workshop (Anderson)*

9 *Supervisor Development Series Session Two: Motivation and Communication (Lawrenceburg)*

19-23 *IMEA 613 Basic Construction and Maintenance Workshop (Class # 041816 / # 101716) (Lebanon)*

Additional Personal Protective Equipment

ANSI/ISEA 107-2004 compliant high visibility safety apparel and headwear:

- ANSI/ISEA 107-2004 specifies four performance classes of apparel or headwear that have different amounts of reflective and background material to enhance pedestrian worker visibility under a variety of work and traffic conditions. Performance classes include Classes E, 1, 2, and 3, with Class 3 providing the greatest level of visibility to a pedestrian worker (e.g., flagger). All ANSI/ISEA 107 compliant garments have retroreflective or retroreflective/fluorescent materials that encircle the wearer's torso. Additionally, ANSI/ISEA 107 compliant garments with long pants or sleeves have retroreflective or retroreflective/fluorescent materials that encircle the legs or sleeves
- Employers should perform a hazard analysis to decide which performance class is needed based on the work conditions anticipated (e.g., closeness of work area to traffic, time of day/night, weather, complexity of the background environment, pedestrian worker's task load (need to divert attention to complete other tasks), and traffic speed). This analysis is part of the PPE assessment required by (29 CFR 1910.132(d)).
- Class 3 garments offer the greatest level of visibility in both complex work backgrounds and through a full range of body motion. Class 3 garments should be considered for activities where a pedestrian worker may be exposed to higher vehicle speeds and/or reduced sight distances, the pedestrian worker and vehicle operators have high task loads, or the wearer must be identifiable as a person at least one-quarter mile away
- Class 2 garments are appropriate for most hurricane response and recovery work because of the complex work backgrounds, closeness of pedestrian worker to the traffic, the need for the pedestrian worker to divert his/her attention to complete other tasks, or vehicles/equipment are traveling at speeds of 25 miles per hour (mph) or more. Class 2 garments provide better visibility than Class 1 garments by providing additional coverage of the torso
- Class 1 garments provide the minimum amount of required material needed to tell the pedestrian worker apart from the work environment. Class 1 garments are appropriate for activities where pedestrian workers can pay full attention to the approaching traffic, there is enough separation between the pedestrian worker and the vehicle traffic, the work background is not complex, and vehicles and equipment are traveling at speeds less than 25 mph
- Class E garments are pants and shorts that have retroreflective and background materials but it may not meet minimum area or placement requirements outlined in the standard. Class E garments are not intended to be worn without a Class 2 or 3 garments
- Signaling, slow/stop signs, or wands / flashlights for flaggers providing traffic control outside the work zone

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