ALBERT A. BURCHETT

Attorney At Law
P. O. Box 0346
Prestonsburg, Kentucky 41653

September 9, 2004

Mr. A.W. Truner
Staff Attorney
Commonwealth of Kentucky
Environmental and Public Protection Cabinet
Public Service Commission
211 Sower Blvd.
P.O. Box 615
Frankfort, KY 40602-0615

SEP 1 0 2004

PUBLIC SERVICE
COMMISSION

RE: Case No. 2004-00085

Dear Mr. Truner:

Pursuant to the Commission's order dated June 10, 2004 and received June 14, 2004, enclosed are samples of field safety inspection reports by Big Sandy RECC and G & S over the months of June, July and August, 2004 (Exhibit "A").

Also enclosed are representative copies of the minutes of Big Sandy RECC's safety meetings (Exhibit "B").

If more documentation is needed, Please advise.

Yours Very Truly

Albert A Burchett



ROW Big Sandy RECK Crew

Field Safety Inspection

SEXH1 HOT 2004

Date: 6-28-04 Location	Garage Coat & PUBLIC SERVICE
Crew Leader Obie Ratliff	Dictator There & earnes MM 18510N
Crew Members: Chr. s Ratliff	Truck #s 176 Pickup
Dave Riasby	
Dave sigsby	
Type of Work Being Performed:	
Tree Felling Single & R	Pow Pilloule as to
Jan	ow Peldonie a s te
Safety Procedures Being Used:	Personal Protection Family
Felling Cots.	Personal Protection Equipment
Fell treas from Uphill Side.	
Seperation between	Safety Manses
workers more than	Hearing Protection
Twice the height of trees	Atalang Molection
being cut.	Van Da Clath
	- Maple County
Safety Violations:	
More	
0.	
Comments: ROW workers were	wine PPE and appel
general valety practices.	
V	
	Observers:
	Jef Wests
	<i>U '</i>



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Field Safety Inspection

Date: 6-30-04	Location:	Station Br., Pretinburg
Crew Leader Ralph Lestin		Truck #s 174
Crew Members: Chris Prate	-	184
Bobby Collins, Paul Gold	· · · · · · · · · · · · · · · · · · ·	194
Chaven Pennington		
,		
Type of Work Being Performed:	ice Pole	Socondary Ve Hage
Safety Procedures Being Used:		Personal Protection Equipment
Fall Protection		Hand Hats
Rubber Glove		Salety Glasses
Hardline		Gloves
WORK area identified		
well		
		•
Safety Violations:		
None	· · · · · · · · · · · · · · · · · · ·	
	·	
, / ,	. 4	
Comments: Work area i	well mar	ked, Good general
safety practices.		
7 1 1		
		Jeff Dia Co
		- Jell France



Field Safety Inspection

Date: 7-27-04	Location:	Johns Creek .	
Crew Leader Ralph Lealie		Truck #s	
Crew Members: Chair Parts.	·	TI dek #5	
Shown Penniton Paul Gold			
Bobby Collins			
Type of Work Being Performed:			
Installing yard dig	nt on sec	ondary Pole & remouning	
Super wife		/	-
Safety Procedures Being Used:		Personal Protection Equipment	-
Handline use		Hard Hato	
Marghine use		work Gloves	
		Safety Glasses	
			: .
			and the
Safety Violations:			
	1 -		
Safety dasses	n hot see	condary polo without	
signed greates			
	_		
Comments: Talked to	inaman a	hout not having sofety	
glasses on.	man te	non nor naung xogely	
		Ohgarvaro	
		Observers: Teff Prater BO Rax King KAE	SRECC
		Rax Kins KAF	<u> </u>
			. –



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G+S Contractors Field Safety Inspection

Date: /- 2/- 04 Location:	Mouth of tolvin Branch
Crew Leader Ron Sexton	Truck #s
Crew Members: Joenshap Samanous	1 Digger
Youl Golbroot Ellow Owens	2 Buckets
Crew Members: Josephep Samonous Poul Golbrook Ellong Owens Ron Partes	1 Pickup
Type of Work Being Performed:	
Change out of C4 pole	
0 7	
Safety Procedures Being Used:	Personal Protection Equipment
•	Hand Hato
Cover un Hoses +	Ribbes Cloves
Cover up/Hoses +- Blanklets	CI- Of
	Safat, gloras
Road Jiana	Safety Harness
Road Ligns Road Cones	
Work Zone marked	
VI DI L LOND MAN MED	

Cofety Winter	
Safety Violations:	
Said that been torn eff and a r	a bicket Contractor
Said thad been torn off and a r	lew one was ordered to
replace it.	
	A
Comments: Talked to Mr. Septon	and he assured me he
would replace ground Cable wit	he a new orange grounding
Cable as soon as he recomed i	太
all other work procedures look	al good.
,	Observers:
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- N	Ray King Law King
2 114	Ray King Pay Ring KAEC SAPRIT
100000000	Jeff Prater
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Repuired Repuired	
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Field Safety Inspection

Date: 8-6-04	Location:	Janny W	iles Road
Crew Leader Chestan Pennin	naton	Truck #s	My Road
Crew Members: Stove Com 3.		, rideking_	196
Stone Ward	/ 	- 11 n/4	
Botton Colle	ris		
Dowayne Rath	2iff		
Type of Work Being Performed:	ing on	hillside	anea.
Safety Procedures Being Used:	4.	Personal P	Protection Equipment
Hot Sticks		Xtarc	1 Hat
			the Ellander
			shoes
			
		-	

Safety Violations:			
	· · · · · · · · · · · · · · · · · · ·		
. / . , . ,			W
Comments: Working in a damage.	remote	area to	repair storm.
damage.			
,			
			Observers:
			Jeff trata
			100



Field Safety Inspection

Date: 8-12-04	Location:	Fearder I wouth & Comme
Crew Leader C. Ponnington		Truck #s
Crew Members: C. Campaell		Truck #5
D. Ratliff		VI.
B. Collin		
O. Coldings	-	
Type of Work Being Performed:		
Agrania To and a		n - 1
Harain, Transformer,	Cermes + 9	to decure desp
Safety Procedures Being Used:	•	
Safety 110cedules Being Used:		Personal Protection Equipment
G- 1 1		Hand hato
Grown ding Bookst		Soldly Danie
		Dueixine
		Rubber Stones
Safety Violations:		
outery violations.		
Comments: 1/A- /1.	+ + 1.	+1
comments: Gollago Vie	<u>lector oa</u>	theres were dead. Voltage
acteur patterio repl	and on	A tested 8-13-04.
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		Observers:
		Observers:
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Personal Protective Equipment requirements: 四相如 四氢ety Glasses Hoad Signs/Cones <u> </u>연하es Hazards associated with the job: [Zenergized equipment Telling ☑Dielectric boots ☐ Hearing Protection ☑Cover-up Briefling Type: Mon-Job (tailgate) Update Other-SEXTON Status of Job: Ø Foutine □ Emergency □ Other □ ☐ Hazards to the public ... Job Briefing / 6 - 0 ソ Work Order # _ ☐ Grounding ☐ Contact with other entities ☐ Other Crews / Workers ☐Other procedures _ Other precautions _ ☐ Testing for Voltage Other controls Other Hazards -Poriving □Other PPE _ Crew Members Crew Leader ___ SIGNATURES Crew Leader

ANTE COMPL-16-01 REMARKS DATE 5-19-04 DATE 5-20-04 9631 A Section NAME (DE!! Outh
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and Guyan (Machinery
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YARD LIGHT RET.
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POLES NEEDED
TRANS. POLE: ADD L RE MISC. NEW SERVICE RET. SERVICE REC. ONLY CONST. WORK ORDER NO. Bell South Work Plan Reference 60 RET. WORK ORDER NO. METER LOOPSIZE MATT CHECKED BY DATE ISSUED FOREMAN SHEET NUMBER Bill 4:4+ INSPECTED BY Discussion Held WIRE z PRINT BY V4463 Tailgate SERVICE z Call Prestonburg C:4y Ut: [:ties SPAN z to Mark Tink NOTE: EXISTING UNITS TO REMAIN = CIRCLED UNITS $f_{b + d}$ WIRE SECONDARY ź Guran Machinett SYSTEM DESIGNATION: KY. 58 FLOYD Staking Sheet S z WIRE z œ. Watergap Road ANCHOR T ! NW KO G078 z ancer <u>7</u> Z M I = RETIREMENT UNITS . TRANS. C' z < Z ひ 』 W 2 į L'RI 60 N-NEW UNITS COOPERATIVE CORPORATION PAINTSVILLE, KENTUCKY BIG SANDY RURAL ELECTRIC Branc h POLES H & C <u>8</u> 11290w0 WIRE z PRI. RACK SPAN z **№**О⊓В. 8 14 - Prestonsburg Posted to Trans. Card By Posted to Map By.

Personal Protective Equipment requirements: দ্রিHard Hat শ্রেSafety Glasses Flagmen LyStandard Operating Procedures (SOP) Safety Manual Energy Source Controls: ☐De-energization procedure ☐Visible Opening ☐ Road Signs/Cones Hazards associated with the Job: ☑Ænergized equipment □Falling **관**Gloves Briefing Type: ☑OnJob (tailgate) ☐Update ☐Other_ 图bielectric boots □ Hearing Protection 日Cover-up ☐ Emergency ☐ Other. YEXTEH Work Procedures involved: Traffic Control _ Work Order #__ ☐ Hazards to the public Grounding MAKK Contact with other entities Status of Job: IdRoutine Other Crews / Workers in tone Date 6-9-04 Other precautions_ ☐Other procedures ☐ Testing for Voltage Other Hazards. Other controls Crew Leader Crew Leader Other PPE_ Crew Members SIGNATURES Driving

Job Briefing

7656 SI 9656 X OF. MISC. + CONST. WORK ORDER NO. RET. WORK ORDER NO. Work Plan Reference 606 LOOPSIZE METER 14 SHEET NUMBER WIRE Z 対を 11441116 SERVICE z 330 300 SPAN z WIRE z SECONDARY SYSTEM DESIGNATION: KY. 58 ELOYD **Staking Sheet** SEC. z WIRE z U. B. z ANCHOR F Ī 1 1 Ţ -- W ļ ELEUS 1. į GUYS **X** 64 TRANS. ڄڻ BIG SANDY RURAL ELECTRIC
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REMARKS

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PRINT BY 772 DATE 5-24-4 POREMAN / Just / Syft. Date comps. 2.9 645 NAME Marcella Spoulding . (hong t MAT'L CHECKED BY INSPECTED BY

Johnson

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Tailgate

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PIS - Prestonsburg

☐ Road Signs/Cones Hazards associated with the Job: DEnergized equipment Falling 9708 Status of Job: [Effourtine | Emergency | Other | ☐ Hazards to the public ☐ Traffic Control Job Briefing 7-04 Work Order # Contact with other entities Crew Leader 760001A Work Procedures involved: ☐ Other Crews / Workers Other precautions _ ☐Other procedures Other Hazards -☐ Driving

Personal Protective Equipment requirements: [] Hard Hat 日名afety Glasses □ Gloves Defetric boots ☐ Hearing Protection ☐ Cover-up Grounding THEOMS work ☐ Testing for Voltage ☐ Other controls _ Crew Leader . Crew Members. Other PPE SIGNATURES

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Job Briefing

Date 8-11-04 W. 3rder # 98/0 51
Crew Leader Kondal SEXTON
Status of Job: IPRoutine
Briefing Type: ☐On-Job (tailgate) [단선pdate ☐Other
Hazards associated with the job: 日在nergized equipment □ Falling □ Driving □ Hazards to the public □
Work Procedures involved: ☐ Traffic Control ☐ Road Signs/Cones☐ Flagmen ☐ Standard Operating Procedures (SOP) ☐ Safety Manual☐ Contact with other entities☐ Other procedures ☐ Other ☐ Other Procedures ☐
Special Precautions:
Energy Source Controls: □De-energization procedure □Visible Opening ロートリング ロートリング ロートリング ロートリング エー・アン・アン・アン・アン・アン・アン・アン・アン・アン・アン・アン・アン・アン・
Personal Protective Equipment requirements: Efflard Hat 日名afety Glasses 国Dielectric boots 日 Hearing Protection 日 Cover-up 日 Gloves 日 Other PPE
SIGNATURES Crew Members 400 Um Somach Crew Members 400 Um Somach

BIG SANDY RURAL ELECTRIC

Staking Sheet

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ns - Prestonsburg

Job Briefing

Date 7-8-07 Work Order # 9623 ST
Crew Leader JourdAL SEXTON
Status of Job: [P]Routine
Briefing Type: Idのn-Job (tailgate) Update Other
Hazards associated with the job: ☐€ Energized equipment ☐ Falling ☐ Driving ☐ Hazards to the public ☐ Other Hazards
Work Procedures involved: ☐ Traffic Control ☐ Road Signs/Cones☐ Flagmen ☐ Standard Operating Procedures (SOP) ☐ Safety Manual☐ Contact with other entities☐ Other procedures ☐ Other procedures ☐ Other procedures ☐ Other
Special Precautions:
Energy Source Controls: ☑んe-energization procedure Uvisible Opening ☐ Testing for Voltage ☐ Grounding ☐ Other controls
Personal Protective Equipment requirements: ⊡ffard Hat ⊡Safety Glasses □ Dielectric boots □ Hearing Protection □ Cover-up □ Gloves □ Other PPE
SIGNATURES Crew Leader Tank
Crew Members Ste L. Celard Funda dorse

GOOPERATIVE CORPORATION PAINTSVILL

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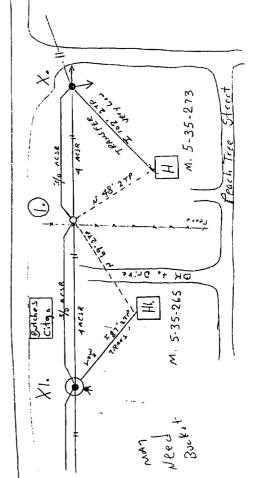
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TRANS...

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FOREMAN REMARKS INSPECTED BY Discussion Held Tailgate



Job Briefing

Date 7-21-04 Work Order # 9557
Crew Leader 10 ad AL SEXTOU
Status of Job: ☑Routine ☐ Emergency ☐ Other
Briefing Type: 戶On-Job (tailgate) 더Opdate ☐Other
Hazards associated with the job: 区石nergized equipment 口Falling 区がiving コHazards to the public
Work Procedures involved: ☐ Traffic Control [☑Road Signs/Cones ☐ Flagmen ☐ Standard Operating Procedures (SOP) ☐ Safety Manual ☐ Contact with other entities ☐ Other procedures
Special Precautions:
Energy Source Controls: De-energization procedure Visible Opening Testing for Voltage Grounding Other controls
Personal Protective Equipment requirements: 区hard Hat 区名afety Glasses 区Dielectric boots 日Hearing Protection 区Cover-up 区Gloves □Other PPE
SIGNATURES Crew Leader Darch Latt
Crew Members Ling in Confliction Lead Consumer & Lacon Long Consumer & Lacon Annual Consumer & Lacon (3), 10, 10, 10, 10, 10, 10, 10, 10, 10, 10
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BIG SANDY RURAL ELECTRIC COOPERATIVE CORPORATION PAINTSVILLE, KENTUCKY

Staking Sheet

CONST. WORK ORDER NO. 755/ RET. WORK ORDER NO. 9557X. Work Plan Reference 6666

SYSTEM DESIGNATION: KY. 58 FLOYD

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SAFETY MEETING June 22, 2004 RAY KING, SAFETY DIRECTOR

RECEIVED

SEP 1 0 2004

PUBLIC SERVICE COMMISSION

TOPIC: POLE TOP RESCUE VIDEO

Procedures to follow for Pole Top Rescue in the event an employee Finds a crew member down.

- (1) Call out to victim.
- (2) Call for help (dispatcher).
- (3) Put on climbing tools.
- (4) Climb pole.
- (5) Safety off at victims feet (be aware victim may kick).
- (6) Leave safety belt down. Walk up pole.
- (7) Check victims pulse.
- (8) Take block of handline rope.
- (9) Put handline over crossarm. Do not cross.
- (10) Drop other end to ground.
- (11) Put rope around victims chest tie up high.
- (12) Take up slack, cut safety strap.
- (13) Lower smoothly to the ground.

Another crew member should be on the ground to check victim for First Aid CPR:

Airway Breathing Pulse

Annual Refresher Training

Lesson Plan

Title:

Pole Top Rescue

Target Audience:

Electric Utility Line Workers

Purpose:

Annual Refresher Training

Learning Objectives:

At the conclusion of training, the student will be able to:

- * Demonstrate procedures for pole top rescue
- * Know the proper procedures for May-Day call
- * Know the proper procedures for a conscious victim
- * Know the proper procedures for an unconscious breathing victim
- Know the proper procedures for an unconscious and not breathing victim

Sequence of Instruction:

- * Show video tape of pole top rescue procedures as needed
- * Hands-on demonstration
- * Evaluation form for accreditation

References:

APPA Safety Manual 1406-1408

Prepared by:

PRESENT:

BIG SANDY EMPLOYEES PRESENT:

- 1. **Nathan Frisby**
- **Chester Pennington** 2.
- Doug Holbrook 3.
- Ralph Leslie 4.
- 5. Bill Jarrell
- 6. **Manis Prater**
- 7. Mark Crider
- **Kirby Castle** 8.
- John Harrison 9.
- 10. Hollie Ratliff
- 11. Steve Campbell
- Shaw Pennington 12.
- 13. Chris Judd
- **Bobby Collins** 14.
- Fred Baldwin 15.
- David Rigsby 16.
- **Chris Ratliff** 17.
- 18. **David Robinson**
- 19. **Jeff Prater**

G & S CONTRACTORS

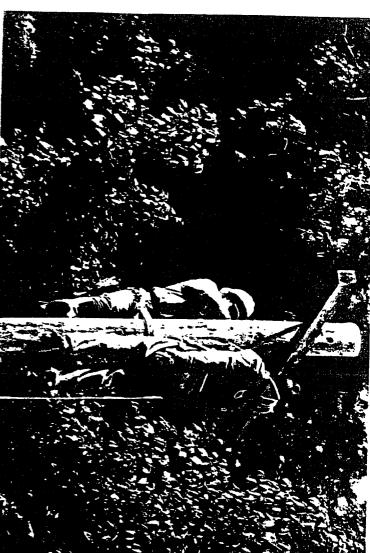
- 1. **Ronald Sexton**
- 2. Steve R Ward
- 3. Paul Holbrook
- 4. Linzie Estepp
- Doug H Hamilton
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- 6.
- 7. Brian Grimstead
- 8. Ronald L Porter

Pole Top Rescue

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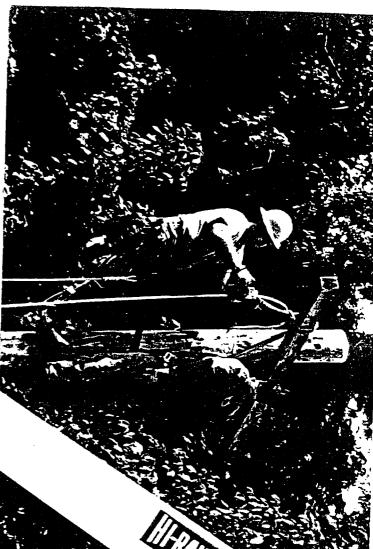






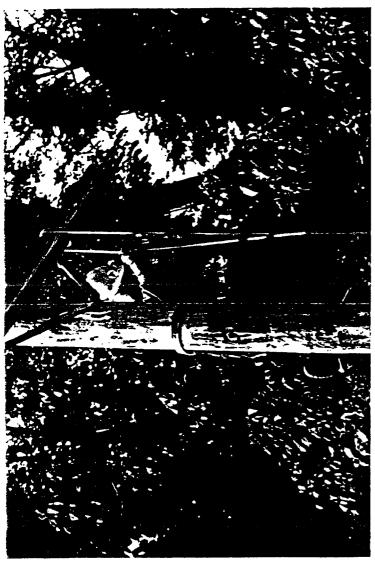














SAFETY MEETING July 27, 2004 RAY KING, SAFETY DIRECTOR

TOPIC: KAEC ANNUAL REFRESHER TRAINING

Work Zone Traffic Control for Select Electric Utility Workers. The refresher training will enable workers to:

- (1) Understand the necessity of Work Zones for Traffic Control.
- (2) Identify the process of sizing up the needed Work Zone Controls.
- (3) Understand and make proper use of warning equipment.
- (4) Understand circumstances making each work zone unique.
- (5) Understand the basics of flagging operations.

Handouts were distributed and exercises were made to demonstrate different work zone scenarios. A booklet "Guidelines for Traffic Control in Work Zones" was given to Safety Director for reference.



Kentucky Association of Electric Cooperatives

Annual Refresher Training

Lesson Plan

Title:

Work Zone Traffic Control

Target Audience:

Select Electric Utility Workers

Purpose:

Annual Refresher

Learning Objectives:

At the conclusion of training the student will be able to:

Understand the necessity of Work Zones for Traffic Control

Identify the process of sizing up the needed Work Zone Controls

Understand what should occur in the Warning, Transition, Work, and Termination Zones

Understand and make proper us of warning equipment

Understand circumstance making each work zone unique

Understand the basics of flagging operations

Sequence of

Distribute handouts to students

Instruction:

Lecture following the PowerPoint presentation

Tabletop exercises demonstrating different work zone scenarios

References:

Manual on Uniform Traffic Control Devices,

U.S. Department of Transportation

Prepared by:

Murray State University Occupational Safety & Health Training Center

PRESENT:

BIG SANDY EMPLOYEES PRESENT:

- 1. Nathan Frisby
- 2. Chester Pennington
- 3. Doug Holbrook
- 4. Mark Crider
- 5 Hollie Ratliff
- 6. Steve Campbell
- 7. Shaw Pennington
- 8. Chris Judd
- 9. Bobby Collins
- 10. Fred Baldwin
- 11. David Rigsby
- 12. Jeff Prater
- 13. Steven Ward
- 14. Paul Goble
- 15. Chris Prater
- 16. Roger Akers
- 17. Bobby Sexton

G & S CONTRACTORS

- 1. Ronald Sexton
- 2. Joseph Sammons
- 3. Ellery Owens
- 4. Brian Grimstead
- 5. Paul Holbrook
- 6. Ronald L Porter
- 7. Linzie Estepp

Glossary

Activity Area – The area in the Work Zone, which is where the workers do their various job functions

Advance Warning Area – The distance from the first sign until action is required of the driver. Action could include merging, changing lanes, reducing speed, or coming to a stop.

Buffer Space – That part of the Work Zone that is in-between the transition area and the workspace

Mobile – Work that moves intermittently or continuously

MUTCD - Manual on Uniform Traffic Control Devices

Short Term Duration - Work that occupies a location for up to one hour

Short Term Stationary - Work that occupies a location for up to twelve hours

Termination Area – That part of the Work Zone where traffic resumes its normal course and speed

Traffic Control in Work Zones – A pocket guide that provides information at a glance to bring Work Zones in compliance with the U.S. Department of Transportation MUTCD requirements

Transition Area – That part of the Work Zone where traffic changes from normal travel. Action could include merging, changing lanes, reducing speed, or coming to a stop.

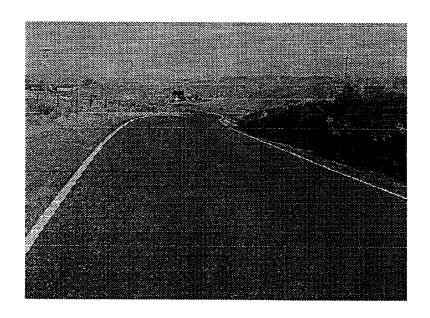




Kentucky Association of Electric Cooperatives

Annual Refresher Training

Traffic Controls In Work Zones



Prepared by:

Murray State University Occupational Safety & Health Training Center





At the conclusion of training the student will be able to:

- W Understand the necessity of traffic control Work Zones for traffic control
- Know the elements of the traffic control Work Zone
- Work, and Termination Areas of the Work Zone
- ** Have knowledge of the different types of traffic control devices
- W Understand the circumstances that make each Work Zone unique
- Understand basic flagging operations
- Know where to go for guidance in setting up Work Zones

The subject of this module is the <u>Manual of Uniform Traffic Control Devices</u>, the Millennium Edition of December 2000. OSHA has accepted this guidance document for Traffic Control Work Zones.



Introduction

Every year the volume of traffic in the nation increases. Millions of motorist all seeming to be in a hurry rush by and through utility crews, road repair crews, and emergency workers such as fire and police paying seemly no attention to their presence. Every year tragic accidents occur in Work Zones injuring many and killing some. In the year 2001 there were an estimated 1,093 fatalities in work zones in the United States. By getting the attention of the drivers they can be informed about the hazards that are ahead, taking the proper actions to reduce their risk, to the utility workers, themselves and those individuals who are in the vicinity of the work zone.

The Department of Transportation has developed guidelines for the setting up of roadway work zones. Called the Manual on Uniform Traffic Control Devices, this guide provides us with guidance on how to protect ourselves physically, and reduce the Electric Coop's liability by providing uniform and acceptable traffic control. Although this will take some effort to put into practice, it will provide increased protection from traffic traveling by us while we are working.

Purpose of Temporary Traffic Controls

Temporary traffic controls provide for the safe and effective movement of vehicles around the work area. A proper traffic control work zones will alert the driver to our presence, give them information about what actions they need to take, and give them sufficient time to react and to take those actions. A safer working environment will result.

Who is Covered?

OSHA requires all employers to provide a safe and healthful work place for its employees. OSHA has a standard for Work Zones called the "Safety Standard for Signs, Signals, and Barricades, these regulations are found in 29 CFR 1926.200, 201, and 202.

On December 11, 2002 OSHA issued a letter stating that if the U.S. Department of Transportation's Manual on Uniform Traffic Control Devices (MUTCD) was followed by organizations working in and adjacent to traffic that these would be acceptable control measures. This standard was not developed by OSHA but by a group including the Federal Highway Administration, American Traffic Services Association, the American Association of State Highway and Transportation Officials, the Association of General Contractors, the American Road and Transportation Builders, and more than twenty other groups who deal with traffic in work zones.

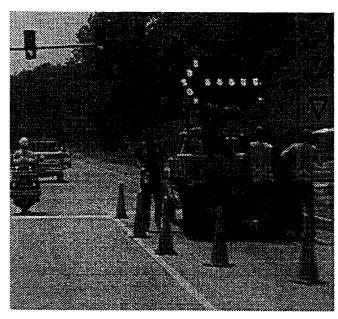


Employer Responsibilities

- Provide the proper equipment for meeting the MUTCD standards.
- Provide training and guidance for how to set up the traffic control work zone.

Employee Responsibilities

□ Follow the employer's rules with regards to traffic control in the work zone.



Work Zone closing one lane on a four lane Highway with a median

Traffic Control in the Work Zone

Traffic control measures in the work zone vary due to a variety of circumstances. The amount of traffic, type of road, weather, and duration of the work are all significant. To better help us understand these variables, we will be dividing the traffic control work zone into four different sections, and also the role the flagger plays in providing traffic control. The zones are the Advance Warning Area, the Transition Area, the Activity Area, and the Termination Area. By careful evaluation of each factor affecting each of these areas, a safe work zone can be constructed.



Advance Warning Area

The Advance Warning Area alerts the driver that there is activity ahead, and informs them what actions are necessary. Advanced warning may be nothing more alerting than them to the fact that there is activity on the shoulder of the road ahead. Advance warning may inform the driver of a lane change, the need to stop, and / or that there is a flagger ahead. A large orange sign with black lettering is recommended in most cases with information about what is ahead. The signs are 48" by 48" in size and for short-term activity are placed at least one foot off the surface of the roadway. The signs are placed on the side of the road that the work activity will be occurring on. If the roadway is blocked in some manor requiring that vehicle traveling in two directions share the same lane a sign will be placed at both ends of the Work Zone. The signs like the rest of the Work Zone is set up just prior to the beginning of work in the Zone and taken down shortly after the work is completed.



The length of the Advance Warning Area depends on several factors. The speed of the traffic multiplied by eight is the distance typical for conditions were visibility, weather, and terran is not extreme. For example if the speed limit is fifty-five miles an hour and we multiply that by eight, then the distance the sign should be prior to reaching a point ware action must be taken by the drive is four hundred and forty feet.

$$55 \text{ mph x } 8 = 440 \text{ feet}$$

Factors that would influence this formula include an obstructed view by the drivers due to a hill or a curve. A downhill slope will require greater advance warning to truckers because of the increase in stopping distance. Rain and icing conditions will also increase the advance warning needed.

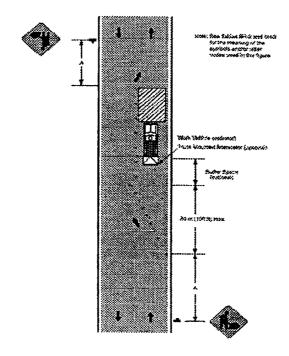


Transition Areas

Transition Areas are the part of the Work Zone where the driver of the vehicle takes action to meet the need of the particular work zone. Reducing speed, merging, preparing to stop are all activities that take place in the Transition Area. Transition Areas are influenced by the same factors, which influence the Advance Warning Area. The amount of traffic is important if the drivers must share the lane or lanes that they have been traveling in. For example, two lanes traveling in the same direction becomes one or a typical two lane divided highway is cut down to one lane. Typically a chart found in the Guidelines for Traffic Control in Work Zones pocket manual is used to determine the amount of roadway needed to be provided for vehicles to make the necessary changes. Below is a sample chart for determining the length provided for the vehicles to change lanes. They call this the Taper Length. The Taper begins after the Advance Warning distance has been achieved.

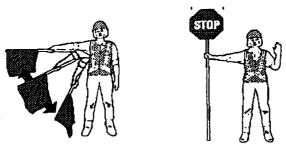
Length of Tape	Spacing Between Cones					
125 feet	25 feet					
245 feet	35 feet					
495 feet	45 feet					
605 feet	55 feet					
	125 feet 245 feet 495 feet					

Tapers can be done with cones, barricades, or plastic barrels. Most often due to the short-term work done by Electric Crews cones are used. Warning signs and tapers need to be used whenever there is equipment stopped in a lane of travel.





The flagger needs to be equipped with a bright reflective vest meeting the ANSI Class II standards. They also need to have a red stop sign, and an orange slow sign to assist them in controlling vehicular traffic through the Work Zone. The sign is at least 18 inches wide with 6-inch lettering.



Signs are more informative and leave little interpretation for drivers to misunderstand

The flagger is stationed near, but not in the lane of traffic. They use their hand signaling sign, and hold the palm of their hand up at least to shoulder height to stop traffic. They need to be polite but firm. Once it is clear for the vehicle to proceed they reverse the sign and wave the traffic through. The flagger can be positioned so as to see and be seen by all traffic they will be directing. For a short-term operation on two lane roads this is often done on the shoulder of the opposite side of the Activity Area.

If the Work Zone is large and the passing traffic cannot see the other end of the lane being traveled, two flaggers working together may be used. Hand signals, cell phones, two way radios, or the flag transfer are all ways flaggers can insure that oncoming cars will not meet.

Summary

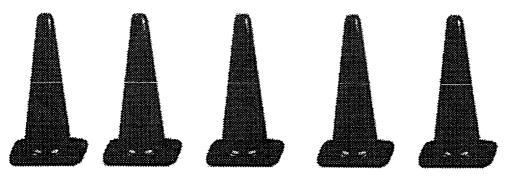
A few moments spent sitting up traffic controls in the Work Zone greatly increases the safety of those working in or along side the road. Take a few moments to evaluate the circumstances. The type of road, traffic, weather, terrain and how much of the road will be blocked are all factors to consider. The pocket guidebook Traffic Control in Work Zone should be consulted to ensure proper Work Zone set up. Proper equipment to alert and control traffic is essential and should be readily available. Set up just prior to the beginning of work activities and tear down shortly after the work is completed.



Activity Area

The Activity Area is that which is occupied by the workers. The area is divided into a buffer and the workspace. Those who are directing traffic, the flaggers often occupy the buffer area. This area is provided so that if a vehicle crosses the taper it has time to stop or divert prior to hitting the workspace and those occupying it. It is a critical area for roads with increased speeds and traffic.

The work area is where equipment, materials storage and workers are located. If possible, vehicles and materials should be located prior to the work area so that some protection is afforded work crews if a vehicle crosses into the activity area. Even though the Activity Area has been well defined ahead of time, markers should continue to mark the Work Zone to prevent the accidental merging of traffic back into the Activity Area.



Eighteen and twenty four inch high traffic cones are preferred because they are more visible.

Reflective cones should be considered if activities could occur at night.

Termination Zones

The Termination Zone lets traffic resume it's normal operations. Merging back into two lanes of travel, resuming the speed limit etc. occur in this zone. If the work activity has blocked a lane, a transition taper should be set up. The transition taper typically made out of cones is one-third the length of the Transition Area. For example if the Transition Taper was determined to be 495 feet then the Termination Zone tape would be 165 feet in length.

Flagging and Flaggers

Flaggers provide temporary traffic control. The flagger should have in mind what they are trying to accomplish, and be properly equipped to perform their duties. Prior to the flagger beginning their duties, the Advance Warning Zone, Transition Area, Activity Area and Termination Area should be determined.

On coming traffic should be alerted to the presence of the flagger. The flagger should be visible for at least 1,000 feet by vehicles arriving at their location.



SAFETY MEETING August 25, 2004 JEFF PRATER, SUPERINTENDENT & SAFETY DIRECTOR

TOPIC:

LOCKOUT/TAGOUT

Discussion covering Big Sandy Rural Electric Cooperative Corporation Lockout/Tagout procedure, hold cards and caution Tags for placing OCR in "one shot".

Handouts given to everyone in attendance entitled "Lockout/Tagout Procedures for Big Sandy RECC.

PRESENT:

BIG SANDY EMPLOYEES PRESENT:

G & S CONTRACTORS

- 1. Chris Prater
- 2. Obie Ratliff
- 3. Chris Judd
- 4. Paul Goble
- 5 Fred Baldwin
- 6. David Rigsby
- 7. Bobby Collins
- 8. Chris Ratliff
- 9. Chester Pennington
- 10. Steve Campbell
- 11. John Harrison
- 12. Mark Crider
- 13. Doug Holbrook
- 14. Manis Prater
- 15. Bill Jarrell
- 16. Steve R Ward
- 17. Nathan Frisby
- 18. Roger Akers
- 19. Kirby Castle

- 1. Ronald Sexton
- 2. Joseph Sammons
- 3. Ellery Owens
- 4. Brian Grimstead
- 5. Paul Holbrook
- 6. Ronald L Porter
- 7. Linzie Estepp

Lockout/Tagout Procedure for Big Sandy RECC

Purpose:

This procedure establishes the minimum requirement for the operation of line switches to ensure the line is isolated from all potentially hazardous energy sources before any work is performed on a line section.

Responsibility:

All employees who operate distribution line switches for Big Sandy RECC are required to follow this procedure.

No employee shall attempt to operate any distribution line switch that has been *Hold Carded* without direct verbal permission from employee who ordered the switch *Hold Carded*.

Sequence of Lockout/Tagout Procedure

- -Notify Paintsville & Prestonsburg dispatch (after hours dispatcher if possible during emergency restoration)
- -Give location of switch.
- -Area affected.
- -Name of person ordering clearance.
- -Operate device.
- -Verify visible opening (If an OCR is operated the jumper must be removed from line for a visible opening or the OCR must be *Hold Carded*).
- -Hold Card if necessary.
- -Check line for voltage (If no voltage detected)
- -Ground Line (If two way feed is possible ground bot sides of work area).

Returning Switch to Service

Remove grounds
Notify dispatch
Return switch to normal
Notify dispatch switch re-energized
Remove Hold Card (If Hold Carded)

In emergency restorations, or during after hours, when a dispatcher cannot be contacted all switches must be *Hold Carded* before any work is performed on line.

Only the employee who ordered the *Hold Card* on the switch can give permission for another employee to remove the *Hold Card*. This permission must be given directly to the employee who shall remove the *Hold Card* and cannot be relayed.

During emergency restoration work where a fault has occurred, the line shall be patrolled before attempting to re-energize switch.

Before "Hot Work" or "Live Line Tool Work" is performed the employee in charge shall:

- -Notify dispatcher.
- -Disable the automatic reclosing feature of the OCR (place in one shot) feeding the circuit if equipped with such a device before working on any energized line or equipment.

When work is finished:

- -Notify dispatcher.
- -Return switch to normal.