

# SafetyRoadtracks

March/April 2005



Since COMPANY 1914

Safety is Job #1



## IMPORTANT NOTICE

### RE: AMERICAN CANYON OFFICE

The speed limit on South Napa Junction Road is 10mph! There are children that frequently play along the road, so watch your speed and *pay attention to the little ones...*



## THE GCC SAFETY COMMITTEE: *It is here for you...*

Who can you turn to when you're concerned about unsafe conditions or work practices? Members of the Safety Committee. The health and safety committee is not a safety cop organization. The job of health and safety committee members is to identify problems and suggest solutions. Why? So you can work in a safe and healthy environment. Some of the duties performed by the Safety Committee include:

- Safety Planning
- Developing and updating policies and procedures
- Regular safety program evaluations
- Development of safety communications
- Coordinating safety training and meetings
- Investigating and reviewing accidents and near misses
- Development and coordination of safety incentive and awareness programs
- Serving as a safety resource and sounding board for employees and management

The Safety Committee meets every Tuesday morning. Communication of identified hazards and conditions in the field is essential. Please take the time to contribute to the success of the company's safety program, which is designed to keep you and the public safe. For anonymous suggestions, there is a suggestion box located in the old dispatch office.

## VOLUNTEERS NEEDED!

The local branch of the national organization, Rebuilding Together, needs volunteer workers and sponsors for their April 2005 project. Rebuilding Together is a nonprofit, nondenominational volunteer organization that, in partnership with the community, rehabilitates homes of low-income homeowners so they may live independently with dignity, in safety and comfort.

On one Saturday in April, volunteers from all walks of life come together in the American barn-raising tradition to rehabilitate homes and nonprofit facilities. For additional information, visit [www.rebuildingtogetherpetaluma.org](http://www.rebuildingtogetherpetaluma.org) or call (707) 765-3944



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## Safety Committee

### 2005 Members

Brian Ongaro  
Joe Moreira  
Damon Calegari  
Gene Petrini  
John Klapperich  
Julie Thornton

## Remember:

Information on GCC Safety Policies and Procedures is available at [www.ghilotti.com](http://www.ghilotti.com) under the Safety and Health section. If you have any questions regarding matters of safety, speak to your supervisor, or contact Julie @ (707) 585-1221.

E-mail topic suggestions for the next Safety Roadtracks to [Julie@Ghilotti.com](mailto:Julie@Ghilotti.com).

**FOREMEN - SAVE THE DATE:**  
**4/29/05 Mandatory Annual Safety Kickoff**

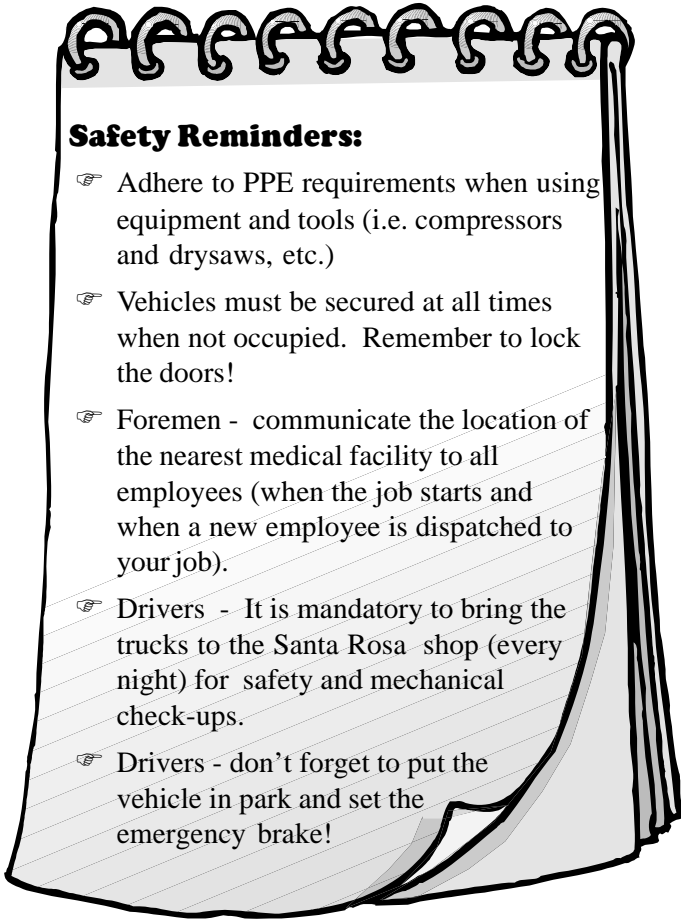


## FAMOUS QUOTES

"Great ability develops and reveals itself increasingly with every new assignment." **Baltasar Gracian**

"The man who views the world at 50 the same as he did at 20 has wasted 30 years of his life." **Muhammad Ali**

"Never discourage anyone...who continually makes progress, no matter how slow." **Plato**



**EXCELLENT SAFETY PRACTICES...  
...are established by setting an example**

**Foremen:**

- † When a hazard or unsafe practice is identified, do a quick 5-minute safety talk with your crew. It is mandatory (and required by law) to communicate all identified hazards and job site conditions to your employees.
- † Stretch! Take care of your crew and have them stretch every morning before starting work. It keeps all of you in shape and helps prevent injuries caused by stiff, cold muscles.

*Thanks Rudy for setting the example of safety excellence!*

**VEHICLE SAFETY**

**Remember:** Immediately report defects and safety concerns to your Supervisor or Damon Calegari. Do not operate any vehicle that is not in safe working condition.

**Vehicle Safety Checklist:**

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Fuel Supply (leave the tank full!) | <input type="checkbox"/> Glass & Windshield Wipers       | <input type="checkbox"/> Emergency Brake                           |
| <input type="checkbox"/> Visual signs of leaks              | <input type="checkbox"/> Rear and side view mirrors      | <input type="checkbox"/> Check all safety features                 |
| <input type="checkbox"/> Signs of Vandalism                 | <input type="checkbox"/> Tires for worn or damaged tread | <input type="checkbox"/> Camera/Incident Reporting Kit             |
| <input type="checkbox"/> Horn, back-up alarms, etc.         | <input type="checkbox"/> Seatbelts for each passenger    | <input type="checkbox"/> <u>Nightly visits to Santa Rosa Shop!</u> |

**LOCKOUT/BLOCKOUT:**

***Preventing Catastrophic Injury from Equipment That's Not Truly Turned Off***

When machinery is inadvertently turned on while it is being maintained, repaired, or adjusted, workers risk electrocution, crushing injuries, or the loss of fingers, hands, or arms. In a U.S. government study, 80% of workers surveyed said they didn't turn off equipment before servicing it - indicating the potential for serious injuries is enormous. An effective lockout and blockout program is your key to preventing these devastating and costly injuries.

**Proof Positive**

If you need proof of the harm that can come from not locking out or blocking out equipment, consider these case studies:

1. Three workers were performing maintenance inside an asphalt mixer. Unaware that one worker was still inside the mixer, someone turned the power back on, starting the mixer. The employee inside was killed instantly.
2. A warehouse worker was repairing an air-operated valve, which he had turned off but had not disconnected and locked out. During the repair, he slipped and inadvertently turned on the switch that lets air into the valve. His hand was caught and crushed in the valve.

In both cases, failure to lockout and blockout potential energy sources caused a serious accident.

According to Cal/OSHA, "lockout/blockout means that any energy source - whether electrical, hydraulic, mechanical, compressed air, or any other source that might cause unexpected movement - must be disengaged or blocked, and electrical sources must be de-energized and locked or positively sealed in the off position."

However, even a locked-out machine may be unsafe if parts of it are not blocked to prevent inadvertent movement. Energy could come from suspended parts or the force of gravity, or could be stored in springs.

It's important to understand the difference between turning off a machine and actually disengaging or de-energizing it. When you turn off a control switch, you open a circuit, which retains electrical energy. A short in the switch or an accidental turning on of the machine may start it running again.

In compliance with Cal/OSHA requirements, GCC has a formal Lockout/Block Program, which can be reviewed on-line, or call Julie @ the Santa Rosa office for a copy.



## NEAR MISSES

Near miss is the term used when you have a “close call”, “dodge a bullet”, or nearly have an injury producing accident. If you always work around the edge of good safety practices the law of averages proves that sooner or later you will have an accident. Near misses are an indication that something has gone dramatically wrong. By taking corrective action, appropriate changes can be implemented before a worker sustains a serious life threatening injury, or a serious accident occurs exposing the public to injury and/or damages. Near misses on the job can occur at any time. Following are appropriate steps to ensure near misses will not become future “direct hits!”

- Correct the near miss hazard immediately. Do not procrastinate.
- Report the near miss to management. It is important that management is aware of not only accidents but also unsafe conditions and near misses. *Ghilotti Construction Company requires that all “Near Miss” incidents be reported on the P&C Incident Reporting Form (ed. 04/04).*
- Discuss the near miss with personnel that have the potential to encounter the same hazard. Educate and train personnel on how to safely handle the potential hazard and avoid all future near misses and accidents.
- Document and handle all near misses in the same manner and seriousness you would an actual accident. The following questions should come to mind when researching near misses.
  - What were the circumstances surrounding the near miss?
  - Is there a safety rule covering the situation or should a new rule be implemented?
  - Was the worker properly instructed?
  - Were safety devices used properly?
  - Are there external factors that account for the near miss?
  - If applicable, is the worker a “repeat offender” and does he/she frequently have near misses and accidents.

**Remember, every near miss is a caution sign.** Your health and safety must be priority #1 while working. Take the time to evaluate and correct each near miss and save yourself and others the chance of future accident and injury.

### GCC NEAR MISS ALERT

**What happened?** The job foreman advised the developer that an abandoned sewer line was too close to a guide wire to allow for safe excavation. The developer indicated that he would not buy off on the pad until the line was removed. The developer instructed the GCC equipment operator to proceed, under his supervision.



**What went wrong?** During the excavation, the guide wire pulled loose causing the power line to sag and arch off the equipment.

**Potential exposures:** In addition to the potential for serious injuries and/or fatalities and property damage, the PG&E representative pointed out the close proximity of a chainlink fence that encircled an elementary school. Had the pole come down with the high voltage line, the fencing would have been energized.

**How could it have been avoided?:** Even though the Foreman was directed by the client to proceed, the Foreman should have stopped all operations and contacted the Superintendent or Area Manager for assistance. Remember, to allow work to proceed when a known hazard has been identified could exposure you, and the company, to a serious and willful complaint. Lessons:

- Foremen have the authority and are required to stop all operations when unsafe conditions are present
- Employees should never proceed with work that is not approved by the acting Job Foreman
- When conflicting opinions arise with a developer, general, or other controlling party, at the job site - contact the Superintendent or Area Manager.

**Trust your instinct and never place yourself, a co-worker, or the public, in a dangerous situation. Safe work practices and conditions must never be ignored.**



**ACTIVE GCC PROJECTS**

San Rafael High School, Sycamore Place/Vallejo, Kerner Blvd, Six Flags Marine World, Mare Island, Strawberry Village, Policy Residence, Sutter Solano Medical Center, Old East Petaluma Sidewalk Project, MMM Business Park, Rio Del Mar Sewer, SRJC Shone Farm Site Work, Hwy 123, San Rafael Street Resurfacing 2003/2004, Dan Foley Park Parking Lot, Danhauer Rough Grade/Water Line, Santa Rose Sewer Backbone, Linwood Subdivision, Farragut Village Utilities, Hiddenbrooke/Parcel 316, Napa Junction, The Orchards, Gordon Ranch, Downtown River Apartments

**News Flash: Staten Island Ferry Crash**

On October 15, 2003, a Staten Island Ferryboat crashed into the pier at the St. George Ferry Terminal (New York). Eleven people died and dozens more were injured, including three who lost limbs. Do you know why? Prescription Drugs

Recent testimony revealed a dangerous mix of prescription and over-the-counter drugs caused the ferry's assistant captain to pass out while piloting the boat. It was also determined that the man lied on his license application, claiming he had no medical conditions that would prevent him from operating the ferry safely. The assistant captain pleaded guilty to manslaughter and lying to his employer about his medical condition.

Sources indicate that prior to the accident, he had taken a strong back pain drug and an over-the-counter medication - both of which causes drowsiness. He was also under treatment for high blood pressure.

If you are currently taking prescription drugs or over-the-counter medications that may impact your ability to safely perform your job - think really hard about it before you show up at work. *Could you handle living with the knowledge that your decision to disregard your safety and that of the people around you resulted in death or serious injury?*

**Definitions of Cal/OSHA Violations**

**Willful:** Intentionally and knowingly disregards safety laws (aware of that an unsafe or hazardous condition existed and made no reasonable effort to eliminate the condition)

**Serious:** Substantial probability that death or serious physical harm could result from a violation .

**General Violation:** A violation not considered serious in nature, but has a relationship to the occupational safety and health of employees

**Regulatory Violation:** A violation that pertains to permit, posting, recordkeeping, and reporting requirements (not considered Serious or General in nature)

**OSHA fines contractor \$58,000** in connection with a fatal accident involving a trench collapse on a construction site near Mobile, AL. A worker was trapped in the trench when the wall caved in and died later that day. OSHA investigated and cited the contractor for failing to protect workers against cave-ins. "This tragedy could have been prevented," OSHA said, "had the contractor followed its own safety manual and OSHA regulations."

GCC implements policies and procedures to keep you safe. No one is exempt from adhering to established safety rules and regulations.



**FOREMEN COMMITTEE MEETINGS**

Don't forget that monthly Foremen Committee Meetings are held the first Tuesday of every month at the Santa Rosa yard (usually @ 5 p.m.). These meetings are designed to allow the opportunity for Foremen to contribute to the development of policies and procedures implemented in the field.

*Leadmen and Field Personnel - your contributions are equally important. If you are interested in attending, please talk to your Foremen or Brian Ongaro.*



**MARK YOUR CALENDAR!**

**Foreman Committee Meeting:** 1st Tuesday of the Month @ 5pm - Santa Rosa Yard

**HOLIDAY OFFICE SCHEDULE:**

**Memorial Day:** 5/30 - Office Closed

Members of the Safety Committee want to help create a program that benefits all employees. Your input is important, so please do not hesitate to speak with any of the committee members, or complete a Safety Information Form available in the old dispatch office. The GCC Safety Newsletter will be published bi-monthly. If there is a topic that you would like to see published, contact Julie @ (707) 585-1221 or email julie@ghilotti.com.