

**~ MJS SAFETY HAS MOVED ~****NEW OFFICES / TRAINING CENTER ARE OPEN**

1760 BROAD ST, UNIT H, MILLIKEN, CO 80543...located halfway between I-25 and Hwy8 on Hwy60

▶ MJS SAFETY TRAINING ANNOUNCEMENT

MJS SAFETY LLC is proud to announce that we are now available to perform Operator Qualification [OQ] Performance Evaluations under the MEA EnergyU system as well as Veriforce. [call to schedule](#) [read more...](#)

▶ **Schedule of classes Apr 2017:** • *TRAINING CENTER – SEE LOCATION ABOVE* • [read more...](#)

OSHA / CONSTRUCTION NEWS SUMMARY**▶ OSHA's \$afety Pays Program Shows Employers how Workplace Injuries and Illnesses Impact their Bottom Line**

OSHA has updated the [Safety Pays Program](#) to include the most recent [workers' compensation data](#) from the [National Council on Compensation Insurance](#). [read more...](#)

**▶ NIOSH Releases Sound App to Help Protect Workers from Hearing Loss**

 The National Institute for Occupational Safety and Health has developed a new, free mobile application for iOS devices that measures sound levels in workplaces. [read more...](#)

▶ Construction Manager's Requirement that Contractors use Fall Protection Saves Three Workers from Potentially Fatal Injuries

Construction management company Harvey Cleary, a participant in [OSHA's Strategic Partnership Program](#), mandates the use of [fall protection](#) at all times for all contractors. [read more...](#)

▶ Enforcement Cases with Initial Penalties Above \$40,000 [read more...](#)**▶ Don't submit your data to OSHA — Yet**

OSHA is not ready to accept employer injury and illness data, but the rule is still in effect [read more...](#)

▶ Adults Need Vaccines, Too

Your need for immunization doesn't end when you become an adult. Get vaccinated to protect yourself and your loved ones from serious diseases. [read more...](#)

TRANSPORTATION NEWS SUMMARY**▶ 34-Hour Restart Study Affirms Less Restrictive Hours of Service, Buries 2013 Regs**

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Police Urge Drivers to Move Over

There have been a rash of accidents in the last year that led to serious injuries and fatalities for State Patrol, Police, Emergency Responders, tow truck drivers and stranded motorists being struck while on the side of the road. [read more...](#)



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The Commercial Vehicle Safety Alliance's annual [International Roadcheck Inspection Blitz](#) will be held June 6-8 this year, according to the organization's website. [read more...](#)



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National Work Zone Awareness Week (*April 3-7, 2017*) is an annual spring campaign held at the start of construction season to encourage safe driving through highway work zones. [read more...](#)



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A loaded haul truck collided with a pickup, when the pickup truck operator attempted to turn around on the haul road after missing the turn off.

BEST PRACTICES [read more...](#)



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In the past decade, 29 miners have died at metal and nonmetal (MNM) mines when they fell from the area where they worked, such as heavy equipment, ladders and conveyor walkways.

BEST PRACTICES [read more...](#)

▶ **MSHA Issues Proposed Rule to Delay Workplace Exam Rule, Asks for Comments**

On March 27, 2017, the **Mine Safety and Health Administration** (MSHA) issued a [proposed rule](#) to delay the effective date of its Final Rule on Examinations of Working Places in Metal/Non-metal Mines until July 24, 2017. It was originally slated to take effect in May. [read more...](#)

MONTHLY SAFETY TIP NEWS SUMMARY

▶ **Prepare for Spring Weather**

Spring weather can be unpredictable. Reduce injury risk and plan ahead.

PLANNING AHEAD MAKES SENSE! [read more...](#)



...and don't forget — WITH THE CONTINUING THREAT OF “High Fire Danger” IN MANY AREAS, THESE PREPAREDNESS MEASURES WILL ALSO BE IMPORTANT IN THE UNFORTUNATE OCCURRENCE OF A WILDFIRE NEAR YOUR HOME OR WORKPLACE.

MJS SAFETY LLC is proud to announce the addition of ENERGY worldnet, Inc. [EWN] to our OQ Services.

MJS SAFETY LLC is an "Authorized Assessment Center" for Proctoring and Testing for ENERGY worldnet, Inc., as well as OQ Performance Evaluation Services.

MJS SAFETY LLC continues to offer Proctor and Testing Services, as well as Operator Qualification [OQ] Performance Evaluations under the "EnergyU" system – a service of Midwest ENERGY Association – as well as Veriforce.

MJS SAFETY LLC has "Authorized" Performance Evaluators on staff that can perform this service for specific "Covered Tasks."

MJS SAFETY LLC is also available to assist with the Knowledge Based Training for these tasks. Knowledge-based training is designed to help personnel successfully pass the OQ Knowledge Based Testing as well as the Performance Evaluation process.

The Operator Qualification Rule – commonly referred to as the "OQ Rule" addressed in Title 49 of the Code of Federal [US DOT] regulations, mandates that individuals who perform "Covered Tasks" on covered pipeline facilities be qualified through the Operator Qualification Process.

The intent of the OQ rule is to ensure protection of both pipeline personnel and the public at large. Providing individuals with the necessary knowledge and skills is an essential element of any Operator and Contractor OQ plan.

Acceptable requirements for qualification are determined by the operator. The quality and validity of data related to OQ training, testing, and performance is critical to meet these requirements.

If we can be of assistance with these types of services for your company, please [call to schedule](#).

Make MJS Safety your "GO TO" Resource in 2017

Check here each month for a current class schedule!

Schedule training at our Training Center in Johnstown...or On-Site at your facility

Just Some of the Courses Offered Include:

- ~PEC SafelandUSA Basic Orientation
- ~OSHA 10 Hour General Industry
- ~OSHA 30 Hour General Industry
- ~NUCA Confined Space
- ~Hydrogen Sulfide [H₂S] - Awareness
- ~Respirator: Medical Evaluation & Fit Testing
- ~Hazard Communication – GHS Training
- ~Teens & Trucks Safety
- ~1st Aid/CPR Course- Medic 1st Aid
- ~HAZWOPER 8, 24 & 40 Hour
- ~PEC'S Intro to Pipeline
- ~Confined Space Rescuer Training
- ~PEC Core Compliance
- ~OSHA 10 Hour Construction
- ~OSHA 30 Hour Construction
- ~NUCA Competent Person for Excavation & Trenching
- ~Hands-on Fire Extinguisher training
- ~DOT Hazmat Training
- ~MSHA Sand & Gravel Training [Part 46 only]
- ~Fall Protection for the Competent Person
- ~Defensive Driving Safety for large and small vehicles
- ~Instructor Development for Medic 1st Aid/CPR
- ~Bloodborne Pathogens Compliance Training
- ~Respiratory Protection Training

► MJS SAFETY offers these courses as well as custom classes to fit the needs of your company ◀

Schedule of classes Apr 2017: • TRAINING CENTER - NEW LOCATION - 1760 BROAD ST, UNIT H, MILLIKEN, CO 80543

- PEC Safeland Basic Orientation: Apr 3, 10(spanish), 12, 24, 27(spanish)
- First Aid/CPR/AED / BLOODBORNE PATHOGENS: Apr 7, 17 8 a.m.
(We offer both MEDIC FIRST AID & AMERICAN HEART ASSOCIATION)
- TEEX H2S Operator Training – Awareness (ANSI Z390 Course): Apr 7, 17, 1 p.m.

► NEED ANY OF THESE CLASSES IN SPANISH? CONTACT carriejordan@mjsafety.com TO SCHEDULE TODAY ◀

Go To mjsafety.com FOR UP-TO-DATE CLASS LISTINGS
To sign up for one of these classes, or inquire about scheduling a different class
Call Carrie at 720-203-4948 or Jeremy at 720-203-6325 or Mike at 303-881-2409

— FEATURED TRAINING PROGRAMS —

- Safeland Basic Orientation
- Hydrogen Sulfide Awareness
- First Aid/CPR
- OSHA 10 Hour for General Industry or Construction
- Confined Space for Construction

— ALSO OFFERING —

- PEC Basic 10 — 2 days that cover both Safeland and OSHA 10 for General Industry in 1 class

Unable to attend a class?

MJS SAFETY offers multiple "ONLINE TRAINING COURSES" including OSHA Construction, General Industry, Environmental, Hazardous Waste Public Safety, DOT, Human Resource, Storm Water & ISO Training Courses.

Order First Aid & other Safety Supplies
www.mjsafety.com
Jeremy 720-203-6325
Carrie 720-203-4948
or Mike 303-881-2409

Online courses provide a convenient way for **EMPLOYERS & EMPLOYEES** to complete **MANDATED, REQUIRED or HIGHLY RECOMMENDED** training in today's industry
~ MANY COURSES ARE ALSO AVAILABLE IN SPANISH ~

Need Help With
■ ISNETworld
■ PEC/Premier
■ PICS
■ BROWZ
CALL US!!!

FOR ADDITIONAL INFORMATION CALL
MJS SAFETY
JEREMY – 720-203-6325 CARRIE – 720-203-4948 MIKE – 303-881-2409

SOURCES FOR THIS ISSUE INCLUDE
OSHA
FMCSA
MSHA
Overdrive
CCJ
J.J.Keller
NIOSH
CVSA
CDC
AmericanRedCross
MoveOverLaws.com
newswoodlandpark.com
Teller County Sheriff's Office
Aggregates Manager
SafetyNow.com



OSHA / CONSTRUCTION

OSHA's \$afety Pays Program Shows Employers how Workplace Injuries and Illnesses



Impact their Bottom Line

OSHA has updated the [Safety Pays Program](#) to include the most recent [workers' compensation data](#) from the [National Council on Compensation Insurance](#). The program helps employers understand the impact of workplace injuries and illnesses on their company's profitability.

OSHA provides many resources to help employers develop an [effective safety and health program](#) to improve safety and reduce costs. Benefits include reduced absenteeism, lower turnover and workers' compensation costs, higher productivity and increased morale.

NIOSH Releases Sound App to Help Protect Workers from Hearing Loss



The National Institute for Occupational Safety and Health has developed a new, free mobile application for iOS devices that measures sound levels in workplaces.

The NIOSH Sound Level Meter app displays real-time noise exposure data based on NIOSH and OSHA limits. The easy-to-use app can be particularly helpful to occupational safety and health trainers as they teach construction apprentices about noise hazards and the need for hearing protection.

Visit the [app webpage](#) for more information.

Construction Manager's Requirement that Contractors use Fall Protection Saves Three Workers from Potentially Fatal Injuries



Construction management company Harvey Cleary, a participant in [OSHA's Strategic Partnership Program](#), mandates the use of [fall protection](#) at all times for all contractors.

At an apartment project in San Antonio, Texas, a framing contractor balked at the requirement, claiming that he never used [fall protection in residential construction](#). After the safety team leader for Harvey Cleary made it clear that following OSHA fall protection requirements was a condition of employment, the contractor engineered a fall protection system and had his employees secured to lifelines. A short time after the system was put into place, three workers fell from the top of the structure but never hit the ground because their lifelines arrested their falls. Not only did the insistence of Harvey Cleary's safety team leader potentially save the lives of three people, it convinced the framing contractor to ensure that his employees have adequate fall protection on future jobs.

Enforcement Cases with Initial Penalties Above \$40,000

(Includes citations issued starting January 1, 2015. Cases are updated weekly. There is a posting delay to ensure the parties have been notified.)



[See an Interactive Map](#)

[All States in Table Format](#)

Don't submit your data to OSHA — Yet

OSHA is not ready to accept employer injury and illness data, but the rule is still in effect - Posted March 10, 2017

OSHA's final rule to **Improve Tracking of Workplace Injuries and Illnesses** requires certain **employers** who are **already** keeping [Part 1904 records](#) to **submit** this information **electronically** to the **Agency**.

This **year**, all **covered employers** will only **submit** their [300-A Summary information](#) to **OSHA**. Next year, **larger employers** will submit **all** of their **recordkeeping data** to **OSHA**.

The **deadline** for **sending** in the **information** is **July 1, 2017**. Earlier, **OSHA** had **stated** that it **might** have its **website ready** for these **submissions** as early as **February 2017**. However, the **Agency** recently posted, "**OSHA** is **not accepting** electronic **submissions** of **injury** and **illness logs** at this **time**." **OSHA** promised to **post updates** when they are **available**.

With the **change** in political **administrations** in Washington D.C., the **posting** has **led** some **employers** to question **whether** the electronic **data submissions** would **still** be **required**.

At this point, **OSHA** is still going **forward** with the **requirements** in the **final rule**. But industry **groups** renewed a **lawsuit** against the **rule** in **February, 2017**, arguing against its **prohibitions** against **employer incentive** programs and **routine post-accident** drug testing.

The **plaintiffs** also **oppose** the **requirement** to **electronically** submit confidential **information** that will **appear** on **OSHA's** website for **public viewing**. Whether the Trump **administration** will direct **OSHA** to **defend** the case **remains** to be seen.

For now, assume the [requirements](#) to **submit** your **injury** and **illness information** to **OSHA** electronically are in **effect**.

Adults Need Vaccines, Too



Your need for immunization doesn't end when you become an adult. Get vaccinated to protect yourself and your loved ones from serious diseases.

Vaccines are NOT just for kids! Regardless of age, we ALL need immunizations to protect against serious, and sometimes deadly, diseases. Protection from vaccines you received as a child can wear off over time, and you may be at risk for new and different diseases.

Find Out Which Vaccines You Need

The specific vaccines you need as an adult are determined by your age, job, lifestyle, health conditions, where you travel, and which vaccines you've had in the past.

Throughout your adult life, vaccines are recommended to get and maintain protection against:

- [Seasonal influenza \(flu\)](#) (for all adults)
- [Pertussis](#) (whooping cough) (for all adults who have not previously received the Tdap vaccine and for women during each pregnancy)
- [Tetanus](#) and [diphtheria](#) (every 10 years following Tdap vaccine)
- [Shingles](#) (for adults 60 years and older)
- [Pneumococcal disease](#) (for adults 65 years and older and adults younger than 65 who have specific health conditions)

Other vaccinations you may need include those that protect against:

- [human papillomavirus](#) (which can cause certain cancers)
- [meningococcal disease](#)
- [hepatitis B](#)
- [hepatitis A](#)
- [chickenpox](#)
- [measles](#)
- [mumps](#) and
- [rubella](#)

Ask your doctor which vaccines are right for you.

[Take this quiz](#) to determine which vaccines may be recommended for you and create a customized printout to discuss with your doctor.

Getting Vaccinated

Immunization is one of the safest ways for you to protect your health. Vaccine side effects are usually mild and go away on their own. Severe side effects are very rare.

Adults can get vaccines at doctors' offices, pharmacies, workplaces, community health clinics, health departments, and other locations. To find a place near you to get a vaccine, visit the [HealthMap Vaccine Finder](#).

34-Hour Restart Study Affirms Less Restrictive Hours of Service, Buries 2013 Regs

The results of a new study confirm that truckers' 34-hour restarts will not require two 1 a.m. to 5 a.m. periods and will not be limited to once per week.

The study has not yet been made public, but a letter issued by the Department of Transportation's Office of Inspector General confirms the report's conclusions. To comply with an order from Congress, the study's results dictate the removal of the 1 a.m. to 5 a.m. provision and the removal of the once-weekly limit.

Congress suspended the 1 a.m. to 5 a.m. requirement and the once-weekly limit in December 2014, pending the issuance of the U.S. DOT's study. The long-awaited report from the Department shows those provisions did not enhance safety, according to an OIG update issued last week, at least to a degree to justify them.

The DOT's Federal Motor Carrier Safety Administration will likely need to issue a formal notice to permanently remove the rules, but the regs have been suspended since a December 2014-issued notice. The report does not change the rules truckers' currently operate under.

A DOT spokesperson says the Department is in the "final stages of reviewing the study" before sending a final report to Congress, as required by a 2014-passed budget act.

The DOT's OIG sent a letter to Congress signing off on the DOT study, saying it agreed with the report's conclusions and that the DOT followed Congress' directives in completing the research.

The study found that truckers abiding by the July 1, 2013, regulations — those requiring the early morning periods to be included in the restart — operated no more safely than truckers not abiding by the rules, the OIG letter says.

More than 200 drivers were studied for the DOT's report, which was executed by FMCSA and Virginia Tech. The drivers were divided into two groups. One group followed the more restrictive 2013 rules and the others were free to use the restart as they wanted.

The study "did not explicitly identify a net benefit from the use of the two suspended provisions of the restart rule on driver operations, safety, fatigue and health," the OIG's letter states.

Researchers compared drivers' schedules and analyzed events like crashes and near crashes, as well as driver alertness and health.

The more restrictive hours of service rules took effect in July 2013, prompting widespread criticism by both fleets and drivers for preventing truckers from returning to duty until 5 a.m. after a restart, even if the restart had spanned a full 34 hours.

Chief arguments against the regulations were that it pushed drivers into early morning rush hour traffic — which caused safety and operational concerns — and that FMCSA issued the rule with little scientific evidence to back up the restrictions.

Congress cleared legislation in December 2014 to halt the regulations and require FMCSA to perform the 34-hour restart study. Congress set the bar high for the 2013 rules to go back into effect, requiring the study to show exceeding safety and health benefits for drivers' operating under the 2013 rules.

FMCSA Withdraws Safety Fitness Rule Meant to Revamp Carrier Rating System Following Industry Pushback



The Federal Motor Carrier Safety Administration will withdraw its January 2016 proposal to rework the way it rates carriers and determines their fitness to operate.

The Safety Fitness Determination rule, which has been in the works for a decade, has been withdrawn, according to an advanced notice published in the Federal Register by FMCSA [The NPRM "Carrier Safety Fitness Determination," RIN 2126-AB11, published on January 21, 2016 (81 FR 3562), is withdrawn as of March 23, 2017]. The withdrawal comes a few weeks after industry groups asked new Transportation Secretary Elaine Chao to kill the rule.

The SFD was issued as a Notice of Proposed Rulemaking last January. The agency says it had planned to simply issue a Supplemental Notice of Proposed Rulemaking this year to rework the rule and solicit industry feedback on the changes.

However, due to widespread concern over the rule's reliance on the Compliance Safety Accountability program's Safety Measurement System BASIC ratings — which themselves have also been pulled from public view due to concerns about their accuracy in judging carriers' safety — FMCSA says it decided to withdraw the SFD proposal all together and start anew.

Congress in late 2015 required FMCSA to pull the SMS BASIC carrier rankings from public view, given their myriad of flaws and what's seen as a limited ability to accurately score carriers. Congress also required the agency to work with the National Academies of Science to reform the program to better achieve its goal of targeting unsafe operators.

The agency says it will wait to reissue a Safety Fitness Determination proposal until the CSA SMS revamp has been implemented.

The proposal, if made final, would have done away with the Conditional, Satisfactory and Unsatisfactory rating system, in favor of a simple Fit and Unfit designation. The rule would have also allowed the agency to put carriers out of service based on CSA BASIC ratings alone, rather than an intervention and on-site compliance review.

MOVE OVER COLORADO! IT'S THE LAW!

Police Urge Drivers to Move Over

There have been a rash of accidents in the last year that led to serious injuries and fatalities for State Patrol, Police, Emergency Responders, tow truck drivers and stranded motorists being struck while on the side of the road.



In late November, a Colorado State Patrol Trooper was killed in a crash on I-25 south of Castle Rock. Since then, much has been reported (including an article in the Dec 2016 MJS Safety newsletter) about

Colorado's Move Over Law, which has been in effect since 2005.

Immediately following Trooper Donahue's death, the Greenwood Village Police Department organized an operation, consisting of five law enforcement agencies in the Denver Metro Area, to conduct education and enforcement of the law.

On December 1, 2016, a joint operation was conducted by these five agencies to educate drivers and increase enforcement of Colorado's "Move Over" law. A total of 278 traffic stops were made that day of vehicles that were in violation of the law.

[Colorado Move Over Law: CRS 42-4-705](#) requires all drivers approaching or passing a stationary authorized emergency vehicle that is giving a visual sign by means of flashing, rotating, or oscillating red, blue or white lights or a stationary towing carrier vehicle that is giving a visual signal by means of flashing, rotating, or oscillating yellow lights shall exhibit due care and caution by moving over at least one lane if possible. If moving over a lane is not possible, drivers should greatly reduce their speed when passing. By moving over, motorists provide a buffer zone for the personnel directing their attention to the situation on the roadway.

Despite Colorado's "Move Over" law, we continue to see needless crashes across the state. Every year, several first responders and other road safety personnel are seriously injured, some fatally, because motorists simply refuse to move over.

Unfortunately, the daily experiences of our first responders and road safety personnel has provided us with the knowledge that a large amount of Colorado motorists are either unaware of the law or simply refuse to obey it. Regardless, this failure to move over can result in severe consequences for the first responders and the people who crash into them.

In an effort to raise awareness of Colorado's "Move Over" law, several agencies committed to continuing education and enforcement efforts through at least the first quarter of 2017, identifying these efforts as "Operation 1 Charlie 3", in honor of Trooper Donahue.

Pre-planned dates for this operation were identified, and all agencies throughout the State of Colorado were encouraged to participate in the operation.

The first day of this operation was January 25, 2017, with participation by thirteen agencies throughout Colorado, including the Teller County Sheriff's Office.

The detail conducted by deputies from the Teller County Sheriff's Office resulted in 32 traffic stops for violation of this law. 24 citations and 8 warnings were issued. The enforcement detail was conducted on Highway 24 between Woodland Park and Divide, and Highway 67 between Divide and Cripple Creek.

Those who are caught can expect an \$87 -\$169 ticket.



WHETHER IT'S POLICE, FIRE, TOW TRUCKS, CONSTRUCTION CREWS, OR A MOTORIST REPAIRING A FLAT TIRE — PLEASE SLOW DOWN, MOVE OVER, AND GIVE THEM SOME ROOM. **IT MIGHT SAVE A LIFE!**

Nationwide Truck Inspection Blitz Set for June

The Commercial Vehicle Safety Alliance's annual [International Roadcheck Inspection Blitz](#) will be held June 6-8 this year, according to the organization's website.



Roadcheck is an annual 72-hour event in which inspectors across North America conduct an increased amount of inspections on commercial vehicles to "conduct compliance, enforcement and educational initiatives."

Last year's focus was on tire safety, along with the traditional Level I inspections. *This year's focus is cargo securement.*

During 2016's inspection spree, inspectors placed 21.5 percent of trucks inspected out of service, along with 3.4 percent of drivers, or 9,080 trucks and 1,436 drivers. A total of 62,796 inspections were performed during the event, according to CVSA, and 42,236 of them were Level I inspections, the most comprehensive. Brakes and hours were the top out-of-service violations in 2016.

CVSA offers resources for drivers and fleets, including a [list of things](#) inspectors are looking for during inspections.

Watch for more details in next month's MJS SAFETY newsletter!

~ Driver's Conviction & Sentence for Killing Flagger Upheld on Appeal ~

A driver who struck and killed an 18-year-old flagger on her first day on the job was convicted of dangerous driving causing death.

He'd been travelling at a speed of 55-62 mph and passed two semis despite signs prohibiting passing in the construction zone and requiring a reduction of speed to 35 mph while passing construction workers.

The court sentenced him to two years minus a day in jail and a three-year ban on driving once he was released.

The driver appealed but the appeals court upheld his conviction and sentence.

The trial court had reasonably found that his driving was a marked departure from the standard of care of a reasonable person as he was in a construction zone, didn't observe the signs that required him to slow down and not pass vehicles, didn't slow down and was inattentive for a prolonged period of time.

Lastly at sentencing, the trial judge considered the relevant factors and principles, and the sentence imposed wasn't unfit.

NATIONAL WORK ZONE AWARENESS

National Work Zone Awareness Week (April 3-7, 2017) is an annual spring campaign held at the start of construction season to encourage safe driving through highway work zones.



Here are a few tips for driving safely in work zones:

1. In any work zone along any road, major or minor, expect the unexpected. Normal speed limits may be reduced, traffic lanes may be changed, and people and vehicles may be working on or near the road.
2. Obey warning signs – they are posted in advance of road construction projects to give you time to follow their instructions to merge, slow down or stop.
3. Stay alert and minimize distractions. Dedicate your full attention to the roadway and resist the temptation to get on your cell phone or engage in other distracting behaviors while driving through a work zone.
4. Stay calm. Work zones aren't there to personally inconvenience you. They're necessary to improve the roads for everyone.
5. You may see flashing arrow panels or "lane closed ahead" signs. Merge as soon as possible. Don't zoom right up to the lane closure, then try to barge in – if everyone cooperates, traffic moves more efficiently. Motorists can help maintain traffic flow and posted speeds by moving to the appropriate lane at first notice of an approaching work zone.
6. Slow down when the signs say to. Speeding is one of the leading causes of work zone related crashes so slow down and take your time.
7. The most common crash in a highway work zone is the rear-end collision, so remember to leave at least two seconds of braking distance between you and the car in front of you. The amount of space required to provide two seconds of stopping time will increase the faster you're driving!
8. Keep a safe distance between your vehicle and traffic barriers, trucks, construction equipment and workers. Just like you, highway workers want to return home safely after each day's work.
9. Just because you don't see the workers immediately after you see the warning signs doesn't mean they're not out there. Some work zones – like line painting, road patching and mowing are mobile, moving down the road as the work is finished. Observe the posted signs until you see the one that states you've left the work zone.
10. Highway agencies use many different and varying ways to inform motorists about the location and duration of major work zones. Often, the agencies will suggest a detour to help you avoid the work zone entirely. Plan ahead, and try an alternate route.

METAL/NONMETAL Serious Accident Alert – Surface – Sand

A loaded haul truck collided with a pickup, when the pickup truck operator attempted to turn around on the haul road after missing the turn off. The pickup truck operator suffered minor injuries and was taken to the hospital for further evaluation.



BEST PRACTICES

- Always maintain control of self-propelled mobile equipment when it's in motion.
- Provide and maintain traffic controls to ensure safe movement of self-propelled mobile equipment
- Maintain safe travelling distances between mobile equipment on haulage roads.
- Ensure all persons are trained to recognize workplace hazards, specifically the limited visibility and blind areas inherent to operation of large equipment and the hazard of mobile equipment travelling near them.

METAL/NONMETAL Mine Safety Alert – Preventing Fall of Person Accidents

In the past decade, 29 miners have died at metal and nonmetal (MNM) mines when they fell from the area where they worked, such as heavy equipment, ladders and conveyor walkways.

BEST PRACTICES

- Make mobile or stationary platforms, from which miners may work, available at locations where there is risk of falling.
- Assign a safety harness and lanyard to each miner who may work at an elevated height or locations where a fall can occur.
- Construct stable, durable and secure anchor points for miners to attach lanyards at all locations where a fall hazard exists, and inspect these anchor points frequently. Post signage, "**FALL PROTECTION IS REQUIRED HERE**".
- Place stable and secure physical barriers around all floor openings through which miners may fall. Yellow caution tape is not acceptable to use as a barrier.
- Design work areas and develop job tasks that minimize fall hazards.
- Mine operators and independent contractors must always comply with these four standards that help prevent falls from occurring: [§§56/57.11001](#) Safe access and [§§56/57.15005](#) Safety belts and lines.



MSHA Issues Proposed Rule to Delay Workplace Exam Rule, Asks for Comments

On March 27, 2017, the **Mine Safety and Health Administration** (MSHA) issued a [proposed rule](#) to delay the effective date of its Final Rule on Examinations of Working Places in Metal/Non-metal Mines until July 24, 2017. It was originally slated to take effect in May.

MSHA is requesting comments on extending the effective date of the final rule to **July 24, 2017**, and is specifically asking if the extension offers an appropriate length of time for mine operators to modify their procedures and if more time is necessary for training and compliance assistance. The **deadline** to [submit comments](#) is **April 26, 2017**.

The **National Stone, Sand & Gravel Association** (NSSGA) is not waiting for MSHA to amend the flawed rule on their own, it is leading a coalition of national and state associations to file a petition with the **11th U.S. Circuit Court of Appeals** to challenge the exams rule.

The association has always insisted that the rule will impede operator efforts to effectively manage workplace safety and greatly increase the amount of paperwork required, which would be especially tough on small operators.

Ward Nye, chairman, president and CEO of **Martin Marietta**, recently appeared before a congressional subcommittee to emphasize the industry's commitment to safety. "We have safety records at our company that are better than department stores," Nye said, according to an **NSSGA** press release. "I'll put our safety metrics up against anyone in the world."

See OSHA [fall protection standards](#)

Prepare for Spring Weather

Spring weather can be unpredictable. Reduce injury risk and plan ahead.

Spring is the time of year when many things change—including the weather. Temperatures can swing back and forth between balmy and frigid. Sunny days may be followed by a week of stormy weather. Sometimes extreme weather changes can occur even within the same day. Mark Twain once said, "In the spring I have counted one hundred and thirty-six kinds of weather inside of four and twenty hours."



Thunderstorms cause most of the severe spring weather. They can bring lightning, tornadoes, and flooding. Whenever warm, moist air collides with cool, dry air, thunderstorms can occur. For much of the world, this happens in spring and summer.

Because spring weather is so unpredictable, you may be unprepared when severe weather hits—particularly if you live in a region that does not often experience thunderstorms, tornadoes, or flooding. And when severe weather hits unexpectedly, the risk of injury and death increases. So planning ahead makes sense; prepare for storms, floods, and tornadoes as if you know in advance they are coming, because in the spring, they very likely will.



Often by the time we are aware of an approaching storm, we have little if any time to prepare for it. Advance planning for thunderstorms, lightning, tornadoes, and floods requires specific safety precautions. You can follow many of the same steps that you would for all [extreme weather events](#). Keep an emergency kit on hand.

Some items to include are:

- A battery-operated flashlight, a battery-operated NOAA Weather Radio, and extra batteries for both
- An [emergency evacuation or shelter plan](#), including a map of your home and, for every type of severe weather emergency, routes to safety from each room
- A list of [important personal information](#), including:
 - telephone numbers of neighbors, family, and friends
 - telephone numbers of utility companies
 - insurance and property information
 - medical information
- According to the American Red Cross a [first aid kit](#) may include:
 - non-latex gloves
 - sterile gauze pads in assorted sizes
 - scissors
 - first aid instruction booklet
 - assortment of adhesive bandages
 - absorbent compress dressings
 - adhesive cloth tape
 - antibiotic ointment
 - tweezers
 - aspirin packets (81 mg each)

(NOTE: [Customize your first aid kit](#) to meet your individual and family needs.)
- A 3–5 day supply of bottled water and nonperishable food
- Personal hygiene items
- Blankets or sleeping bags
- A [Family Emergency Kit Checklist](#) in your car

Prepare your family members for the possibility of severe weather. Tell them where to seek appropriate shelter as soon as they are aware of an approaching storm. Practice your emergency plan for every type of severe weather. Show family members where the emergency supplies are stored, and make sure they know how to turn off the water, gas, and electricity in your home.

Often by the time we are aware of an approaching storm, we have little if any time to prepare for it. But we do know that when spring arrives, thunderstorms, tornadoes, and floods are real possibilities. So why not take the surprise factor out of severe weather and prepare yourself, your family, and your home? If thunderstorms, tornadoes, and floods do occur, you'll be ready for them.

...and don't forget — WITH THE CONTINUING THREAT OF "High Fire Danger" IN MANY AREAS, THESE PREPAREDNESS MEASURES WILL ALSO BE IMPORTANT IN THE UNFORTUNATE OCCURRENCE OF A WILDFIRE NEAR YOUR HOME OR WORKPLACE.