

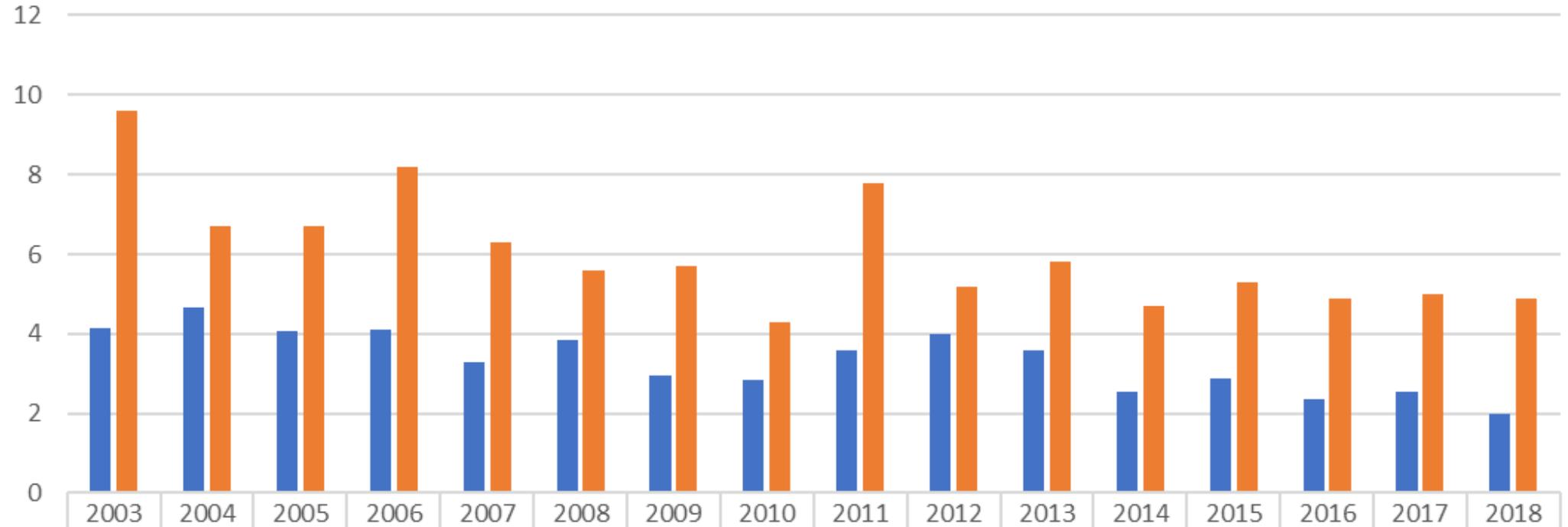


# CHASE

CONSTRUCTION HEALTH AND SAFETY EXCELLENCE



## MN Construction Industry Total Case Injury / Incidence Rates vs. CHASE Participants



CHASE	4.15	4.68	4.07	4.12	3.3	3.85	2.97	2.85	3.6	3.99	3.59	2.54	2.88	2.37	2.54	1.97
MNOSHA	9.6	6.7	6.7	8.2	6.3	5.6	5.7	4.3	7.8	5.2	5.8	4.7	5.3	4.9	5	4.9

■ CHASE ■ MNOSHA



Minnesota OSHA / Associated General Contractors of Minnesota

Construction Health and Safety Excellence (CHASE) Partnership 2018

Contractors Reported 2018 Work Hours = 17,375,726 Group Total Case Injury / Illness Rate: 1.97

59.79% Safer than the Minnesota Construction Industry 2018 Average Rate of 4.9

NAICS Codes	Total Partners	CHASE 2018 Total Average Group Incident Rates	2018 BLS MN Construction Industry Average Group Incident Rates	CHASE Group Rates "VS" MN Industry Rates
236 Generals	13	2.12	4.7	<p><b>CHASE</b> Generals 54.89% Safer than MN Construction Industry Average 6,562,133 Work / Hours</p>
237 Highway / Heavy	12	1.83	4.0	<p><b>CHASE</b> Highway / Heavy 54.25% Safer than MN Construction Industry Average 3,981,237 Work / Hours</p>
238 Specialty	9	1.95	5.2	<p><b>CHASE</b> Specialty 62.21% Safer than MN Construction Industry Average 6,832,356 Work / Hours</p>



# CHASE Partnership Activity Report 2018

## 17,375,726 Work /Hours

- 11,047 - New employee orientations
- 1,923 - Near Miss reports
- 34,063 - Site (Subcontractors) all hands orientations
- 205,016 - Daily Pre-Task Planning, JSA / JHA's
- 61,677 - Weekly safety meeting / Tool box talks
- 13,288 - Total number of people doing "Daily Stretch & Bend" weekly
- 11,386 - Total weekly site safety inspections completed by safety department
- 43,171 - Total weekly site safety inspections completed by field supervisors / safety committee members
- 13,245 - Total weekly site safety inspections completed by subcontractors

# CHASE 2019 Best Practices

- iPad - Internal Traffic Control Plan / Communication / Safety Committee - Best Practice Red Light / Green Light
- Contractors Worksites Solutions Apps / Equipment / Endorsements / Training Materials / YouTube / SDS
- Contractors Company Developed Safety App / Training / SDS / Emergency Response Plans
- Contractors Safety Training / Inspections / JHA / Observations / Near Miss / Incident Reporting



# Hardrives, Inc. Internal Traffic Control Plan

## Commercial Paving

This typical application addresses the internal traffic control requirements for commercial paving operations. In any situation addressed, the information illustrated can generally be adapted to a broad range of conditions.

Dump trucks and all other vehicles should enter and exit the project only at the designated access/egress point. Dump trucks should position themselves to come up alongside and from behind the operation on the unpaved surface.

If there is insufficient room to line up ahead of the mill, paver or other material transfer vehicle, dump trucks must wait until the truck in front of them is finished and a signal given by the designated spotter to position the truck in front of the machine. A spotter must be guiding you whenever you are backing.

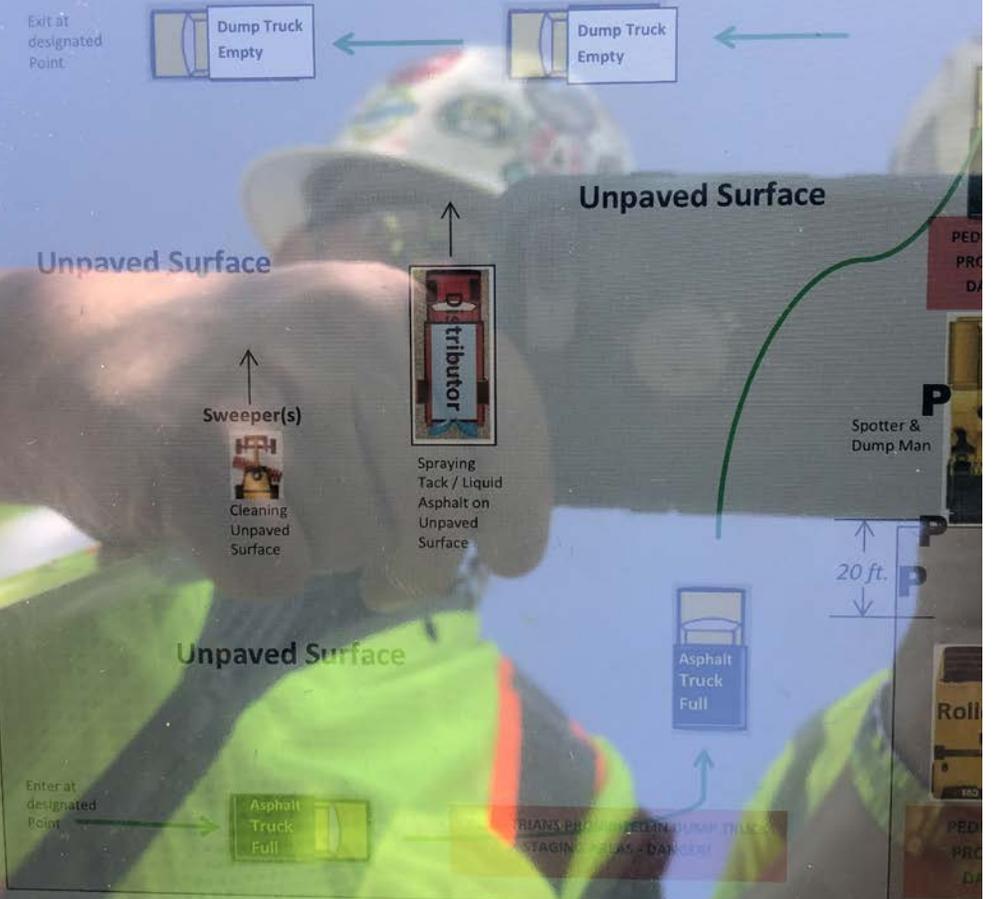
Dump truck drivers should minimize vehicle movements. Change position only when necessary and when it is confirmed to be clear. Obey all spotters and traffic control personnel, as applicable.

Back up only at the direction of the backer/spotter who is guiding you toward the mill, paver or other material transfer vehicle. **AT ANY TIME, YOU LOSE SIGHT OF ANY PERSON AROUND YOUR VEHICLE YOU SHOULD STOP IMMEDIATELY.** Do not continue backing until you have located this person and are clear. There is no one behind your vehicle.

Familiarize yourself with the area in which you are operating your vehicle by becoming aware of, among other things: overhead wires/power lines that could be struck by any part of your vehicle.



"P" - Pedestrian Workers  
Anticipated location of pedestrian workers under conditions. May also be found in other locations.



"P" - Pedestrian Workers  
 Anticipated location of pedestrian workers under typical work conditions. May also be found in other locations on the project.



This typical application addresses the internal traffic control requirements for a milling operation (at left) and a paving operation (at right). This can be adapted to any number of both open and/or closed travel lanes, as well as a left or right lane closure configuration. While not every situation involving a roadway closure is addressed, the information illustrated can generally be adapted to a broad range of conditions.

Milling, when done in conjunction with paving, often takes place just ahead of the paving operation at distances that can range from a couple hundred feet to a mile or more.

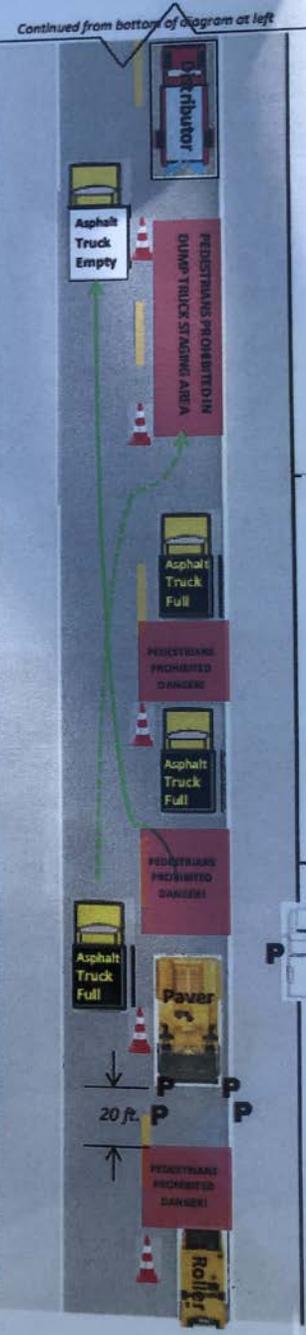
Empty dump trucks arriving on the jobsite should proceed forward to the milling operation(s), just ahead of the milling machine and get in line to receive millings.

Dump trucks hauling asphalt should proceed to the paving operation, just ahead of the paver to get in line to offload asphalt.

Truck access and egress should be between the cones after determining the path is clear (as depicted by the green arrows).

Both dump truck drivers and equipment operators should remain in/on their unit and stay alert at all times. If you must exit for any reason, wear all required PPE and high visibility apparel for the operation taking place.

Obey instructions from flaggers, backers, spotters and others who are directing applicable phases of the work.



Another material transfer vehicle (MTV) may be immediately in front of the paver to receive and move asphalt to the paver.

04

Tuesday

Type:

Daily Risk Assessment

7:12 AM

5 Min

Subjects

Parking Lots - Add Specific Details

Pull In Crew

Attendees

PHOTOS: 0

Meeting Attendees

On-Site Attended

EMPLOYEES

Kyle M Hotvedt

400115



Thomas C Schlan...

400253



Cory J ...

400349



Andrew L Bisto...

400026



Christopher A Ho...

400112



Tyler P Blonigen

400453



Steven L Young

400319



David A Bankers

400390



VISITORS



MPM  
MINNESOTA  
PAVING & MATERIALS

51.6035

USDOT 1718041



ELISON

MINNESOTA  
PAVING & MATERIALS

51.6041

6041



**FERGUSON**

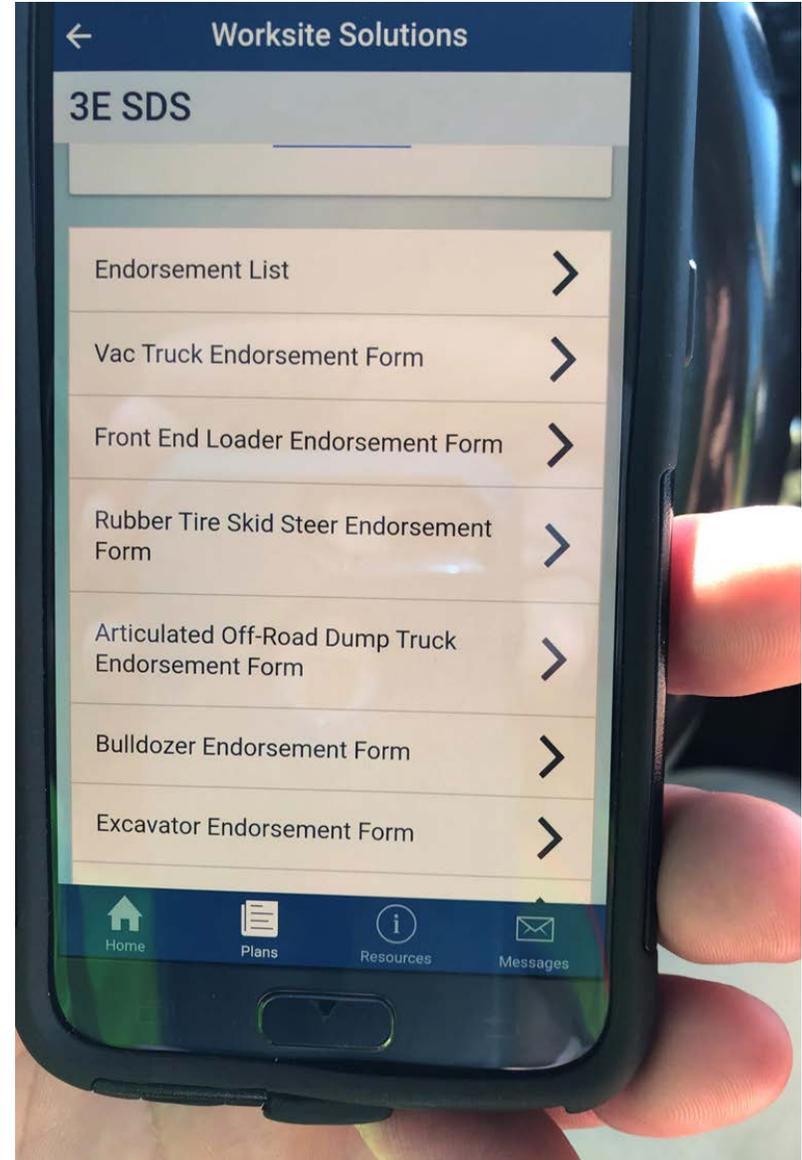
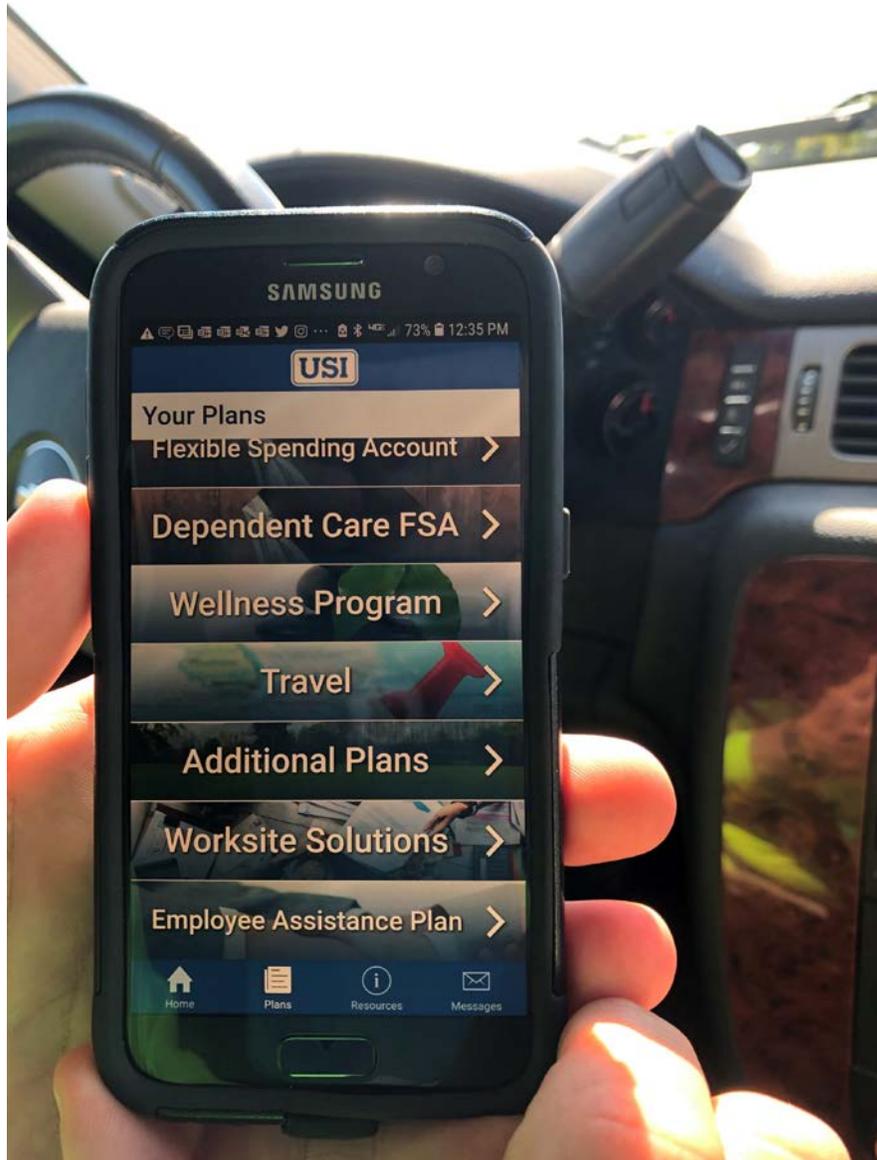


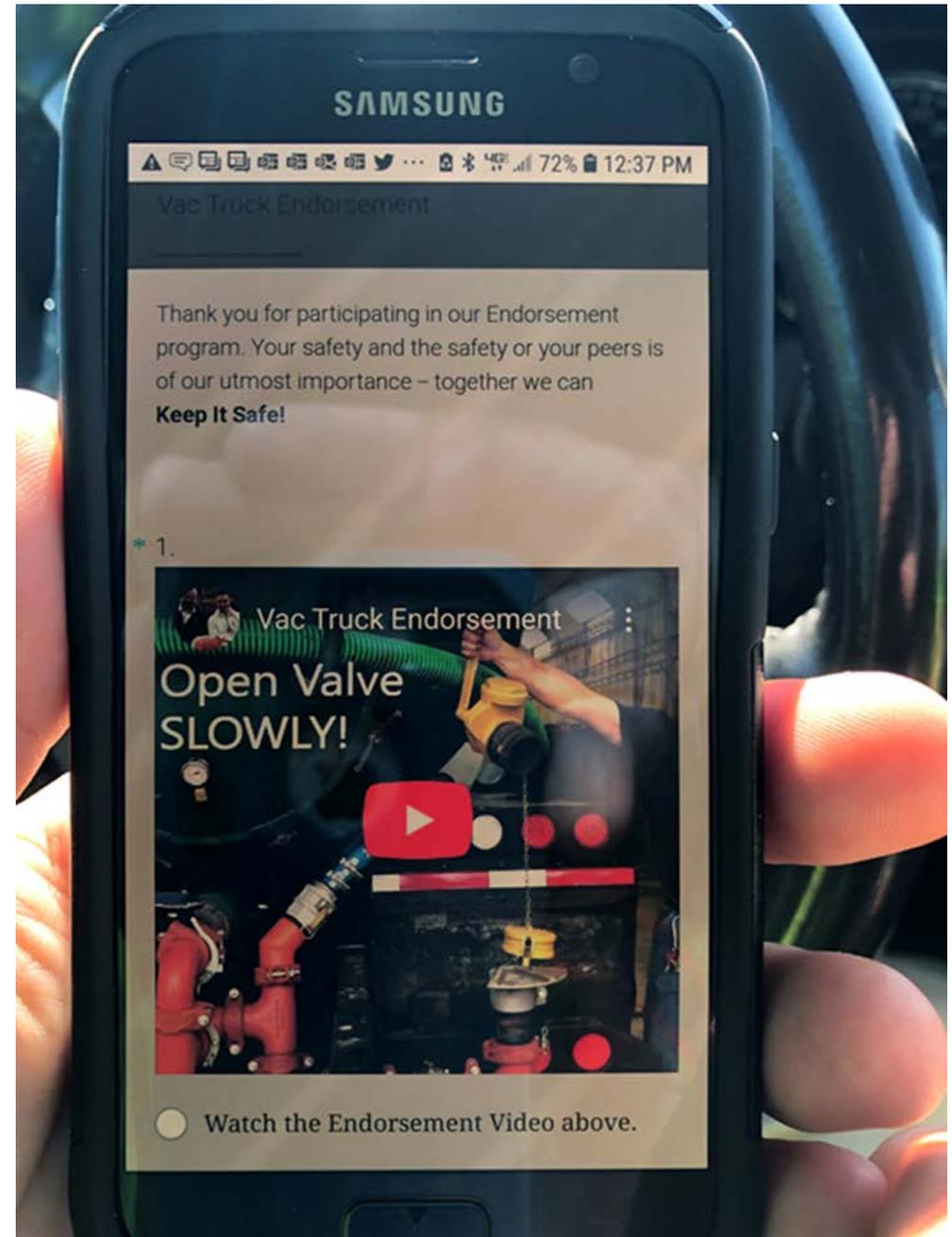
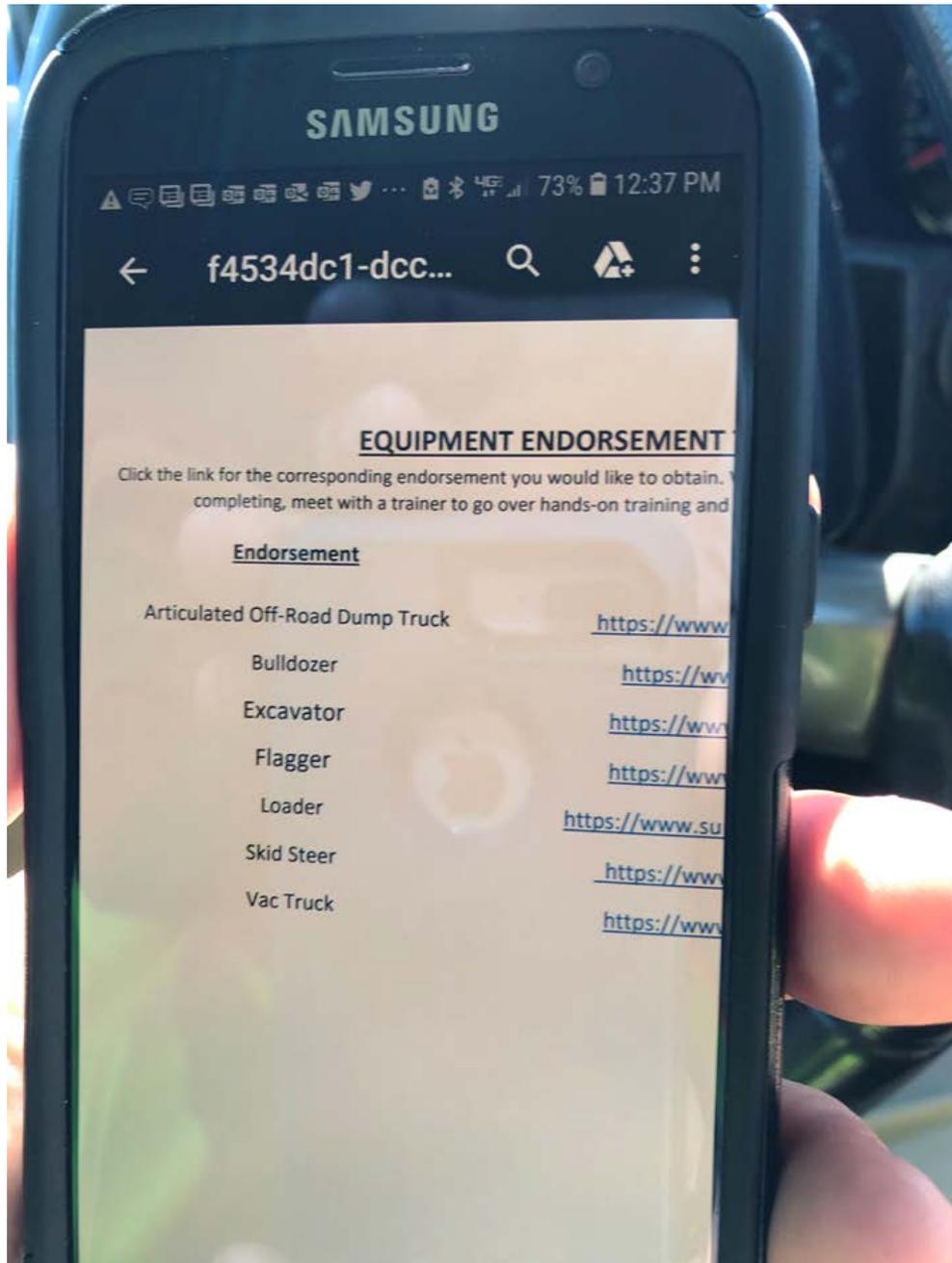


51.6041

WESTERN STAR  
POWER STEERING









7a7a997f-c99...



## Mathiowetz Construction Company Front End Loader Operator Instructions/Task Training

### Entering and Exiting from the Loader Safely

- Enter only when the bucket or other attachment is flat on the ground—or when the lift-arm supports are in place. Use supports supplied or recommended by the manufacturer.
- When entering the loader, face the seat and keep a three-point contact with handholds and steps. Never use hand controls for handholds.
- Keep all walking and working surfaces clean and clear of debris.
- Before leaving the operator's seat:
  - lower the bucket or other attachment flat to the ground,
  - set the parking brake, and
  - turn off the engine, after it has had time to cool down.
- When exiting, use three points of contact every time.

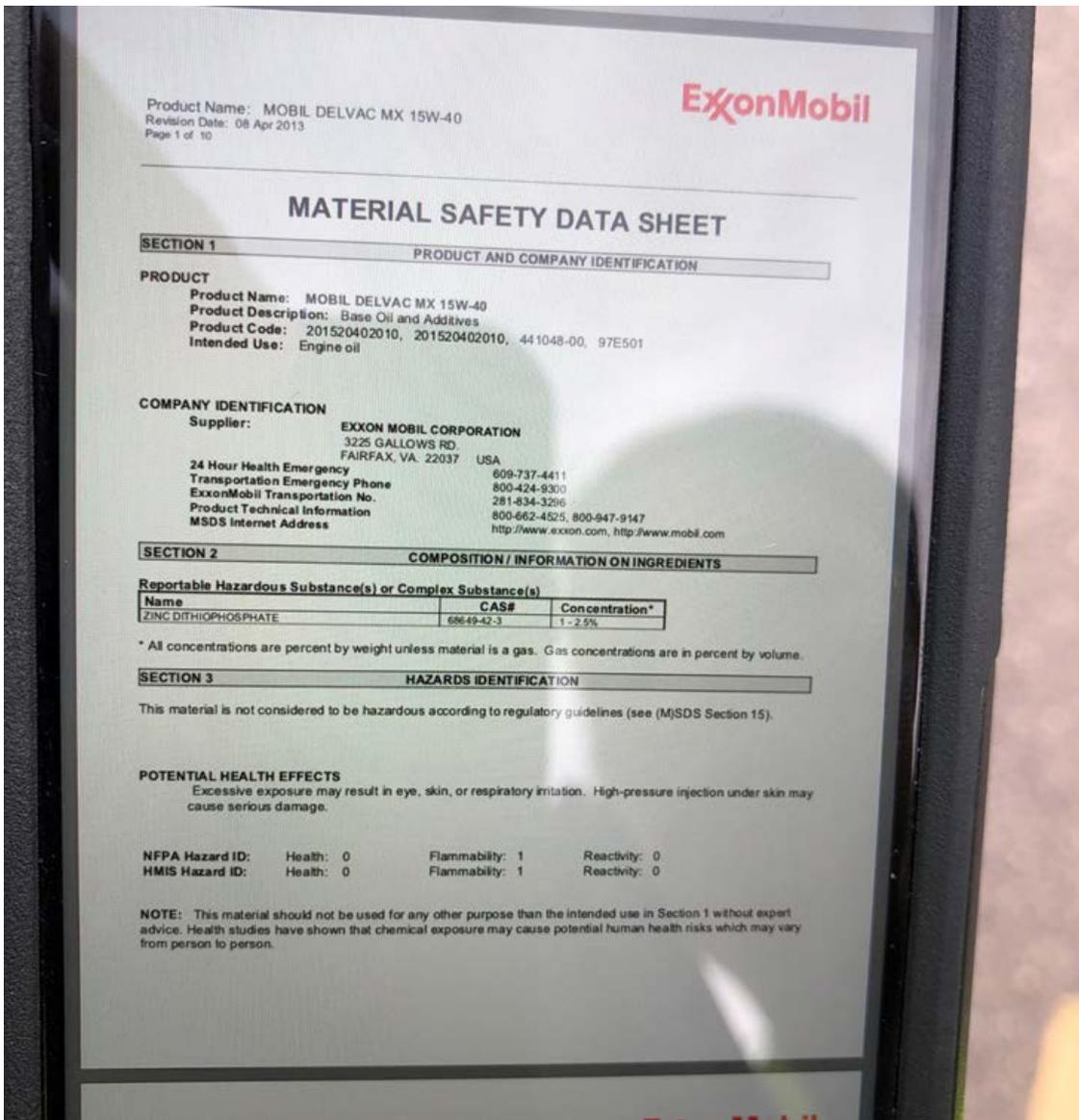
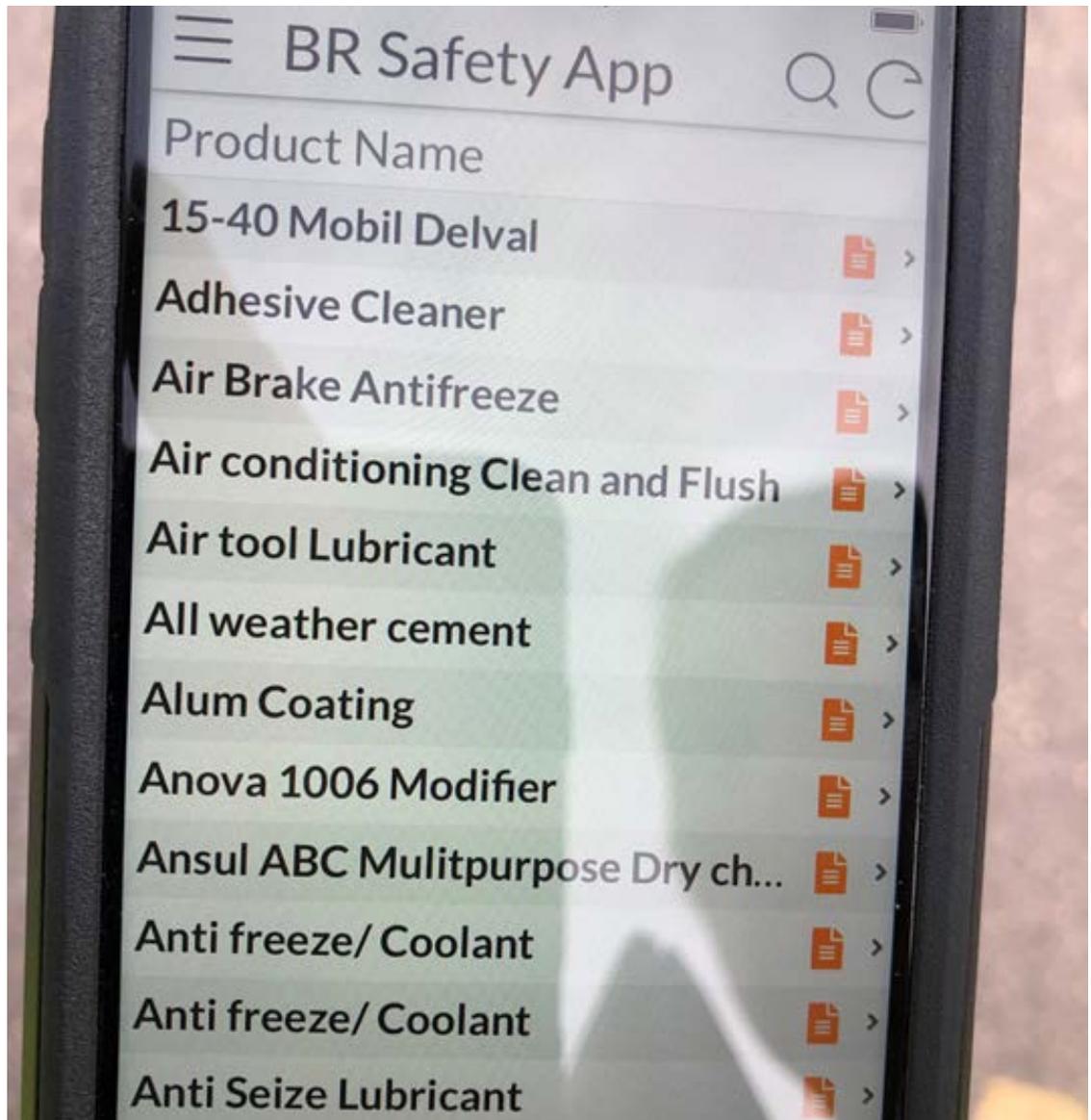
Mathiowetz Construction Co. requires the following safe operating procedures for loaders, though these principals can carry over to other pieces of equipment:

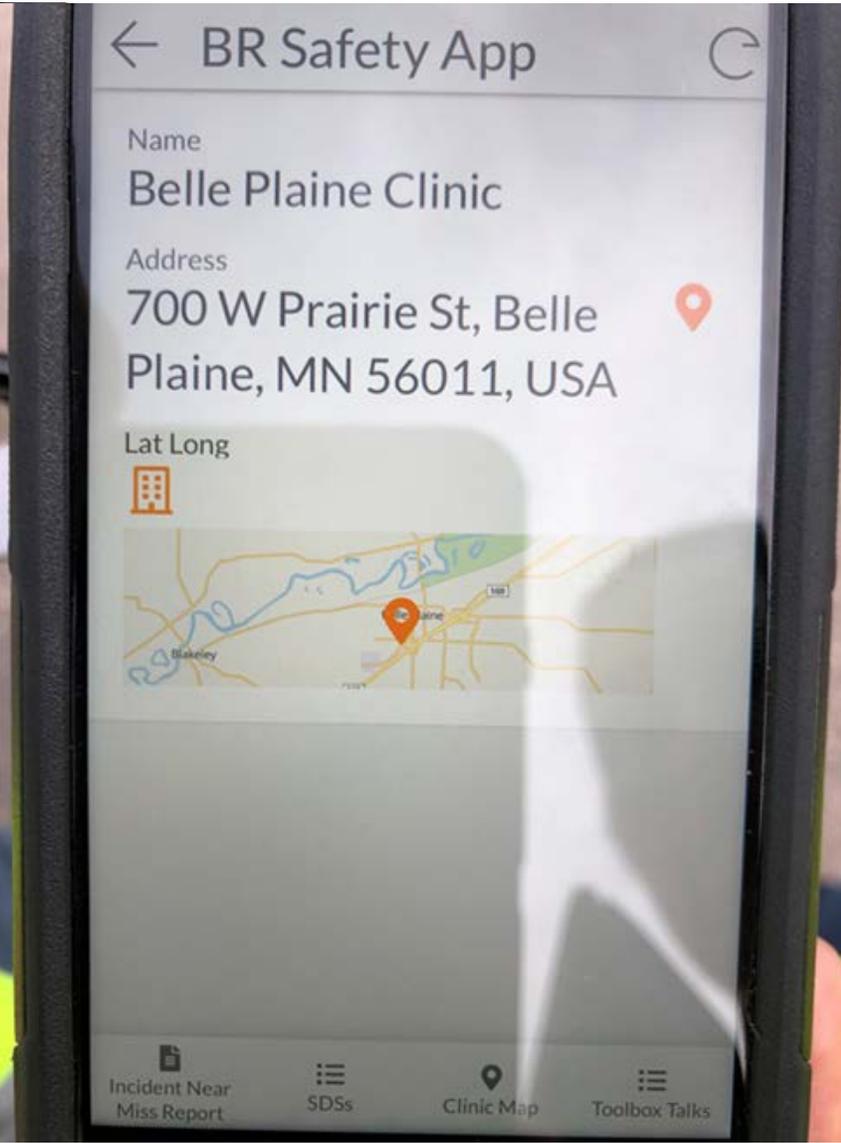
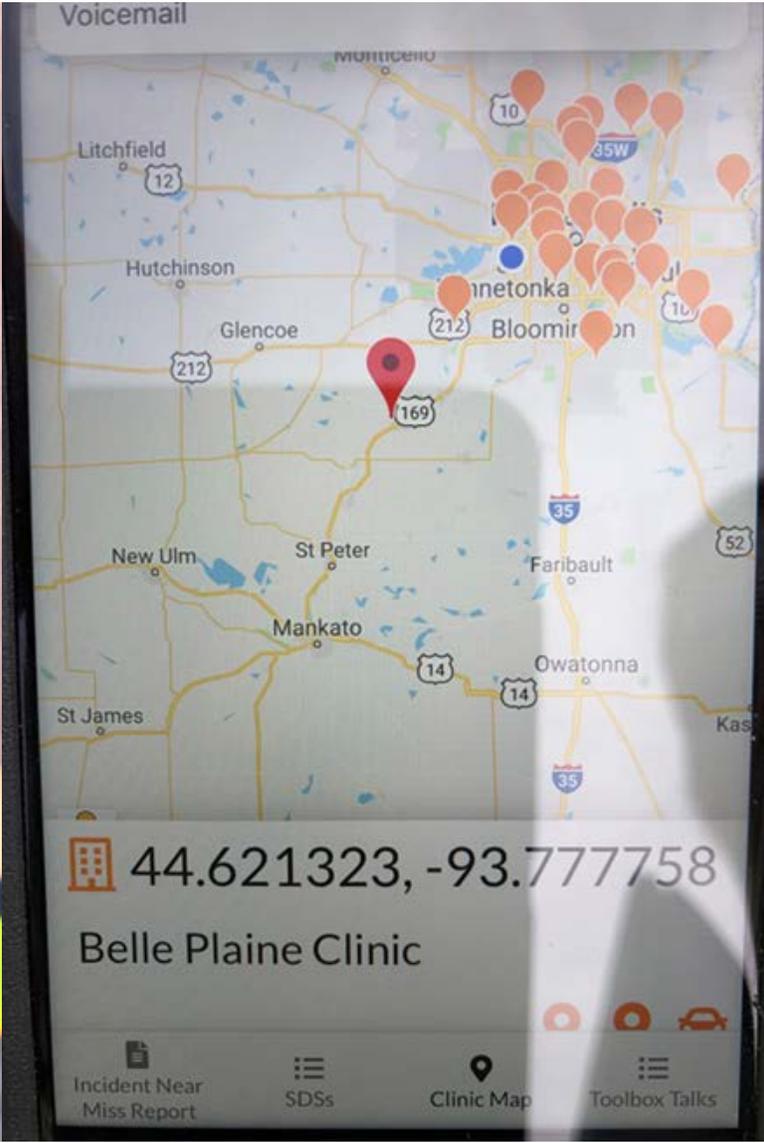
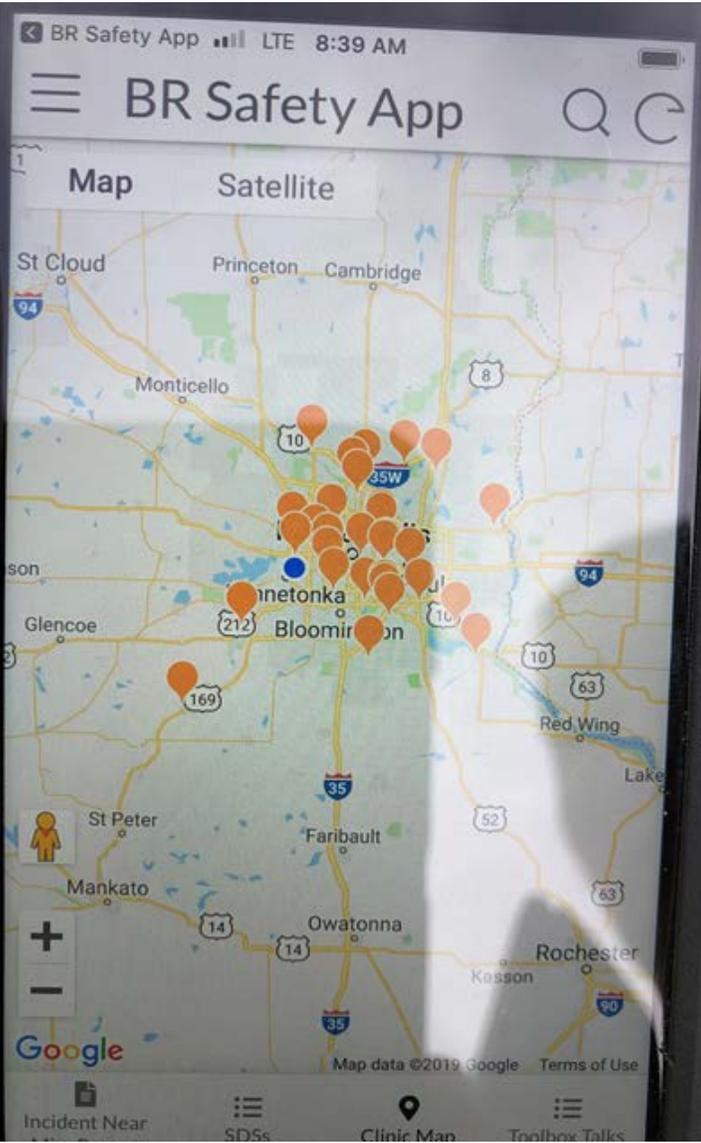
- Operate the equipment from the operator's compartment—never from the outside.
- Stay seated when operating the equipment controls.
- Work with the seat belt fastened.
- Keep your arms, legs, and head inside the cab while operating the equipment.
- When possible, plan to load, unload, and turn on level ground.
- For maximum stability, travel and turn with the bucket in the lowest position possible.
- Never exceed the manufacturer's recommended load capacity for the machine.
- Operate on stable surfaces only; watch out for unstable ground.
- Avoid traveling across slopes; travel straight up or down with the heavy end of the machine pointed uphill.
- Always face the direction of travel and look before changing direction.
- Keep bystanders away from the work area.
- Grease bottom bucket pins.
- Watch pins in arms for broken bolts while operating.
- **NEVER** modify or bypass safety devices.

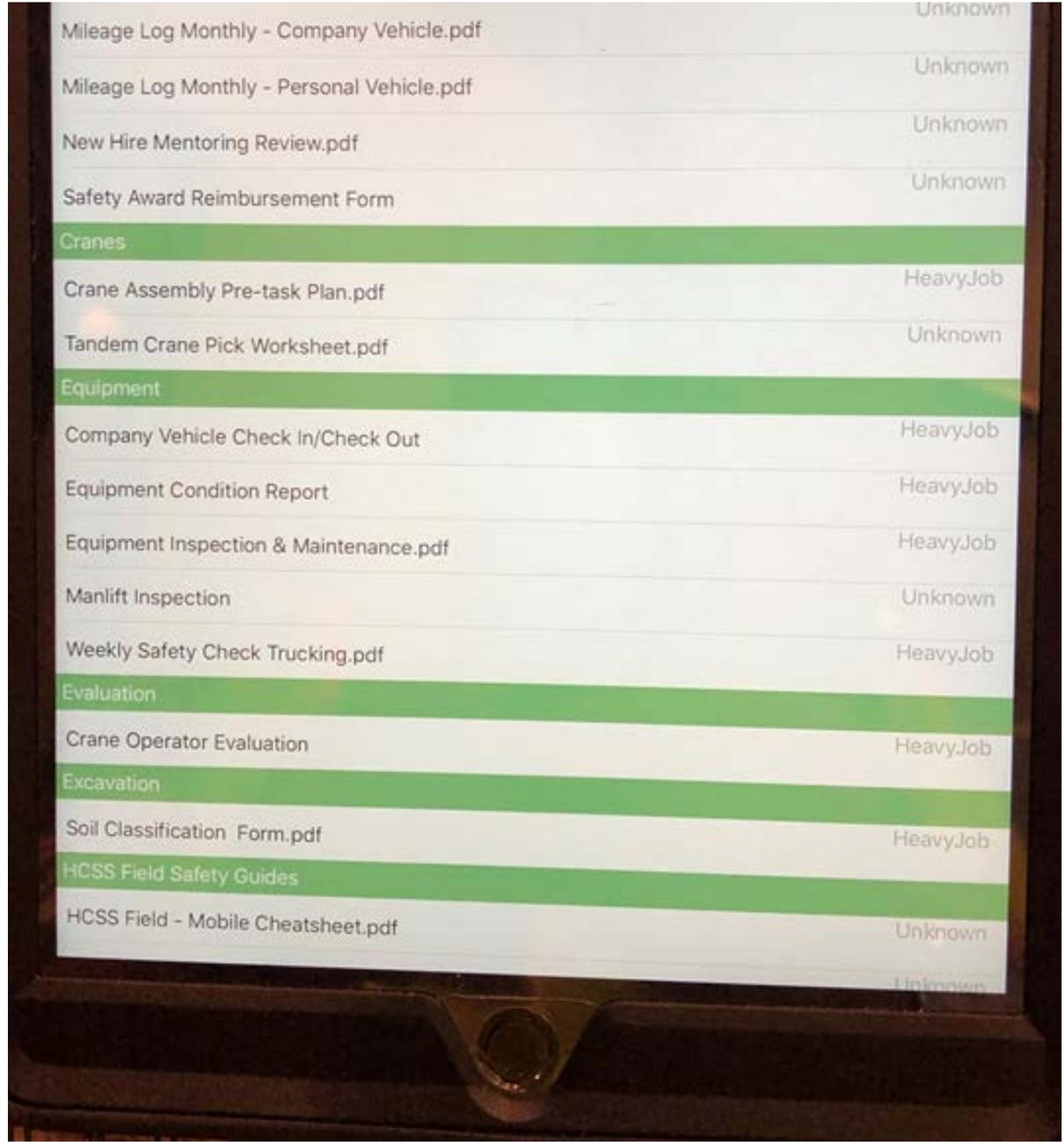
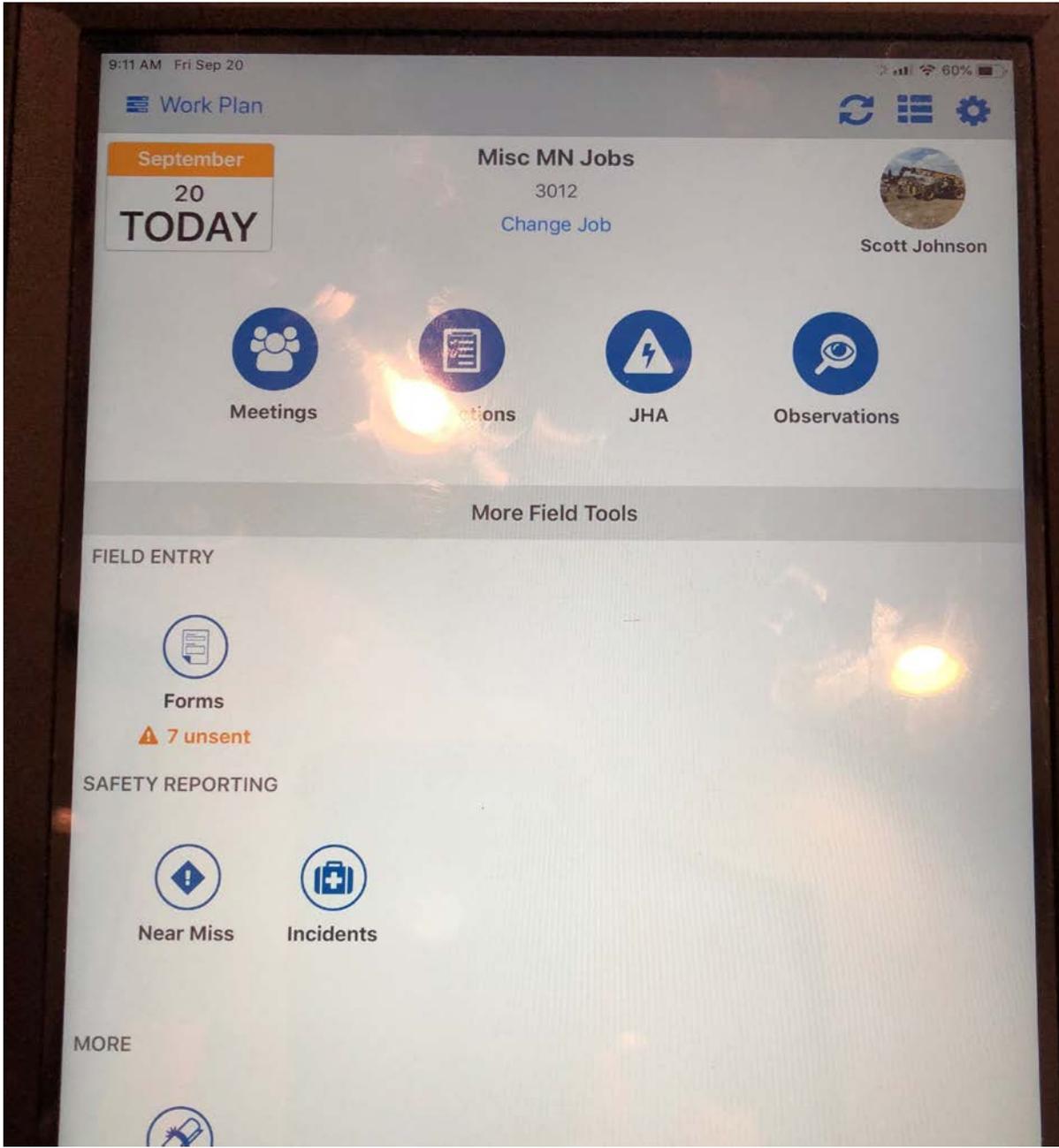
### Maintaining the Loader in Safe Operating Condition

- Follow the manufacturer's instructions for maintaining the loader.
- Keep the foot controls and the operator's compartment free of mud, ice, snow, and debris.
- Before servicing the loader:
  - set the parking brake,
  - lower the bucket or other attachment flat to the ground,
  - turn off the engine,
  - remove the key from the switch









9:14 AM Fri Sep 20 Skills & Certifications Refresh

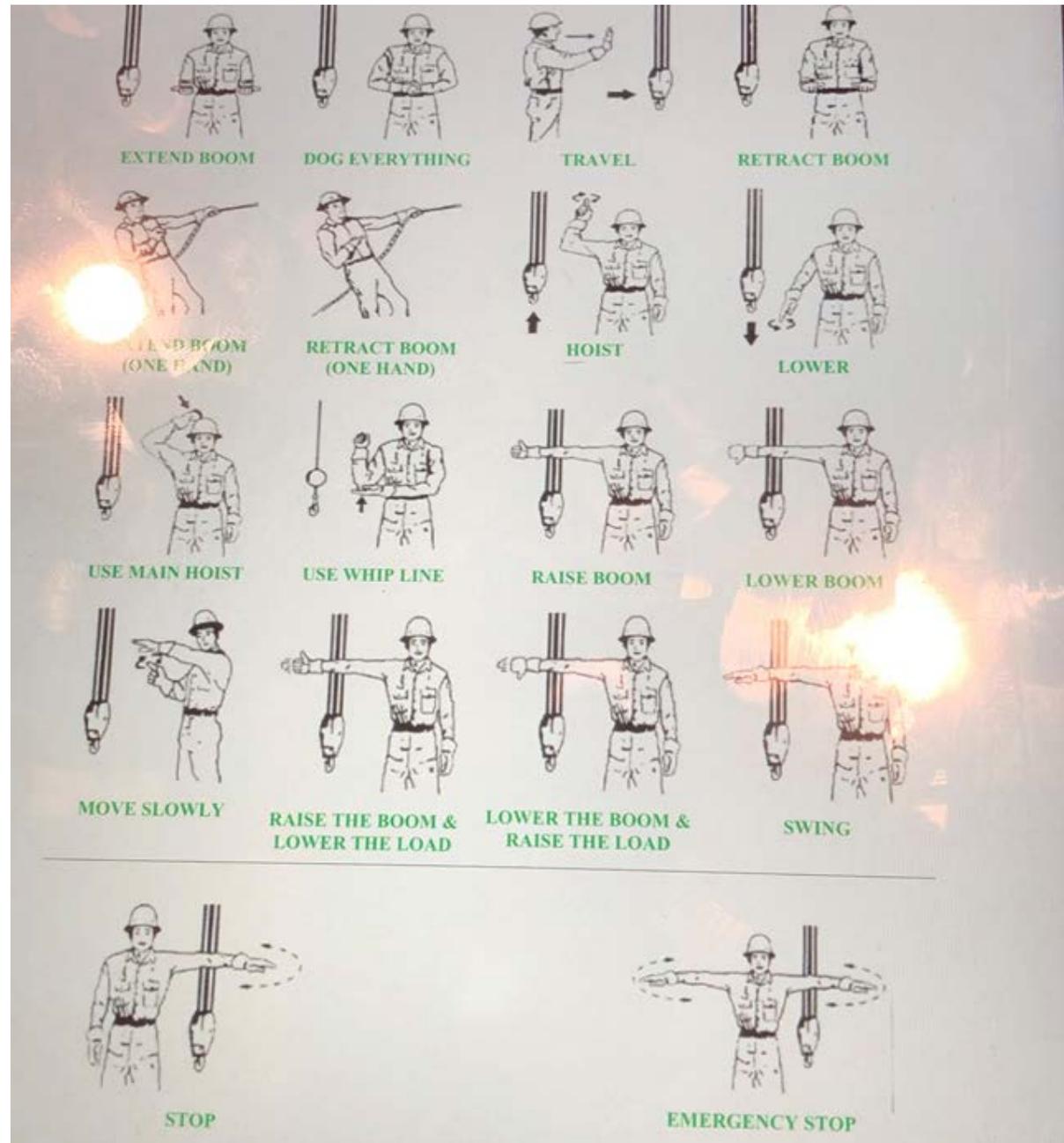
Main Menu

View by Employee View by Skill/Certification

+ Add Certification Filter Job: All

Search

Approved Car/Pick Up Driver Approved Driver car / pick up	Expires: Mar 30, 2020 Certification Date: Mar 30, 2018
Comml Driver CDL	Expires: Mar 21, 2020 Certification Date: Mar 21, 2018
Erosion Control Site Mgmt ECSM	Expires: May 31, 2022 Certification Date: Mar 14, 2019
Flagger FLAG	Expires: Mar 09, 2028 Certification Date: Mar 09, 2018
OSHA 30 hr OSHA 30	Expires: Never Certification Date: Feb 01, 2017
Qualified Rigging Training	Expires: Never Certification Date: Mar 09, 2018
Qualified Signal Person Crane Signal Person	Expires: Mar 09, 2023 Certification Date: Mar 09, 2018
MSHA 8 hour Refresher MSHA 8hr	Expires: Apr 29, 2020 Certification Date: Apr 29, 2019
MSHA New Miner Training 24 hr New Miner	Expires: Never Certification Date: May 22, 2018
OSHA 10 hr OSHA 10	Expires: Never



Clear Entire Form

# SOIL CLASSIFICATION

Each soil and rock deposit shall be classified by a competent person as Stable Rock, Type A, Type B or Type C. The classification shall be based on the Construction Standard For Excavations (29 CFR Part 1926.650-.652) Subpart P.

Date: [ ] Time: 7:00  am  pm

Job No. 1994 Locate Ticket No. [ ]

Excavation Location North port drive.

Excavation measurements are to be recorded in units of feet:

Depth: 17.50

(Depth greater than 20 feet must be approved by the Safety Coordinator)  Yes  No

Top Width: 30.25 Bottom Width: 8

Soil Layer	Soil Description	Soil Type			Soil Depth
		A	B	C	
1. Top	Sand	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	0
2. Second	Sand	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	8
3. Third	Sand	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	17.50

Type of test(s) conducted to determine soil type:  
 Penetrometer  Thumb  Visual

Type(s) of slope protection:  
Indicate Slope -  1/2:1  3/4:1  1:1  1 1/2:1

Trench Box  Sheeting  Shoring

Comments: 

Signature: [Signature] Employee No. 10828

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]