

A Technology Transfer Newsletter for Local Transportation Agencies



BOWLING GREEN RECEIVES RE-ACCREDITATION



The city of Bowling Green Public Works Department has been awarded a prestigious American Public Works Association (APWA) third Re-Accreditation. Bowling Green Public Works Department's mission is to "safely, efficiently and professionally enhance the quality of life for citizens of Bowling Green." **Page 07**

The purpose of the accreditation program is to provide a means of formally verifying and recognizing public works agencies for compliance with the recommended practices set forth in the Public Works Management Practices Manual. It is a voluntary, self-motivated approach to objectively evaluate, verify and recognize compliance with the recommended management practices.

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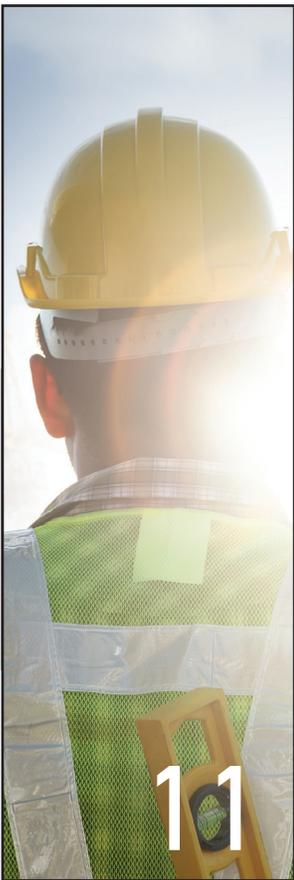
Worker Safety: Sun Exposure

Simple steps to protecting yourself and your workers **Page 11**



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Staff include:
 Joe Crabtree, Ph.D., P.E. Director, Kentucky Transportation Center
 Martha Horseman, Program Manager, Technology Transfer Program
 Joe Martin, Editor, Technology Transfer Program





BUILDING 101: WHAT ARE CONSTRUCTION SPECIFICATIONS?

Have you ever failed to be specific? When was the last time you didn't describe something in enough detail? Failing to do so might have resulted in someone getting lost from your incomplete directions, or worse, loss of a job or project that was meaningful to you.

During construction, specifics are everything and failure to communicate specifically could create massive change orders, cost overruns and schedule delays, which can negatively impact your bottom line.

The Kentucky Transportation Cabinet just released their standard specifications for 2019. Contact the cabinet to purchase them at:

www.transportation.ky.gov

Kentucky Transportation Cabinet
Office of Human Resource Management
Organizational Management Branch
200 Mero Street, 6th Floor West
Frankfort, KY 40622

Or to order by phone, call (502) 564-4610, ask for Lisa or Brad

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BASIC PESTICIDE USE AND TRAINING

Janet Ferguson, T2 Conference Coordinator

Personal protective equipment (PPE) helps to keep pesticides from getting on or in your body. PPE may include gloves, shoe covers, aprons, goggles, or respirators. PPE must be made from a material that is chemical resistant. Before putting on the PPE, check for any tears, holes or signs of excessive wear.

A pesticide is any substance or mixture of substances used to destroy, suppress, or alter the life cycle of any pest. The pests could include algae, bacteria, unwanted weeds, or insects. Pesticides physically, chemically, or biologically interfere with an organism's behavior. Although pesticides can be useful, they can also be dangerous if used carelessly or are not stored properly.

Some basic safety tips include:

- Always read the label first and follow the directions to the letter.
- Use personal protective equipment (PPE) when handling pesticides such as gloves, long pants, and long-sleeve shirts.
- Don't spray outdoors on windy or rainy days.



Deciding how and where to store pesticides can be as important as how and where pesticides are used. After purchasing the pesticide, read the label to see if any special precautions should be taken for safe storage. Store pesticides in the original containers and make certain the labels are intact. Pesticides should be stored in a locked storage room, cabinet or secure area. The area should be used only for pesticides and pesticide equipment where it is well-lit and well-ventilated.

When applicators mix and load pesticides, they are handling the pesticide in its most concentrated form. It is during this process that they face the greatest risk of exposure and the greatest potential for environmental contamination. Taking precautions before, during, and after mixing and loading pesticides will not only ensure safety, but also save time and prevent accidents.

Pesticides most commonly affect the systems in the body that control nerves and muscles. Common injuries result from pesticides spilling or splashing onto the skin. If you handle pesticides or work in an area where pesticides are used, it is important to wash your hands thoroughly every time you take a break or leave the area. Symptoms of exposure to pesticide poisoning can vary depending on the level of exposure. Mild poisoning symptoms can include headache, dizziness or nausea. Severe poisoning symptoms could include the inability to breathe, unconsciousness and

uncontrollable muscular twitching. If left untreated, the exposure could lead to death. Immediate treatment can make a difference in a person's recovery. Knowing the signs and symptoms of pesticide exposure is very important. Employees should learn to recognize these symptoms so they can recognize a potential overexposure in themselves or in a co-worker.

TRAINING

In Kentucky, it is required that any person handling, applying or supervising the use of pesticides as part of that person's job must be certified and licensed by the Kentucky Department of Agriculture. Non-commercial pesticide applicators must complete 12 hours of training over a three-year period to remain certified.

The Technology Transfer Program (T2) is offering training and testing for the 2019-2020 training season in Categories 3, 5 and 6 and continuing education for Categories 3, 5, 6, 8 and 18.

Category 3, 5, and 6 Training and Testing

In order to prepare participants to take the certification exam, there will be five hours of classroom instruction, and at the completion of the training, the Department of Agriculture will administer the exam.

- Category 3: Ornamental Lawn Care
- Category 5: Aquatic Pest Control
- Category 6: Right-of-Way Pest Control

Category 3, 5, 6, 8 and 18 Continuing Education Training

This workshop is for those individuals who are currently licensed and who need continuing education credit in order to keep their applicator's license. These training courses provide three general hours and one specific hour for each of the five categories (3, 5, 6, 8 and 18) for a total of eight hours of training if the individual holds certification in all five categories.

For questions or additional information, contact Janet Ferguson at (859) 257-4022 or janet.ferguson@uky.edu.

Source:
National Pesticide Information Center
<http://npic.orst.edu>

VEGETATION CONTROL FOR SAFETY

Grass, weeds, brush, and tree limbs can obscure or limit a driver's view of traffic control devices, approaching vehicles, and pedestrians. Controlling vegetation helps reduce crashes and injuries.

An integrated roadside vegetation management program consists of eliminating or controlling vegetation through a variety of strategies including mowing, brush cutting, use of herbicides, and cultivating desirable vegetation.

THINGS TO CHECK

Signs should be visible to drivers at all times. Tree branches or brush in front of a sign can hide it from view of motorists and should be cut. Tall grass, weeds and brush in the shoulder and ditch areas of a roadside can create problems. Low, fixed object hazards such as culvert headwalls, drainage inlets, guardrail ends, and any object markers in front of them can be hidden. Weeds, turf and sod can interfere with roadside drainage. A high shoulder creates a secondary ditch and damages pavement. Water on the pavement due to high shoulders creates safety problems, including hydroplaning.

As drivers approach an intersection, they need to check each quadrant of the intersection for the presence of entering vehicles. Similarly, drivers pulling out from a STOP sign need a clear view of oncoming traffic. Brush and trees should not be allowed to obscure the drivers view of oncoming traffic. A clear vision triangle at each corner of an intersection helps drivers avoid problems.

FIELD EQUIPMENT

When going out to clear vegetation, personal protective equipment (PPE) is necessary. These include gloves, safety goggles, hard hat, reflective vest and proper footwear. Depending on the job, additional equipment may include a chain saw, tree-trimming saw, brush knife, and an axe.

The Technology Transfer Program offers a variety of training for roadside vegetation management, drainage, pesticide application, and chain saw safety.

For additional information on these classes, or to register online, visit www.kyt2.com.

Source: Federal Highway Administration,
Publication No. FHWA-SA-07-018

HOPKINS COUNTY HOSTS CHAINSAW SAFETY CLINIC

Becky Boston, Conference Coordinator, T2

The Chainsaw Safety Clinic is a three day clinic that was created to provide road crews with the skills to better deal with storm debris clean-up, vegetation management, and how to safely remove dead or hazardous trees.

The Hopkins County Road Department recently hosted the chainsaw clinic at the West Kentucky ATV Park. Tim Gordon, Road Foreman, with the Road Department worked closely with the T2 staff to secure a site for proper tree removal. During the training, participants had the chance to win a chainsaw if they could properly do a bore cut. Bore cutting is taught as the accurate and safe way to drop a tree, also known as a plunge cut. Ken Boucherie, Public Works Director for Hopkins County, was close to winning until his chainsaw came out on the side of the stump during the final "bore off".

The training is done in three full-day sessions:

DAY 1 - DEMONSTRATION SAFETY TRAINING

This day covers the basics of Personal Protective Equipment (PPE) and chain saw safety features and adjustments, reactive forces, basic directional felling and limbing, and topping. This full-day training consists of classroom instruction in the morning and participants travel in the afternoon session to a pre-scheduled site for the observation demonstration portion.

DAY 2 - HANDS-ON SAFETY TRAINING

This training takes place outdoors and consists of lecture and hands-on activities. The outdoor training includes working on spring poles and wedging, carburettor adjustments, chisel bit and round chain filing, and several other topics. Each participant cuts down a tree as part of this training.

DAY 3 - LIMBING, BUCKING & DEBRIS REMOVAL

This outdoor training covers pressures and binds, site assessment, recognizing hazard removals, throw-line and rope discussions and utilizing spring poles. Participants assess downed trees/debris and learn the different techniques of delimiting, topping, and bucking.



Chainsaw clinics are being held in cooperation with Kentucky State Parks and will take place at different parks across the state. In order to participate in the hands-on sessions of this training, participants are required to bring the following equipment: hard hat, hearing protection, safety glasses, chaps, boots, gloves, safety vest, and chainsaw (at least one for every two participants.)

For additional information about the training, contact Becky Boston at becky.boston@uky.edu or (859) 257-7412.

To register online, visit us at www.kyt2.com.



Tim Ard, instructor, Forest Applications, is shown here giving instructions on how to properly cut into a tree.

BOWLING GREEN RE-ACCREDITATION

Laura Dewalt-Brown, Administrative Assistant, Accreditation Manager, Department of Public Works
Joe Martin, Marketing and Publications Manager, T2

The city of Bowling Green Public Works Department has been awarded the prestigious American Public Works Association (APWA) Re-Accreditation. The APWA Accreditation and Re-Accreditation program recognizes public works agencies that go beyond the requirements of the management practices established nationally in the public works industry, as contained in the APWA Public Works Management Practices Manual.

Bowling Green received its original APWA Accreditation on April 17, 2007, received their first Re-Accreditation in May, 2011, and second Re-Accreditation in May, 2015. The third Re-Accreditation was awarded on April 7, 2019. Bowling Green was the 40th city in the Nation to receive their accreditation, and the first (and still only) in the state of Kentucky. When asked how becoming an accredited agency benefited the city, Laura Dewalt-Brown, Administrative Assistant and Accreditation Manager of Bowling Green Department of Public Works said, "We have reviewed every aspect of our operations and have developed well documented policies and procedures that allow employees access to easy information to perform their jobs. Out of our Accreditation we now have the Quality Assurance & Quality Control Manual (QAQC), and the Operations & Maintenance Technician Job Manual (O & MT). These along with the Policies and Procedures keeps us involved in continuous improvements." The mission of Bowling Green Public Works Department is to "safely, efficiently and professionally enhance the quality of life for citizens of Bowling Green."

The 64-person organization is dedicated to maintaining the 271 miles of streets, 137 miles of sidewalks, 14.5 miles of alleys & 23 traffic lights where there are 544 active pieces of equipment/vehicles, 14 of which are fire apparatus vehicles. Aside from maintaining the city's roads, the city of Bowling Green has a population of about 65,250 and is the third largest city in the state of Kentucky.

From left to right: Steve Schenck (Operations Manager, Maryland Heights, MO Evaluator), Laura Dewalt-Brown, Ryan Johnson (Crew Supervisor), Pam Hunt (Office Associate Operations Div.), David Hehner (Facilities Manager), Courtenay Howell (Office Associate Administration), Greg Meredith, P.E., Shawn Hartness (Service Supervisor, Union Township, OH Evaluator)

The mission of Bowling Green Public Works Department is to "safely, efficiently and professionally enhance the quality of life for citizens of Bowling Green".



Bo Mills (left), Director of Public Works, City of Germantown, TN, 2017-18 APWA National President, presenting Re-Accreditation plaque to Laura Dewalt-Brown, Admin. Assistant, Accreditation Manager and Greg Meredith (right), P.E. Public Works Director, city of Bowling Green



A FOCUS ON SHELBY COUNTY ROADWAYS

SAFETY CIRCUIT RIDER PROGRAM

Jeff Hackbart, PE, Safety Circuit Rider, T2

Joe Martin, Marketing & Publications Manager, T2



Jeff M. Hackbart, PE, is the Safety Circuit Rider for Kentucky. He can be contacted at (502) 320-6294 or j.hackbart@uky.edu

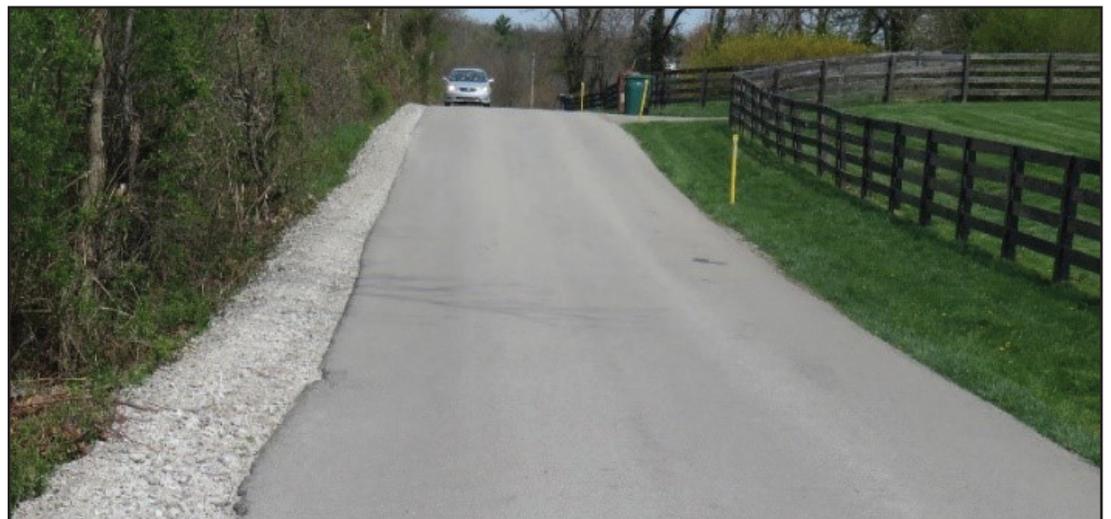
Safety Circuit Rider, Jeff Hackbart, may call Louisville home, but you can find him anywhere in Kentucky throughout the week. Jeff travels around the state offering assistance to local governments on low cost safety improvements.

It was a deadly year on Kentucky roads in 2018. There were over 5,000 non-fatal crashes and 104 fatal crashes on county roads and city streets. As a means of improving safety on local roads and reducing crashes and fatalities, the Federal Highway Administration (FHWA) introduced the Safety Circuit Rider Program (SCRCP) in 2005 and established Kentucky as a pilot program. Today, the SCRCP is funded through a grant from FHWA – Kentucky Division in coordination with the Kentucky Transportation Cabinet (KYTC). The Program operates from the Technology Transfer Program (T2) of the Kentucky Transportation Center at the University of Kentucky. With the cooperation

of local, state, and federal agencies, Kentucky's program is now a national model.

Shelby County is one of the six 2019 Safety Circuit Rider Focus Counties. SCRCP Focus Counties are selected based on crash data, road miles maintained, and staffing level. The objective of the SCRCP is to reduce crashes on local roads by providing technical assistance to road departments and elected officials. According to Craig Myatt, Shelby County Road Supervisor, "participating in the SCRCP training is terrific for local agencies to increase safety and reduce accidents on local roads".

In March 2019, the Shelby County road crew and elected officials voted to participate in the program and had low cost road safety training and guidance. Examples of low cost safety improvements included: installation of signage per the Manual on Uniform



Added dense grade aggregate to fill in shoulder edge drop offs.

Traffic Control Devices (MUTCD) guidelines, removing or marking fixed objects within the clear zone and increasing sight distance at intersections and on the inside of curves by managing vegetation. Shelby County regularly work to eliminate road edge drop offs by filling these in. This spring, Shelby County purchased over 7,050 tons of a dense grade aggregate (DGA) and #2 aggregate mix to fill in road edge drop offs.

Mixing in the larger aggregate limits washing during heavy rains. The 12-person road crew also increases line of sight by managing vegetation on the inside of horizontal curves and intersections using year around mowing crews. The County sends out four, two-person mowing crews to mow the 310 centerline miles of county road during the peak of growing season.

After attending the low cost training, the Shelby County team conducted road safety audits on two county roadways, Old Bardstown Trail and Webb Road.



Pictured above, road flooded in Shelby County.



After - New flip signage installed to warn public when water is over the roadway as per the KYTC Operations Manual and the MUTCD guidelines.



According to Craig Myatt, Shelby County Road Supervisor, "participating in the SCR training is terrific for local agencies to increase safety and reduce accidents on local roads."

These two roads were selected due to crash data where there was 22 crashes on Old Bardstown Trail and 11 crashes on Webb Road. A Road Safety Audit is the formal safety performance examination of an existing road by an independent, multidisciplinary team. The team recommended several signage improvements for the 11.4 miles of roadway. Craig Myatt said Shelby County will continue implementing similar low cost safety on the remaining roads as funding allows. Shelby County does a good job of road signage overall and will have all 13 employees in the road department graduate from the Roads Scholar/Road Master programs.

The Bluegrass Region has experienced a wetter than normal weather pattern and is on track to beat the wettest year on record set in 2018. To inform road users of flooded roads, Shelby County created flip signage to warn road users of flooded roadways. The original flip sign consisted of two diamond shape warning signs that were created to alert drivers when water was over the roadway. Drivers should never drive into flooded areas. The Shelby County crew would flip the sign over when water was over the road rather than placing warning signs on temporary stands (which could easily be blown over by weather). The new flip signs allow the crews to reduce response time and standardize flood warning signage.

In the coming months, Jeff will return to Barren and Knox counties to assist with installing new signs and address any other issues that had not been previously resolved.



Have you visited us online lately?

Our social media pages are full of helpful information and resources.

Get the latest updates and posts including changes to the schedule, new classes being offered as well as photos from previous trainings. Be sure to tag yourself!

Facebook:
@KTCTechnologyTransfer

Twitter:
@KTCTechTransfer



Technology Transfer Newsflash!

This monthly e-newsletter provides the most up-to-date information on the training schedule, upcoming training dates, new programs being offered and legislative updates important to your agency.

Sign up for the Newsflash on our website www.kyt2.com

ASAP FUNDING PROVIDED FOR ROADSIDE SAFETY IMPROVEMENTS FOR RURAL ROADS



The Roadside Safety Improvements for Rural Roads course is designed for local governments to reduce roadway departures and fatalities. Speakers include subject experts from the Federal Highway Administration (FHWA), the Kentucky Transportation Cabinet, and local governments within Kentucky. The program is a one day training event which includes seven of the FHWA Proven Safety Countermeasures and a review of Kentucky's Strategic Highway Safety Plan.

The following additional topics requested by local governments will also be addressed: High Friction Service Treatments, Shoulder Maintenance and Shoulder Drop Off, Signs Supports, and Guardrails.

Technology Transfer (T2) is currently finalizing the dates and locations but plan to host the one day training in various locations around the state.

If you are interested in learning more about this class or have any questions, contact Becky Boston at becky.boston@uky.edu or (859) 257-7409.

A NEW FACE AT T2

Joe Martin is the latest addition to the team at the Kentucky Transportation Center, T2, as he will be the new Marketing and Publications Manager. Joe was born in Prestonsburg, Kentucky, before moving to Richmond to attend Eastern Kentucky University in 2006. At ECU, Joe completed a Bachelor's degree in Graphic Communications Management as well as an Associates degree in Digital Imaging Design. Joe comes to T2 from a background of marketing and design. In his spare time he enjoys listening to music and going to concerts, gaming on his computer and spending time with his dogs, friends and family.



WORKER SAFETY: SUN EXPOSURE

Working outdoors often means working in the direct sunlight. The biggest safety concern with extended sun exposure is skin cancer from the sun's strong ultraviolet (UV) rays.

Working in roadway construction is one of the most dangerous jobs. Workers face the potential for injury or death from a variety of sources including falls, back overs, electrocution and moving vehicles. However, one danger that is often overlooked is ultraviolet (UV) radiation from the sun, which can lead to skin cancer. Skin cancer is the most common form of cancer. Over one million Americans are expected to get skin cancer this year. That's more people than the grand total of all who will get cancers of the prostate, breast, lung and colon. Exposure to UV rays in sunlight causes 90 percent of all known melanoma skin cancer. Risk for skin cancer can be greatly reduced when certain precautions are practiced.

Outdoor workers should wear sun protective clothing. Avoid clothes that you can see light through. If light is getting through, so is the ultraviolet radiation. A hat will help keep the sun off the face, neck and ears. Broad-brimmed hats are best. A flap on the back of the hat will keep the sun off the back of the neck. To protect your eyes, be sure to wear sunglasses or safety glasses that filter out UV rays.

Use a water-resistant sunscreen with a SPF 15 or higher before going outdoors and reapply every two hours.

If it is an extremely hot day and workers are sweating more, then sunscreen should be reapplied more often. Make sure to apply sunscreen to the face, lips, neck, ears, arms and back of the hands. If possible, modify the work site by setting up a tent to increase the amount of shade available. If it is not possible to set up a tent in the work area, set one up nearby so workers can take breaks in the shade.

Employers and workers should check the UV Index forecast so they can make adjustments to the schedule when the index is in the very high or extreme category. It's a good idea to make sun protection a routine part of your health and safety training.

Although the sun's rays are more damaging during summer months and at midday hours, you can still get a sunburn on a cloudy day during other seasons and at other times. Cumulative sun exposure is the major concern.

Sources:
Environmental Protection Agency,
www.epa.gov/sunsafety

ASK AN ENGINEER!

Is there an engineering issue that is troubling you? Are you confused on how to address a specific road problem? Then the "Ask an Engineer" section is here to help! Submit your safety, engineering or other road questions to us and we will find an answer for you. Questions can be emailed to joseph.martin@uky.edu or mailed to Ask an Engineer, Kentucky Transportation Center, 176 Raymond Building Lexington, KY 40506-0281.

QUESTION

Can street name signs be installed on the same post as a STOP sign?



To optimize visibility, Street Name signs may be mounted overhead. Street Name signs may also be placed above a regulatory STOP or YIELD sign with no required vertical separation.

ANSWER

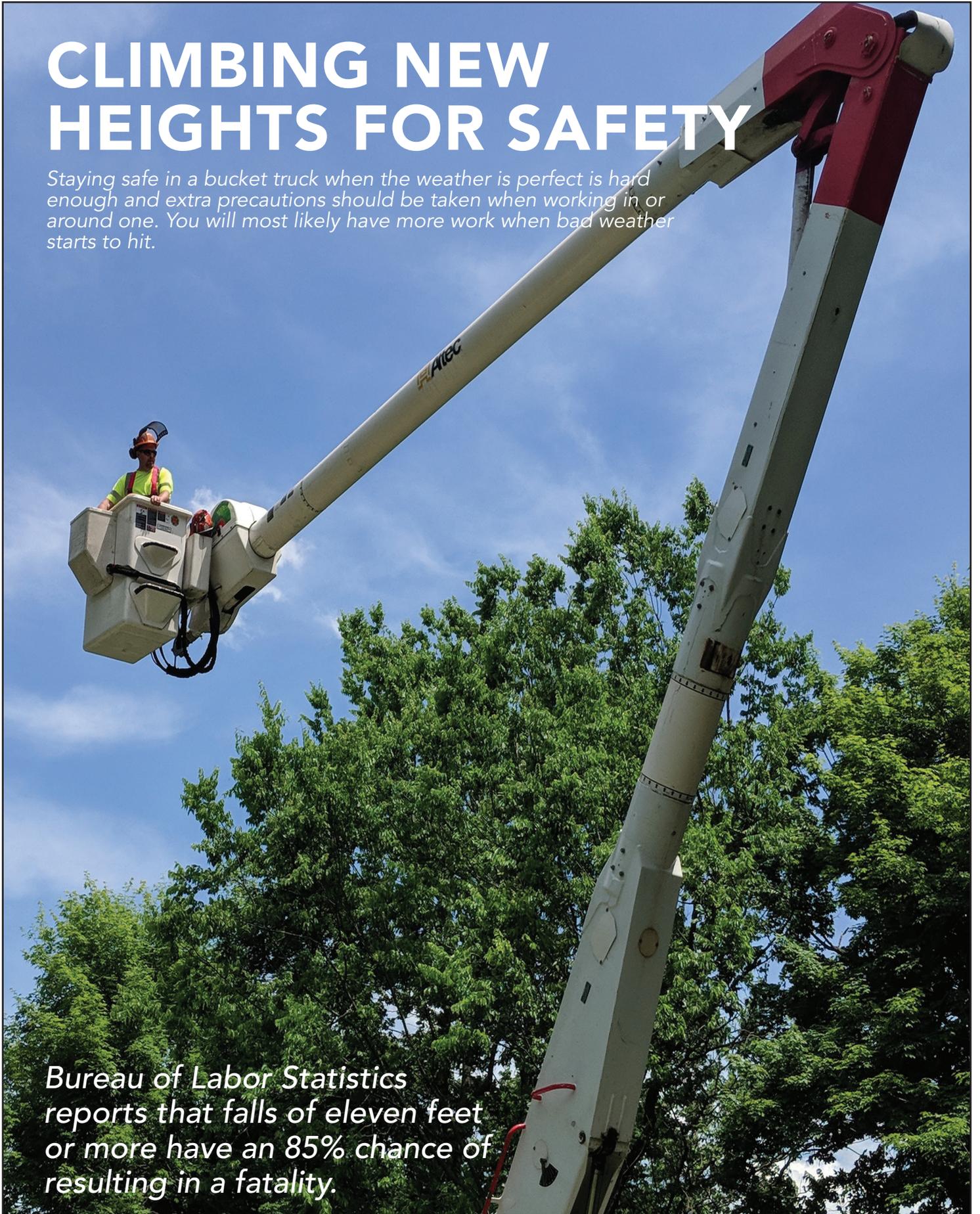
Yes, Section 2A.16 of the MUTCD states that "signs should be individually installed on a separate post except where:

- one sign supplements another
- route or directional signs are grouped to clarify information to motorist
- regulatory signs that do not conflict with each other are grouped, such as turn prohibition signs posted with one way signs or a parking regulation sign posted with a speed limit sign
- Street name signs are posted with a STOP or YIELD sign."

CLIMBING NEW HEIGHTS FOR SAFETY

Staying safe in a bucket truck when the weather is perfect is hard enough and extra precautions should be taken when working in or around one. You will most likely have more work when bad weather starts to hit.

Bureau of Labor Statistics reports that falls of eleven feet or more have an 85% chance of resulting in a fatality.



BUCKET TRUCK TRAINING

The vehicles we recognize as “bucket trucks” are among the most versatile and useful equipment on work-sites. When operated properly, they provide a safe platform that allows workers to perform elevated tasks with confidence. Because the bucket is stable, workers are free to use both arms and hands to perform tasks, providing greater efficiency. That’s why you’ll see bucket trucks used by companies ranging from public utilities to painters and tree-trimmers.

Bucket trucks present a unique set of hazards, including a risk for falls, the potential for tipping over, as well as increased possibilities for collision with other stationary or moving objects and contact with electric power wires.

The training objective with this course is to train the operator with safe operations for themselves, bystanders, and other equipment, as required by Occupational Safety and Health Administration (OSHA). Additional information can be retrieved in the operator’s manual or from the dealer. During the training, skill level will increase with additional bucket/stick time. The classroom portion is three hours and the hands-on portion is four hours.



“The instructor and staff were excellent to work with. Very well-prepared and knowledgeable. Class was small enough that the instructor was able to have one-on-one time to make hands on more comfortable.” -Andrew Woolum, Operator, Madison County Road Dept.

SKILLS EVALUATION

Job-site walk around:

Perform an area walk around looking for pot holes, debris, ditches, power lines, weather conditions, etc. Check fluids, gauges, tire pressure, and operator’s manual are in the truck.

Boom assembly walk around:

Inspect the turret bolts, bucket bolts, labels/controls are legible, and remove any tool or debris away from bucket controls.

Ground Lower controls:

Fully operate each function and visually inspect all components for leaks, cracks, and missing/damaged parts. Check star/stop button.

Bucket Upper controls:

Fully operate each function and visually inspect all components in the bucket for leaks, cracks, missing/damaged parts.

If you are interested in learning more about this class or have any questions, contact Karen Shaw at karen.shaw@uky.edu or (859) 323-5891

DO YOU KNOW PROPER FLAGGING PROCEDURES?



Can you answer these flagging questions correctly? If not, you may want to sign up for our Basic Work Zone Traffic Control and Flagger class. A schedule is available online at www.kyt2.com

1. Good rules for flaggers are:
 - a. Always wear bright color clothes and move around often for better visibility.
 - b. Never turn away from the traffic and always have an escape route planned.
 - c. Never worry about appearance and have a chair close by for relaxation.
 - d. Pay little attention to the job because it really isn't important anyway.

2. Emergency vehicles should:
 - a. Never be allowed to travel through a work zone until an escort vehicle is provided.
 - b. Be allowed to go through without stopping in order to save time.
 - c. Be given an approximate length of time for the wait and suggested detour route if needed.
 - d. Be allowed passage through the work zone as quickly and safely as possible.

Answers: 1 B, 2 D

BUCKET TRUCK HARNESS SIZING

Megan Perrin, Training Program Manager, T2

If working at heights, OSHA requires using a fall protection harness. A harness is only effective if worn properly.

The American National Standards Institute (ANSI) and Occupational Safety and Health Administration (OSHA) maintain that it is up to the manufacturer to set the life expectancy for their products, however, a general rule of thumb for most harnesses is five years, depending on wear and tear. If the harness is beginning to fray, or has large tears, then it is time to get a new harness.

Finding the right size harness is a critical part when it comes to safety. Fall protection harnesses serve as the last line for defense, and so it should be considered one of the most important, and critical components when getting ready for any aerial operations. According to the Bureau Labor of Statistics, there are approximately 100,000 disabling injuries that occur each year.

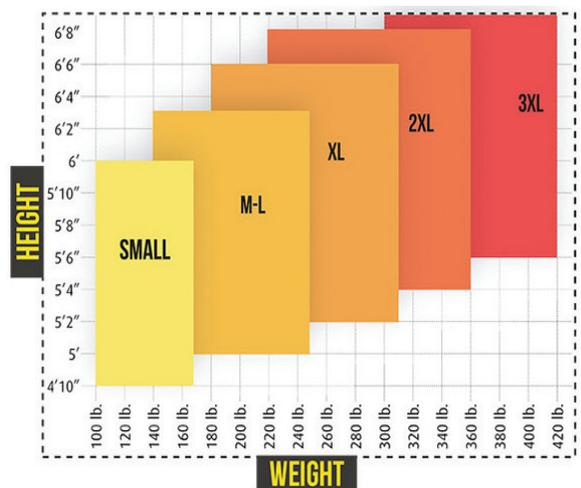
The ABC's of fall protection are; Anchorage, Body Support, and Means of Connection. Anchorage is the secure point of the attachment for lifelines or lanyards. Body Support is the full body harness, and the Means of Connection is the link that joins the body wear to the anchor. All are important facts in keeping you safe, and stable when performing any aerial operation.

A full body harness should be worn comfortably, not too loose and not too tight. No more than two fingers in the



sub pelvic strap, inner thigh, and no more than one flat hand in the chest strap area. The D-ring should fit between both shoulder blades. There should be no objects in your pockets such as keys, pens, or pocket.

References:
 Baugh, L. (n.d.). The ABCs of Fall Protection. Retrieved July 31, 2019, from <https://safetyequipment.org/knowledge-center-items/the-abcs-of-fall-protection/>



Here is a general guide for harness sizing. Source: Guardian Fall Protection www.guardianfall.com

TRAINING CALENDAR

September - October

COMING

SOON!

2019 ROADS SCHOLAR & ROAD MASTER GRADUATION

How many classes do you have left to complete for graduation?

We are coming to the end of the training year and graduation is just right around the corner.

If you think you are on track to graduate this year, contact Becky Boston at (859) 257-7409 or becky.boston@uky.edu



Dr. Joe Crabtree, KTC Director, presenting a plaque to Andrew Hunt, of McCracken County. Andrew completed his Roads Scholar program in 2018.

September

04	KEPSC for Roadway Inspectors	KDOH District 8, Somerset
05	KEPSC for Roadway Inspectors	WSP USA, Cincinnati
10	Pesticide Continuing Education	Fairfield Inn North, Lexington
11	Pesticide Continuing Education	Fairfield Inn North, Lexington
12	Pesticide Continuing Education	Fairfield Inn North, Lexington
20	Low Cost Safety Improvements	Gateway Community College, Fort Wright
24	Pesticide Continuing Education	Lake Barkley State Resort Park, Cadiz
25	Pesticide Continuing Education	Lake Barkley State Resort Park, Cadiz
26	Pesticide Continuing Education	Lake Barkley State Resort Park, Cadiz
24	Low Cost Roadway Safety Inspectors	Pennyrile Forest State Resort Park
26	Highway Slope Maintenance	Pennyrile Forest Satte Resort Park
26	WZTC Supervisor Qualification	Davis H. Elliot Inc, Lexington
26	Pesticide Continuing Education	Lake Barkley State Resort Park, Cadiz

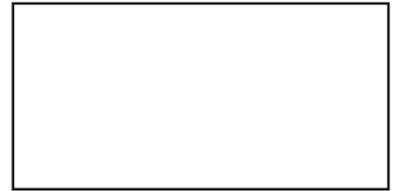
October

01	Pesticide Continuing Education	Rough River Dam State Resort Park
02	Pesticide Continuing Education	Rough River Dam State Resort Park
03	Pesticide Continuing Education	Rough River Dam State Resort Park
02	Developing Leadership Skills	Red Lion Inn, Elizabethtown
03	Highway Slope Maintenance	Barren River State Resort Park, Lucas
08	Understanding Differences in People	Kentucky Dam Village State Resort Park
09	WZTC Supervisor Qualification	Morehead Conference Center
10	Basic Work Zone and Flagger	Morehead Conference Center
16	Pesticide Continuing Education	Holiday Inn Express, Somerset
17	Pesticide Continuing Education	Holiday Inn Express, Somerset
18	Construction of Concrete	Gateway Community College, Fort Wright
22	Pesticide Continuing Education	Red Lion Inn, Elizabethtown
23	Roadside Vegetation Management	Red Lion Inn, Elizabethtown
24	Pesticide Continuing Education	Red Lion Inn, Elizabethtown
30	Roadside Vegetation Management	Pennyrile Forest State Resort Park
31	Pesticide Continuing Education	Pennyrile Forest State Resort Park

***Indicates Roads Scholar course**

****Indicates Road Master course**

To check the availability of a workshop, please visit our website, www.kyt2.com.

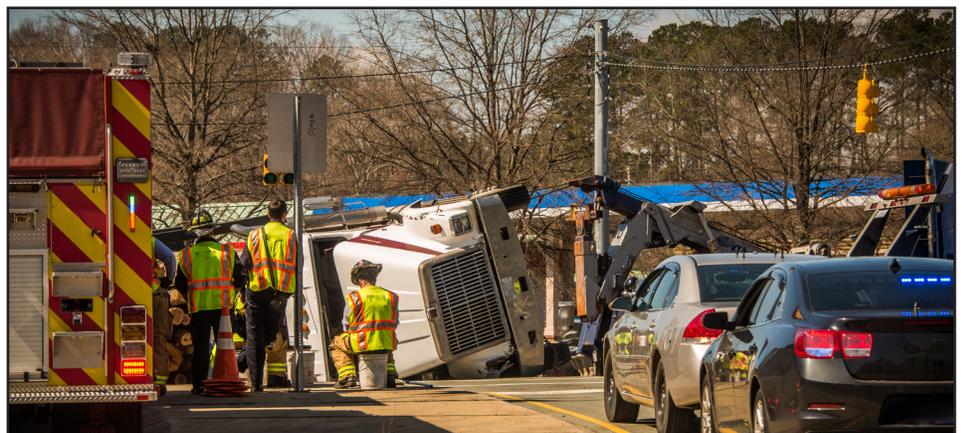


2019 Traffic Incident Management (TIM) Regional Conference

October 24-25, 2019

The 2019 Traffic Incident Management (TIM) Regional Conference is a multi-state

conference to share innovations and challenges in traffic incident management, with a focus on state-specific and regional coordination and communication.



Hilton Cincinnati Airport - 7373 Turfway Road, Florence, KY 41042
Hosted by the Kentucky Transportation Cabinet's Office of Highway Safety

To register for this **FREE** conference, or to make hotel reservations, go to <http://bit.ly/TIMConference2019>

For questions and additional information, e-mail Karen.Leonard@ky.gov