

Work Force Safety

Mr. Michael Hawbaker, Glenn O. Hawbaker, Inc.

- Morally Correct
- Mandated by Society
- Mandated by Government
 - OSHA
 - Pa. Department of Labor and Industry

OSHA General duty clause

SEC. 5. Duties

(a) Each employer --

(1) shall furnish to each of his employees employment and a place of employment which are free from recognized hazards that are causing or are likely to cause death or serious physical harm to his employees;

29 USC
654

(2) shall comply with occupational safety and health standards promulgated under this Act.

(b) Each employee shall comply with occupational safety and health standards and all rules, regulations, and orders issued pursuant to this Act which are applicable to his own actions and conduct.

Pa. Dept. of Labor & Industry

- **Laws and Regulations**
- The Department of Labor & Industry administers and monitors regulations that touch the daily lives of Pennsylvanians in a variety of ways. For example:
- The Bureau of Workers' Compensation (BWC) administers laws assuring that workers are insured against job-related injury, illness, or death. The BWC Health and Safety Division is responsible for enforcement of the health and safety regulations of the Workers' Compensation Act.

OSHA definition of Injury or Illness

- **1960.2(l) *Injury or illness***. An injury or illness is an abnormal condition or disorder. Injuries include cases such as, but not limited to, a cut, fracture, sprain, or amputation. Illness includes both acute and chronic illnesses, such as, but not limited to, a skin disease, respiratory disorder, or poisoning.

OSHA definition of Injury or Illness

- **1904.7(a) *Basic requirement.*** You must consider an injury or illness to meet the general recording criteria, and therefore to be recordable, if it results in any of the following: death, days away from work, restricted work or transfer to another job, medical treatment beyond first aid, or loss of consciousness. You must also consider a case to meet the general recording criteria if it involves a significant injury or illness diagnosed by a physician or other licensed health care professional, even if it does not result in death, days away from work, restricted work or job transfer, medical treatment beyond first aid, or loss of consciousness.

Incidents: A Matter Of Probability

Employee falls down while attempting to get out of the way and equipment runs over him.

1
FATAL

Employee falls down while avoiding being hit. Breaks hip and leg.

30
MAJORS

Another employee behind equipment jumps away before being hit and sprains ankle - 3 days off work.

300
RECORDABLE CASES

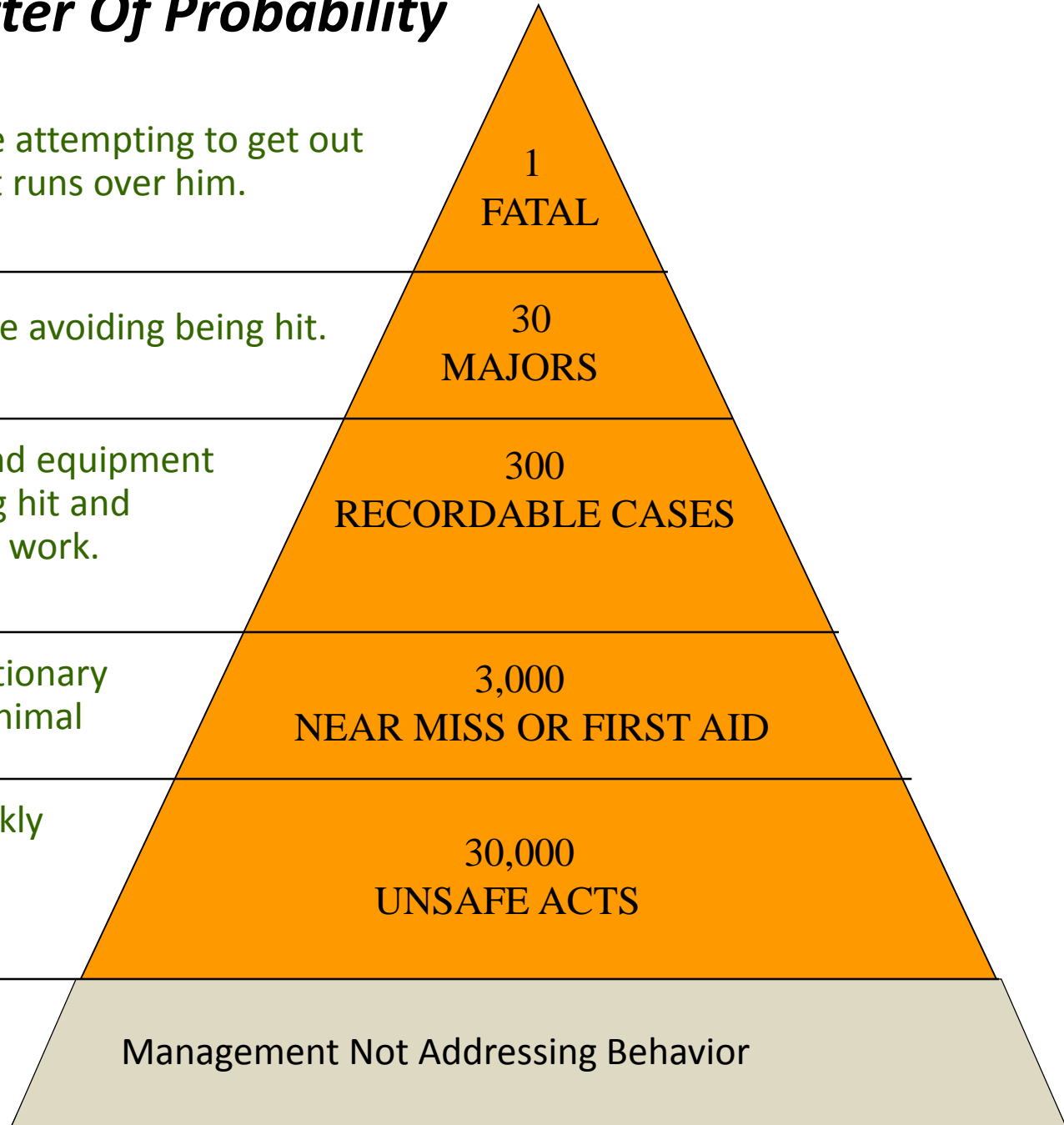
Operator backs into a stationary equipment or object. Minimal Damage.

3,000
NEAR MISS OR FIRST AID

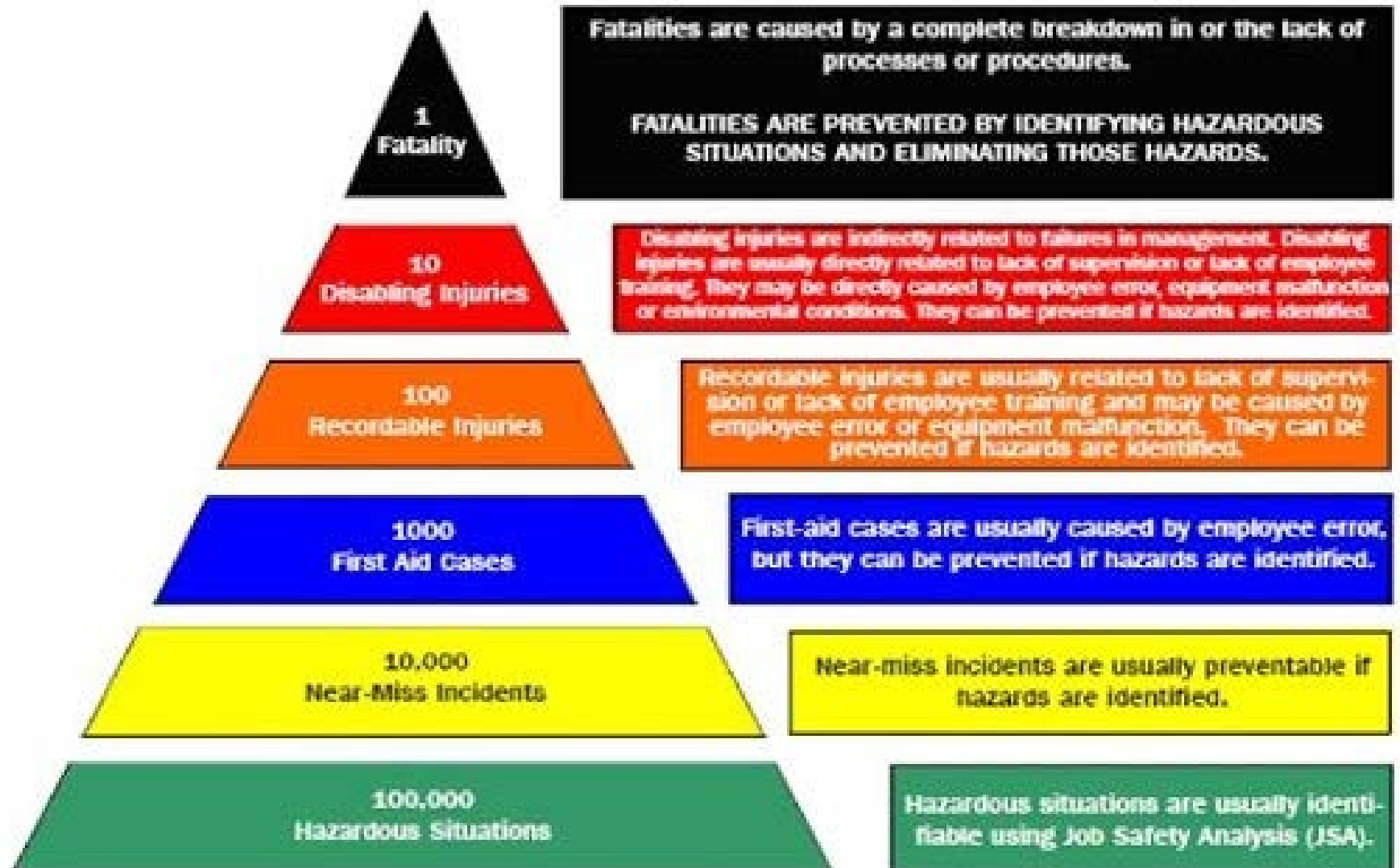
Equipment Operator quickly reverses w/out looking.

30,000
UNSAFE ACTS

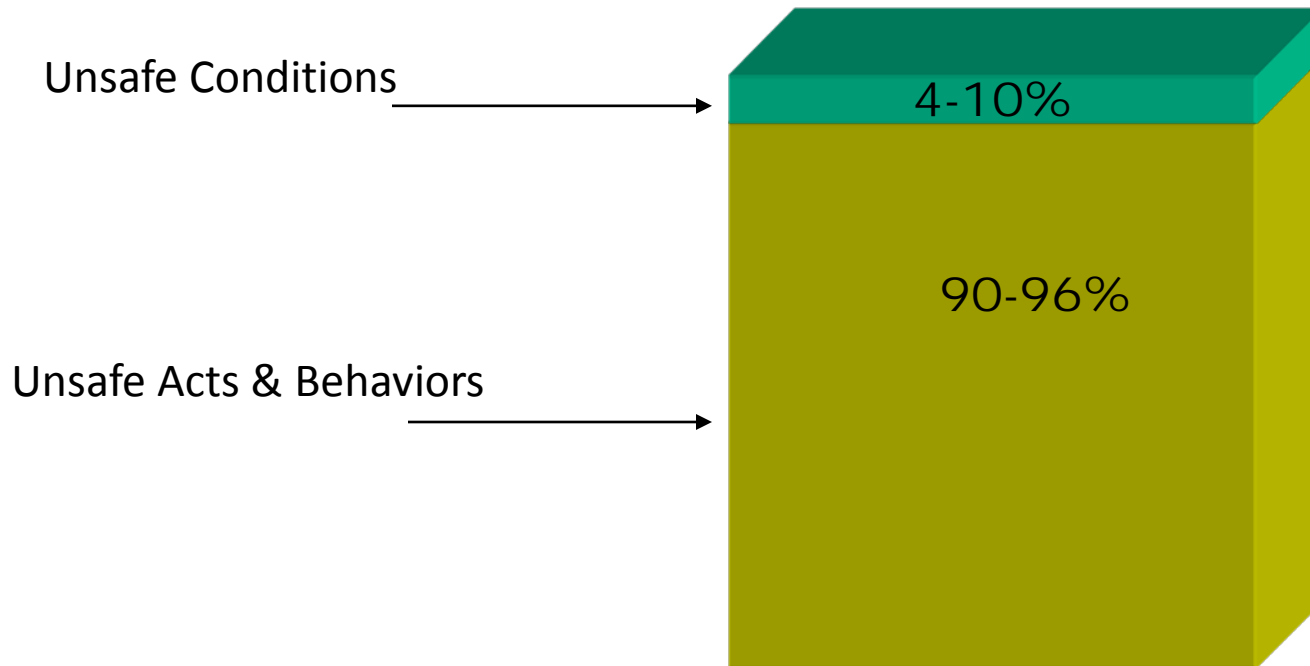
Management Not Addressing Behavior



INCIDENT PYRAMID



Cause of Injuries



Clarion I-80 River Bridge



We are at the convergence of cheap fuel, a growing economy and cheap abundant technology. The numbers are piling up.

PSP is out number by at least a 1000 to 1 in dealing with limited access traffic control.

We have an infrastructure just going under repair to maintain the system.

Capacity enhancements are years out and the Federal Government is not showing action that Transportation Infrastructure has any importance.

We are fighting for the same road, the commonwealth needs for commerce to flow safely and the construction and maintenance crews are due a safe work place.

Getting crews behind barrier and getting the public into there own lanes returns benefits of safety and productivity for both concerns. Return to using cross overs and positive separation from the work zone in limited access roadways.

We need Senators Argall's bill 840 to take a step in changing behavior of the motoring public. Work zone camera's will make a difference.

If Nothing Changes, Nothing Changes.



To all the Transportation Committee member, Senate and House. You have a standing invitation to visit any one of our job sites to see the enhancements and benefits being put in place as the result of Act 89 . Being out in the field, first hand, up close and personnel is always the best way to see the concerns and the work being done.

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State College, Pa 16803
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Early Estimate of Motor Vehicle Traffic Fatalities for the First Half (Jan–Jun) of 2013

Summary

A statistical projection of traffic fatalities for the first half of 2013 shows that an estimated 15,470 people died in motor vehicle traffic crashes. This represents a decrease of about 4.2 percent as compared to the 16,150 fatalities that were projected to have occurred in the first half of 2012, as shown in Table 1. The percentage change in fatalities has been steadily decreasing since the significant 12.3-percent increase projected for the first quarter of 2012. Preliminary data reported by the Federal Highway Administration (FHWA) shows that vehicle miles traveled (VMT) in the first six months of 2013 decreased by about 1.4 billion

miles, or about a 0.1-percent decrease. Also shown in Table 1 are the fatality rates per 100 million VMT, by quarter. The fatality rate for the first six months of 2013 decreased to 1.06 fatalities per 100 million VMT, down from 1.10 fatalities per 100 million VMT in the first half of 2012. The fatality rate for the second quarter of 2013 decreased to 1.08 fatalities per 100 million VMT, down from 1.12 fatalities in the second quarter of 2012. The actual counts for 2011, 2012 and 2013 continue to be updated and the ensuing percentage changes between the fatalities for any of these years are therefore subject to revision.

Table 1: Fatalities and Fatality Rate by Quarter, First Half, and the Percentage Change From the Corresponding Quarter or First Half in the Previous Year

Quarter	1st Quarter (Jan–Mar)	2nd Quarter (Apr–Jun)	3rd Quarter (Jul–Sep)	4th Quarter (Oct–Dec)	Total (Full Year)	1st Half (Jan–Jun)
Fatalities and Percentage Change in Fatalities for the Corresponding Quarter From the Prior Year						
2005	9,239	11,005	11,897	11,369	43,510	20,244
2006	9,558 [+3.5%]	10,942 [-0.6%]	11,395 [-4.2%]	10,813 [-4.9%]	42,708 [-1.8%]	20,500 [+1.3%]
2007	9,354 [-2.1%]	10,611 [-3.0%]	11,056 [-3.0%]	10,238 [-5.3%]	41,259 [-3.4%]	19,965 [-2.6%]
2008	8,459 [-9.6%]	9,435 [-11.1%]	9,947 [-10.0%]	9,582 [-6.4%]	37,423 [-9.3%]	17,894 [-10.4%]
2009	7,552 [-10.7%]	8,975 [-4.9%]	9,104 [-8.5%]	8,252 [-13.9%]	33,883 [-9.5%]	16,527 [-7.6%]
2010	6,755 [-10.6%]	8,522 [-5.0%]	9,226 [+1.3%]	8,496 [+3.0%]	32,999 [-2.6%]	15,277 [-7.6%]
2011	6,708 [-0.7%]	8,216 [-3.6%]	8,960 [-2.9%]	8,483 [-0.2%]	32,367 [-1.9%]	14,924 [-2.3%]
2012 [†]	7,530 [+12.3%]	8,620 [+4.9%]	9,180 [+2.5%]	8,450 [-0.4%]	33,780 [+4.4%]	16,150 [+8.2%]
2013 [†]	7,170 [-4.8%]	8,300 [-3.7%]	–	–	–	15,470 [-4.2%]
Fatality Rate per 100 Million Vehicle Miles Traveled (VMT)						
2005	1.32	1.42	1.54	1.54	1.46	1.37
2006	1.35	1.41	1.47	1.44	1.42	1.38
2007	1.31	1.35	1.41	1.37	1.36	1.33
2008	1.22	1.25	1.33	1.32	1.26	1.23
2009	1.09	1.16	1.17	1.12	1.15	1.13
2010	0.98	1.09	1.18	1.14	1.11	1.04
2011	0.98	1.08	1.18	1.16	1.10	1.04
2012 [†]	1.08	1.12	1.21	1.16	1.14	1.10
2013 [†]	1.04	1.08	–	–	–	1.06

[†]2012 and 2013 are statistical projections and rates based on these projections.

*A marginal part of the increase in 2012 or the decrease in 2013 is attributable to 2012 being a leap year.

Source: Fatalities: 2005–2009 FARS Final File, 2010 FARS Annual Report File VMT: FHWA Traffic Volume Trends, August 2012

Figure 1: Percentage Change in Fatalities in Every Quarter as Compared to the Fatalities in the Same Quarter During the Previous Year

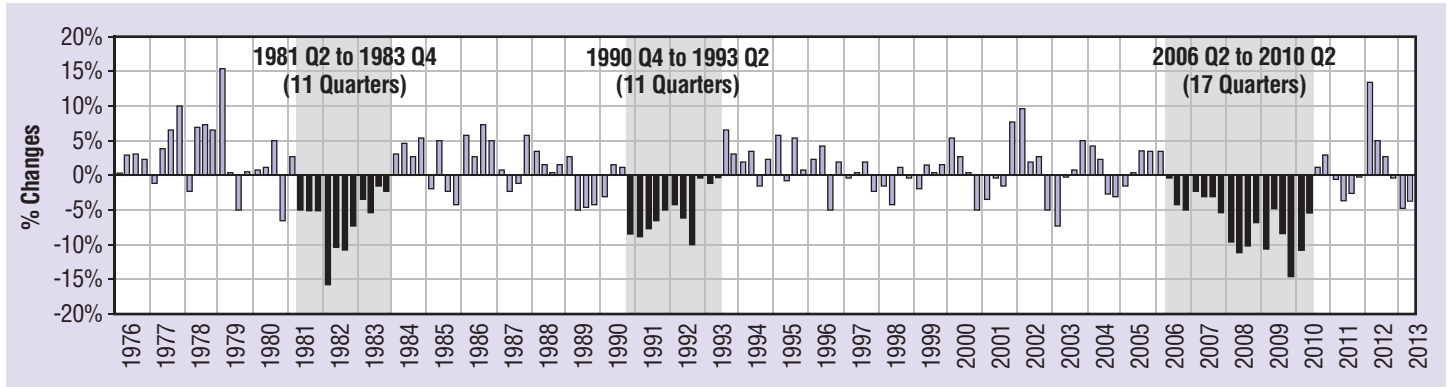


Figure 1 shows the historical trend of the percentage change every quarter from the same quarter in the previous year, going back to 1976. NHTSA has fatality data going back to 1975, and the shading in the chart depicts the years during which there were significant number of consecutive quarters with declines as compared to the corresponding quarters of the previous years. The declines during the early 1980s and 1990s lasted 11 consecutive quarters, while the most recent decline occurred over 17 consecutive quarters ending in the second quarter of 2010.

Discussion

The National Highway Traffic Safety Administration is continuing to gather data on crash fatalities for 2012 and 2013 using information from police accident reports and other sources. While it is too soon to speculate on the contributing factors or potential implications of any changes in deaths on our roadways, it should be noted that the historic downward trend in traffic fatalities in the past several years means any comparison will be to an unprecedented low baseline figure. This is a pattern that has continued through the reported totals for 2011 that show deaths at a 60-year low. In fact, fatalities declined by about 26 percent from 2005 to 2011.

In 2012, since recording a significant increase of 12.3 percent during the first quarter, the magnitude of the increases steadily declined during each subsequent quarter. Fatalities are estimated to have increased by about 4.9 percent in the second quarter, by about 2.5 percent in the third quarter, declining by about 0.4 percent in the fourth quarter of 2012. In 2013, fatalities are estimated to have declined by 4.8 percent and 3.7 percent in the first and second quarter, respectively. The corresponding estimated fatality rates per 100 million VMT during the first, second, third and fourth quarters of 2012 were 1.08, 1.12, 1.21 and 1.16, respectively. The fatality rate for the first quarter of 2013 was estimated to

be 1.04 fatalities per 100 Million VMT and 1.08 fatalities per 100 Million VMT for the second quarter of 2013.

Data

The data used in this analysis comes from several sources: NHTSA's Fatality Analysis Reporting System (FARS), FastFARS (FF), and Monthly Fatality Counts (MFC); and from FHWA's VMT estimates. FARS is a census of fatal traffic crashes in the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway and must result in the death of at least one person (occupant of a vehicle or a nonoccupant) within 30 days of the crash. FARS final files from January 2003 to December 2010 and FARS Annual Report file in 2011 are used. The FF program is designed as an Early Fatality Notification System to capture fatality counts from States more rapidly and in real-time. It aims to provide near-real-time notification of fatality counts from all jurisdictions reporting to FARS. The MFC data provides monthly fatality counts by State through sources that are independent from the FastFARS or FARS systems. MFCs from January 2003 up to July 2013 are used. MFCs are reported mid-month for all prior months of the year.

In order to estimate the traffic fatality counts for each month of 2012, time series cross-section regression was applied to analyze the data with both cross-sectional values (by NHTSA region) and time series (by month), to model the relationship among FARS, MFC and FF, the details of which are available in a companion Research Note. The methodology used to generate the estimates for 2012 is the same as the one used by NHTSA to project the decline in the fatalities for the whole of 2011 (*Early Estimates of Motor Vehicle Traffic Fatalities in 2011*, Report No. DOT HS 811 604) as well as projections of fatalities for the first nine months of 2012 (*Early Estimates of Motor Vehicle Traffic Fatalities in the First Nine Months (January–September) of 2012*, Report No. DOT HS 811 706, available at www-nrd.nhtsa.dot.gov/Pubs/811706.pdf).



U.S. Department of Transportation
National Highway Traffic Safety Administration

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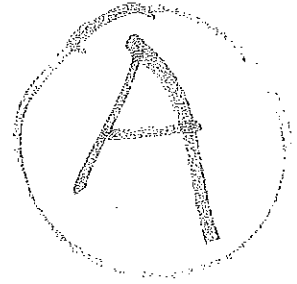
National Center for Statistics and Analysis. (2013, October). *Early Estimate of Motor Vehicle Traffic Fatalities for the First Half of 2013*. (Crash•Stats Brief Statistical Summary. Report No. DOT HS 811 845). Washington, DC: National Highway Traffic Safety Administration.

Glenn O Hawbaker Inc.

Clarion I-80

ECMS #098244/G9

PENNSYLVANIA STATE POLICE
DEPARTMENT CORRESPONDENCE



DATE: March 27, 2015

SUBJECT: I-80 Construction Zone in Clarion County

TO: Commander, Area III
Attn: Commanding Officer, Troop C

FROM: Major Edward C. Hoke *Major Edward C. Hoke*
Director
Bureau of Patrol

REFERENCES: (a) FR 6-17, Work Zone Management.
(b) Construction Zone: ECMS # 098244/G9

ENCLOSURE: (1) Correspondence, SP 3-201, from Captain Bernard J. Petrovsky, Commanding Officer, Troop C, Punxsutawney, dated March 26, 2015.

1. Enclosure (1) has been reviewed in its entirety. It is approved for more than one member to be assigned to this project at the discretion of the Commanding Officer, Troop C.

2. The priority for staffing the work zone will be for queue enforcement. If no queue exists assigned member's priority shall revert to enforcement.

3. A log shall be maintained by the members assigned to the work zone, of the length and duration of the queues in the work zone. This information shall be provided to the Patrol Section Commander for review in addition to the log of enforcement activities.

4. The Patrol Commander shall review and submit a Report detailing any issues to the Director, Safety Program Division, Bureau of Patrol on a weekly basis.

5. Should you have any questions regarding this correspondence, please contact Lieutenant Jeffrey B. Hopkins, Director, Safety Program Division, at 717-783-5517.

POLICE REPORTS

ECMS 98244

SEASON 2014				
DATE/INCIDENT #	IN QUEUE / NOT	DURING OPERATIONS	eb wb /psp LOCATION/DISCRPTION	OFFICIER
8-4-14 C02-1169244	NO	NO	WB /49.8 MM COLLISION NOT AT TROOPER LOCATION	YOCKEY
8-9-2014 C02-1169694	IN QUEUE	NO	EB/ 52 MM COLLISION NOT AT TROOPER LOCATION	O'DAY
8-15-2014 C02-1170158	?	AFTER WORK	EB/ 43MM COLLISION NOT AT TROOPER LOCATION	GEZIK
8-19-2014 C02-1170492	IN WORK ZONE	AFTER WORK	EB/ 52 MM COLLISION NOT AT TROOPER LOCATION	SALUSKY
8-19-14 C02-1170549	IN WORK ZONE	AFTER WORK	EB/ 49.1 MM COLLISION NOT AT TROOPER LOCATION	ALLEN
8-21-14 C02-1170713	NOT IN ZONE	?	WB/ 45 MM COLLISION MONITORING QUE	YODER
8-21-2014 C02-1170769	NOT IN ZONE	?	WB/ 62MM COLLISION MONITORING QUE	HAGETER
8-24-14 C02-1171027	WORK ZONE	?	EB / 50-51 MM COLLISION MONITORING QUE	NORBERT
8-28-2014 C02-1171406	NOT IN ZONE	?	WB/ 61.2 MM COLLISION MONITORING QUE	WILSON
8-29-14 C02-1171473	NOT IN ZONE	?	WB/ 50MM COLLISION MONITORING QUE	SALUSKY
9-1-2014 C02-1171827	?	?	? / 48MM COLLISION MONITORING QUE	ALLEN
9-3-14 C02-1172052	NOT IN ZONE	?	WB / 45MM COLLISION MONITORING QUE	YOCKEY
9/5/2014 C02-1172288	WORK ZONE	DURING OPERATIONS	EB/ 49.6 MM COLLISION MONITORING QUE	CALDERONE
9-8-14 C02-1172610	WORK ZONE	?	EB/ 56 MM DUI MONITORING QUE	MILES

POLICE REPORTS

ECMS 98244

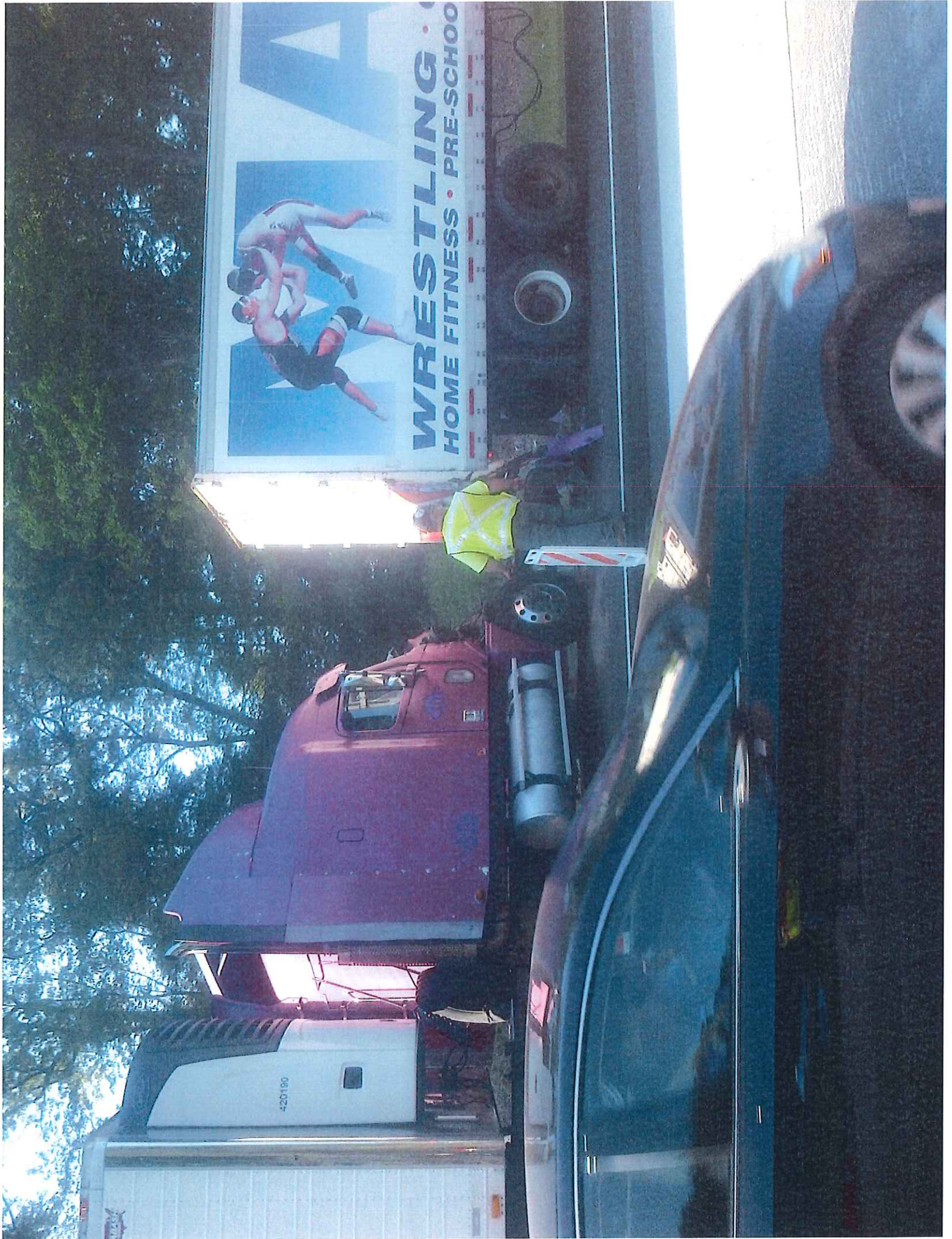
SEASON 2015				
DATE /INCIDENT #	IN QUEUE / NOT	DURING OPERATIONS	eb/wb /psp LOCATION/DISCRPTION	OFFICIER
3/20/2015 C02-1191793	NOT IN ZONE	AFTER WORK HOURS	EB/ 57 MM COLLISION NOT AT TROOPER LOCATION	BERGGREN
3/20/2015 C02-1191829	NOT IN ZONE	AFTER WORK HOURS	WB/ 49MM COLLISION NOT AT TROOPER LOCATION	WILSON
3/27/2015 C02-1192598	WORK ZONE	AFTER WORK HOURS	WB/ 64 MM COLLISION NOT AT TROOPER LOCATION	MESING
3/30/2015 C02-1192909	WORK ZONE	AFTER WORK HOURS	EB/ 55.6 MM COLLISION NOT AT TROOPER LOCATION	HOWELL
4/3/2015 C02-1193401	WORK ZONE	AFTER WORK HOURS	WB/59 MM COLLISION MONITORING QUE	OWENS
4/4/2015 C02-1193515	NOT IN ZONE	AFTER WORK HOURS	EB/ 53.6 MM COLLISION NOT AT TROOPER LOCATION	WILSON
4/15/2015 C02-1194737	WORK ZONE	AFTER WORK HOURS	WB/ 58.6 MM COLLISION MONITORING QUE	WAGNER
4/17/2015 C02-1194955	WORK ZONE	AFTER WORK HOURS	WB/ 59.8 MM COLLISION NOT AT TROOPER LOCATION	NORRIS
4/26/2015 C02-1195969	NOT IN ZONE	AFTER WORK HOURS	EB/52 MM COLLISION MONITORING QUE	SALUSKY
4/30/2015 C02-1195970	WORK ZONE	AFTER WORK HOURS	EB/61.8 COLLISION MONITORING QUE	GRAF
5/13/2015 C02-1198068	WORK ZONE	AFTER WORK HOURS	EB/ 61MM COLLISION MONITORING QUE	ALLSION
5/16/2015 C02-1198386	?	AFTER WORK HOURS	WB/51.5 MM COLLISION NOT AT TROOPER LOCATION	NORRIS
5/17/2015 C02-1198504	?	AFTER WORK HOURS	EB/ 55MM COLLISION NOT AT TROOPER LOCATION	MESING
5/18/2015 C02-1198618	?	?	EB/ 52.5 MM COLLISION MONITORING QUE	ALLISON
5/19/2015 C02-1198736	NOT IN ZONE	DURING OPERATIONS	EB/ 62MM COLLISION MONITORING QUE	BERGGREN
5/20/2015 C02-1198812	?	AFTER WORK HOURS	WB/ 63 MM COLLISION NOT AT TROOPER LOCATION	NORRIS

TOTAL ACCIDENTS =15 (7 with PSP on site)



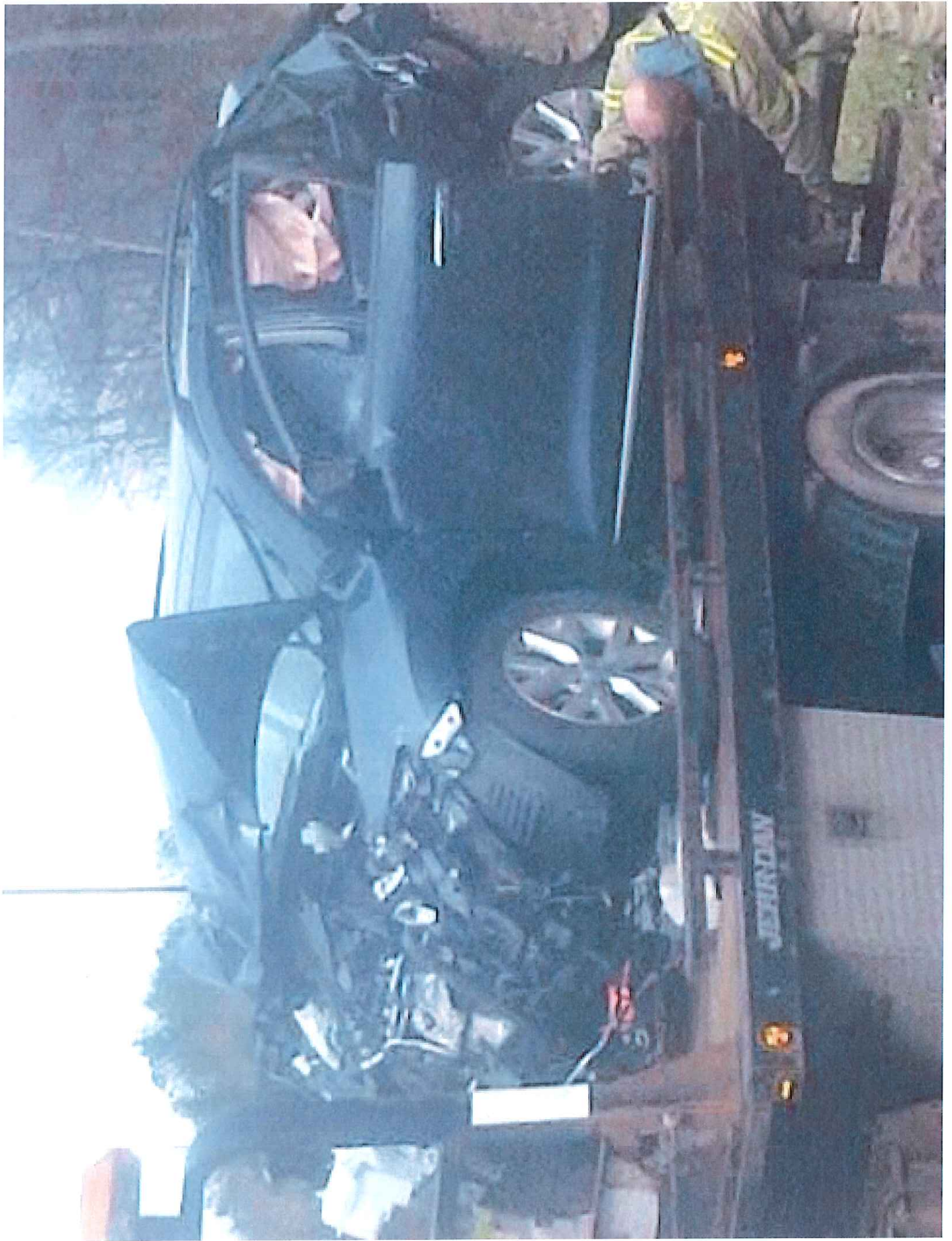
















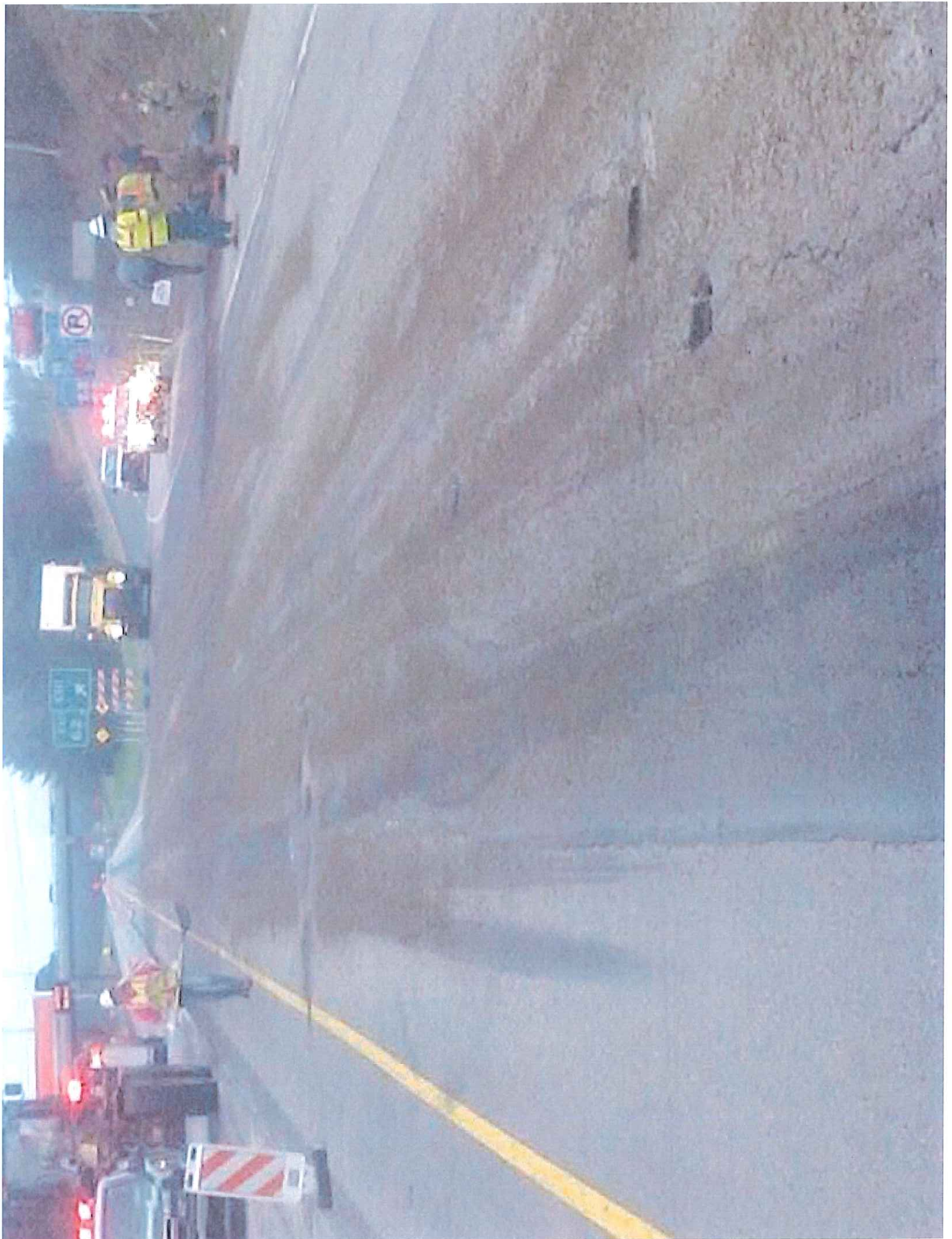




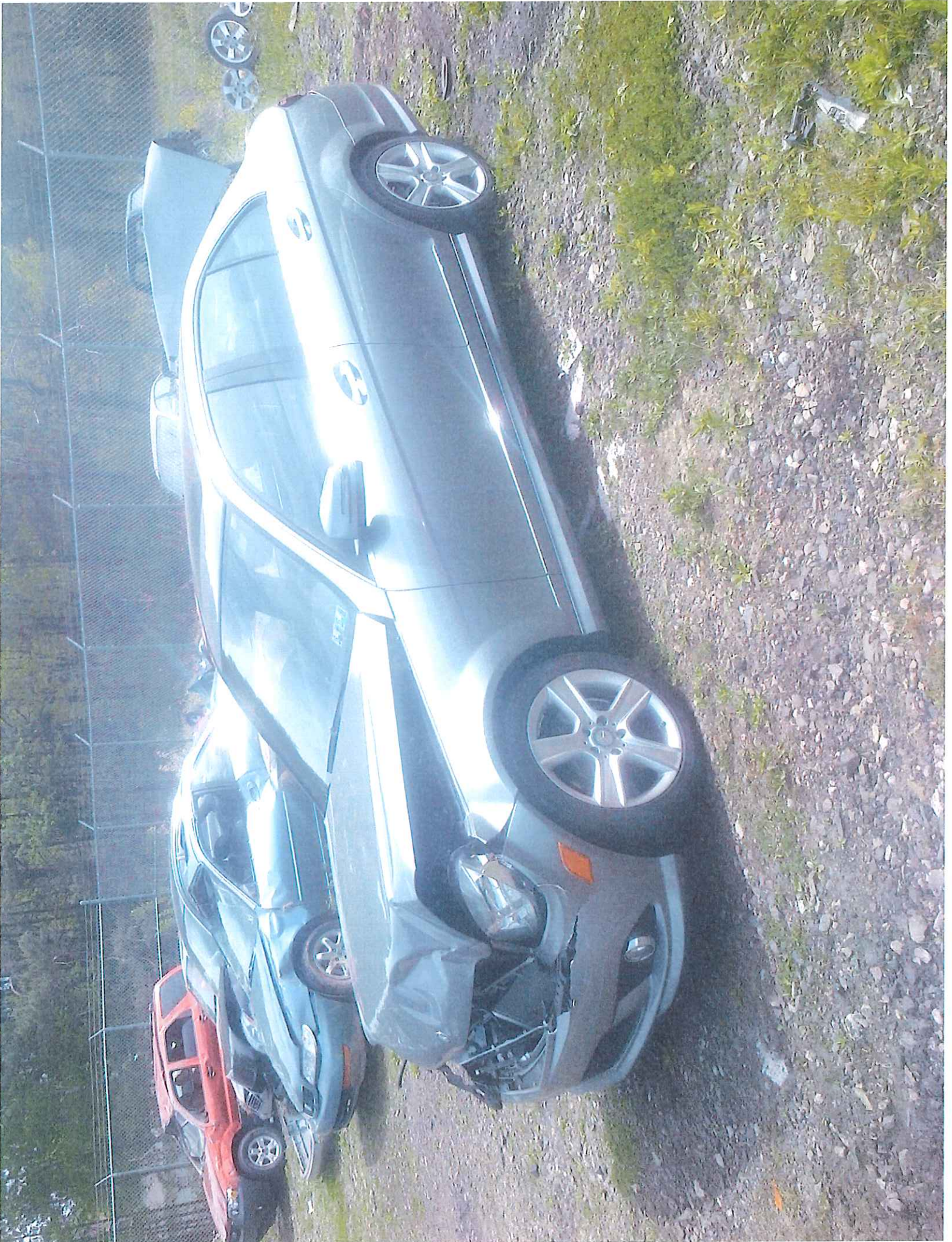












Industry Incidents Across PDOT and Turnpike Facilities



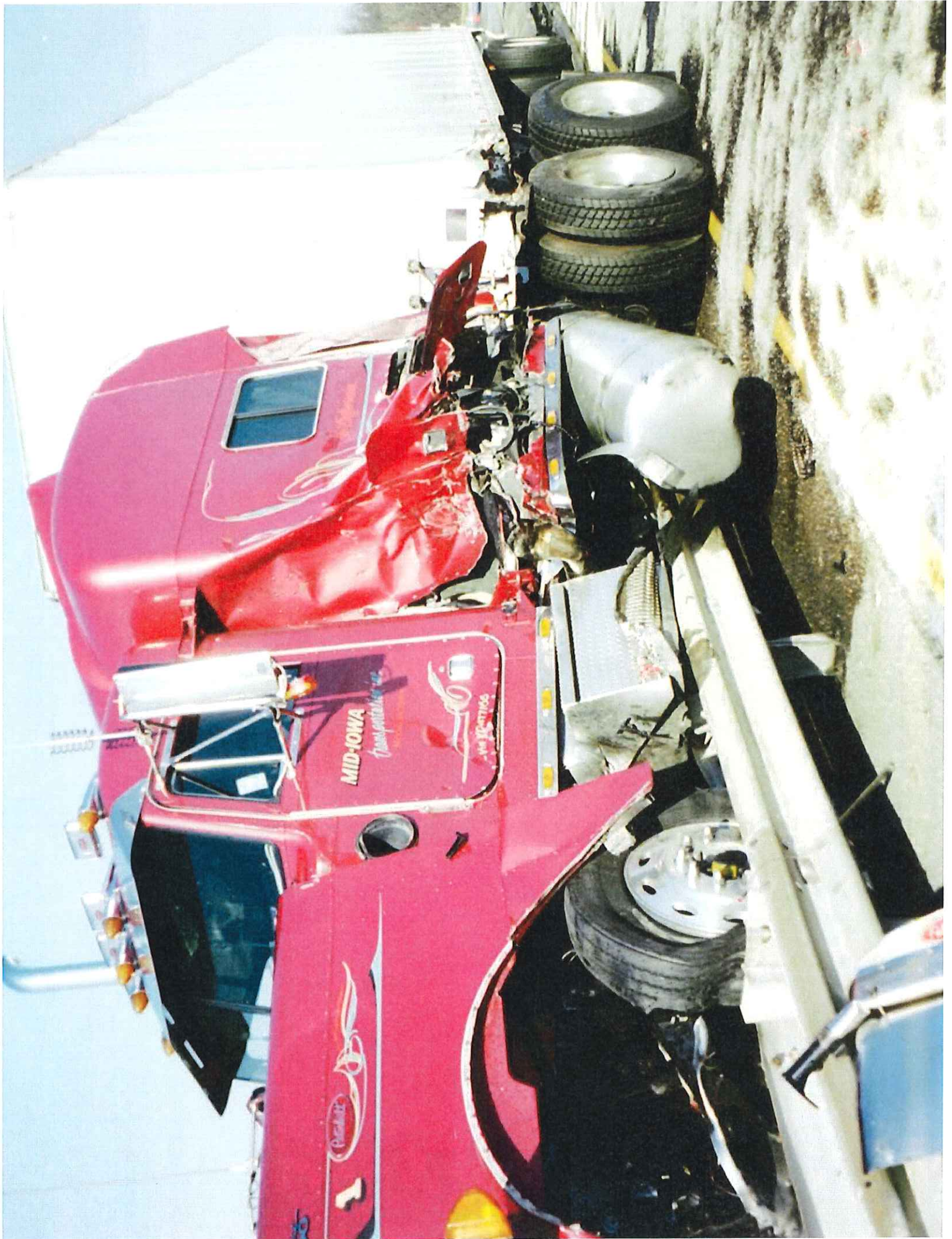
ALLENTOWN
SERVICE PLAZA
NEXT RIGHT

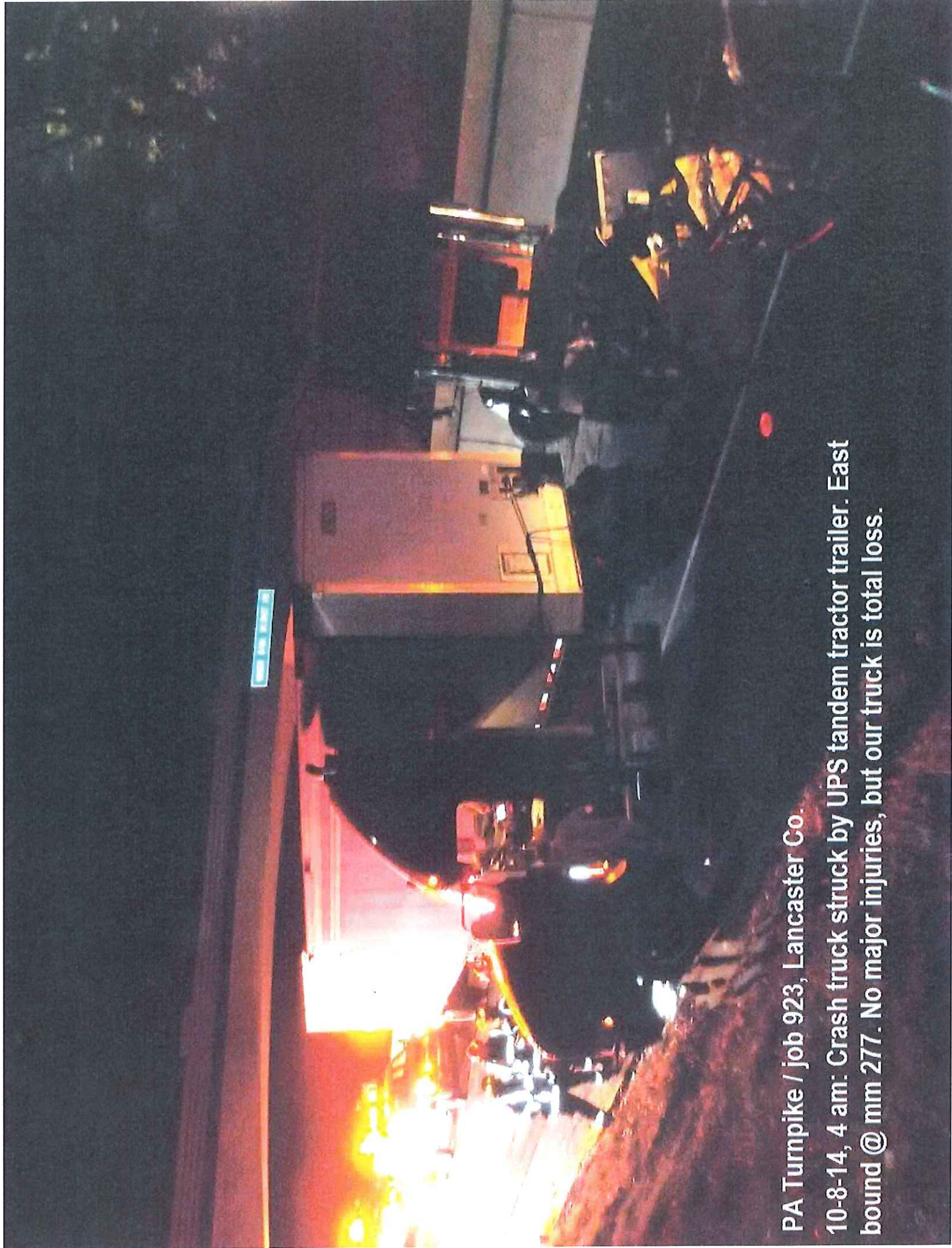








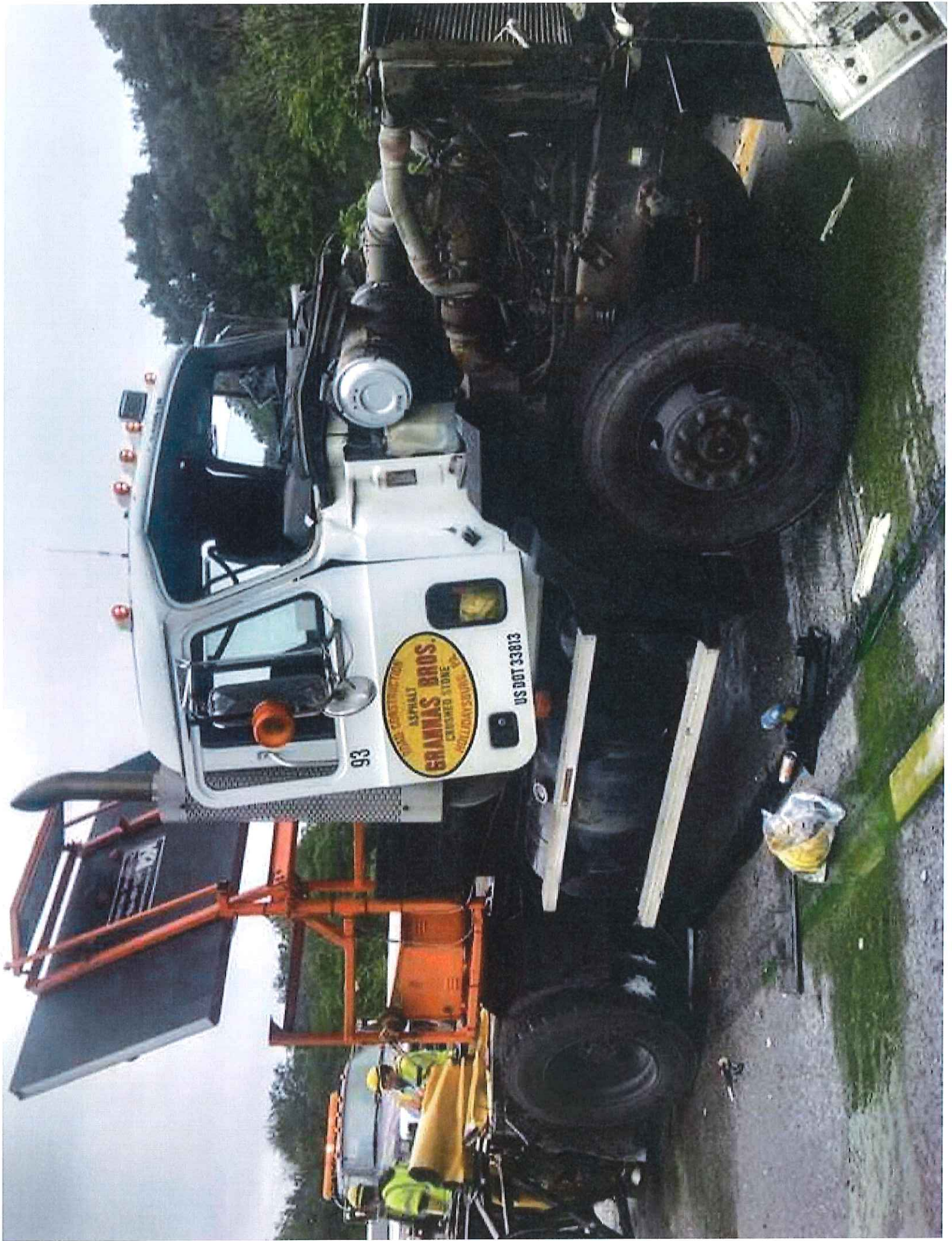




PA Turnpike / job 923, Lancaster Co.
10-8-14, 4 am: Crash truck struck by UPS tandem tractor trailer. East bound @ mm 277. No major injuries, but our truck is total loss.



WINDY 2005
JAN 4/10
PERMIT





June 30, 2015

To: Tina Holtzman, PA Asphalt Pavement Association

From: Patty Bugenhagen, Allan Myers

Re: Work Zone Safety

Enclosed are pictures related to a one-vehicle accident that occurred in our work zone, Rt. 30 bypass on to Rt. 202 NB on May 4, 2015. Vehicle came to rest in our work zone which resulted in serious injuries to the driver.

Any questions, please contact me at 610-222-3228.

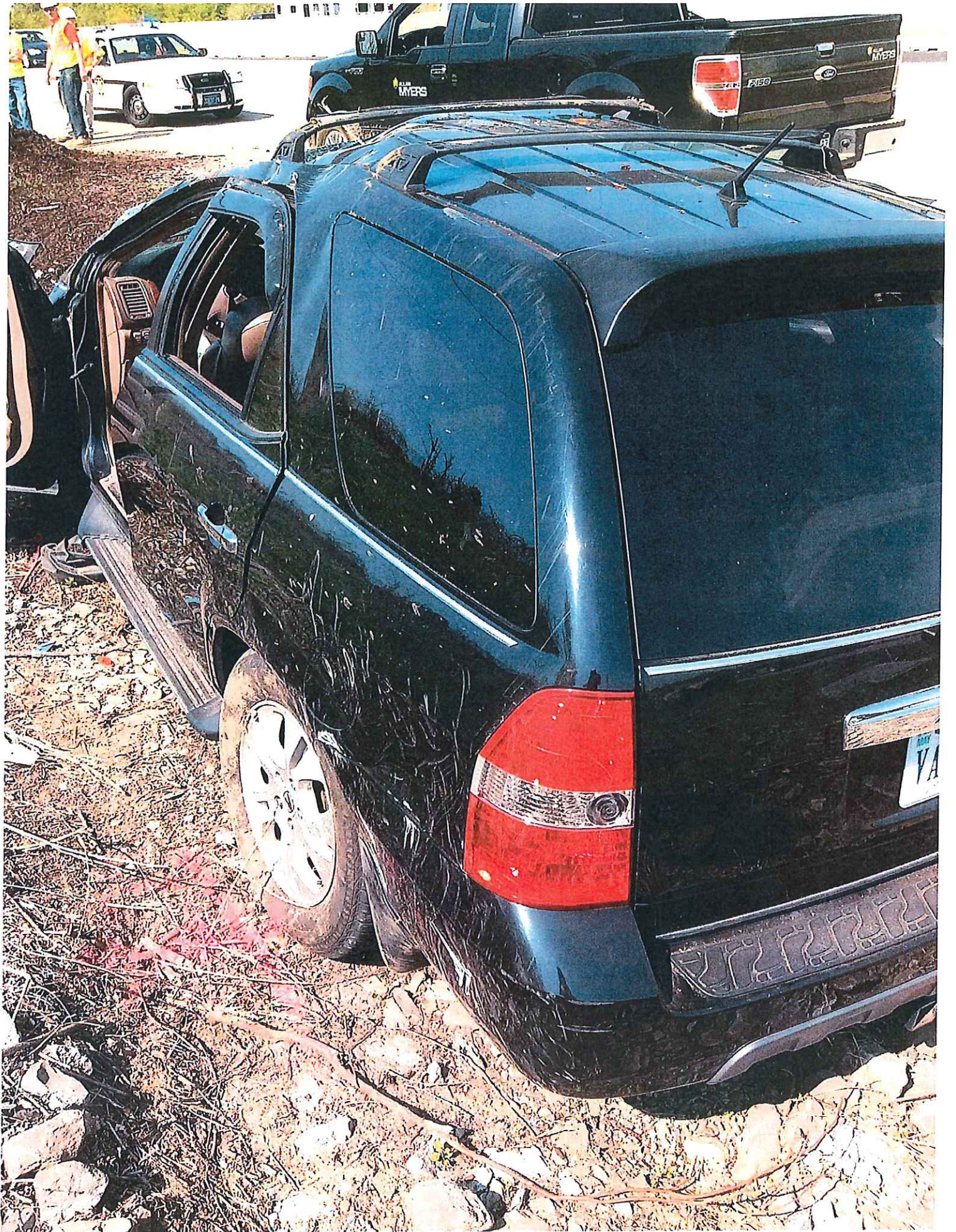
Thank you.

Patty Bugenhagen

Claims Associate













ACTIVE
WORK ZONE
WHEN
FLASHING
INCREASED PENALTIES

Incident Date	Claim Type Desc	Job Name	Description
04/10/13	Bodily injury	Beaver Meadows Roadway Improvements	Subcontractor WC incident (Flagger injury to back and foot) - Improper communication, driver did not have visual of personnel and should have stopped when he lost visual with the individual. Flagger should have had a planned escape route and should have had someone relieve him prior to changing out his paddle handle. Lack of situational awareness.
04/12/13	Property Damage	PennDOT ChesCO SR202, Sec 330 ECMS 64498	OV crashed into attenuator in our workzone and caused a loss in our planned production.
04/15/13	Property Damage	PTC ChesCo Pavement Patching	OV #1 pulled into the pattern in front of our crash truck. He realized he made a mistake and when he pulled back out into the live lane of traffic, he was hit by OV #2 and was pushed back into the pattern. OV #2 struck the median barrier, the door of an inspector's car and ended up hitting the back of a subcontractor's construction vehicle.
04/15/13	Property Damage	PA Turnpike Montco O/L MP334 and MP340.10	Traffic crew was starting PTC westbound pattern #2 which starts with uncovering shoulder signs. Two crash trucks following the panel truck at the specified distances per turnpike specs. Panel truck was stopped while another employee uncovered "1500 ahead" sign. OV hit driver side cab steps, veered out into lane, hit delineator at message board then hit barrier.
05/02/13	Vehicle Damage	PennDOT Schuylkill Co I-81 ECMS#75933	OV was traveling SB on I-81 went off the left shoulder of the roadway and struck two road signs, a culvert and the embankment in the median.
05/13/13	Property Damage	PTC Montco Repi Fretz Rd Brdg NB-155	ETC setup left lane closure on PA Turnpike NE Extension NB when a vehicle approached taper at a high rate of speed and failed to merge. Vehicle hit median barrier and then left-rear corner of a tractor trailer.
06/02/13	Property Damage	PA Turnpike Montco O/L MP334 and MP340.10	Message board for WZ Pattern 2 WB was struck by OV at MP 339.8 at Virginia Drive on ramp. Not an active workzone, state police on the scene.
08/08/13	Equipment Damage	PennDOT Schuylkill Co I-81 ECMS#75933	Driver of OV hit one of our road signs as he was exiting Rt. 81 @ exit 138.
11/06/13	Equipment Damage	PA Turnpike Montco O/L MP334 and MP340.10	OV accident in workzone - PA Turnpike Eastbound. Tractor trailer (OV1) hit hard from rear by another vehicle (OV2). After OV2 hit the tractor trailer, it veered in our pattern and struck our arrowboard.
02/05/14	Other	PennDOT Schuylkill Co I-81 ECMS#75933	Crash occurred as OV #1 was traveling NB on I-81 in left lane at mm 132.8 and OV #2 was stopped due to traffic accident ahead stopping traffic. As OV #1 approached OV #2 it was unable to stop. OV #1 swerved and struck a guardrail and after impact with the guardrail, it continued to travel north where it scraped the driver side front of OV #2.
02/05/14	Other	PennDOT Schuylkill Co I-81 ECMS#75933	Two vehicle crash occurred on I-81 NB near exit 134. OV #1 lost control and struck a guard rail and continued to travel and came to rest jack knifed across both lanes. OV #2 struck the rear of OV #1.

04/01/14	Other	PennDOT LanCo SR462 Lincoln Way Resurfacing ECMS #9519	During stop and go pattern operations, flagger had traffic stopped with a stop/slow paddle. She had four cars stopped and observed a car traveling at a high rate of speed approaching her stopped cars from behind. Flagger observed the speeding car lock its brakes and skid 50 feet before striking one of the stopped cars.
04/02/14	Other	PennDOT Schuylkill Co I-81 ECMS#75933	Operator of OV fell asleep at the wheel causing vehicle to over turn onto its driver side coming to rest against an embankment on I-81 SN near exit 138.
05/06/14	Equipment Damage	PennDOT ChesCO SR202, Sec 330 ECMS 64498	OV (dump trailer) traveling NB on Rt. 202 struck our attenuator just south of Swedesford Road overpass. Truck continued to "ride" concrete barrier 460' until coming to rest. Crash truck was placed to protect blunt end until replacement of attenuator was done. Road was closed for three hours for removal of dump trailer.
05/06/14	Property Damage	PA Turnpike Montco O/L MP334 and MP340.10	Accident occurred in our workzone at MP 334.0 westbound on PA Turnpike. Involved a box truck and passenger vehicle striking the barrier and an advance warning sign.
05/07/14	Other	PennDOT Schuylkill Co I-81 ECMS#75933	Two-Vehicle Accident on Rt. 309 at light in the construction area where repairs to the bridge to I-81 are being made. OV #1 rear-ended OV #2 at the red light.
05/21/14	Other	PennDOT Schuylkill Co I-81 ECMS#75933	Two vehicle accident occurred at I-81 on ramp near Rt. 309 in Kline Township.
05/22/14	Bodily Injury	PennDOT ChesCO SR202, Sec 330 ECMS 64498	On-site tow truck (Abel Bros.) was in the process of removing a vehicle northbound on Rt. 202. A passing vehicle slowed down and was rear-ended. That car in turn hit the tow truck operator. Additional information will be passed along when made available. Police report to be obtained.
06/25/14	Other	PA Turnpike Mont Co Rd & Br Reconstruction MP A-25.67 to MP	OV was hit trying to merge onto 476 NB from the Lansdale interchange. Driver stated that a vehicle traveling NB proceeded to let her merge onto the turnpike. At this time, a tractor trailer drove around and struck OV on the driver's side and drove off.
07/07/14	Other	PA Turnpike Mont Co Rd & Br Reconstruction MP A-25.67 to MP	Vehicle hit attenuator followed by tractor trailer hitting OV. One person fatality.
07/08/14	Equipment Damage	PennDOT Schuylkill Co I-81 ECMS#75933	Operator moved crash truck for subcontractor as the attenuator on the crash truck was covering a portion of the edge line that was being eradicated by subcontractor. Operator pulled crash truck forward to allow the subcontractor truck to pass and when truck passed he hit attenuator causing minor damage to right rear taillight.
07/11/14	Other	PennDOT Schuylkill Co I-81 ECMS#75933	This crash occurred at OV #1 and OV #2 were traveling in the SB lane of I-81 in the area of mm 136.5. Traffic slowed and operator of OV #2 applied her brakes to avoid striking the vehicles in front of her. Operator of OV #1 failed to bring his vehicle to a stop and struck the rear of OV #2.

07/16/14	Equipment Damage	PA Turnpike Mont Co Rd & Br Reconstruction MP A-25.67 to MP	Crew was involved in a mobile traffic pattern setting up advance warning signs for left lane closure. Driver of OV struck TMA as it was stationary. The mobile lane closure was visible for more than a mile. Incident was caused by inattentive driving of operator of OV.
07/18/14	Vehicle Damage	PA Turnpike Montco O/L MP334 and MP340.10	OV accident occurred in our workzone with left lane closed at mp 337.5. Two speeding vehicles tried to occupy same space in center lane and careened out of control in right lane after hitting each other, then went into closed lane hitting barrier. All three vehicles towed from scene, no injuries.
07/27/14	Other	PennDOT Berks Co SR 183 Schuylkill Ave Br ECMS 10825	Arrow panel was hit over the weekend which caused a multiple vehicle accident.
09/01/14	Equipment Damage	PennDOT Schuylkill Co I-81 ECMS#75933	OV attempting to pass a tractor trailer truck on I-81 B when he and his vehicle came to the work zone merge point at mm 136.8. Unable to react in time, his vehicle struck a reflective barrier located in left lane of travel.
09/11/14	Other	PA Turnpike Mont Co Rd & Br Reconstruction MP A-25.67 to MP	One vehicle accident at PTC SB mp 33.7. Vehicle struck metal beam guardrail fence at shoulder and PTC police responded to incident.
09/11/14	Other	PA Turnpike Mont Co Rd & Br Reconstruction MP A-25.67 to MP	One vehicle accident at PTC SB MP 33.7. Vehicle struck metal beam guardrail fence at shoulder and police responded to the incident. State Police stated that there were injured parties.
11/18/14	Property Damage	PA Turnpike Mont Co Rd & Br Reconstruction MP A-25.67 to MP	OV struck barrier and then a construction sign on PTC 476 SB.
12/11/14	Equipment Damage	PennDOT ChesCO SR202, Sec 330 ECMS 64498	There was a six vehicle pile up on Rt. 202 NB involving one of our tanker trucks. One of the vehicles hit our arrowboard causing damage.
01/31/15	Equipment Damage	PennDOT Ches.Co SR100 Shoen Rd to Gordon Dr. ECMS #145	OV struck attenuator at intersection of Rt. 100 and Worthington Drive.
02/14/15	Other	PennDOT Ches.Co SR100 Shoen Rd to Gordon Dr. ECMS #145	Motor vehicle accident at/ner our workzone on Rt. 100 NB involving two fatalities.
03/16/15	Property Damage	PennDOT Berks Co SR 183 Schuylkill Ave Br ECMS 10825	OV, a Chevy Camaro, struck the intinuator barrier at the intersection of Schuylkill Avenue and Blair Avenue.
04/12/15	Other	PA Turnpike Lehigh Co Bridge Replace NB-345A at MP A-56.04	There was a chain reaction accident involving three vehicles traveling north on PA Turnpike at Allentwon Plaza. This occurred in our workzone with right lane shut down. No company vehicles were involved.
04/13/15	Equipment Damage	PennDOT Berks Co SR 183 Schuylkill Ave Br ECMS 10825	OV was coming SB on Schuylkill Avenue Bridge and his back right rear tire came into contact with the guardrail portion of the intinuator barrier which cut/slashed the tire causing it to go flat. No injuries, but damage occurred to the intinuator barrier.
05/04/15	Personal Injury	PennDOT ChesCO SR202, Sec 330 ECMS 64498	One vehicle accident which resulted in serious injuries to the driver. Vehicle came to rest in our workzone.
05/18/15	Property Damage	PA Turnpike Mont Co Rd & Br Reconstruction MP A-25.67 to MP	Vehicle struck temporary barrier along workzone at Summeytown Road and Old Forty Foot Road. Driver states a commercial truck was in the left lane encroaching on the driver's lane. Vehicle had two flat tires on the passenger side. No other damage noted. No injuries reported.

**Automated Queue
Warning System, wiped
out by a motorist.**

AUTOMATED QUEUE WARNING (AQW) – Type 1 System

Intelligent Portable Changeable Message Sign
PCMS w/Sensor & Modem (3 mi b4 WZ)

AUTOMATED QUEUE WARNING SYSTEM

EQUIPMENT * 4 Speed-Mac Sensors (SM)
* 1 Intelligent PCMS (PCMS-Q)

SYSTEM * Web-Based Remote Queue
Warning Server

Speed-Mac Traffic Sensors (Qty = 4)
0.1, 0.6, 1.1 & 2.0 Before WZ Taper Point

SYSTEM LOGIC:

APPROACH SPEEDS AT SENSOR

SLOW TRAFFIC: Avg Speeds 45 mph

- CAUTION SLOW TRAFFIC - X MILES AHEAD

STOPPED TRAFFIC: Avg Speeds < 15 mph

- CAUTION STOPPED TRAFFIC - X MILES AHEAD

APPROACH SPEEDS AT PCMS-Q

FREE FLOW (w/HIGH SPEED WARNINGS):

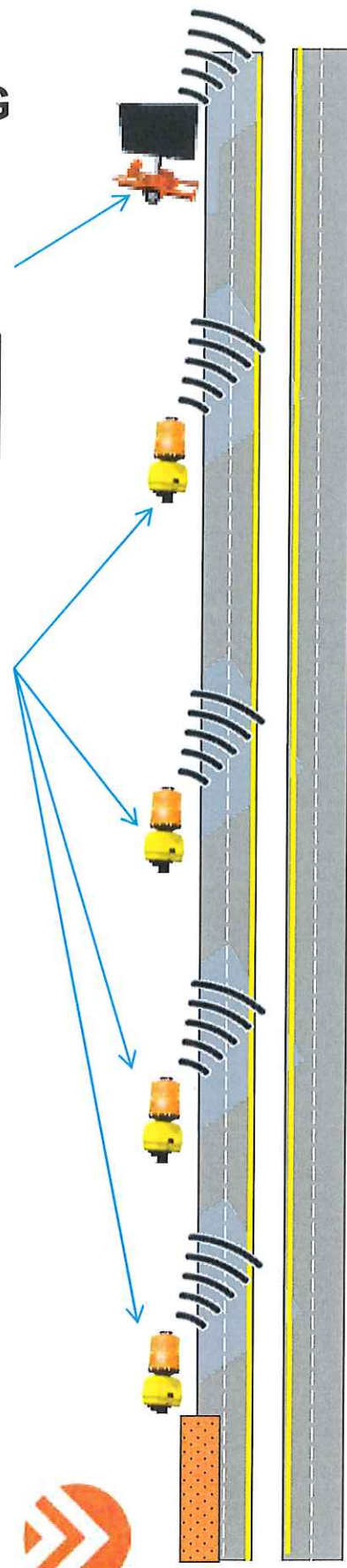
- WORKZONE 3 MILES AHEAD – **YOUR SPEED IS XX MPH**

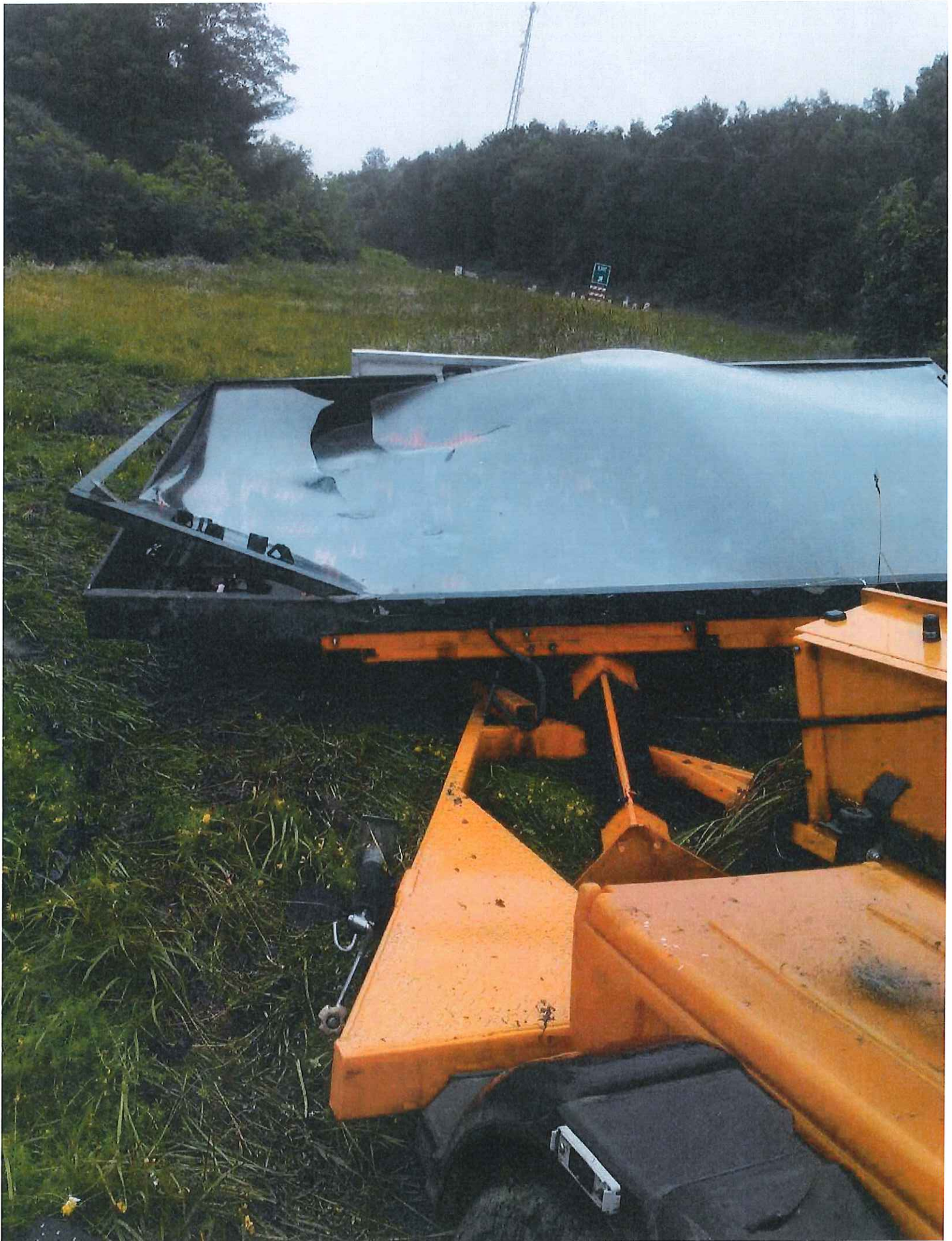
SLOW TRAFFIC: Avg Speeds <45 mph

- Send eAlert via Email to Project Personnel
- Consider moving PCMS further upstream
- Consider adding another Speed-Mac upstream (spaced approximately 1.0 mile +/-)

NOTES:

- Only use on roads with \leq 3 lanes









Initial Incident Report Form

Submit Written Report within 12 hours

"On-Call Triage Nurse" (800)960-4508

Motor Vehicle Crash (888)973-2505

Injury to Third Party (814)571-3100 or (814) 571-7047

Environmental (814) 571-9911

Email: WC@goh-inc.com

Online: myGOH Leader Resources - Administrative Forms

Fax: (855) 653-4226

For Office Use Only:

GOH Incident #: 201506-222

Distributed to: Staff Mtg. Dist. HR

Written report received: 6/29/15 11:29 AM

Safety

CLEARLY PRINT REQUESTED INFORMATION

Part I - General Information

Date of Incident: 6-27-15 Time: not sure Job #: 14153 Operation: construction

Name of Employee: Timothy Lewis Emp ID: 2352 Job Title: Project Supt

Type of Incident: Employee Injury Property Damage Vandalism/Theft Near Miss Stop Work

(Check all that apply) Motor Vehicle Subcontractor (If yes - complete Part VI Page 2)

Environmental (If yes - complete Part VIII Supplemental Information Page 3)

Third Party Injury or Damage (If yes - complete Part IX Supplemental Information Page 3)

Specific body part(s) injured: NA Left Right

Exact location of Incident (street, city, county, state): I-80 Clarion PA Westbound 61.7mm

Type of Vehicle/GOH Equip #: NA Operator Name: NA

Part II - Description of Incident (What happened - be as detailed & specific as possible.)

GOH sub had placed a message board out to help with traffic. This board is part of the Automated Queue Monitoring System that Beth Barricade had placed out. Clarion PSP inc# C02-1203129

Witness(es)(if non-GOH, please include contact information):

Part III - Notification (Identify):

Police Clarion PSP Ambulance

Fire Customer/Client

"On-Call Triage Nurse" Other

GOH Dept. Leader Notified Timothy Lewis / Pat Hawbaker / Mike Hall

For Office Use Only:

GOH Incident Report #: 201506-222

Part IV – What is the Cause of the Incident? (Examine all parts of the situation; find out how and why)

A. Describe any "personal actions" that caused the incident (improper tool, not wearing PPE, unsafe act, not following procedures, didn't analyze job, didn't recognize hazards, took a shortcut):

NA

B. Describe any "physical conditions" that caused the incident (condition of tools, were guards in place, weather conditions, congested work area, terrain, lighting):

NA

C. Describe any "system failures" that caused the incident (which rules/procedures were violated, was a JSA performed, what type of training was given, was training understood, were job instructions given):

NA

Part V – Corrective Action Taken (What have you done and what do you recommend to prevent a recurrence of a similar incident?):

Beth Barricade replace & moved to another location

Part VI – Subcontractor or Other Information (Subcontractor name, contact name, telephone number - remarks, comments, diagram, photos – attach diagram/photos or give name of person who has them):

NA

Part VII– Preparer Information (please PRINT all information)

Prepared by: Timothy A Lewis Emp ID: 2352 Date: 6/29/15

Preparer's Direct Supervisor's Name: Mike Hall Emp ID: 2110