

Stay Back from Edges

- Stay away from edges unless work requires it
- Always face the edge
- Work from your knees



Don't Create a Greater Hazard



Holes

- Covers
- Guardrails



Access Ways

- Offset guardrails are recommended
- Watch for tripping hazards at tops of ladders and stairs



Material Handling Platforms & Hoist Areas

- Material handling platforms must have guardrails
- When the guardrails are opened to receive material, workers must be tied off
- Gates are preferred to removable rails



Slip & Trip Hazards

- Housekeeping!

- Watch trip hazards
- Here trash creates a trip hazard for everyone in the building



Stairways

- Stair pans should not be used for access until poured, and until guardrails and handrails installed
- Be sure all debris is removed immediately



Scaffolds & Ladders



Scaffold Requirements

- Be on a firm foundation with base plates
- Be plumb, square and adequately braced
- Have a fully planked work deck
- Have guardrails over 10 feet
- Be tied-in over 4:1 height to base ratio
- Have an adequate means of access and egress

Good Foundations



Mason's Adjustable

Frames



Hydro-mobile



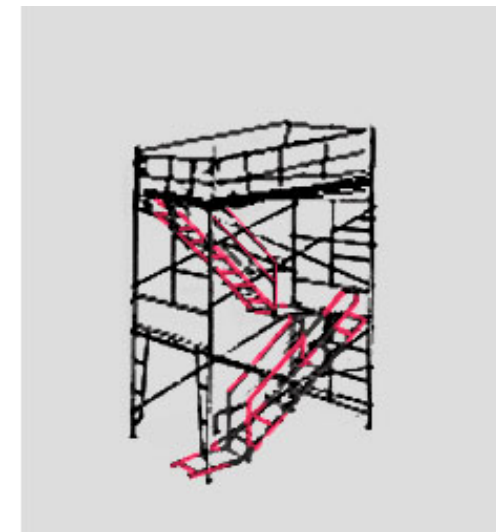
Access

- No access by cross braces
- Bottom rung can not be more than 24" high
- You must use a ladder or frames designed to be used as ladders



Proper Access

Ladder Tower
with gate



Stairway Frame



Ladder
Platform



Ladder Frame

Baker-type Scaffolds

- Baker scaffolds can be unstable
- Never use a double stack without outriggers



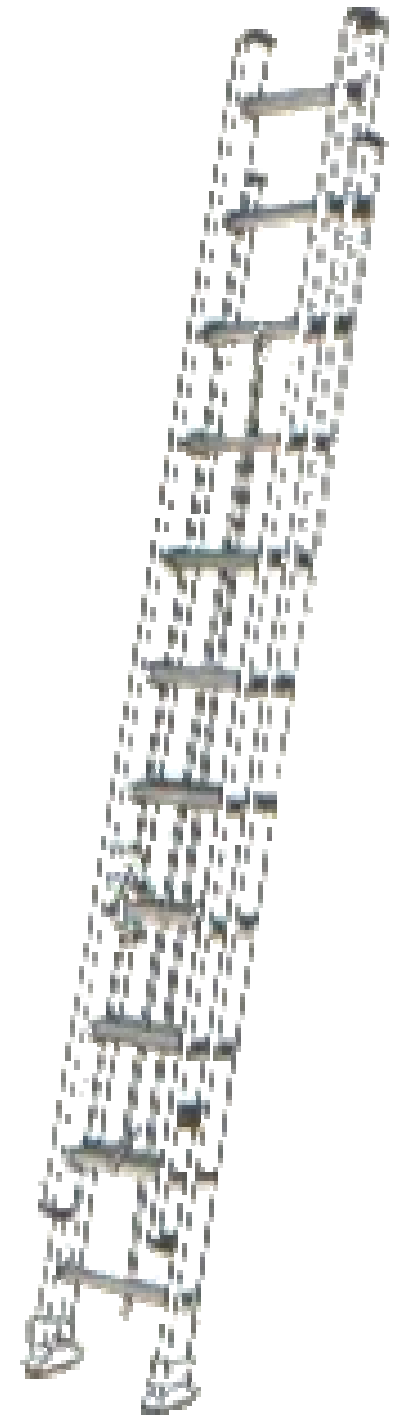
Falling Object Protection 1926.451(h)

- Toe boards at edges of platforms
- Use panels or screens when accessed from below
- Barricade areas below
- Use canopies where walkways cross underneath



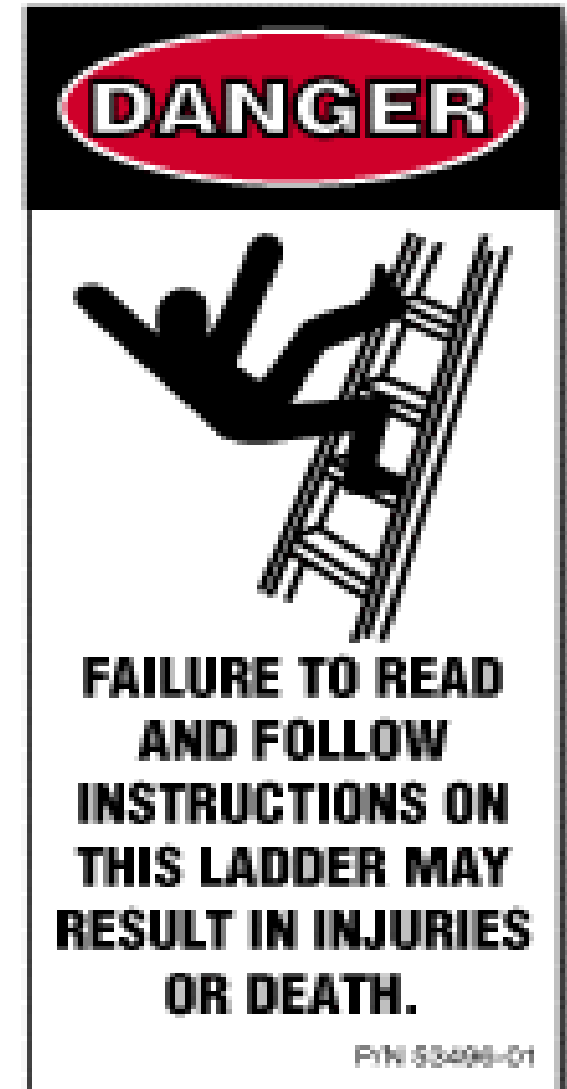
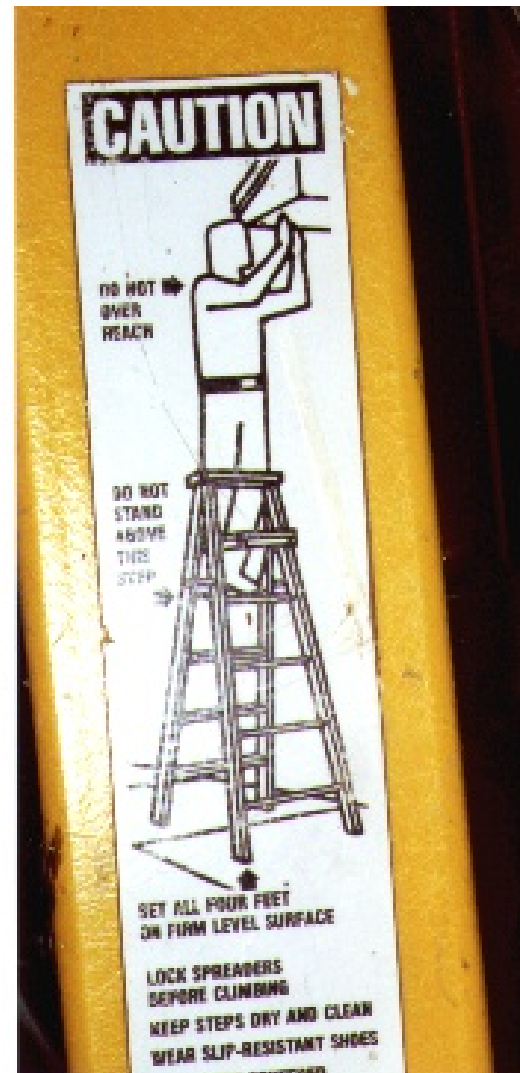
Ladder Types

- Type I-AA ladders are extra heavy duty and can handle up to 375 lbs.
- Type I-A ladders are heavy-duty and can handle up to 300 lbs.
- Type I ladders can hold up to 250 lbs.
- Type II ladders can hold 225 lbs.
- Type III ladders are for light duty only and can hold up to 200 lbs.



Read the Warning Labels

- Labels are there for a reason!



Proper Ladder Climbing

- Use both hands to climb a ladder
- Always face the ladder when climbing, descending or working
- Avoid the top two steps of a stepladder and the top four rungs on other ladders

Don't Lean a Step Ladder

- The support leg can contact the ground causing the step leg to kick out
- Also employees should not work from the top or second step



**Do Not Stand On
The Top Step!!!**



Obey the Labels!!



NO!

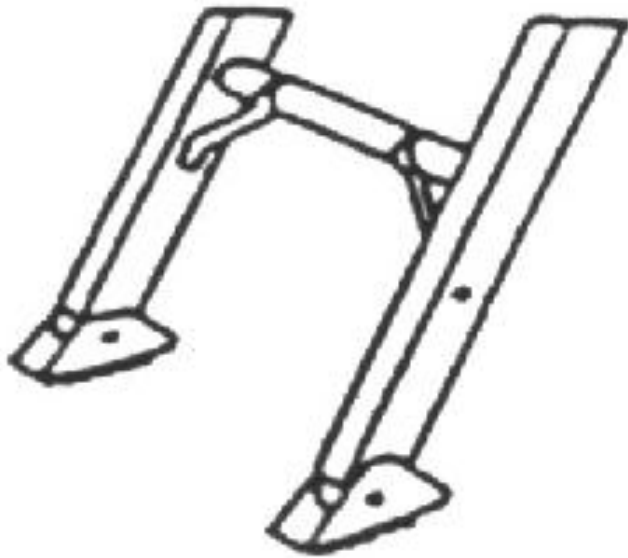
Working Above Protections



When employees work above railings, they must be protected from falling over the railings.

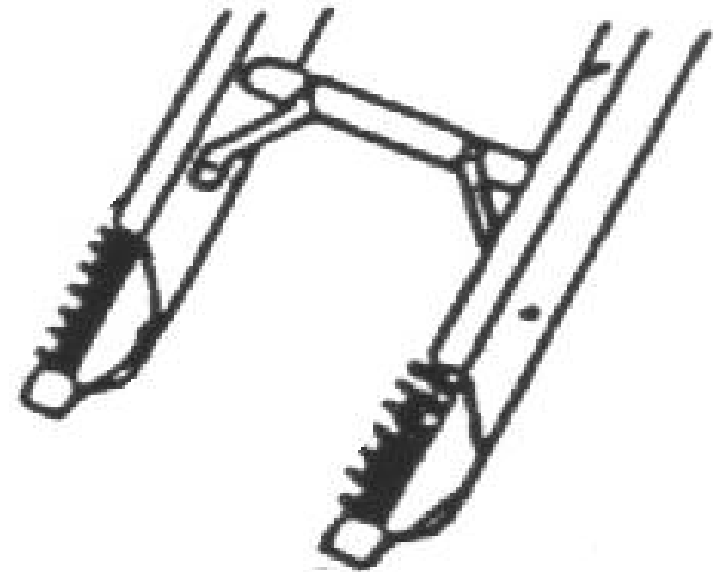


Set Feet Properly



Firm Base

Set both feet level and
on the pads



Soft Base

Set on the spikes and
seat the ladder in the
ground.

Proper Access Ladders

- Ladders should be set at 1 horizontal to 4 vertical
- Ladders must be secured
- Ladder access ways must be guarded
- Ladders must extend 3' above the landing surface, or an adequate grabrail must be provided



Bridges



Bridge Fall Protection

- Bridge edges must be protected
- When working over water flotation devices must be worn



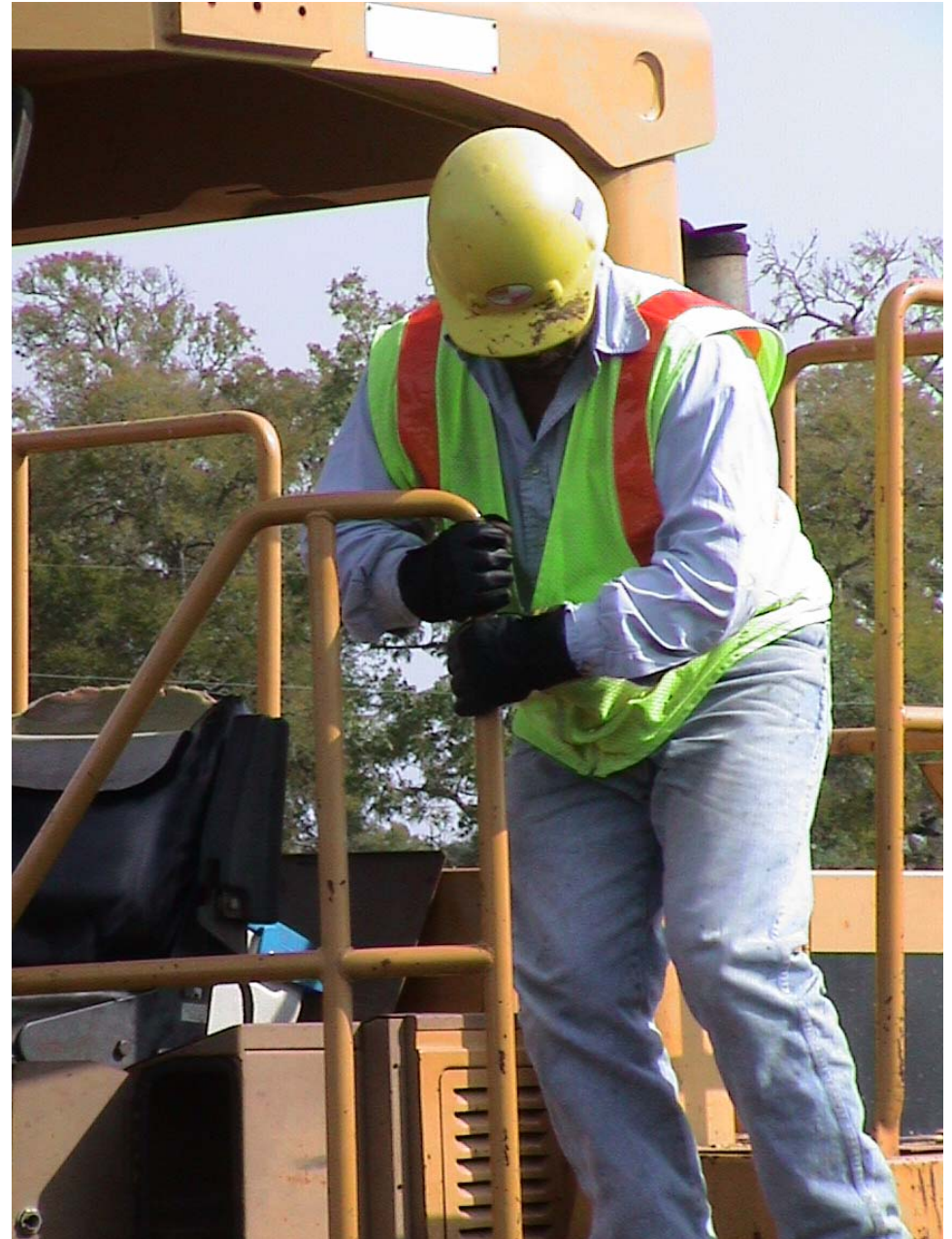
Falls While Decking



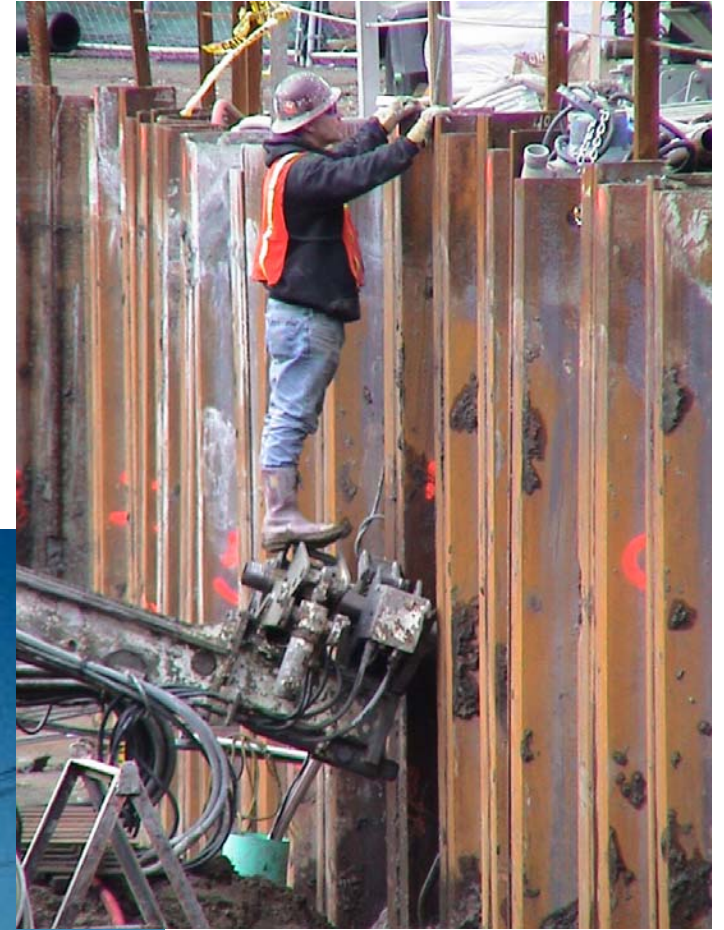
Leading edges must be protected

Equipment

- Do not jump from equipment
- Use three point contact at all times
- Be sure of your footing
- Do not strain your shoulders
- Be sure steps are clear of mud and ice



Protect Yourself



Proper Seats



Competent Person

- A **competent person** is someone who:
 - Is capable of identifying existing and predictable hazards in the surroundings or working conditions that are unsanitary, hazardous, or dangerous to employees, and
 - Has the authorization to take prompt corrective measures to eliminate them



Incident Free

- Planning
- Training
- Inspection
- Oversight
- Lessons learned
- Re-evaluate

Summary

- The focus four hazards are responsible for the majority of physical, financial, and emotional losses in construction — **and they exist on nearly every jobsite.**
- It takes a well-trained crew (the entire crew!) and lots of pre-planning to recognize and respond to those hazards. **Safety is everyone's responsibility — ALL of the time.**