

**Minutes**  
General Safety Committee Meeting  
September 19, 2001  
University of Kentucky  
Room 110, Mines and Minerals Building

**Present:**

<b>Tomi Ross</b>	<b>David Hoke</b>	<b>Greg Copley</b>
<b>Bob Cadle</b>	<b>David Hibbard</b>	<b>Brian Bottom</b>
<b>G. Greg Williamson</b>	<b>Betsy Mahoney</b>	<b>Jim Wims</b>
<b>Gerald Thomas</b>	<b>Vince Austin</b>	<b>John Sampson</b>
<b>Guest: Shirley Cruse</b>	<b>Mike Blackard</b>	<b>Gus Miller</b>

**Welcome.**

Minutes from the March 27, 2001, meeting were read and approved.

**Old Business:**

Pedestrian Safety Issues:

Sidewalk diversion or pedestrian safety issue. Medical center bus shuttle service creates a parking and visibility issue for pedestrians at the Stadium Parking area.

Solution #1) Discussion of cutting into the sidewalk so the bus can pull over for visibility of other buses lined up and any pedestrians in the area. This creates issue then of stumbling over the curb cut by pedestrians, wheelchair problems and large crowds exiting the stadium or the safety issue of football fans on game days.

Solution #2) placing a rail in front of the bus stop so people assemble there while waiting for the bus. Proposed length of rail discussed – approximately ten (10) feet. It was noted that the drop-off area at the KY Clinic had similar problem and they solved it with a 3 to 4 foot railing. This solution would be cheaper.

Other discussion was bus hazard lights when they first stop. If more than one bus in line, additional warnings? Bus signage on building. Repaint the crosswalk (Tomi Ross made last).

**Fire Marshal's Report:**

Report of the Fire at the Administration Building and a fire marshal report were given by Greg Williamson.

Specifically noted was the lack of access for the fire trucks and equipment and employees lacking attention to the alarms, did not leave or tried to return to the burning building. Stairwells were not constructed to withstand the debris falling but the enclosed elevator shaft was properly constructed and still standing after the fire. Need to partition off on White Hall classroom building or a better plan needs to go to the Fire Department

Tomi asked if a recommendation was coming to us or somewhere else. Greg W said it has gone to others.

Presently, we sprinkle every building that we build. Most are constructed better and several old buildings need updating. GW says up to us and police department to play a part. Noted brick pavers will not support fire trucks, there are no access codes now, you do get credit for 30 feet open perimeter, can build bigger but there is no requirement.

Discussions on tunnels and vaults especially at the hospital and Medical Center. Anyone building a tunnel should have an across-the-board design for supporting heavy equipment (such as fire trucks). Question: Was University Architect involved on new building? GW said yes to layout and access and the FM Office is in that loop.

Committee agreed that chair, Tomi Ross, would draft a letter to present to the EH&S committee meeting same afternoon. Discussion that our charter is to the EH&S committee and recommendations go to the Vice President and then to the President through the EH&S Committee.

### **Discussion of Injury and Illness:**

Handout provided and shows majority of UK accidents are falls, which follows the nation's top areas of injury; i.e., slips/trips/falls, followed by strains from lifting. Needle sticks are the highest number of injuries for the Med Center and Hospital. The hospital safety officer reports the hospital is keeping a sharps log, recording needle sticks; and other sharps incidents.

Back strains are another injury trend which happens to be one of the high expense worker's comp loss items. A pilot program has been under way at the Main Campus Physical Plant Custodial Department. We are doing training for lifting, etc and as a result, muscular sprains have decreased and we are doing refinements to the training and plan to include more groups.

If departments want information on accidents at their area, please e-mail OH&S (Bob Cadle) and a copy of the quarterly report will be sent to you.

### **NEW BUSINESS:**

#### **Permits for Hot Work:**

A recommended hot work permit and a flow chart were provided to the committee. Administration building fire was started by soldering copper on the exterior fasciae. This operation heated the 100-year-old wooden rafters in the attic. To prevent recurrence of this type of loss, it is a good idea to provide a hot work permit, one for our UK work and for outside contractors. Contractors should be required to furnish a copy of their plan for hot work. OSHA issue, yes for our employees. NFPA (National Fire Protection Association) requirement for contract work. Discuss the issue of hot work with the contractors at beginning of project. If work includes hot work a hot work process is required.

Get in on contract work before project started and could go in with special conditions. Recommended that Gerald Thomas needs to look at the CAER, Housing, and Agriculture should address for their departments.

How to get compliance, make them show the permit while on site, others notice hot work, call EH&S to report; TR those that do inspections can do at progress meeting, weekly or biweekly for follow up for accountability. END Discussion

## **Shipping Hazardous Goods Guidelines**

DOT air shipping and proper labeling of hazardous goods requirements overview presented by Hazardous Material Management. Mike Blackard gave information on how the packages and types of packing materials are allowed on airplanes. If infectious it must be properly marked or it is returned. Labs have had instance where FedEx has refused to take a package. About 110 people have requested and are now waiting for training. There are fines for label, packaging, and identifying contents. Toyota was fined \$350,000 for paint and shock absorbers. Univ. of Nebraska was fined because no one was trained.

Dangerous Goods Manifest must be properly filled out. Infectious substance is a lot of what we ship. We get at least 2 calls per day. Dry Ice is a dangerous material in air shipment. There are nine (9) classes of hazards: explosives, flammable liquids, solids, oxidizer, peroxides, radiation, corrosion, etc? FAA at Stillwell, Atlanta to do the training, has approved Mike Blackard. UPS won't take chemicals, Airborne and FedEx only ones that take all. UPS will not, US Mail a few but it defers back to DOT performance packaging. Lithium battery must be included as hazardous goods.

We are trying to get UK Stores to stock air packaging that is compliant with DOT and IATA . We have provided three names of vendors to them, it is about \$22.50, and infectious has tape and stickers, a good turnkey system.

## **Meeting Times:**

Bob Cadle asked if mornings was best – YES was answer and the committee agreed it could meet Monday, Tuesday, or Thursday at 9 AM, but only 1PM to 3PM on Wednesday.

## **Pedestrian Issues:**

Stop or slow sign needed for the area of Complex Drive and University Drive. This intersection is dangerous for pedestrians and especially students crossing from medical center area or main campus to the dormitories and the Seaton Center. Cars are traveling too fast. Issue of the sign being taken down due to football season discussed.

Motion to Adjourn seconded by Bob Cadle.

ADJOURN