

***SLAC Injury Reduction Plan of Action (POA)
Alignment Engineering Group***

***May 11, 2006
11:00 AM, Trailer 283***

Attendees:

***Cristobal Banuelos, Brian Fuss, Francis Gaudreault, Michael Gaydosh,
Levirt Griffin, Hans Imfeld, Lothar Langer, Toshiko Matias, Franz Peters,
Robert Pushor, Michael Rogers, Yoko Tahara***

Presented by Catherine LeCocq

Actionable Injury Prevention Idea #1

Location: SLC South Arc (SABER)

Hazards:

- 1) Trip hazard due to poor lighting: there is not enough light even if all burnt out bulbs were replaced.
- 2) When entering the tunnel through the Research Yard ramp and passed the wooden door, one has to step over an open drainage trench and water pipes to duck under the arc beamline before being able to access the aisle way. This trench is partially hidden by the pipes and in main access way (Figure 1). When entering it is relatively easy to see and avoid this but coming back out, it is impossible to see as it is under the pipes so there is a definite hazard in putting a foot or ankle at jeopardy.
- 3) Cutting and trip hazard due to cable tray extending out into passage way (Figure 2).

Idea:

- 1) Add more light.
- 2) Temporarily cover drainage trench with plywood.
- 3) Tag cable tray or remove.



Figure 1 – Drainage Trench under Water Pipes in the Passage Way

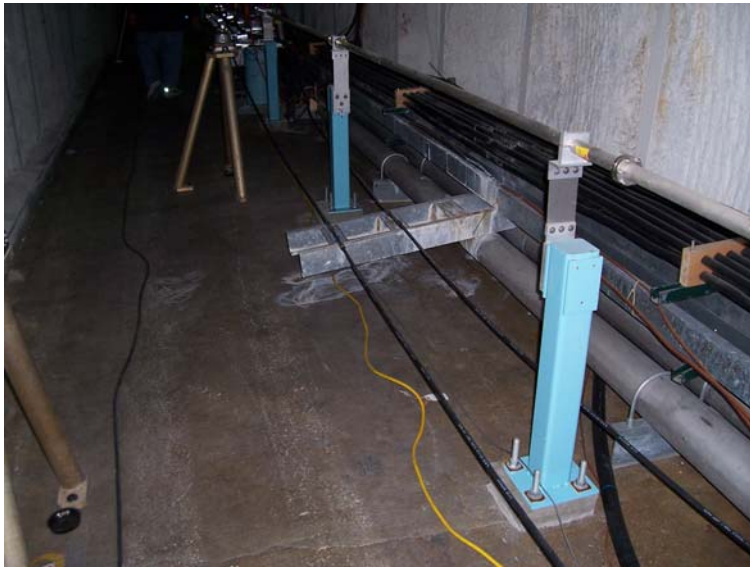


Figure 2 – Cable Tray Extending Into the Aisle

Actionable Injury Prevention Idea #2

Location: Roadway to Trailer 282/283

Hazards: Parking spots not clearly marked or located so that cars park too close to the roadway restricting the amount of space for passing (see Figure 3).

Idea: 1) Two adjacent parking spots near the new utility building 050S (Figure 4) are of some concern. Vehicular traffic passing next to the building can be significantly restricted for room when passing, especially in the case large trucks and vans traveling through this area. Removal of these two parking spots with appropriate marking on the pavement is proposed.

Idea: 2) One parking spot at the curve in the road (Figure 5) should have the concrete barrier moved at least a foot or two north (away from the road) to prevent some cars from parking so far forward that their front end is significantly far out into the roadway.

Idea: 3) One parking spot next to the vacuum building (Figure 6) should be more clearly marked so that the driver knows not to leave the back end of their vehicle positioned so far out into the roadway.



Figure 3 – Three Parking Areas That Should Either Be Removed, Changed or Have Better Markings,



Figures 4 and 5 – These Spots Should Not Be For Parking (Left) and This One Parking Spot Should Have the Concrete Stopper Moved In From the Road a Foot or Two



Figure 6 – This Parking Spot Should Be Better Marked So That Vehicles Do Not Park with the Tail-end Projecting Into the Roadway

Actionable Injury Prevention Idea #3

Hazards: Custom-made (Dozhier) light that has not been inspected by a nationally recognized testing laboratory. Item may shock, burn, or catch fire if not used properly.

Idea:

- 1) Submit item to be inspected by SLAC Electrical Equipment Inspection Program.
- 2) Use a suitable replacement light that has already been inspected by a nationally recognized testing laboratory.



Figures 7 and 8 – Custom-made Lights Need To Be Inspected and Possibly Replaced