

SAFETY POST

Monthly Recap of Companywide Safety Improvements | **AUGUST 2025**

SAFEGUARDS SAVE LIVES



[*Listen to Alicia Edsen's message here*](#)

BLUEBEAM USERS: WHEN THE LEADERSHIP MESSAGE VIDEO OPENS IN BLUEBEAM, COPY AND PASTE THE URL INTO A BROWSER WINDOW TO WATCH THE VIDEO

EVERY DECISION MATTERS

Our Life-Saving Action (LSA) categories and safeguards are built to prevent the types of incidents that have historically led to fatalities in our industry. Every day, the decisions we make, both individually and as a team, can be the difference between a successful operation and someone not going home.

We each carry the responsibility of safety, and our safeguards are the foundation of that responsibility. But they only work when we understand them, apply them, and take immediate action when they're missing.

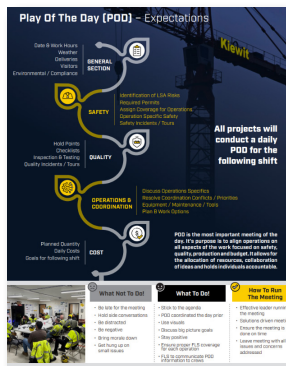
PLAY OF THE DAY: MOST IMPORTANT MEETING OF THE DAY

The Play of the Day (POD) meeting is the most critical meeting of every shift. It ensures alignment among all disciplines on what matters most for the day ahead - safety, quality, operations overview, and productivity.

A strong POD includes:

- Leadership by the Construction Manager (CM) or designee
- Participation from all disciplines
- Discussion of LSA risks and FLS coverage for critical operations
- Coordination of operations and resolution of conflicts

POD sets the tone for the day. Every person should be engaged, contribute to the conversation, and leave with a clear understanding of expectations for the operations ahead. A detailed overview of POD expectations can be found in the [FLS Leadership Guide](#).



LSA ASSESSMENTS: ACTION IS ESSENTIAL

LSA Assessments are our best tool to verify safeguards. While we've increased the number of high-quality LSA Assessments, we also have to remain vigilant in the field.

Everyone, regardless of role, should be out in the field actively verifying safeguards. When safeguards are in place, recognize it with our teams. When they are not, treat it like someone's life depends on it. We must treat every safeguard deficiency as urgent. This means immediately stopping the operation, engaging directly with the crews, and correcting the deficiency before anything moves forward.

Several districts and projects are demonstrating what this looks like in practice by defining how they will respond and keep our teams accountable. Click [here](#) for a library of examples. Among these, include:

- The Eastern district's [Defined Responses to Safeguard Deficiencies](#) outlines the specific actions when a safeguard is found to be missing or incomplete.
- The Champlain Hudson Power Express (CHPE) project's [Safety Accountability](#) matrix where the individuals / teams select one or more appropriate responses for incidents classified as a PSL 1-3.

Does your district or project have a defined response?

A true strength of our safety program is seen when our craft take ownership of our safeguards. When they step in unprompted, watch out for one another, and address deficiencies on the spot. That is the level of engagement we are striving for.

We improve by being honest about where we've fallen short and and transparent with the lessons we have learned. Every missed safeguard is an opportunity to reset expectations.

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SHARED LESSONS AND IMPROVEMENTS FROM RECENT POTENTIAL FATALITY EVENTS

Full incident summaries can be reviewed by clicking on the [*project name](#)

CRANES

Incident Report: [Houston Ship Channel Project 11](#)

Equipment Damage: The Dredge JC Deville (8200 Liebherr-Duty Cycle) was performing clamshell duty cycle operations when the pendant line broke at the pins resulting in a boom failure.

- Follow the [Crane Policy](#) to ensure everyone clearly understands their role and execute a safe lift plan.
- Complete pre-operation checks to ensure safety and readiness and allow for real-time issue resolution.
 - Defective components must be replaced immediately to prevent failure and ensure safety.

ENERGY ISOLATION

Incident Report: [IH 820 SE Connector](#)

Lost Time: While attempting to free a jammed bolt on a water pipe flange, a loader was used to apply force. This caused a sudden release of stored energy, resulting in the tank shifting 32 inches and pinning the employee between it and the adjacent tank.

- Ensure crews have the proper tools and equipment to perform the task.
- Work plans must include clear, step-by-step task sequencing and specify how each task should be performed. The plan should clearly communicate what needs to happen, who is responsible, and when it should occur to eliminate assumptions in the field.
- All crush points and areas of stored energy must be identified, communicated, and barricaded before work begins.
- Any time new tools or equipment are introduced, treat it as a change in condition that requires work to stop until plans are updated.

Incident Report: [GTPP Ethylene Plan Construction](#)

Recordable Injury: While aligning a 42-inch pipe, a crew removed a variable spring support (Spring Can) to clear debris. As they loosened the bolts to remove the top, internal spring force caused it to eject and strike an employee in the face.

- Focus on managing unplanned work, recognizing stored energy risks, and reaffirming stop work responsibility with all staff and craft.

LIFTING & RIGGING

Incident Report: [Cumberland Combined Cycle Plant](#)

Near Miss: While staging a bridge crane girder, the nylon rigging failed causing the beam to fall 3 ft. to the crane mats below. Softeners were used under the beam corners, but failed to completely protect the rigging.

- All softener applications must be Construction Manager (CM) approved and listed in lift plans.
 - Use the issued [quick-reference guide](#) for correct use per manufacturer's recommendations.
- The presence of a salaried superintendent is required when using nylon rigging or softeners. For sharp edges, teams will utilize magnetic plastic protectors, replacing nylon slingmax protectors to prevent softener displacement.

TSCD

Incident Report: [I-205 Widening / Abernethy Bridge](#)

Near Miss: An end form was being tripped on the trestle in preparation for hoisting to its final location on the falsedeck. As the form became vertical, the block out separated from the formwork.

- Ensure fastener details are clear on lift drawings in work plan.
- Include hold point for form panel prior to hoisting and while all components and fasteners are visible during the fabrication process.

LAST 12 MONTH'S TOP PSL 4/5 INCIDENTS BY LSA CATEGORY

Below are the Top 4 PSL 4/5 LSA Incident Categories for the last 12 months (8/1/2024 - 8/1/2025) and the total number of incidents within that category. [Click here for a link to the Power BI Safety Incident Reporting site.](#) This tool can be used to track safety trends for projects, districts, and the organization.

WORKING AT HEIGHTS

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ENERGY ISOLATION / LOTO

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CRANES / LIFTING & RIGGING

4

UTILITIES

3

NOW AVAILABLE: CRUSH RADIUS TRAINING



Crush radius safeguard training including a video from a past PSL 4 incident is now available for teams to use.

The training can be found in the Cranes / Lifting & Rigging toolkit page on the Corporate Safety SharePoint page. Click [here](#) to view the training.

RECORDABLES FROM THE LAST 60 DAYS

PROJECT NAME	CATEGORY	POTENTIAL SEVERITY LEVEL	ACTUAL SEVERITY LEVEL
Split Rail Solar	Hand / Power Tools	3	2
Houma Yard	Hand / Power Tools	3	2
SBMT 39th St, 35th St, SOV Wharf	Hand / Power Tools	2	2
1884 Line Co.	Ergonomics	2	2
Orange County Power Station	Crush Points	2	2

Disclaimer: As investigations unfold the classification of an incident can sometimes change as new or better information becomes available. This creates a situation where an incident may initially be entered with a lower potential and not highlighted on the daily snapshot. To ensure we do not miss an opportunity to learn from a serious incident, the recordables that occurred during the past two months will be listed here in the Safety Post.

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LSA ASSESSMENT ANALYTICS: TRACKING PERFORMANCE, AND EXECUTION ACROSS DISTRICTS

ASSESSMENT PER CREW COMPANY OVERVIEW

**Data taken from 6/1/25 - 8/2/25*



The [LSA Assessment Analytics](#) provide each District and project the opportunity to learn and improve from the LSA Assessments conducted in the field. The first step is doing the required quantity of LSA Assessments. While the number of LSA Assessments we complete is important, the quality of assessments is even more critical. Fortunately, the LSA Analytics Dashboard allows the user to examine the quality of LSA Assessments. One simple example is using the at-risk percentage to determine if a District or Project is being thorough and detailed when performing LSA Assessments. To unlock the full potential of the LSA Analytics Dashboard watch this [demo video](#) and start using the tool. Remember, safeguards save lives, but only when they are verified to be in place.

DISTRICT	QUALIFYING PROJECT WEEKS	LSA GOAL MET
Underground	30	30
Kiewit Nuclear Services	27	27
Kiewit Bridge and Marine	52	52
Kiewit Building Group	74	74

These districts achieved **100%** of the goal across all eligible projects for the month of June and July. If your district or project did not meet this goal, check the analytics page to develop a plan for improvement.

Legend:

Qualifying Project Weeks: The number of active projects that had over 280 craft manhours

LSA Goal Met: Projects that achieved the one LSA Assessment per crew per 280 craft manhours