COMMONWEALTH OF KENTUCKY

BEFORE THE PUBLIC SERVICE COMMISSION

In the Matter of:

CLARK ENERGY COOPERATIVE, INC.	)	
	)	CASE NO.
	)	2010-00334
ALLEGED FAILURE TO COMPLY WITH KRS 278.042	)	
	)	

O R D E R

Clark Energy Cooperative, Inc. ("Clark Energy"), a Kentucky cooperative corporation which engages in the distribution of electricity to the public for compensation for lights, heat, power, and other uses, and which was formed pursuant to KRS 279.010 to 279.220, is a utility subject to Commission jurisdiction.[1]

KRS 278.042 requires the Commission to ensure that each electric utility constructs and maintains its plant and facilities in accordance with accepted engineering practices as set forth in the Commission's administrative regulations and Orders and in the most recent edition of the National Electrical Safety Code ("NESC").

KRS 278.030 requires every utility to furnish adequate, efficient, and reasonable service. KRS 278.260 permits the Commission, upon its own motion, to investigate any act or practice of a utility that affects or is related to the service of a utility. KRS 278.280(1) further permits the Commission, after conducting such investigation and finding that a practice is unreasonable, unsafe, improper, or inadequate, to determine

[1] KRS 278.010(3)(a); KRS 279.210.

the reasonable, safe, proper, or adequate practice or methods to be observed and to correct unreasonable, unsafe, improper, or inadequate practices by Order.

Pursuant to KRS 278.280(2), which directs the Commission to prescribe rules and regulations for the performance of services by utilities, the Commission has promulgated 807 KAR 5:006, Section 24, which requires all utilities to adopt and *execute* a safety program.

Commission Staff submitted to the Commission an Electric Utility Personal Injury Accident Report ("Report"), dated June 29, 2010 and attached hereto as the Appendix. The Report alleges that, on March 31, 2010 at 2440 Muddy Creek Road in Clark County, Kentucky, Paul Perkins, an employee of Bluegrass Central Construction Company ("Bluegrass") who was working as a contractor for Clark Energy, sustained burn injuries as a result of an incident while upgrading and relocating Clark Energy facilities.

According to the Report, the victim was working with Chris Willoughby and Dylan Combs, both Bluegrass employees, on upgrading and relocating facilities on Muddy Creek Road on the day of the incident. Mr. Perkins was working in an insulated aerial lift device, attempting to finish the conversion of a pole structure from a three-phase to a single-phase. At some point, the metal parts of the aerial lift came into contact with the energized phase conductor. The old primary phase conductor was energized at 14.4 kV and had no rubber protective equipment covering it at the time of the incident. It appears that Mr. Perkins had created a path to ground when he attempted to attach the metal hook on the winch line to the new grounded phase conductor to pull it into place. Mr. Perkins was not wearing rubber gloves at the time of the incident. Mr. Perkins was

the person in charge at the job site that day. Mr. Willoughby and Mr. Combs did not see how contact was made but, upon hearing a cracking sound, they lowered the aerial device, lifted Mr. Perkins from the bucket and waited for emergency personnel to arrive. Mr. Perkins was transported to Clark Regional Hospital and then transported to the University of Kentucky Chandler Medical Center. He was treated for second- and third-degree burns.

Based on Commission Staff's investigation of the incident and the information provided by Clark Energy in its seven-day summary report (Attachment A to the Report), Commission Staff alleges that Clark Energy has violated the following provisions of the NESC:

1. NESC Section 42, 420-C-4: Employees who work on or in the vicinity of energized lines shall consider all of the effects of their actions, taking into account their own safety as well as the safety of other employees on the job site, or on some other part of the affected electric system, the property of others, and the public in general.

2. NESC Section 42, 420-H: Employees shall use the personal protective equipment, the protective devices, and the special tools provided for their work. Before starting work, these devices and tools shall be carefully inspected to make sure that they are in good condition.

3. NESC Section 44, Rule 441-A.3: Energized Conductors or Parts. Employees shall not approach or knowingly permit others to approach, any exposed ungrounded part normally energized except as permitted by this rule.
   3. Precautions for approach-Voltages from 301V to 72.5 kV
   At voltages from 301 V to 72.5 kV, employees shall be protected from phase-to-phase and phase-to-ground differences in voltage. See Table 441-1 for the minimum approach distances to live parts.
      b. When the Rubber Glove Method is employed, rubber insulating gloves, insulated for the maximum use voltage as listed in Table 442-6, shall be worn whenever employees are within the reach or extended reach of the minimum approach distances listed in Table 441-1, supplemented by one of the following two protective methods:

1. The employee shall wear rubber insulating sleeves, insulated for the maximum use voltage as listed in Table 441-6, in addition to rubber gloves.
2. All exposed energized lines or parts, other than those temporarily exposed to perform work and maintained under positive control, located within maximum reach of the employee's work position, shall be covered with insulating protective equipment.

4. NESC Section 42, 421-A: Duties of a First-Level Supervisor or Person in Charge. This individual shall: (1) Adopt such precautions as are within the individual's authority to prevent accidents. (2) See that the safety rules and operating procedures are observed by the employees under the direction of this individual.

5. NESC Section 44, 441-A: Employees shall not approach, or knowingly permit others to approach, any exposed ungrounded part normally energized except as permitted by this rule.
   A. Minimum Approach Distance to Live Parts
      (1) General
      Employees shall not approach or bring any conductive object within the minimum approach distance listed in Table 441-1 or Table 441-4 to exposed parts unless one of the following is met:
         (a) The line or part is de-energized and grounded per Rule 444D.
         (b) The employee is insulated from the energized line or part. Electrical protective equipment insulated for the voltage involved, such as tools, gloves, rubber gloves, or rubber gloves with sleeves, shall be considered effective insulation for the employee from the energized part being worked on.
         (c) The energized line or part is insulated from the employee and from any other line or part at a different voltage.

Based on its review of the Report and being otherwise sufficiently advised, the Commission finds that prima facie evidence exists that Clark Energy has failed to comply with KRS 278.042. We further find that a formal investigation into the incident that is the subject matter of the Report should be conducted and that this investigation should also examine the adequacy, safety, and reasonableness of Clark Energy's

practices related to the construction, installation, and repair of electric facilities as they pertain to this incident.

The Commission, on its own motion, HEREBY ORDERS that:

1. Clark Energy shall submit to the Commission, within 20 days of the date of this Order, a written response to the allegations contained in the Report.

2. Clark Energy shall appear on November 10, 2010 at 9:30 a.m., Eastern Standard Time, in Hearing Room 1 of the Commission's offices at 211 Sower Boulevard in Frankfort, Kentucky for the purposes of presenting evidence concerning the alleged violations of KRS 278.042 and showing cause why it should not be subject to the penalties prescribed in KRS 278.990(1) for these alleged violations.

3. At the scheduled hearing in this matter, Clark Energy shall also present evidence on the adequacy, safety, and reasonableness of its practices related to the construction, installation, and repair of electric facilities and whether such practices require revision as related to this incident.

4. The November 10, 2010 hearing shall be recorded by videotape only.

5. The Report in the Appendix is made a part of the record in this case.

6. Any requests for an informal conference with Commission Staff shall be set forth in writing and filed with the Commission within 20 days of the date of this Order.

By the Commission

ATTEST:

Executive Director

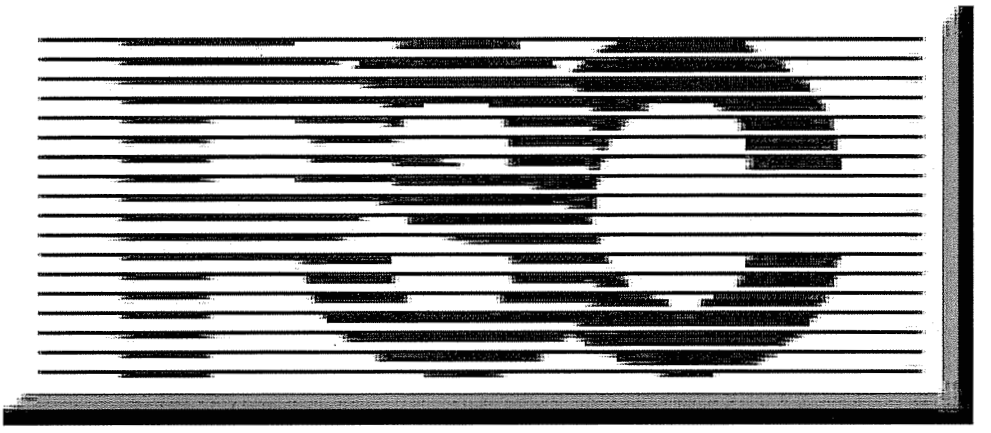
ENTERED

SEP - 8 2010

KENTUCKY PUBLIC SERVICE COMMISSION

APPENDIX

APPENDIX TO AN ORDER OF THE KENTUCKY PUBLIC SERVICE COMMISSION IN CASE NO. 2010-00334 DATED SEP - 8 2010



ACCIDENT INVESTIGATION ~ Staff Report

Report Date ~June 29, 2010

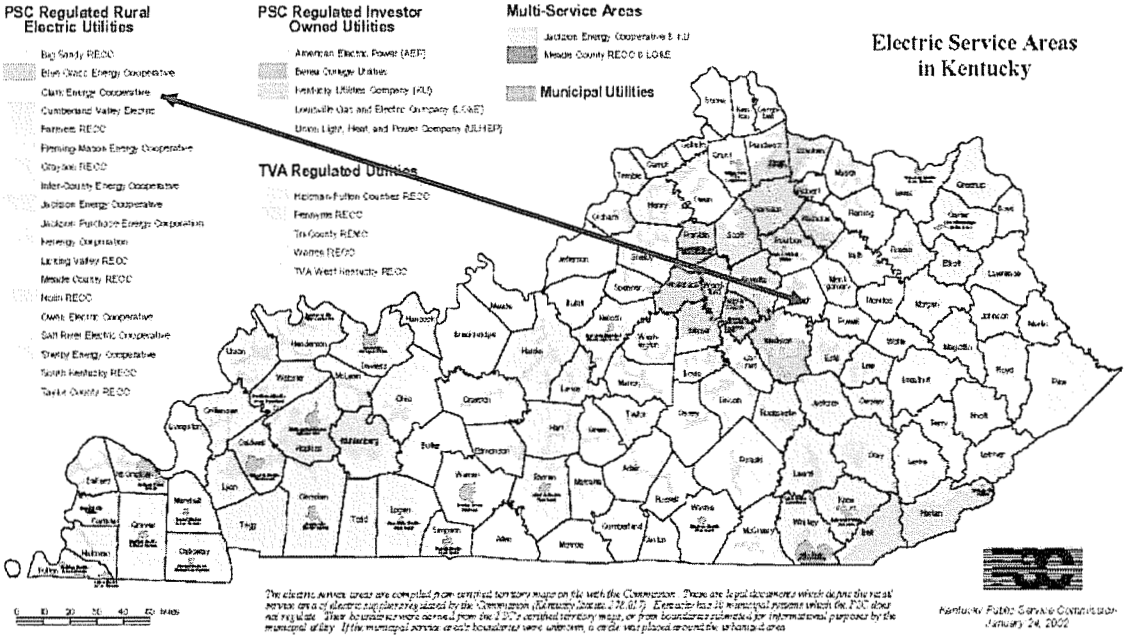
Accident Date ~ March 31, 2010

Serving Utility ~ Clark Energy Cooperative

Accident Location ~ Clark County, Kentucky

Victim ~ Paul Perkins

PSC Investigator ~ Steve Kingsolver



Kentucky Public Service Commission

Electric Utility Personal Injury Incident Report

Utility:
Clark Energy Cooperative (Clark Energy)

Reported By:
Walt Stephens, Clark Energy

Incident Occurred:
March 31, 2010
Approximately 2:15 PM

Utility Notified:
March 31, 2010
Approximately 2:20 PM

PSC Notified:
March 31, 2010
Approximately 3:00 PM

PSC Investigated:
April 1, 2010
Approximately 9:00 AM

Report Received:
April 15, 2010 (An extension given to Clark Energy the day of the investigation.)

Incident Location:
2440 Muddy Creek Road
Clark County, Kentucky
Near Winchester, Kentucky

Incident Description:

This accident took place on Wednesday, March 31, 2010 at approximately 2:15 PM. Bluegrass Central Construction Company was working as a contractor for Clark Energy Cooperative at the time of this accident. The victim of this accident is Paul Perkins, the foreman of the Bluegrass Central Construction Company crew working on 2440 Muddy Creek Road in Clark County, Kentucky. The work being performed was relocating and upgrading the facilities at this location. The older primary phase conductor was energized at 14.4 kV and had no rubber protective equipment covering it at the time of this accident. Two new aluminum conductors had been pulled in at this location (primary and neutral conductors) and was grounded at the time of this accident. The victim was working from an aerial lift device in the area of the older energized phase conductor and the grounded new phase conductor when the metal parts of the aerial device made contact with the energized phase conductor that energized all of the upper metal parts of the aerial lift device in which the victim was working. The victim created a path to ground when he attempted to attach the metal hook of the winch line to the new grounded phase conductor to transfer it to the permanent location on the pole. The victim was not wearing rubber gloves at the time of the accident. The victim sustained second and third degree burns to both hands and right arm as a result of this accident.

Victim:	Name:	Address:	Employer:
	Paul Perkins	265 Midland Trail Mt. Sterling, Kentucky 40353	Bluegrass Central Construction

Fatality: No
Injuries: Second and third degree burns

Witnesses:	Name:	Address:	Employer:
	Chris Willoughby	265 Midland Trail Mt. Sterling, Kentucky 40353	Bluegrass Central Construction
	Dylan Combs	265 Midland Trail Mt. Sterling, Kentucky 40353	Bluegrass Central Construction

Information From:	Name:	Position:	Employer:
	Randall Osborne	Owner	Bluegrass Central Construction
	Rocky Osborne	Owner	Bluegrass Central Construction
	Chris Willoughby	Groundman	Bluegrass Central Construction
	Dylan Combs	Apprentice Lineman	Bluegrass Central Construction
	Walt Stephens	Safety Department	Clark Energy
	David White	Safety Department	KAEC

Temp & Weather: 75° Clear and Sunny

Probable Violations:

KAR 278.042 Service adequacy and safety standards for electric utilities-National Electric Safety Code

National Electric Safety Code:

Probable Violation #1:

420. Personal General Precautions

C. Safeguarding Oneself and Others

4. Employees who work on or in the vicinity of energized lines shall consider all of the effects of their actions, taking into account their own safety as well as the safety of other employees on the job site, or on some other part of the affected electric system, the property of others, and the public in general.

Probable Violation #2:

420. Personal General Precautions

H. Tools and Protective Equipment

Employees shall use the personal protective equipment, the protective devices, and the special tools provided for their work. Before starting work, these devices and tools shall be carefully inspected to make sure that they are in good shape.

441. Energized Conductors or Parts

Employees shall not approach, or knowingly permit others to approach, any exposed ungrounded part normally energized except as permitted by this rule.

3. Precautions for approach- Voltages from 301 V to 72.5 kV
At voltages from 301 V to 72.5 kV, employees shall be protected from phase -to-phase and phase-to ground differences in voltage. See Table 441-1 for the minimum approach distances to live parts.

b. When the Rubber Glove Method is employed, rubber insulating gloves, insulated for the maximum use voltage as listed in Table 442-6, shall be worn whenever employees are within the reach or extended reach of the minimum approach distances listed in Table 441-1, supplemented by one of the following two protective methods:
1. The employee shall wear rubber insulating sleeves, insulated for the maximum use voltage as listed in Table 441-6, in addition to rubber gloves.
2. All exposed energized lines or parts, other than those temporarily exposed to perform work and maintained under positive control, located within maximum reach of the employee's work position, shall be covered with insulating protective equipment.

Probable Violation #3:

421. General Operating Routine

A. Duties of a First-level Supervisor or Person in Charge

This individual shall:

1. Adopt such precautions as are within the individual's authority to prevent accidents.

2. See that safety rules and operating procedures are observed by the employees under the direction of this individual.

Probable Violation #4:

441. Energized Conductors or Parts

Employees shall not approach, or knowingly permit others to approach, any exposed ungrounded part normally energized except as permitted by this rule.

A. Minimum Approach Distance to Live Parts

1. General

Employees shall not approach or bring any conductive objects within the minimum approach distance listed in Table 441-1 or Table 441-4 to exposed parts unless one of the following is met:

a. The line or part is de-energized and grounded per Rule 444D.

b. The employee is insulated from the energized line or part. Electrical protective equipment insulated for the voltage involved, such as tools, gloves, rubber gloves or rubber gloves with rubber sleeves, shall be considered effective insulation for the employee from the energized part being worked.

c. The energized line or part is insulated from the employee and from any other line or part at different voltages.

Table 441-1: AC Live Work Minimum Approach Distance[4]
(See Rule 441 in its entirety.)

Voltage in kilovolts phase to phase[1,2]	Distance to employee			
	Phase-to-ground		Phase-to-phase	
	(m)	(ft–in)	(m)	(ft–in)
0 to 0.050[1]	not specified		not specified	
0.051 to 0.300[1]	avoid contact		avoid contact	
0.301 to 0.750[1]	0.31	1–0	0.31	1–0
0.751 to 15	0.65	2–2	0.67	2–3
15.1 to 36.0	0.77	2–7	0.86	2–10
36.1 to 46.0	0.84	2–9	0.96	3–2
46.1 to 72.5	1.00[3]	3–3[3]	1.20	3–11

1 For single-phase systems, use the highest voltage available.
2 For single-phase lines off three phase systems, use the phase-to-phase voltage of the system.
3 The 46.1 to 72.5 kV phase-to-ground 3-3 distance contains a 1-3 electrical component and a 2-0 inadvertent movement component .
4 Distances listed are for standard atmospheric conditions. The data used to formulate this table was obtained from test data taken with standard atmospheric conditions. Standard atmospheric conditions are defined as temperatures above freezing, wind less than 15 mi per hr or 24 km per hr, unsaturated air, normal barometer, uncontaminated air, and clean and dry insulators. If standard atmospheric conditions do not exist, extra care must be taken.

Investigated By: **Name:** **Company:**

Signed:

Reviewed By: **Name:** **Company:**

Signed:

Attachments:

A. Clark Energy Summary Report
B. KPSC Photographs of Accident Site
C. KPSC Map of Accident Location

Attachment A

Clark Energy Summary Report

CLARK ENERGY

A Touchstone Energy Cooperative

April 13, 2010

Steve Kingsolver
Commonwealth of Kentucky
Public Service Commission
211 Sower Blvd.
PO Box 615 Frankfort, KY 40602-1582

Re: Bluegrass Central Construction accident 3/31/10

Steve Kingsolver,

Please allow this document to serve as the 7-day summary report as required by 807 KAR 5:006 Section 26-2 with additional documents requested by the Commission.

The following is a list of events that transpired on March 31st, 2010:

2:20 PM – A Clark Energy employee working in the accounting department received a call from Dylan Combs (Bluegrass Central employee) reporting that there had been a contact accident on Muddy Creek Road in Clark County.

2:25 PM – Todd Peyton, Clark Energy Manager of Engineering and David Duvall, Clark Energy Vice President of Member Services, left the Clark Energy office in route to the accident scene. Clark Energy maintenance personnel were dispatched to the scene to verify the line was off and ensure safety at the scene.

2:30 PM – Walt Stephens, Clark Energy Manager of Support Services, was contacted by David Duvall and told that there had been a contractor accident and possible primary voltage contact.

2:45 PM – Todd Peyton and David Duvall arrived at the accident scene and confirmed that there had been an accidental contact with the primary voltage by Paul Perkins. David Duvall spoke to local news media already present at the scene.

3:00 PM – Walt Stephens reported to the Commission via the cell phone of Steve Kingsolver that there had been a voltage contact accident on Clark Energy's system.

Summary of Accident

At approximately 2:15 PM on March 31, 2010, (see outage report) employees of Bluegrass Construction were working on Clark Energy's system when Paul Perkins made contact with the primary voltage. Upon investigation of the accident by Walt Stephens of Clark Energy and David White of KAEC the following was discovered.

2640 Iron Works Road • P.O. Box 748 • Winchester, Kentucky 40392 • Tel. (859) 744-4251 • 1-800-992-3269 • Fax (859) 744-4218

CLARK ENERGY

A Touchstone Energy Cooperative

The Bluegrass Central Construction crew was working on a line relocation and upgrade for Clark Energy on Muddy Creek Road in Clark County. At the time of the accident Paul Perkins was working from an insulated aerial devise (bucket truck) on a wood pole structure that had previously been converted from a three phase to a single phase. The remaining energized phase was in the "A" phase position and tied on to double post insulators on double cross-arms. The new wire had been pulled into place on aluminum roller blocks on the opposite side of the pole and was grounded by use of temporary grounds.

Bluegrass Construction employees at the scene were Chris Willoughby and Dylan Combs. (See written statements in contractor contents) Both employees heard a noise but did not see how Mr. Perkins made contact with the 14,400 volt line.

There was evidence of burn marks on the base of the material handler which is mounted on the side of the bucket from which Mr. Perkins was working. There were also burn marks on the hook at the end of the material handler winch rope. Additionally, there is blacking of the new wire which was grounded.

Although it is not clear at this time how Mr. Perkins made contact with the energized material handler and the grounded line, we believe that the path to ground from the existing 14.4KV line was from the material handler on the truck to the new #2 ACSR line which had been installed and grounded by the same crew.

The existing line with which the truck contacted was protected by a 50 amp V4E oil circuit recloser which was set to non-reclose before work began. The OCR operated when a path to ground was made from the existing 14.4KV line to the new grounded ACSR wire.

The Bluegrass Central employees at the scene lowered the man lift bucket to the platform of the truck on which it was mounted and removed Mr. Perkins from the bucket and laid him on the ground next to the truck. The EMT personnel arrived soon after and transported Mr. Perkins to Clark Regional Hospital where he was then transported to the Chandler Medical Center at the University of Kentucky where he is being treated for second and third degree burns.

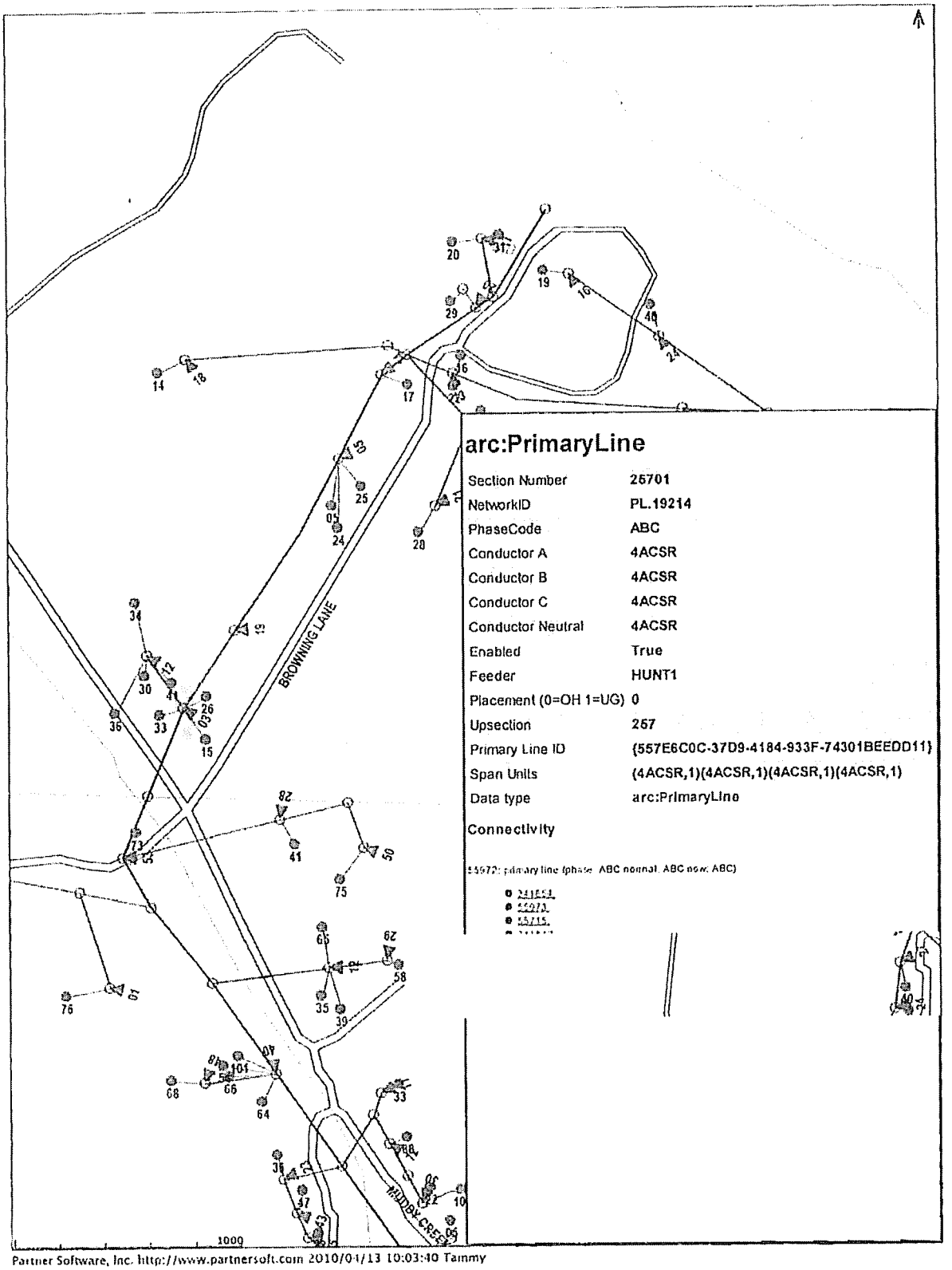
If you have any questions or concerns in regard to this matte, please feel free to contact me at your convenience.

Regards,

Walt Stephens

Walt Stephens, CLCP
Manager, Support Services

2640 Iron Works Road • P.O. Box 748 • Winchester, Kentucky 40392 • Tel. (859) 744-4251 • 1-800-992-3269 • Fax (859) 744-4218



arc:PrimaryLine

Section Number	25701
NetworkID	PL.19214
PhaseCode	ABC
Conductor A	4ACSR
Conductor B	4ACSR
Conductor C	4ACSR
Conductor Neutral	4ACSR
Enabled	True
Feeder	HUNT1
Placement (0=OH 1=UG)	0
Upsection	257
Primary Line ID	{557E6C0C-37D9-4184-933F-74301BEEDD11}
Span Units	(4ACSR,1)(4ACSR,1)(4ACSR,1)(4ACSR,1)
Data type	arc:PrimaryLine

Connectivity

55972: primary line (phase: ABC normal: ABC now: ABC)

- 241854
- 55973
- 55715

OUTAGE TICKET

Outage Name **2010-03-31-0183** Dispatched by **OMS1**

Crew Responsible: Randy #22

Outage Start Time: 3/31/2010 2:16:20 PM

Outage End Time: 3/31/2010 4:10:52 PM

Outage Duration: 01:55

Location

Troubled Element:	PD.3600
Outaged Phase:	A
Device Name:	50V4E
Map Location:	064203
SubStation:	#3 - HUNT
Feeder:	0 - HUNT1

Cause

Status:	Device Restored
Verified Cause:	Phase A Verified Open on PD.3600
Action:	Device PD.3600 Restored

Customers

Priority:	1
Calls Received:	13
Initially Out:	115
Restored:	115

Outage Cause Codes

What Is Out	Recloser Device
Cause	Other
Equipment Failure	None
Outage Type	Overhead Primary

Remarks

3/31/2010 2:25 PM
Randy #22 assigned to outage.

3/31/2010 4:28 PM CONTRACT CREW SWITCHING LINES. BUCKET MADE CONTACT WITH PHASE. BURNS WERE RECEIVED BY BY CONTRACT FORMAN

Walter Stephens

From: Todd Peyton
Sent: Thursday, April 01, 2010 7:15 AM
To: Walter Stephens
Subject: POLE\STRUCTURE INFORMATION FROM BLUEGRASS ACCIDENT SITE

Pole\structure information from Bluegrass Central Accident site 03/31/2010

45 FT Class 3 Pole – 1991 vintage, last treated in 1999-2000 rotation, due to be treated in current year 2009-2010 rotation
VC-2, VA5-2, VM5-9, VM5-6, G136-25KVA, (3) K11c, F1-4, E6-2, F1-2, E1-2, (2) E3-10, M2-11

Distance from pole to nearest point of bucket truck – 11' 6"
Three Phase Neutral Height – 34' 5"

~~30~~ amp OCR 1.3 mile from Accident site
50
Walt 4/14/10

Bluegrass Central Construction
265 Midland Trail
Mt. Sterling, KY 40353
859-498-5153
blgrasscen@yahoo.com

April 1, 2010

We had our usual job briefing in the morning explaining what our job would consist of that day. We moved the trucks at approximately 2:00 pm to the next pole. I backed the bucket in at the pole. Paul and Dylan then pulled up and Paul told me to go and tell the man at the junkyard that we were going to have his electricity off for a while. While I was walking back I heard the line pop and looked and saw Paul collapse into the bucket. I then hollered at the man and told him to call 911. I ran to the truck where Dylan and I used the lower controls to let the bucket down so we could get to Paul. I was constantly hollering at Paul. The man from the junkyard came and helped us get him out of the bucket. Paul was awake and breathing. In a little bit the ambulance came.

Chris Willoughby

Witness: Notary Public

My Commission expires: July 17, 2010

Bluegrass Central Construction
265 Midland Trail
Mt. Sterling, KY 40353
859-498-5153
blgrasscen@yahoo.com

April 1, 2010

On the morning of March 31st our day began with a job briefing explaining what our task for the day would be. At approximately 2:00 pm we moved to a different pole to tie in the new wire. Paul at that time told Chris to go and talk to the man at the junk yard and tell him that his electricity would be off for awhile. At that time I went to the pickup to get a wrench out of the toolbox. I saw Paul climb into the bucket. I turned to get the wrench when I heard a bang, I turned then and saw Paul fall down into the bucket. Chris and I ran to the truck and begin using the controls to maneuver Paul back down. We got him down to where we could lift him out of the bucket, we kept repeatedly yelling Paul's name. He was able to answer us. Soon after that the ambulance arrived.

Dylan Combs

Witness: Notary Public

My Commission expires: July 17, 2010

P.O. Box 1717 - Louis[illegible], KY 40201
[illegible] 561-0506
Toll Free 888-540-0065
Website: torcotesting.com

TORCO TESTING SERVICES, INC.

TEST REPORT # 4

CUSTOMER Bluegrass Central Const. STATE Ky. TECH. Campbell DATE 10-30-09 TIME 9:25 AM PM

TRUCK # 116 S/N 1096-R3171 MODEL AM600H Altec TEMP 63 °F R.H. 62 %

VT – Visual Inspection
ULT – Ultrasonic Test
MT – Magnetic Particle Testing

AC DIELECTRIC TEST
ANSI/SIA A92.2 SECTION 5.4.3

AREA TESTED	APPLIED VOLTAGE KVAC	TEST TIME MIN.	LEAKAGE MILLIAMP	RESULTS
BASKET SHAFT TO LOWER BOOM	69	3	.220	Passed
LOWER BOOM INSERT	50	3	1.000	Passed
BASKET TO CHASSIS	69	3	.500	Passed
EXTENSIBLE BOOM				
BASKET LINER	35	1		Passed
HYDRAULIC OIL	24.1			Passed
HOT STICKS			DIELECTRIC	
OTHER				

COMMENTS ON DIELECTRIC TEST

STRUCTURAL ANALYSIS
ANSI/SIA A92.2 8.2.4

AREA TESTED	RESULTS	AREA TESTED	RESULTS
Accessible outrigger welds	VT.MT	Accessible outrigger pins	ULT
Lower pedestal welds	VT	Anchor bolts	—
Accessible cylinder block welds	VT.MT	Accessible turntable bolts	ULT TO B-ALL
Welds at elbow	VT.MT	Lower boom hinge pin	ULT
Welds at basket area	VT.MT	Accessible cylinder pins	ULT
Welds on head of boom	—	Upper boom hinge pin	—
Boom support	VT	Basket shaft	—
Auger support brace	—	Auger hanger pins	ULT
Winch line hooks	—	Pintle hook	VT
Turret welds	VT.MT		

NONDESTRUCTIVE FIBERGLASS ANALYSIS	RESULTS

COMMENTS ON STRUCTURAL ANALYSIS

1. Hydraulic oil leaking from open end of upper boom lift cylinder.
2. Winch line rope extremely worn. Should be replaced.
3. Hydraulic oil leaking around bucket rotator cylinder.
4. Gear oil leaking from rotation gear box.

The test results reported herein reflect the condition of the equipment at the time and under the conditions stated herein, and Torco MAKES NO WARRANTIES, and DISCLAIMS ALL WARRANTIES, whether EXPRESS or IMPLIED, as to any matter whatsoever, including without limitation, the condition of the equipment tested, its merchantability or its fitness for any particular purpose. Structural Analysis is limited to accessible welds and pins. This is a test, not a guarantee.

P.O. Box 1717 - Louis KY 40201
(502) 561-0506
Toll Free 888-540-0065
Website: torcotesting.com

Torco TESTING SERVICES, INC.

TEST REPORT # 5

CUSTOMER Bluegrass Central Const. STATE Ky. TECH. Campbell DATE 10-30-09 TIME 10:40 AM PM

TRUCK # 113 S/N N/A MODEL DM47TR Altec TEMP 68 °F R.H. 56 %

VT – Visual Inspection
ULT – Ultrasonic Test
MT – Magnetic Particle Testing

AC DIELECTRIC TEST
ANSI/SIA A92.2 SECTION 5.4.3

AREA TESTED	APPLIED VOLTAGE KVAC	TEST TIME MIN.	LEAKAGE MILLIAMP	RESULTS
BASKET SHAFT TO LOWER BOOM				
LOWER BOOM INSERT				
BASKET TO CHASSIS				
EXTENSIBLE BOOM	69	3	.340	Passed
BASKET LINER	35	1		Passed
HYDRAULIC OIL	22.8			Passed
HOT STICKS			DIELECTRIC	
OTHER				

COMMENTS ON DIELECTRIC TEST

STRUCTURAL ANALYSIS
ANSI/SIA A92.2 8.2.4

AREA TESTED	RESULTS	AREA TESTED	RESULTS
Accessible outrigger welds (4)	VT,MT	Accessible outrigger pins	ULT
Lower pedestal welds	VT	Anchor bolts	—
Accessible cylinder block welds	VT,MT	Accessible turntable bolts	ULT 2-Acc
Welds at elbow	—	Lower boom hinge pin	ULT
Welds at basket area	VT,MT	Accessible cylinder pins	ULT
Welds on head of boom	VT,MT	Upper boom hinge pin	—
Boom support	VT	Basket shaft	—
Auger support brace	VT,MT	Auger hanger pins	ULT
Winch line hooks	VT,MT	Pintle hook	VT
Turret welds	VT,MT		

NONDESTRUCTIVE FIBERGLASS ANALYSIS	RESULTS

COMMENTS ON STRUCTURAL ANALYSIS

1. Crack on pole claw tilt cylinder mounting weld. (marked red)
2. Hydraulic oil leaking from passenger side outrigger control fittings.
3. Hydraulic oil leaking around big hose from oil reservoir to driver side front outrigger underneath truck.
4. Both front outriggers have cracked support welds. (marked red)
5. Hydraulic oil leaking around control block at turret on driver side.

The test results reported herein reflect the condition of the equipment at the time and under the conditions stated herein, and Torco MAKES NO WARRANTIES, and DISCLAIMS ALL WARRANTIES, whether EXPRESS or IMPLIED, as to any matter whatsoever, including without limitation, the condition of the equipment tested, its merchantability or its fitness for any particular purpose. Structural Analysis is limited to accessible welds and pins. This is a test, not a guarantee.

ANNUAL VEHICLE INSPECTION REPORT

VEHICLE HISTORY RECORD	
REPORT NUMBER	FLEET UNIT NUMBER
3294591	116
DATE 10-22-09	

R CARRIER OPERATOR: Bluegrass Central Construction	INSPECTOR'S NAME (PRINT OR TYPE): Scott Norman
ADDRESS: 965 Midland Trail	THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 396 19. ☑ YES
CITY, STATE, ZIP CODE: Mt. Sterling, Ky. 40353	VEHICLE IDENTIFICATION (✓ AND COMPLETE) ☐ LIC. PLATE NO. ☐ VIN ☐ OTHER: 1HTSDAAN7VH449829
VEHICLE TYPE ☐ TRACTOR ☐ TRAILER ☐ TRUCK ☐ BUS ☐ (OTHER)	INSPECTION AGENCY/LOCATION (OPTIONAL)

VEHICLE COMPONENTS INSPECTED

OK	NEEDS REPAIR	REPAIRED DATE	ITEM
			1. BRAKE SYSTEM
X			a. Service Brakes
X			b. Parking Brake System
X			c. Brake Drums or Rotors
X			d. Brake Hose
			e. Brake Tubing
X			f. Low Pressure Warning Device
			g. Tractor Protection Valve
X			h. Air Compressor
			i. Electric Brakes
			j. Hydraulic Brakes
X			k. Vacuum Systems
			2. COUPLING DEVICES
			a. Fifth Wheels
X			b. Pintle Hooks
			c. Drawbar/Towbar Eye
			d. Drawbar/Towbar Tongue
X			e. Safety Devices
			f. Saddle-Mounts
			3. EXHAUST SYSTEM
X			a. Exhaust system leaking forward of or directly below the driver/sleeper compartment.
			b. Bus exhaust system leaking or discharging in violation of standard.
X			c. Exhaust system likely to burn, char, or damage the electrical wiring, fuel supply, or any combustible part of the motor vehicle.
			4. FUEL SYSTEM
X			a. Visible leak.
X			b. Fuel tank filler cap missing.
X			c. Fuel tank securely attached.
			5. LIGHTING DEVICES
X			All lighting devices and reflectors required by Part 393 shall be operable.

OK	NEEDS REPAIR	REPAIRED DATE	ITEM
			6. SAFE LOADING
X			a. Part(s) of vehicle or condition of loading such that the spare tire or any part of the load or dunnage can fall onto the roadway.
X			b. Protection against shifting cargo.
X			c. Container securement devices on intermodal equipment.
			7. STEERING MECHANISM
X			a. Steering Wheel Free Play
X			b. Steering Column
X			c. Front Axle Beam and All Steering Components Other Than Steering Column
X			d. Steering Gear Box
X			e. Pitman Arm
X			f. Power Steering
X			g. Ball and Socket Joints
X			h. Tie Rods and Drag Links
X			i. Nuts
X			j. Steering System
			8. SUSPENSION
X			a. Any U-bolt(s), spring hanger(s), or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position.
X			b. Spring Assembly
X			c. Torque, Radius or Tracking Components
			9. FRAME
X			a. Frame Members
X			b. Tire and Wheel Clearance
			c. Adjustable Axle Assemblies (Sliding Subframes)

OK	NEEDS REPAIR	REPAIRED DATE	ITEM
			10. TIRES
X			a. Tires on any steering axle of a power unit.
X			b. All other tires.
			11. WHEELS AND RIMS
			a. Lock or Side Ring
X			b. Wheels and Rims
X			c. Fasteners
X			d. Welds
			12. WINDSHIELD GLAZING
X			Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions).
			13. WINDSHIELD WIPERS
X			Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective.
			14. OTHER
			List any other condition(s) which may prevent safe operation of this vehicle.

INSTRUCTIONS: MARK COLUMN ENTRIES TO VERIFY INSPECTION: ✓ OK, X NEEDS REPAIR, NA IF ITEMS DO NOT APPLY, _____ REPAIRED DATE

CERTIFICATION: THIS VEHICLE HAS PASSED ALL THE INSPECTION ITEMS FOR THE ANNUAL VEHICLE INSPECTION IN ACCORDANCE WITH 49 CFR PART 396.

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ORIGINAL

ANNUAL VEHICLE INSPECTION REPORT

VEHICLE HISTORY RECORD	
REPORT NUMBER	FLEET UNIT NUMBER
3294631	105
DATE 7-15-09	

OR CARRIER OPERATOR: Bluegrass Central Construction	INSPECTOR'S NAME (PRINT OR TYPE): RONALD PLANERY
ADDRESS: 265 Midland Trail	THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 396.19. ☒ YES
CITY, STATE, ZIP CODE: Mt. Sterling, Ky 40353	VEHICLE IDENTIFICATION (✓) AND COMPLETE ☐ LIC. PLATE NO. ☐ VIN ☐ OTHER: 1GCHK29K98E168201
VEHICLE TYPE ☐ TRACTOR ☐ TRAILER ☒ TRUCK ☐ (OTHER)	INSPECTION AGENCY/LOCATION (OPTIONAL):

VEHICLE COMPONENTS INSPECTED

OK	NEEDS REPAIR	REPAIRED DATE	ITEM
			1. BRAKE SYSTEM
✓			a. Service Brakes
✓			b. Parking Brake System
✓			c. Brake Drums or Rotors
✓			d. Brake Hose
✓			e. Brake Tubing
			f. Low Pressure Warning Device
			g. Tractor Protection Valve
			h. Air Compressor
			i. Electric Brakes
✓			j. Hydraulic Brakes
			k. Vacuum Systems
			2. COUPLING DEVICES
			a. Fifth Wheels
✓			b. Pintle Hooks
			c. Drawbar/Towbar Eye
			d. Drawbar/Towbar Tongue
			e. Safety Devices
			f. Saddle-Mounts
			3. EXHAUST SYSTEM
			a. Any exhaust system determined to be leaking at a point forward of or directly below the driver/sleeper compartment.
			b. A bus exhaust system leaking or discharging to the atmosphere in violation of standards (1), (2) or (3).
✓			c. No part of the exhaust system of any motor vehicle shall be so located as would be likely to result in burning, charring, or damaging the electrical wiring, the fuel supply, or any combustible part of the motor vehicle.

OK	NEEDS REPAIR	REPAIRED DATE	ITEM
			4. FUEL SYSTEM
✓			a. Visible leak
✓			b. Fuel tank filler cap missing
✓			c. Fuel tank securely attached
			5. LIGHTING DEVICES
✓			All lighting devices and reflectors required by Section 393 shall be operable.
			6. SAFE LOADING
			a. Part(s) of vehicle or condition of loading such that the spare tire or any part of the load or dunnage can fall onto the roadway.
			b. Protection against shifting cargo
			7. STEERING MECHANISM
✓			a. Steering Wheel Free Play
✓			b. Steering Column
✓			c. Front Axle Beam and All Steering Components Other Than Steering Column
			d. Steering Gear Box
✓			e. Pitman Arm
✓			f. Power Steering
✓			g. Ball and Socket Joints
✓			h. Tie Rods and Drag Links
✓			i. Nuts
✓			j. Steering System
			8. SUSPENSION
✓			a. Any U-bolt(s), spring hanger(s), or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position.
			b. Spring Assembly
			c. Torque, Radius or Tracking Components.

OK	NEEDS REPAIR	REPAIRED DATE	ITEM
			9. FRAME
✓			a. Frame Members
✓			b. Tire and Wheel Clearance
✓			c. Adjustable Axle Assemblies (Sliding Subframes)
			10. TIRES
✓			a. Tires on any steering axle of a power unit.
✓			b. All other tires.
			11. WHEELS AND RIMS
✓			a. Lock or Side Ring
✓			b. Wheels and Rims
✓			c. Fasteners
✓			d. Welds
			12. WINDSHIELD GLAZING
✓			Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions)
			13. WINDSHIELD WIPERS
✓			Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective.
			List any other condition which may prevent safe operation of this vehicle.

INSTRUCTIONS: MARK COLUMN ENTRIES TO VERIFY INSPECTION: X OK, X NEEDS REPAIR, NA IF ITEMS DO NOT APPLY, _____ REPAIRED DATE

CERTIFICATION: THIS VEHICLE HAS PASSED ALL THE INSPECTION ITEMS FOR THE ANNUAL VEHICLE INSPECTION REPORT IN ACCORDANCE WITH 49 CFR 396.

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400-FS-C3

ORIGINAL

ANNUAL VEHICLE INSPECTION REPORT

VEHICLE HISTORY RECORD	
REPORT NUMBER	FLEET UNIT NUMBER
3294610	113
DATE 10-22-09	

OR CARRIER OPERATOR: Bluegrass Central Construction	INSPECTOR'S NAME (PRINT OR TYPE): SCOTT INGRAM
ADDRESS: 265 Midland Trail	THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 396 19. ☒ YES
CITY, STATE, ZIP CODE: Mt. Sterling, Ky. 40353	VEHICLE IDENTIFICATION (✓ AND COMPLETE) ☐ LIC. PLATE NO. ☐ VIN ☐ OTHER: 1HTMNAANX5H158265
VEHICLE TYPE ☐ TRACTOR ☐ TRAILER ☐ TRUCK ☐ BUS ☐ (OTHER)	INSPECTION AGENCY/LOCATION (OPTIONAL)

VEHICLE COMPONENTS INSPECTED

OK	NEEDS REPAIR	REPAIRED DATE	ITEM
			1. BRAKE SYSTEM
X			a. Service Brakes
X			b. Parking Brake System
X			c. Brake Drums or Rotors
X			d. Brake Hose
			e. Brake Tubing
X			f. Low Pressure Warning Device
			g. Tractor Protection Valve
X			h. Air Compressor
			i. Electric Brakes
			j. Hydraulic Brakes
X			k. Vacuum Systems
			2. COUPLING DEVICES
			a. Fifth Wheels
✓			b. Pintle Hooks
			c. Drawbar/Towbar Eye
			d. Drawbar/Towbar Tongue
X			e. Safety Devices
			f. Saddle-Mounts
			3. EXHAUST SYSTEM
X			a. Exhaust system leaking forward of or directly below the driver/sleeper compartment.
			b. Bus exhaust system leaking or discharging in violation of standard.
X			c. Exhaust system likely to burn, char, or damage the electrical wiring, fuel supply, or any combustible part of the motor vehicle.
			4. FUEL SYSTEM
X			a. Visible leak.
X			b. Fuel tank filler cap missing.
X			c. Fuel tank securely attached.
			5. LIGHTING DEVICES
✓			All lighting devices and reflectors required by Part 393 shall be operable.

OK	NEEDS REPAIR	REPAIRED DATE	ITEM
			6. SAFE LOADING
X			a. Part(s) of vehicle or condition of loading such that the spare tire or any part of the load or dunnage can fall onto the roadway.
X			b. Protection against shifting cargo.
X			c. Container securement devices on intermodal equipment.
			7. STEERING MECHANISM
X			a. Steering Wheel Free Play
X			b. Steering Column
X			c. Front Axle Beam and All Steering Components Other Than Steering Column
X			d. Steering Gear Box
X			e. Pitman Arm
X			f. Power Steering
X			g. Ball and Socket Joints
X			h. Tie Rods and Drag Links
X			i. Nuts
X			j. Steering System
			8. SUSPENSION
X			a. Any U-bolt(s), spring hanger(s), or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position.
X			b. Spring Assembly
X			c. Torque, Radius or Tracking Components
			9. FRAME
X			a. Frame Members
X			b. Tire and Wheel Clearance
			c. Adjustable Axle Assemblies (Sliding Subframes)

OK	NEEDS REPAIR	REPAIRED DATE	ITEM
			10. TIRES
X			a. Tires on any steering axle of a power unit.
X			b. All other tires.
			11. WHEELS AND RIMS
			a. Lock or Side Ring
X			b. Wheels and Rims
X			c. Fasteners
X			d. Welds
			12. WINDSHIELD GLAZING
X			Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions).
			13. WINDSHIELD WIPERS
X			Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective.
			14. OTHER
			List any other condition(s) which may prevent safe operation of this vehicle.

INSTRUCTIONS: MARK COLUMN ENTRIES TO VERIFY INSPECTION: ✓ OK, X NEEDS REPAIR, NA IF ITEMS DO NOT APPLY, _____ REPAIRED DATE

CERTIFICATION: THIS VEHICLE HAS PASSED ALL THE INSPECTION ITEMS FOR THE ANNUAL VEHICLE INSPECTION IN ACCORDANCE WITH 49 CFR PART 396.

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ORIGINAL

7780 Willey Road
Harrison, Ohio 45030-9764
Phone: (513) 738-1808 Fax: (513) 738-1832

ELECTRICAL PROTECTIVE EQUIPMENT LABORATORY REPORT

INSULATING SLEEVES

CUSTOMER: Bluegrass Central Construction
265 Midland Tr
Mountsterling Ky 40353

TEST DATE: 4/2/10

ORDER #:

*SPECIAL INSTRUCTIONS:

OF SLEEVES RECEIVED: 12 / 6
EACH / PAIR

CLASS 2: 12 SLEEVES AT 30K VOLTS ____ AC 0 DC

CLASS 3: ____ SLEEVES AT ____ VOLTS ____ AC ____ DC

CLASS 4: ____ SLEEVES AT ____ VOLTS ____ AC ____ DC

OF SLEEVES INSPECTED: 12/6 EA / PR

TOTAL REJECTIONS: 2
SLEEVES TOTAL: 12
SLEEVES PASSED: 10
ELECTRICAL REJECTS: 0
VISUAL REJECTS: 2
SLEEVES REPLACE TESTED: 0

SPECIAL REMARKS:

I certify the information recorded above to be a true and accurate test report on the goods as return shipped to you by our testing laboratory. We cannot be responsible for results obtained in use since we have no control over the manner in which an item is stored or used after it leaves our facility.

Quality Control
Testing Laboratory

BRENCO

7780 Willey Road
Harrison, Ohio 45030-9764
Phone: (513) 738-1808 Fax: (513) 738-1832

ELECTRICAL PROTECTIVE EQUIPMENT LABORATORY REPORT
INSULATING GLOVES

CUSTOMER: Bluegrass Central Construction
665 Midland Dr.
Mountsterling, Ky 40353

TEST DATE: 4/2/10

ORDER #:

*SPECIAL INSTRUCTIONS:
OF GLOVES RECEIVED: 32

CLASS 00: ____ GLOVES AT ____ VOLTS ____ AC ____ DC

CLASS 0 : ____ GLOVES AT ____ VOLTS ____ AC ____ DC

CLASS 1 : ____ GLOVES AT ____ VOLTS ____ AC ____ DC

CLASS 2 : 20 GLOVES AT 50K VOLTS ____ AC x DC

CLASS 3 : 12 GLOVES AT 60K VOLTS ____ AC x DC

CLASS 4 : ____ GLOVES AT ____ VOLTS ____ AC ____ DC

OF GLOVES INSPECTED: 32/16 EA / PR

TOTAL REJECTIONS 8
GLOVES TOTAL 32
GLOVES PASSED 24
ELECTRICAL REJECTS: 1
VISUAL REJECTS 7
GLOVES REPLACE TESTED: 0

SPECIAL REMARKS:

I certify the information recorded above to be a true and accurate test report on the goods as return shipped to you by our testing laboratory. We cannot be responsible for results obtained in use since we have no control over the manner in which an item is stored or used after it leaves our facility.

Quality Control
Testing Laboratory

BRENCO

7780 Willey Road
Harrison, Ohio 45030-9764
Phone: (513) 738-1808 Fax: (513) 738-1832

ELECTRICAL PROTECTIVE EQUIPMENT LABORATORY REPORT
INSULATING GLOVES

CUSTOMER: Blue Grass Central Construction
265 Midland Trail
Mountsterling Ky 40353

TEST DATE: 3/4/12

ORDER #: P.O. # AL/Hly

*SPECIAL INSTRUCTIONS:

OF GLOVES RECEIVED: 12

CLASS 00: ____ GLOVES AT ____ VOLTS ____ AC ____ DC

CLASS 0 : ____ GLOVES AT ____ VOLTS ____ AC ____ DC

CLASS 1 ____ GLOVES AT ____ VOLTS ____ AC ____ DC

CLASS 2 : 12 GLOVES AT 30K VOLTS ____ AC x DC

CLASS 3 ____ GLOVES AT ____ VOLTS ____ AC ____ DC

CLASS 4 : ____ GLOVES AT ____ VOLTS ____ AC ____ DC

OF GLOVES INSPECTED: 12/6 EA / PR

TOTAL REJECTIONS: 0
GLOVES TOTAL: 12
GLOVES PASSED: 12
ELECTRICAL REJECTS: 0
VISUAL REJECTS: 0
GLOVES REPLACE TESTED: 0

SPECIAL REMARKS:

I certify the information recorded above to be a true and accurate test report on the goods as return shipped to you by our testing laboratory. We cannot be responsible for results obtained in use since we have no control over the manner in which an item is stored or used after it leaves our facility.

Quality Control
Testing Laboratory

Invoice

BRENCO

Remit Address: P.O. Box 487 Ross, OHIO 45061-0487
7780 Willey Road, Harrison. Ohio 45030
Phone: 800-247-5442 / 513-738-1808 Fax: 513-738-1832
www.brenco-inc.com

Customer No.: BLU001
Invoice No.: 67447

Bill To: **BLUEGRASS CENTRAL CON**
265 MIDLAND TRAIL
MOUNT STERLING, KY 40353

Ship To: **BLUEGRASS CENTRAL CON**
265 MIDLAND TRAIL
MOUNT STERLING, KY 40353

Date	Ship Via	F.O.B.	Terms
03/11/10	DELIVERED	Origin	Net 30

Purchase Order Number	Order Date	Sales Person	Our Order Number
	03/09/10	Luke Test Lab	30474

Quantity Required	Quantity Shipped	B.O.	Item Number	Description	Unit Price	Amount
19	19		SLEEVE TEST	Insulated Rubber Sleeve Testing	9.000	171.00
15.000	15.000		GLOVE TEST	Insulated Rubber Glove Testing	4.250	63.75
10	10		BLANKET TEST	Insulated Rubber Blanket Testing	8.500	85.00

Invoice subtotal	319.75
Invoice total	319.75

SEND PAYMENT TO: P.O. Box 487 Ross, Ohio 45061-0487

CLAIMS FOR SHORTAGES, DAMAGED GOOD, OR DISCREPANCY OF INVOICE WILL NOT BE CONSIDERED UNLESS MADE WITHIN 10 DAYS FROM RECEPT OF GOODS OR INVOICE ALL PAST DUE INVOICES ARE SUBJECT TO 1.5% FINANCE CHARGE PLEASE PAY PROMPLY THANK YOU

Sales Order

P.O. Box 487 Ross, OHIO 45061-0487
7780 Willey Road. Harrison, Ohio 45030
Phone 1-800-247-5442 / 513-738-1808 Fax: 513-738-1832
www.brenco-inc.com

(859) 498-9494
Customer No.: BLU001
Order No.: 29971

Bill To: BLUEGRASS CENTRAL CON
265 MIDLAND TRAIL
MOUNT STERLING, KY 40353

Ship To: BLUEGRASS CENTRAL CON
265 MIDLAND TRAIL
MOUNT STERLING, KY 40353

Date	Ship Via	F.O.B.	Terms
01/15/10	GROUND	Origin	Net 30

Purchase Order Number	Required Date	Sales Person	Our Order Number
		Jamie Murphy	29971

Quantity Required	Quantity Shipped	B.O.	Item Number	Description	Unit Price	Amount
1	1			REPAIR OF H1876-7	260.96	260.96

Order subtotal	260.96
Order total	260.96

S/H
23.97

Thank You

BRENCO

7780 Willey Road
Harrison, Ohio 45030-9764
Phone: (513) 738-1808 Fax: (513) 738-1832

ELECTRICAL PROTECTIVE EQUIPMENT LABORATORY REPORT
INSULATING GLOVES

CUSTOMER: Blue Grass Central Const.
265 Midland Trail
Mount Sterling, Ky 40353

TEST DATE: 1/27/00

ORDER #:

*SPECIAL INSTRUCTIONS:

OF GLOVES RECEIVED: 42

CLASS 00: ____ GLOVES AT ____ VOLTS ____ AC ____ DC

CLASS 0 : ____ GLOVES AT ____ VOLTS ____ AC ____ DC

CLASS 1 : 16 GLOVES AT ____ VOLTS ____ AC ____ DC

CLASS 2 : ____ GLOVES AT ____ VOLTS ____ AC ____ DC

CLASS 3 : 26 GLOVES AT ____ VOLTS ____ AC ____ DC

CLASS 4 : ____ GLOVES AT ____ VOLTS ____ AC ____ DC

OF GLOVES INSPECTED: 42/21 EA / PR

TOTAL REJECTIONS: 1
GLOVES TOTAL: 42
GLOVES PASSED: 41
ELECTRICAL REJECTS: 0
VISUAL REJECTS: 1
GLOVES REPLACE TESTED: 0

SPECIAL REMARKS:

I certify the information recorded above to be a true and accurate test report on the goods as return shipped to you by our testing laboratory. We cannot be responsible for results obtained in use since we have no control over the manner in which an item is stored or used after it leaves our facility.

Luke Koche

Quality Control
Testing Laboratory

Bluegrass Central Construction
265 Midland Trail
Mt. Sterling, KY 40353
859-498-5153; Fax 859-498-9494
blgrasscen@yahoo.com

Monthly Safety Meeting

Date: 3-4-10

Topic: Parking

Crew # 9

Location: Winchester Ky

Discussion: When trucks are parked on the Roadway work signs shall be put out first and when trucks are parked they shall be blocked and traffic cones put around trucks. Park on the right side of road and whenever possible trucks facing the same way as the flow of traffic. Don't park on bridges or culverts if at all possible. If it is necessary put a cone or mark the other side of culvert so the public can see it to prevent someone from dropping off culvert.

Attendance:

Comments:
Topic was taken from 14th edition AGC Safety Manual page ~~105~~ 107, Section 503.5

Company Representative:
Vance Meadows
Paul Parker

Title:
Supt
Foreman

Bluegrass Central Construction
265 Midland Trail
Mt. Sterling, Ky. 40353
859-498-5153

TAILGATE SAFETY MEETING
WEEK 5
SECTION 1 GENERAL RULES
*SECTION 114.8-115.4
PAGE 39-42

DATE: 2-15-10

CREW MEMBER SIGNATURE

Chris Williams

COMMENTS:

FOREMAN'S SIGNATURE

Paul Perkins

Bluegrass Central Construction
265 Midland Trail
Mt. Sterling, Ky. 40353
859-498-5153

TAILGATE SAFETY MEETING DATE: 8-7-0
WEEK 7
SECTION 2 HEALTH AND ENVIROMENTAL CONTROL
*SECTION 201-202
PAGE 46-49

CREW MEMBER SIGNATURE

COMMENTS:

FOREMAN'S SIGNATURE

Bluegrass Central Construction
265 Midland Trail
Mt. Sterling, Ky. 40353
859-498-5153

TAILGATE SAFETY MEETING
WEEK 8
SECTION 2 HEALTH AND ENVIROMENTAL CONTROL
*SECTION 202.1
PAGE 49-54

DATE: 3-8-10

CREW MEMBER SIGNATURE

COMMENTS:

FOREMAN'S SIGNATURE

Bluegrass Central Construction
265 Midland Trail
Mt. Sterling, Ky. 40353
859-498-5153

TAILGATE SAFETY MEETING
WEEK 9
SECTION 2 HEALTH AND ENVIROMENTAL CONTROL
*SECTION 202.2-202.4
PAGE 54-58

DATE: 3-15-10

CREW MEMBER SIGNATURE

COMMENTS:

FOREMAN'S SIGNATURE

Bluegrass Central Construction
265 Midland Trail
Mt. Sterling, Ky. 40353
859-498-5153

TAILGATE SAFETY MEETING
WEEK 10
SECTION 2 HEALTH AND ENVIROMENTAL CONTROL
*SECTION 202.5-202.7
PAGE 58-61

DATE: 3-22-10

CREW MEMBER SIGNATURE

COMMENTS:

FOREMAN'S SIGNATURE
Paul P

JOB BRIEFING

FOREMAN Paul P

DATE: 3-31-10 TIME: _____

W.O. # _____ LOCATION: _____

SER. ORD. # _____

Job briefing held prior to starting above job. Hazards associated with the job, work procedures involved, special precautions, energy source controls, and personal protective equipment requirements were discussed and explained. Any questions I had about the job were satisfactorily answered.

This requested information shall be made part of the 7-day summary report as required by 807 KAR 5:006 Section 26-2. This document is a request for the information listed below.

ACCIDENT DATE: 3-31-10

ACCIDENT LOCATION: MUDDY CREEK ROAD, WINCHESTER, KY.

ACCIDENT VICTIM(S): PAUL PERKINS

REQUESTED INFORMATION:

✓✓ 7-DAY SUMMARY REPORT UTITLIY ACCIDENT REPORT.
✓✓ UTILITY PHOTOGRAPHS OF ACCIDENT SITE.
____ LAST SYSTEM INSPECTION ON FACILITIES INVOLVED.
____ COPY OF POLICE REPORT (IF INVOLVED)
✓✓ FACILITY MAP OF AREA INVOLVED.
____ ANY RECENT WORK PREFORMED ON FACILITIES INVOLVED.
____ MAINTENANCE RECORDS ON FAILED OR EFFECTED EQUIPMENT.
____ ANY RECENT CUSTOMER CONTACT AT LOCATION BEFORE ACCIDENT.
✓✓ COPY OF OUTAGE REPORTS ON FACILITIES INVOLVED.
____ COPY OF JOB BREIFING BEFORE WORK BEGAN AT THE ACCIDENT.
✓✓ SYSTEM PROTECTIVE DEVICES: RATINGS AND IF OPERATED on outage report
____ CONSTRUCTION DATES OF INVOLVED FACILITIES
✓ INFORMATION TO BE PROVIDED BY CONTRACTOR

PSC ACCIDENT INVESTIGATOR: STEVE KINGSOLVER

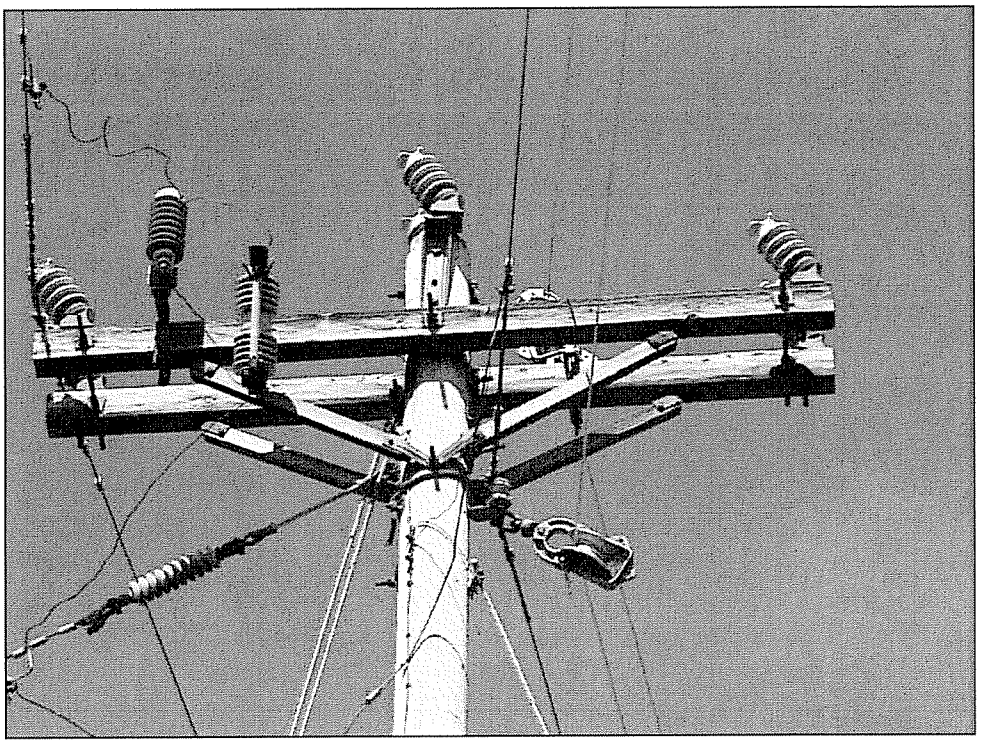
SIGNATURE: Steve Kingsolver DATE: 4-1-10

UTILITY COMPANY INVESTIGATOR: WALT STEPHENS

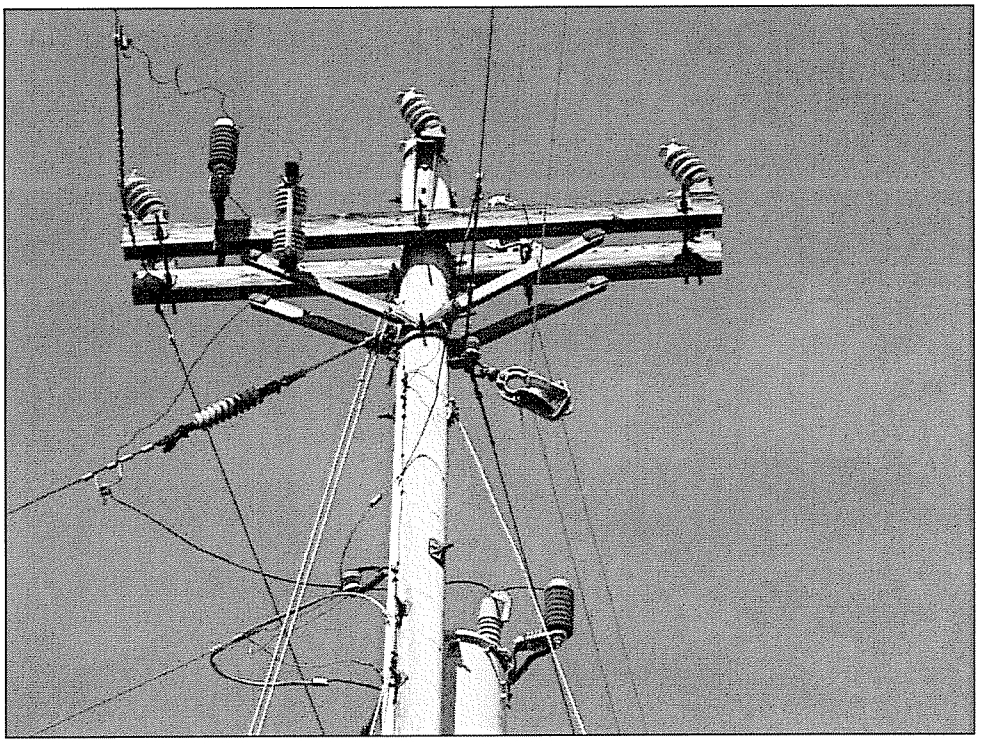
SIGNATURE: Walter A. Stephens III DATE: 4/1/10

SUMMARY REPORT TO BE MAILED ON OR BEFORE 4-14-10.

RSK



#1



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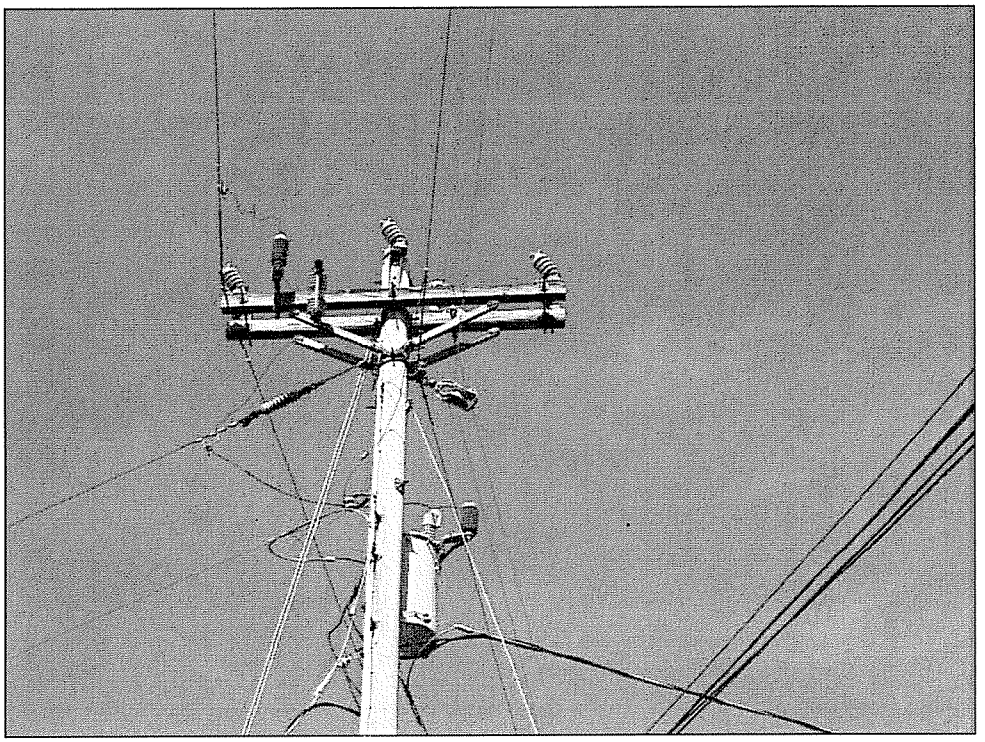

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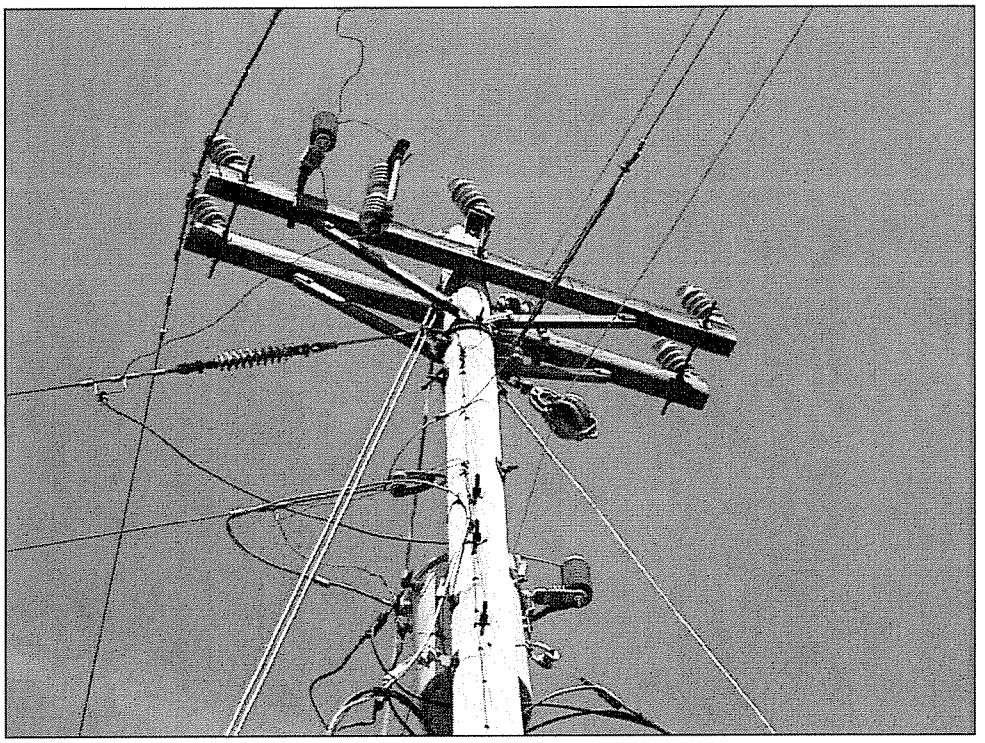

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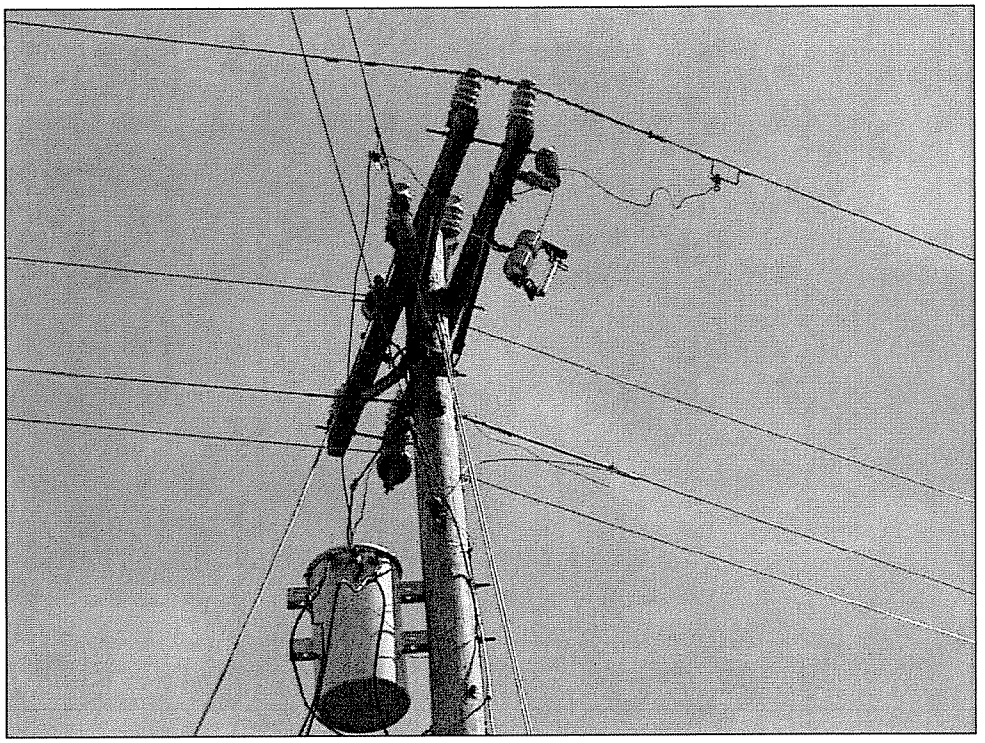

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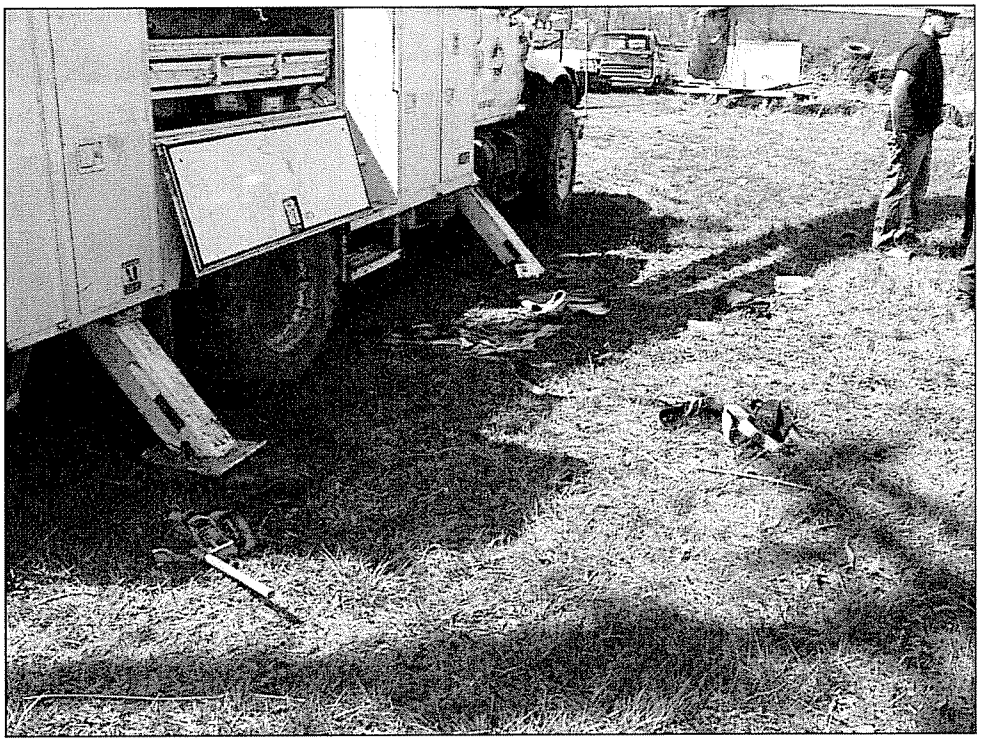

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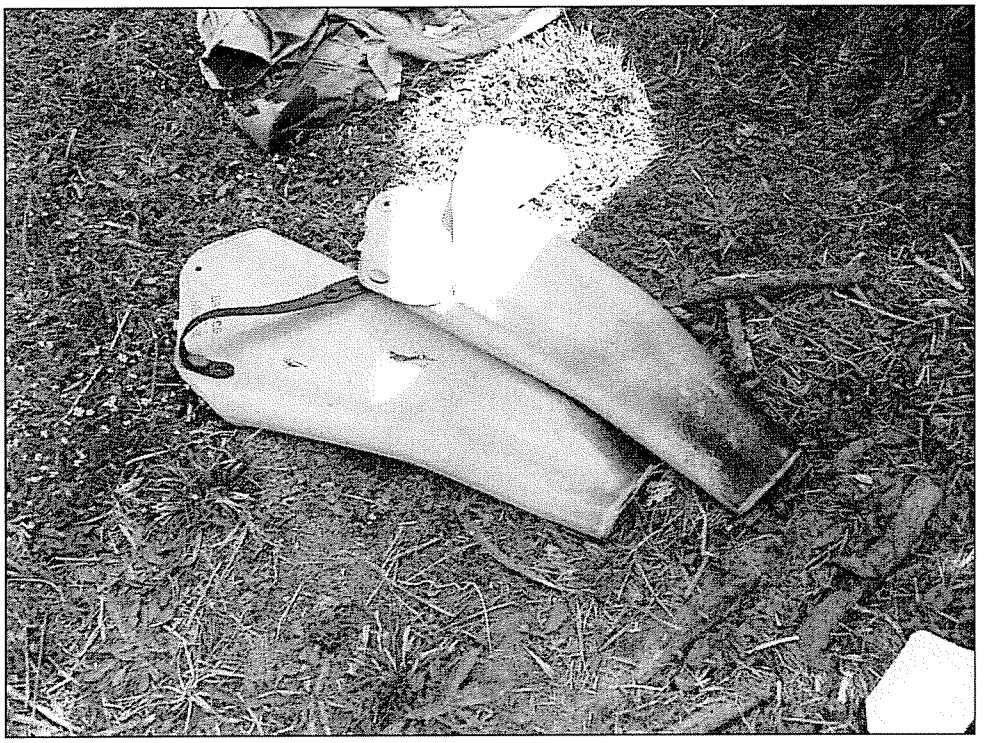

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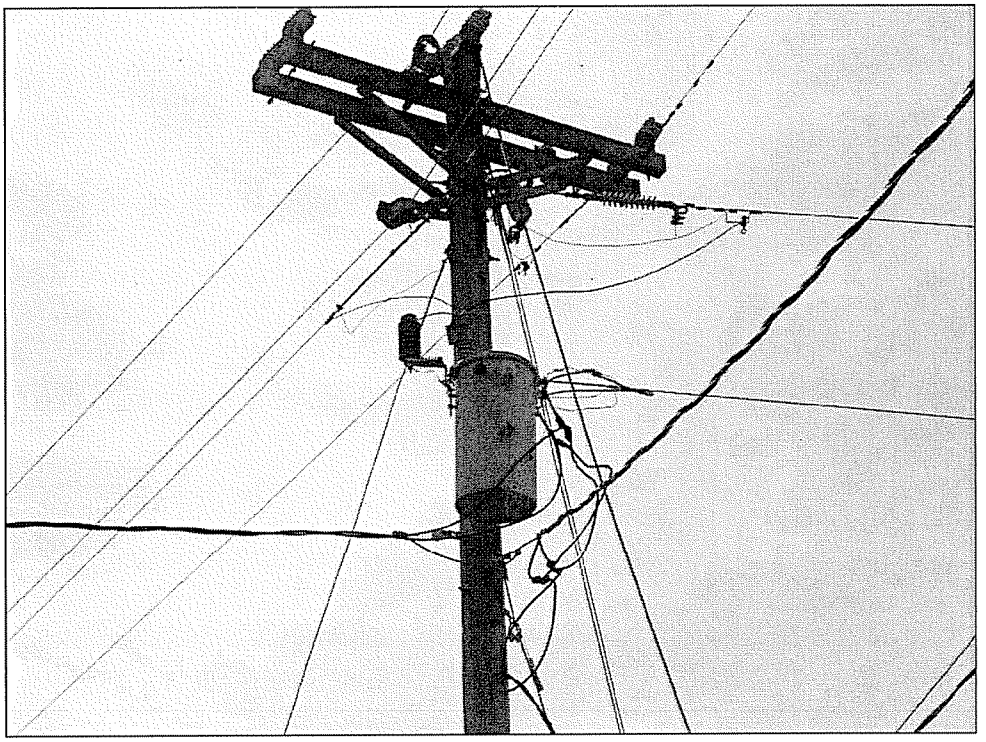

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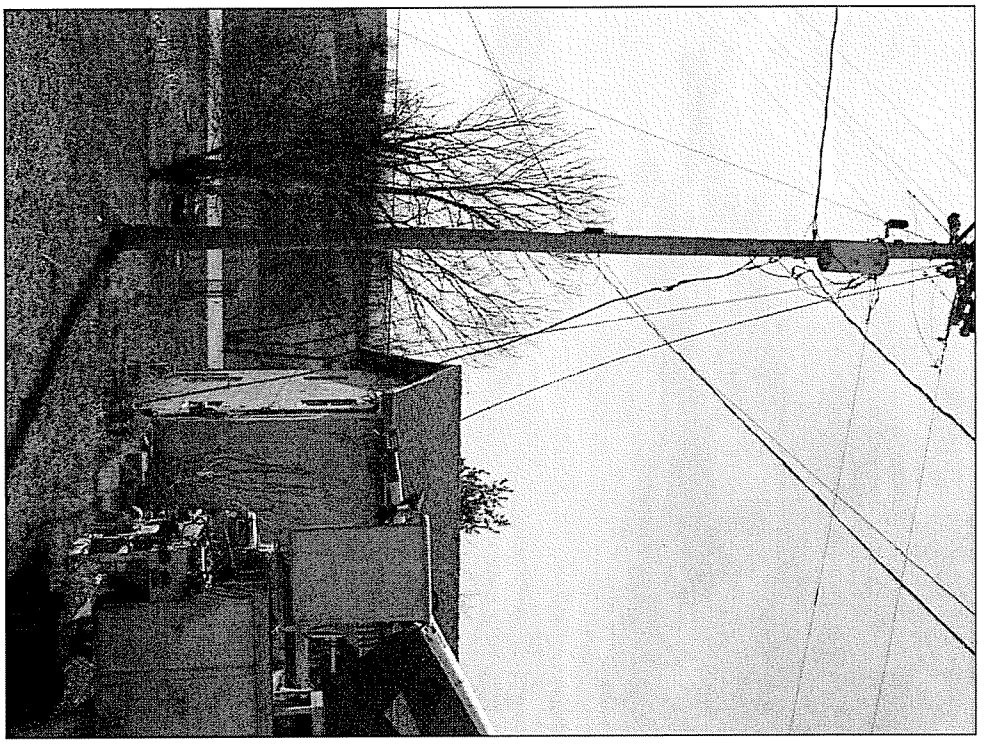

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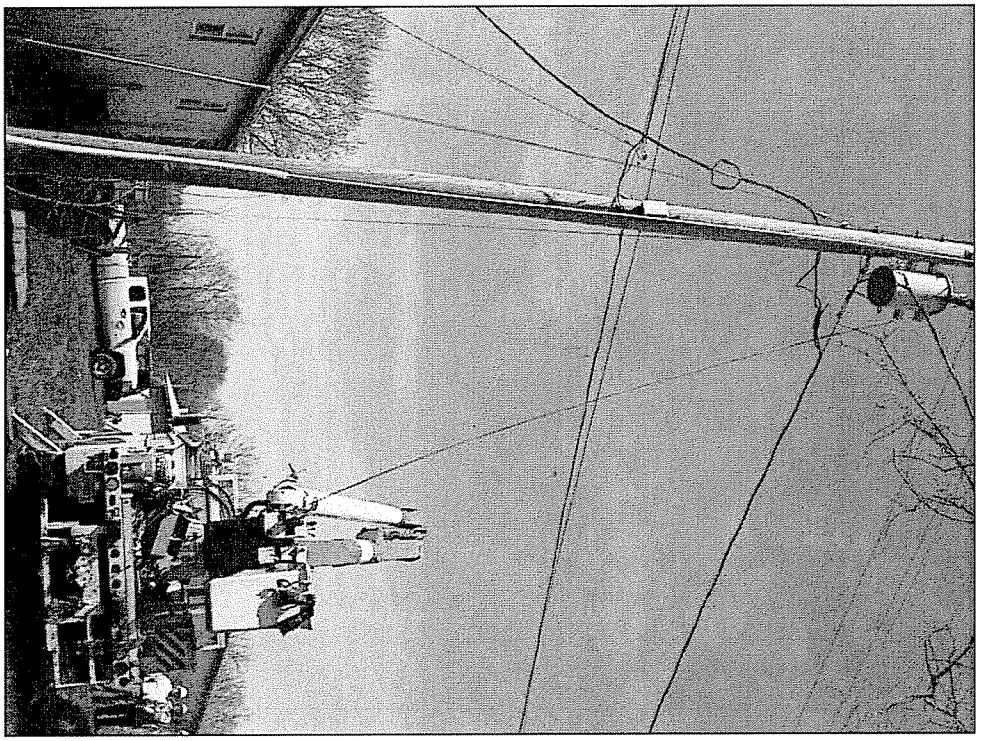

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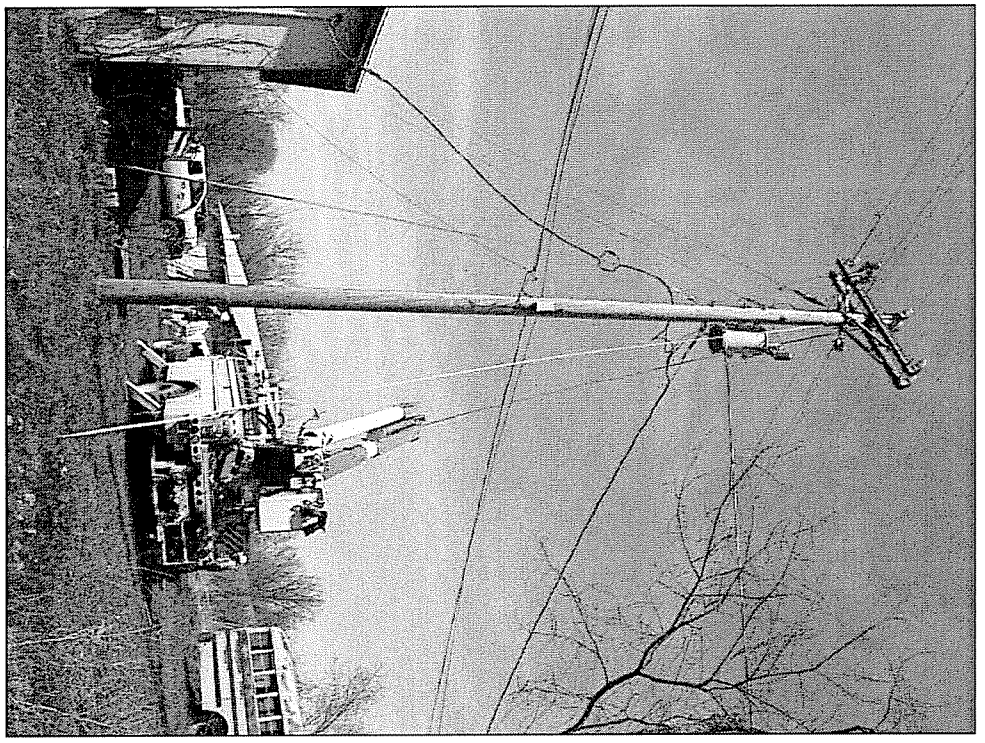

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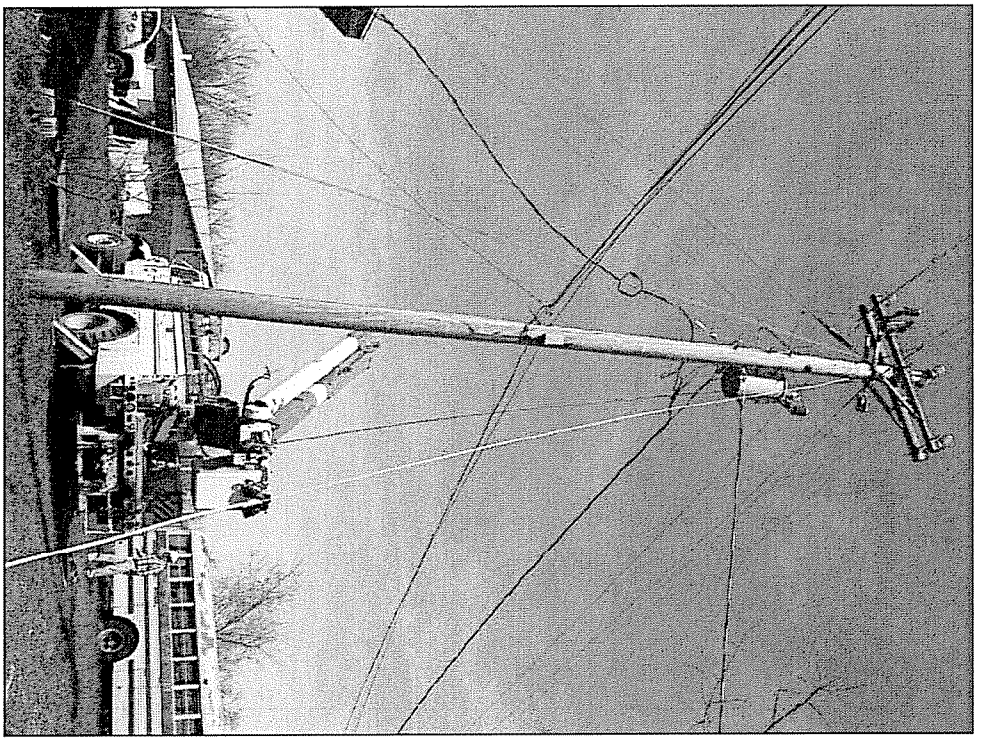

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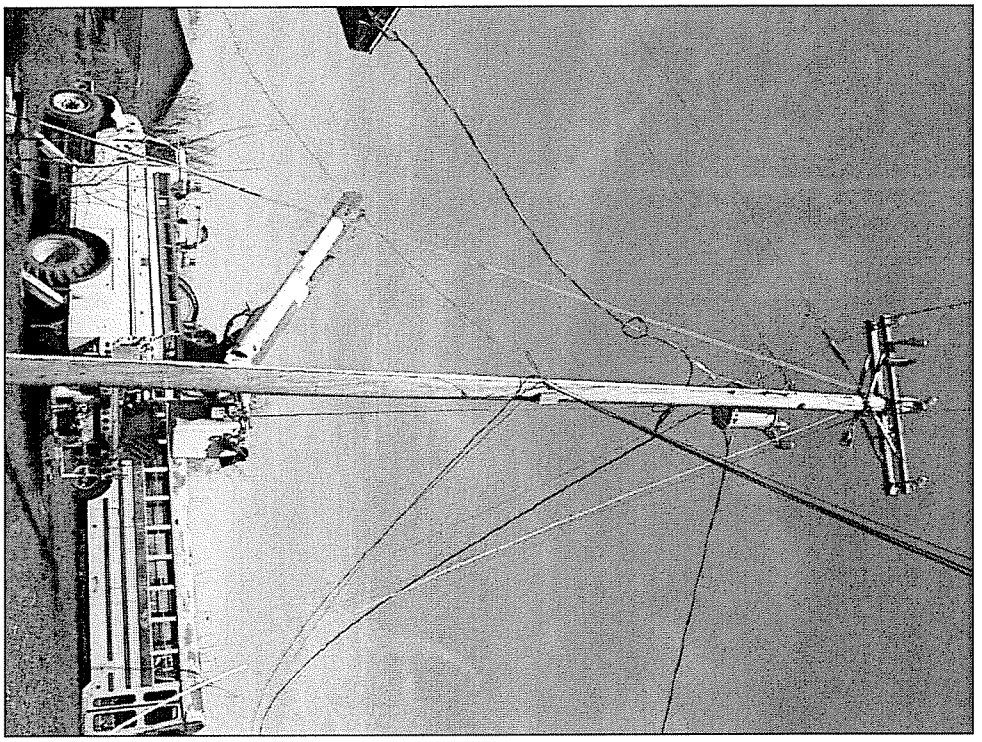

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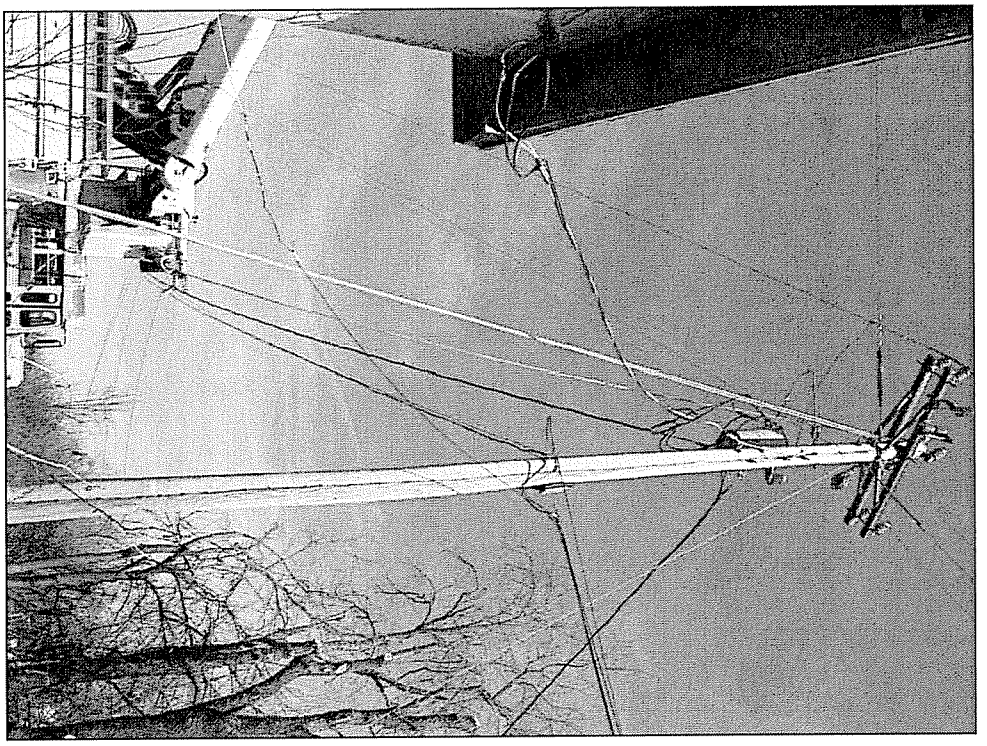

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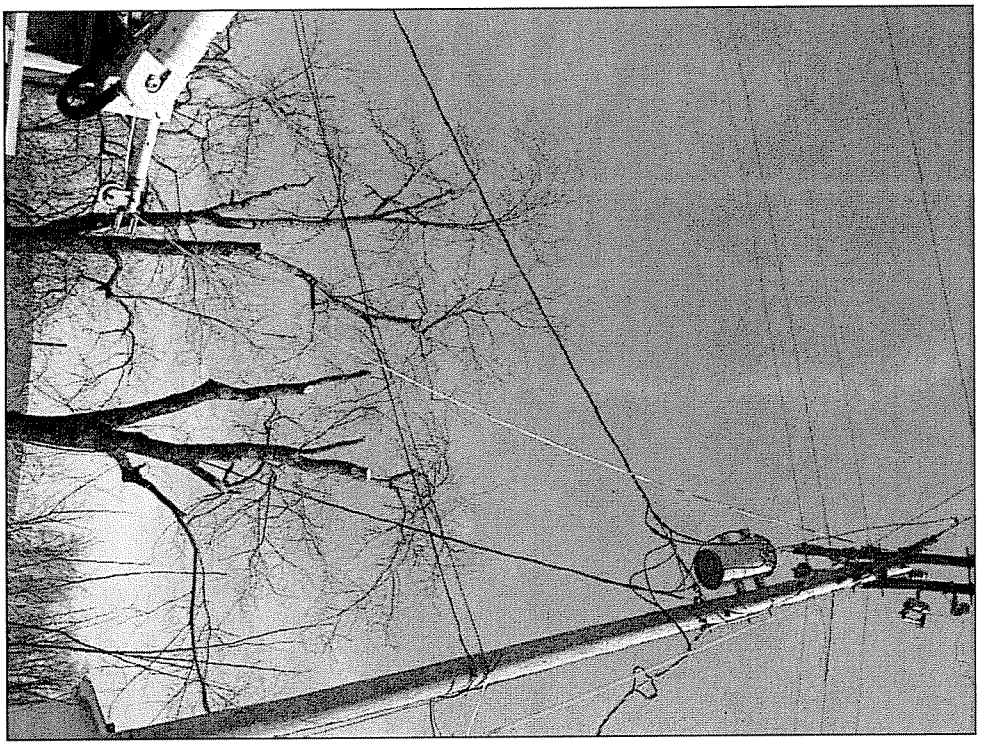

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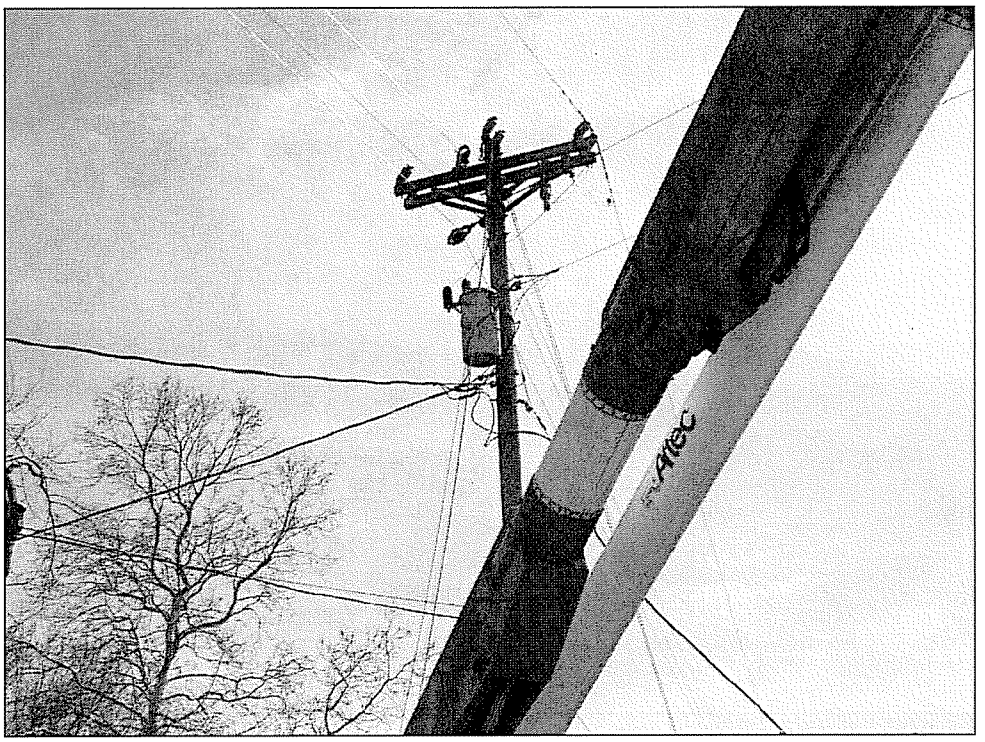

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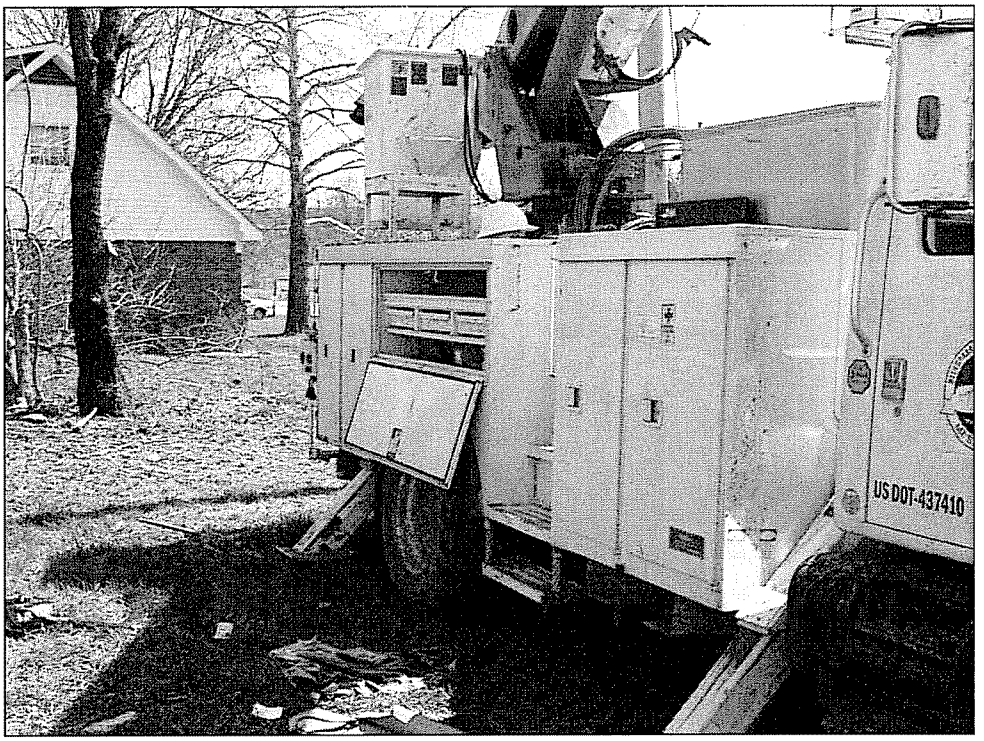

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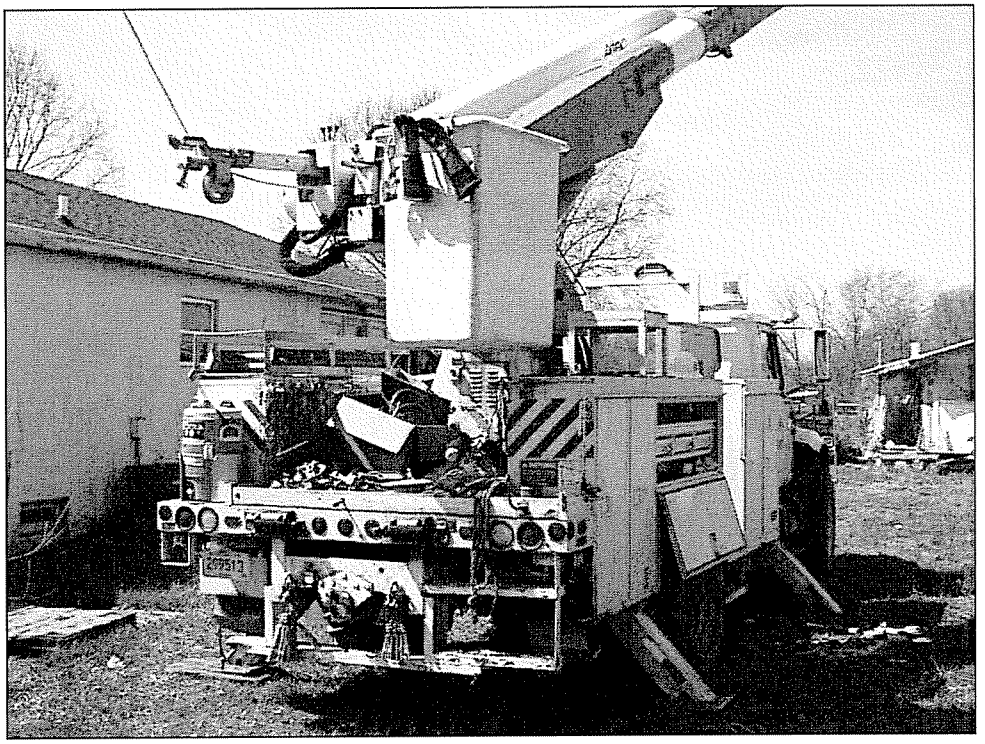

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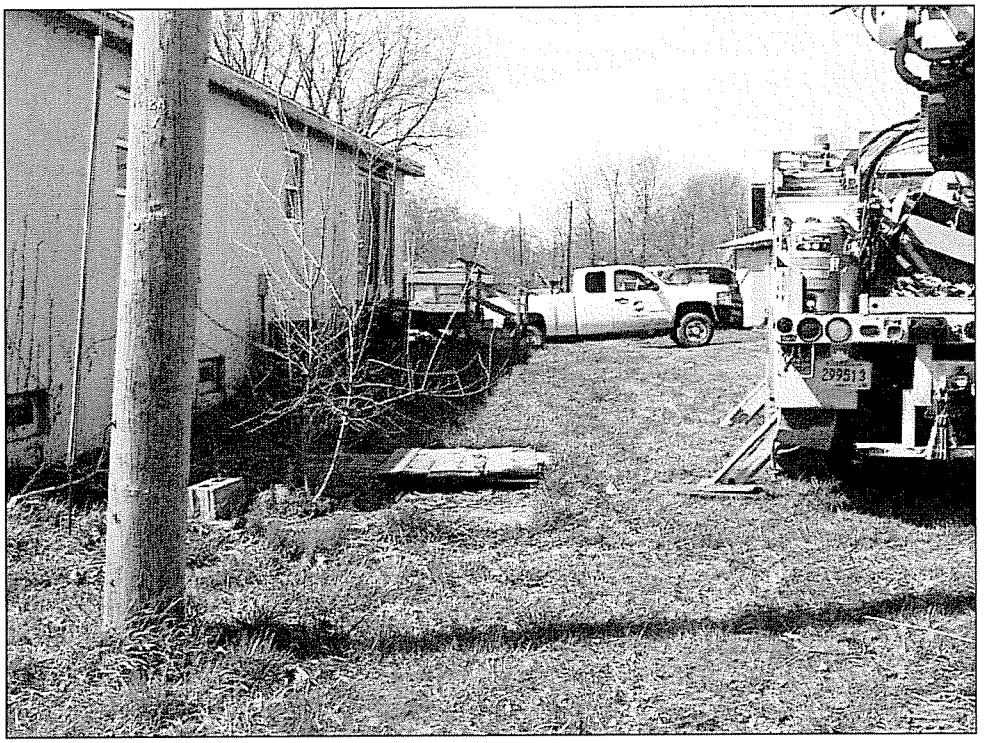

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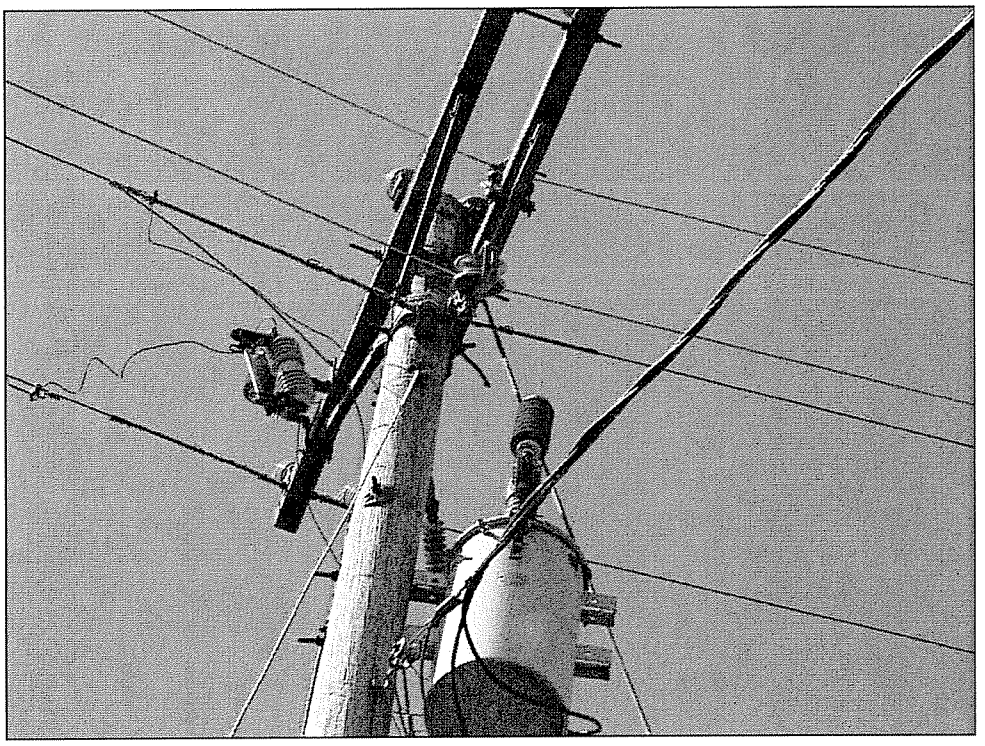

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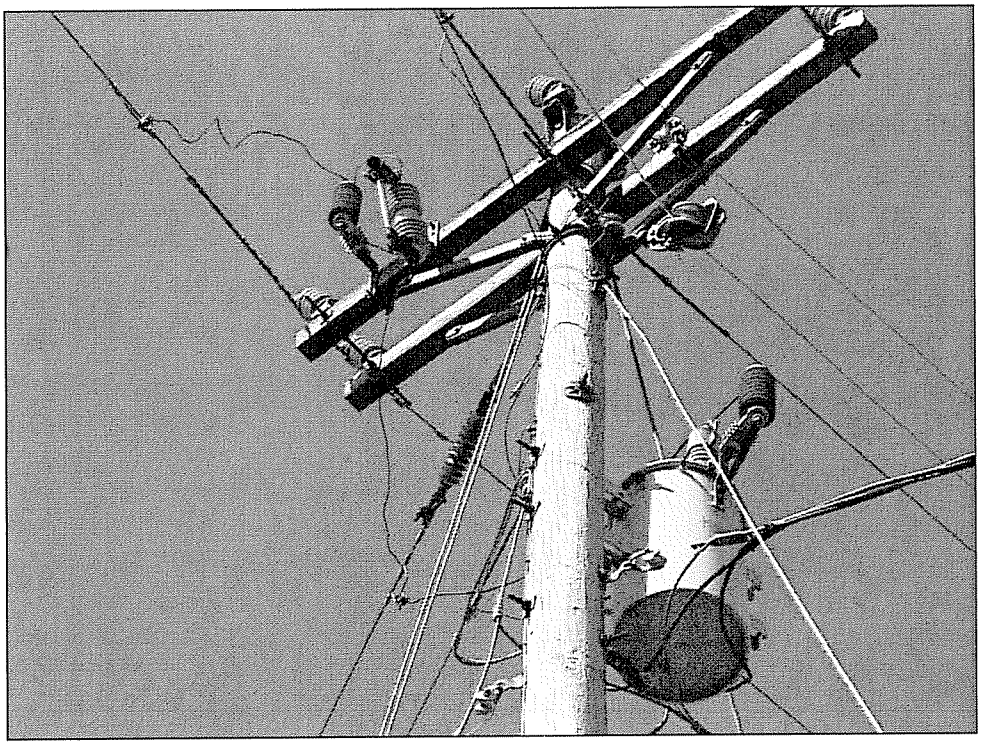

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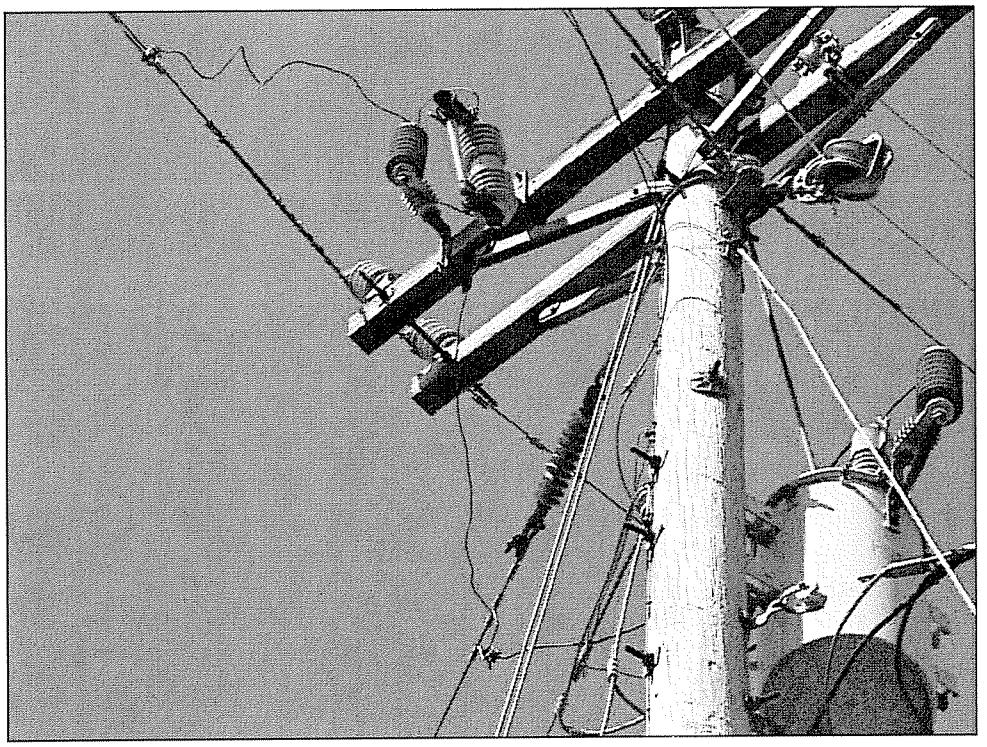

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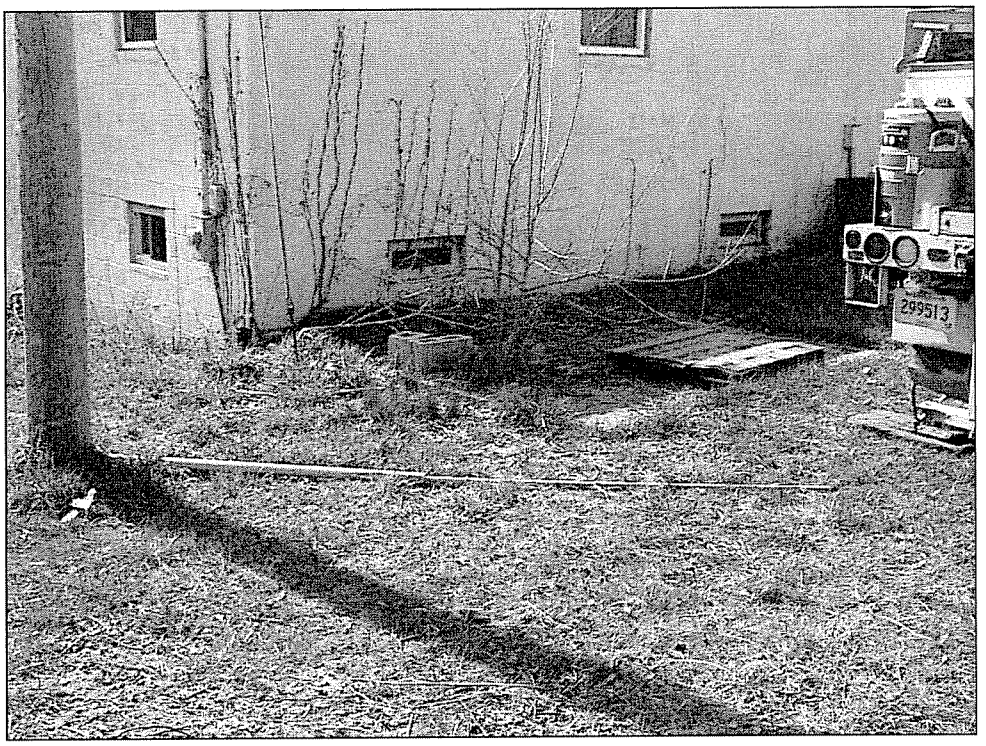

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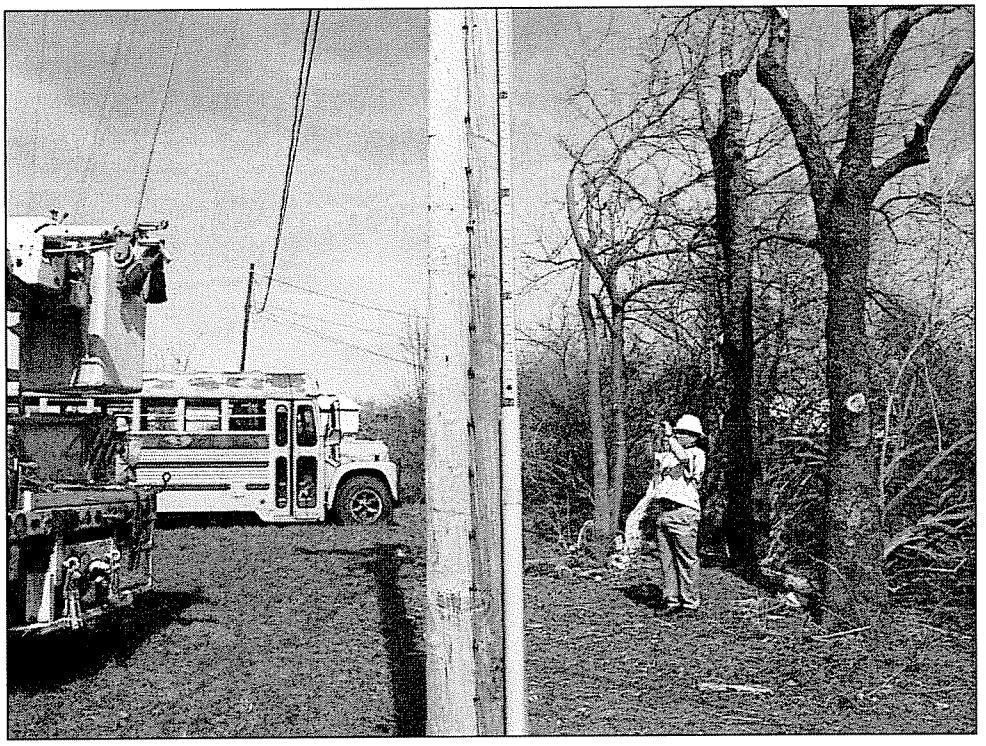

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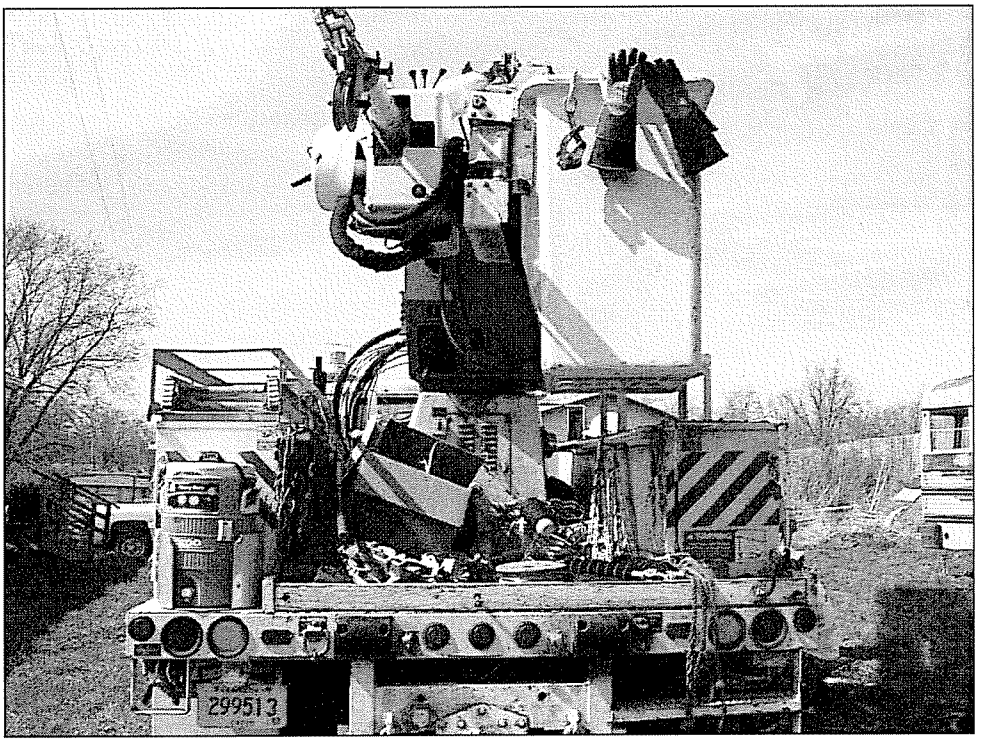

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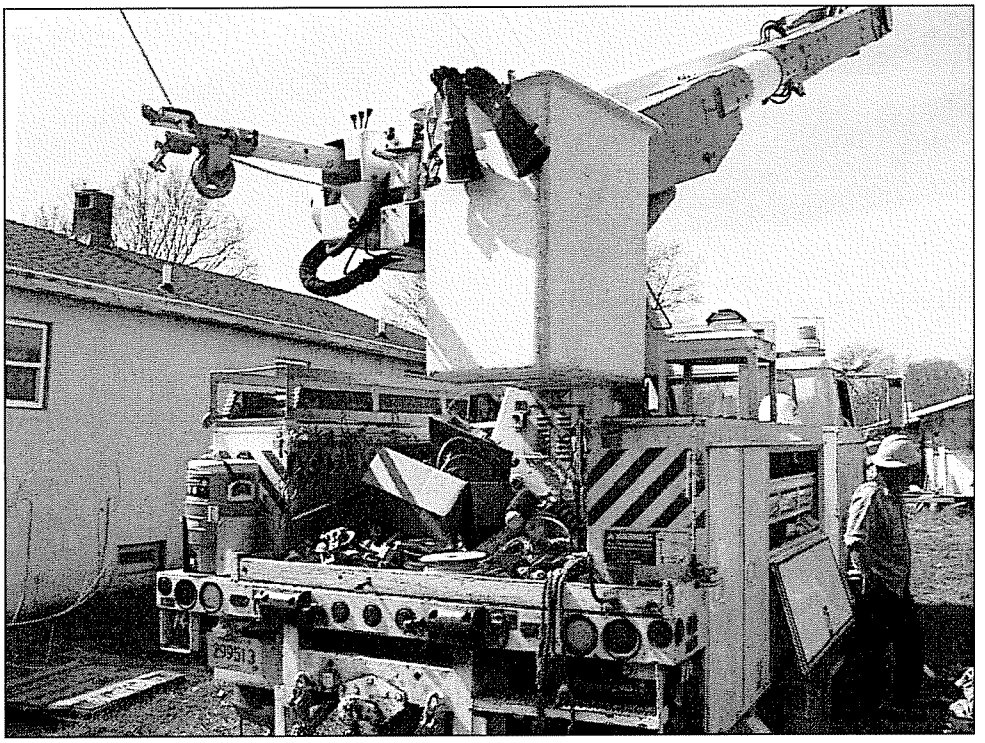

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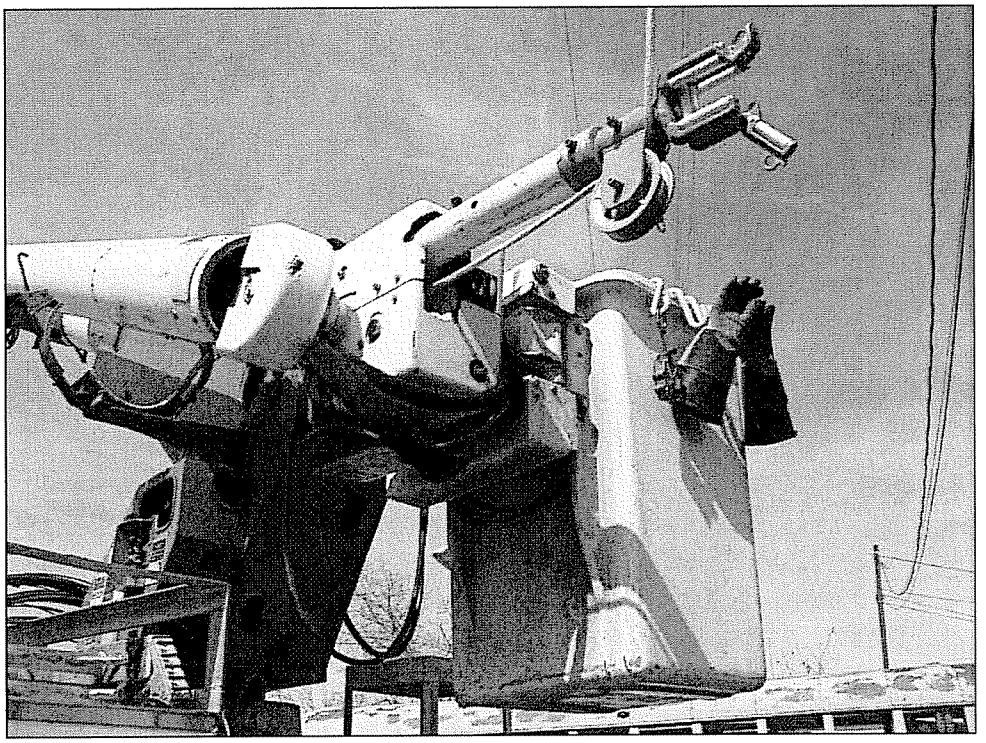

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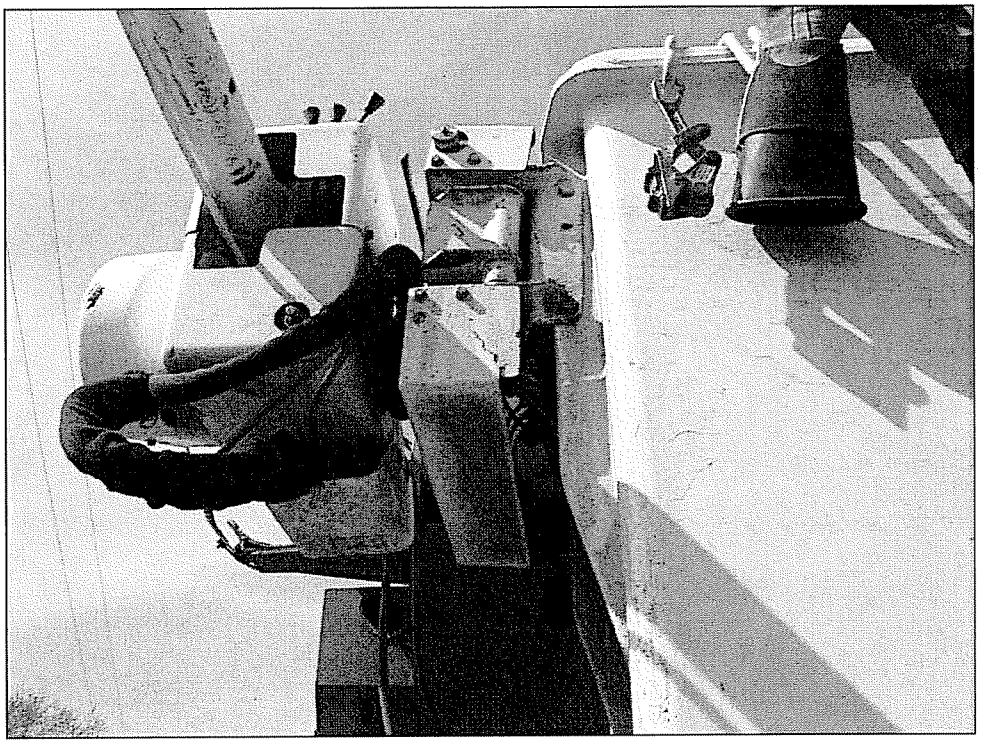

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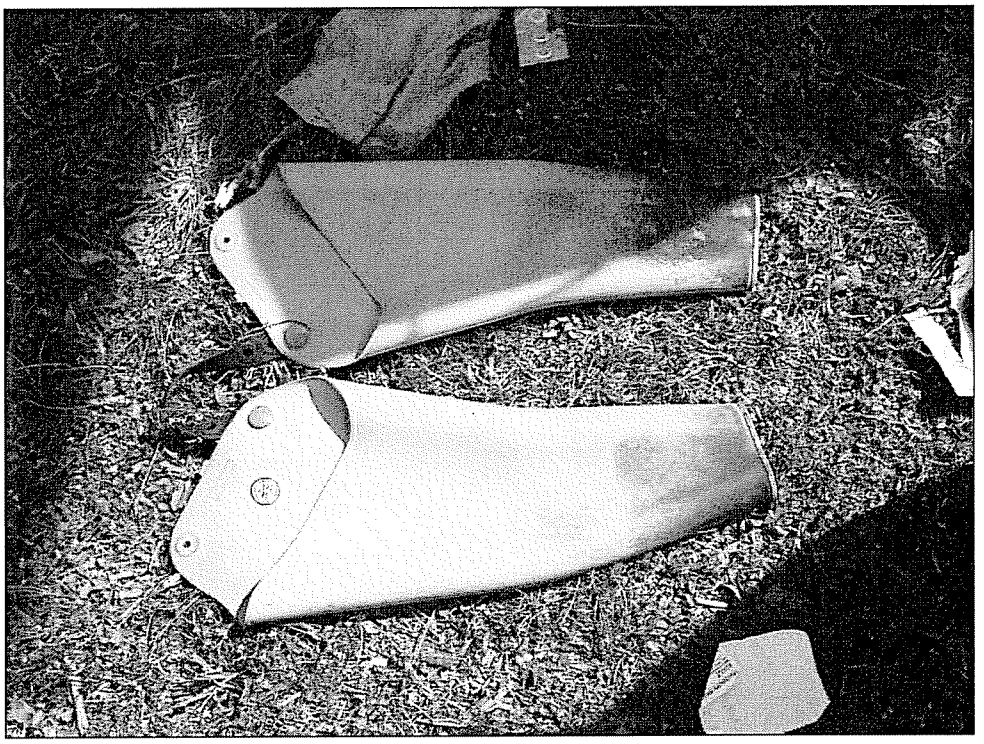

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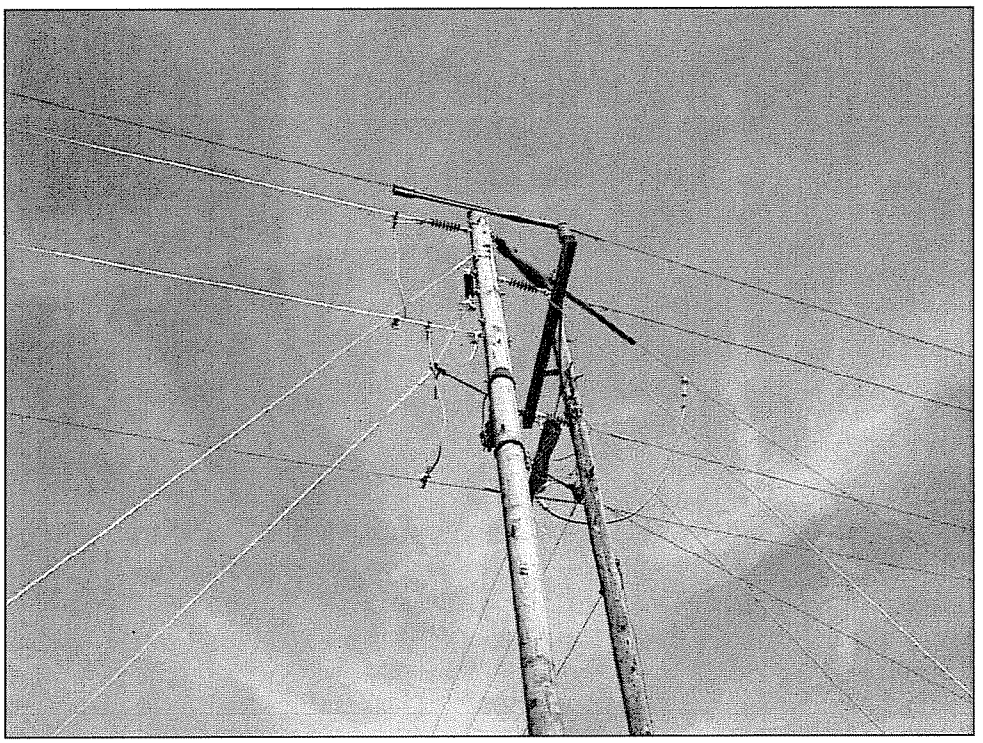

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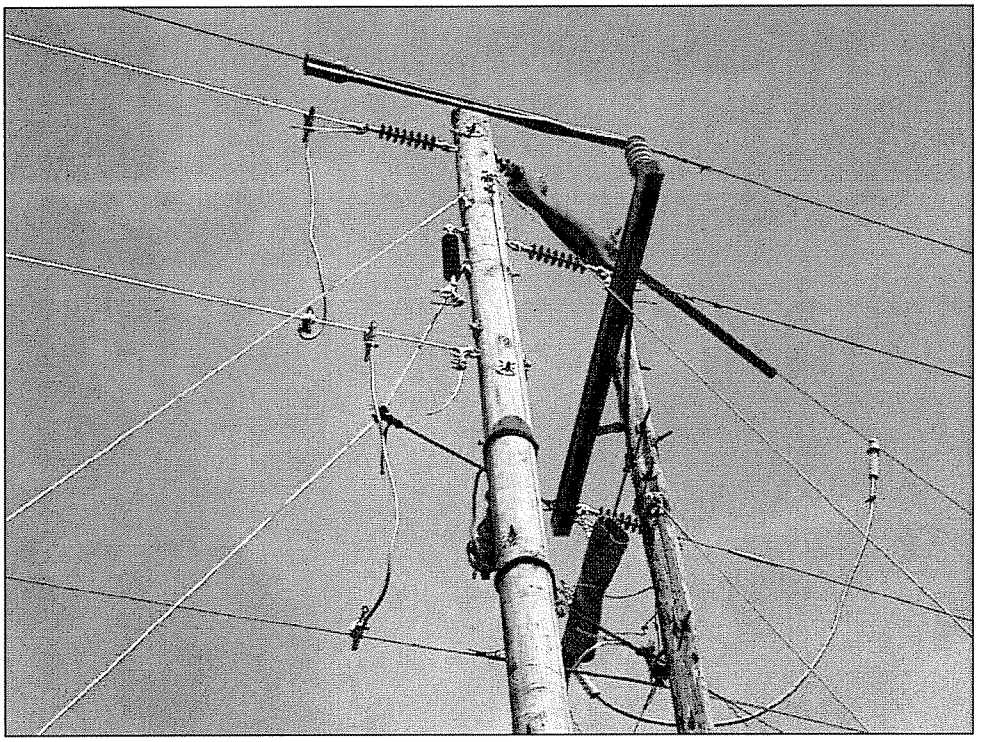

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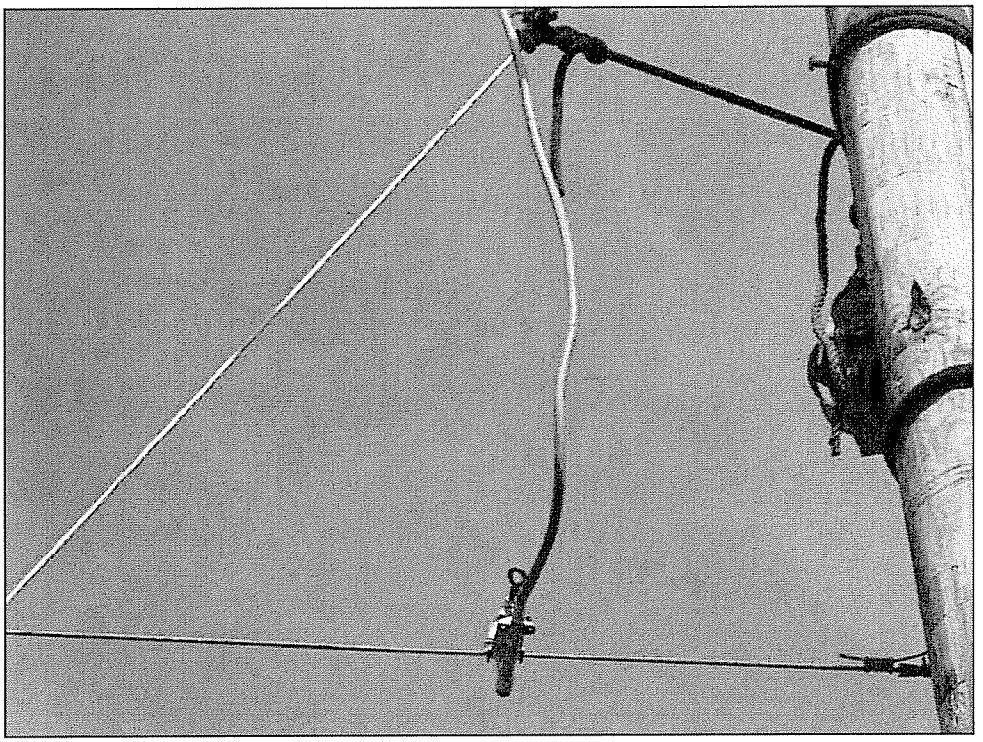

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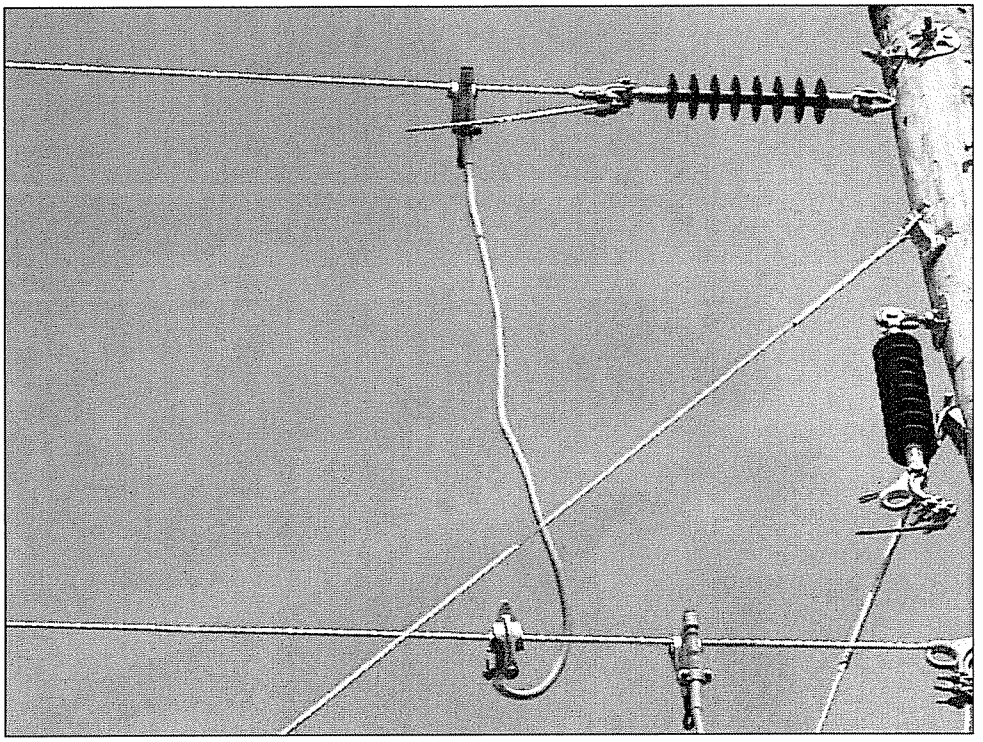

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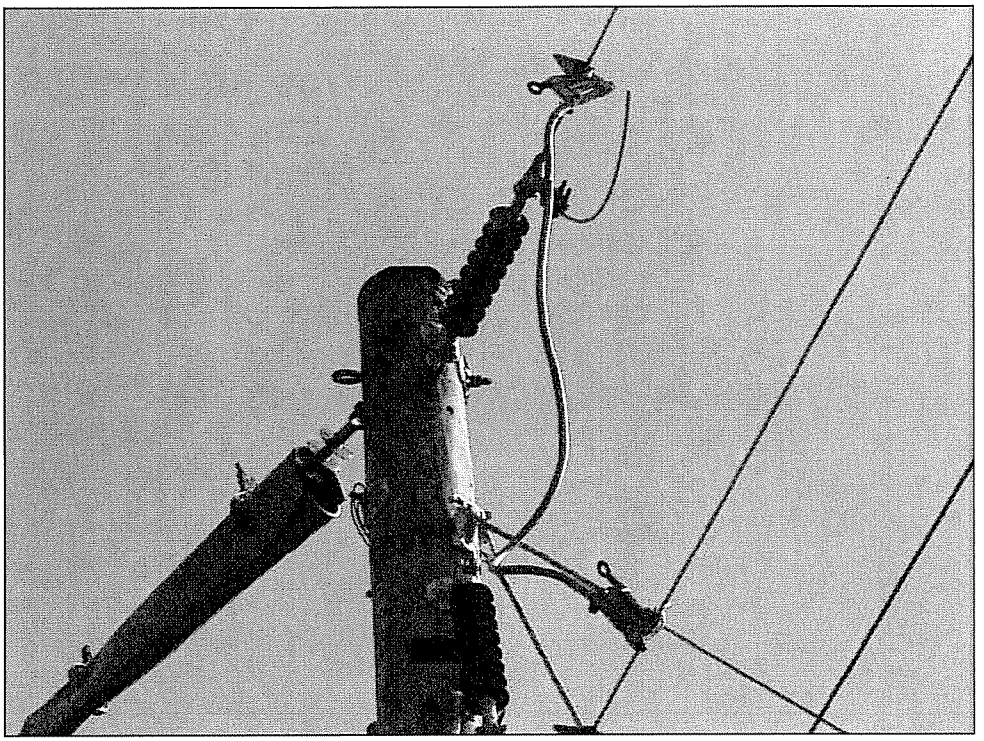

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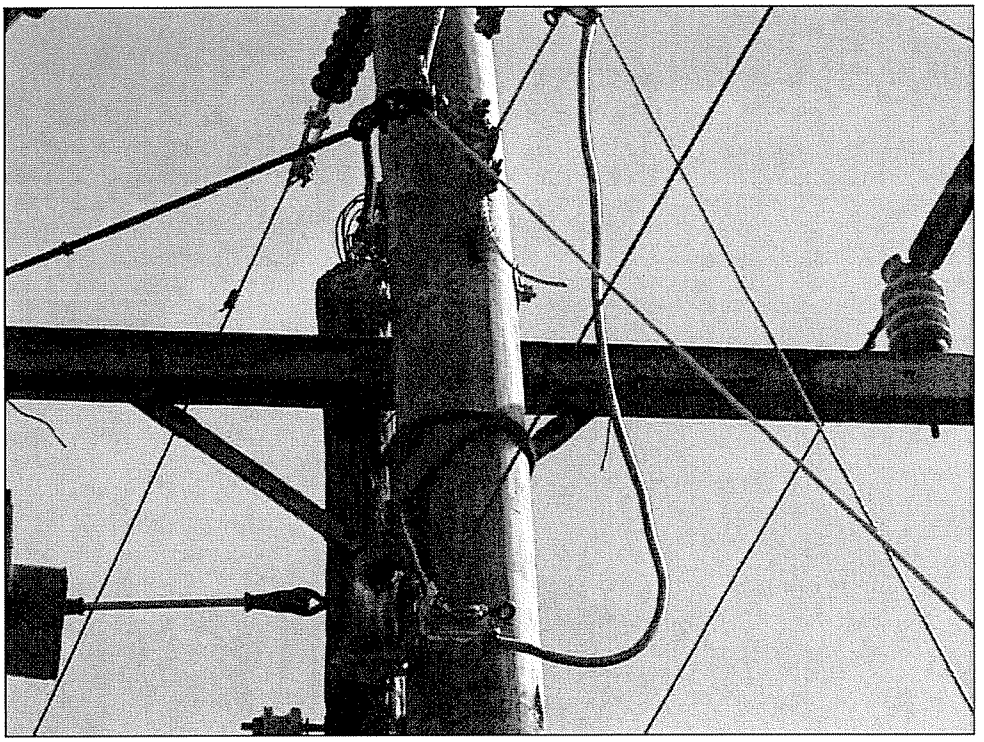

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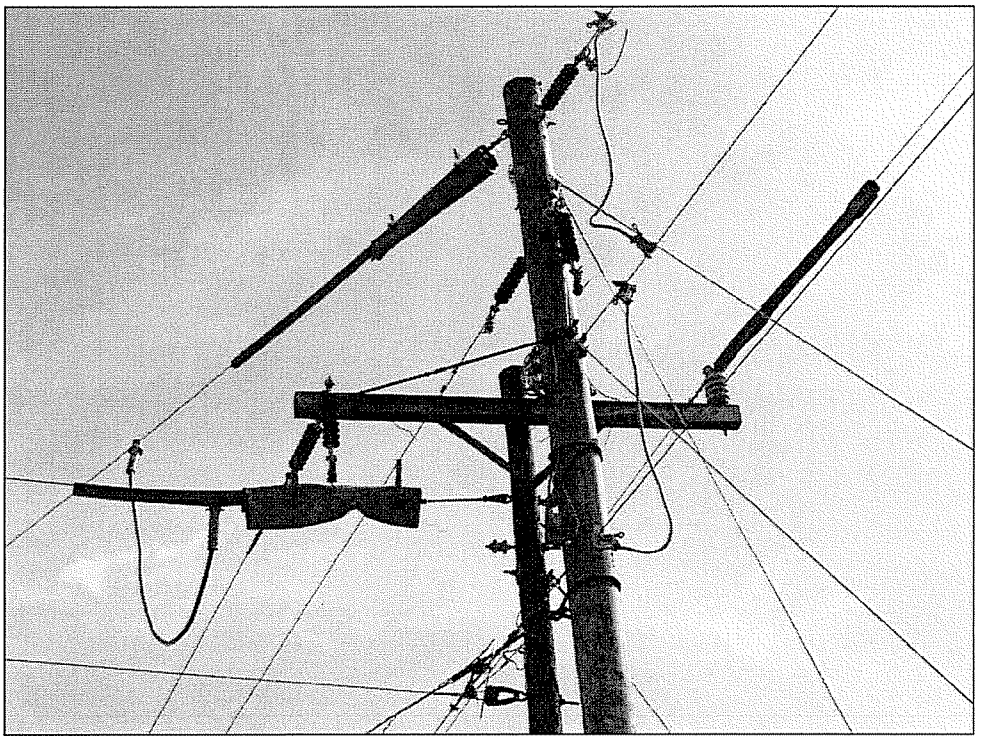

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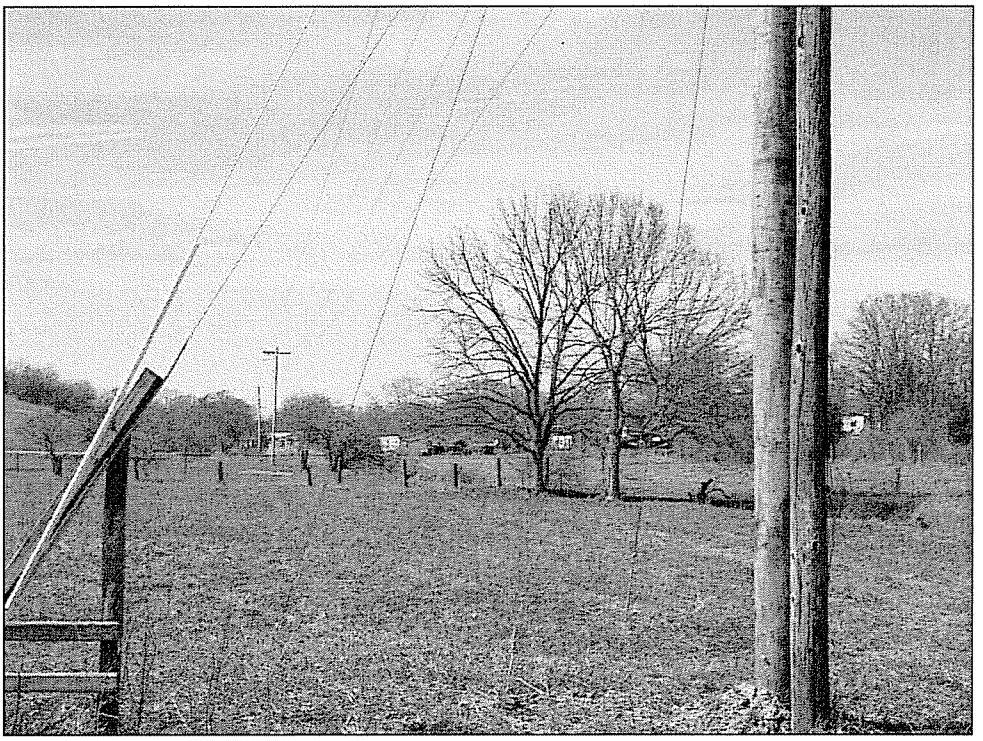

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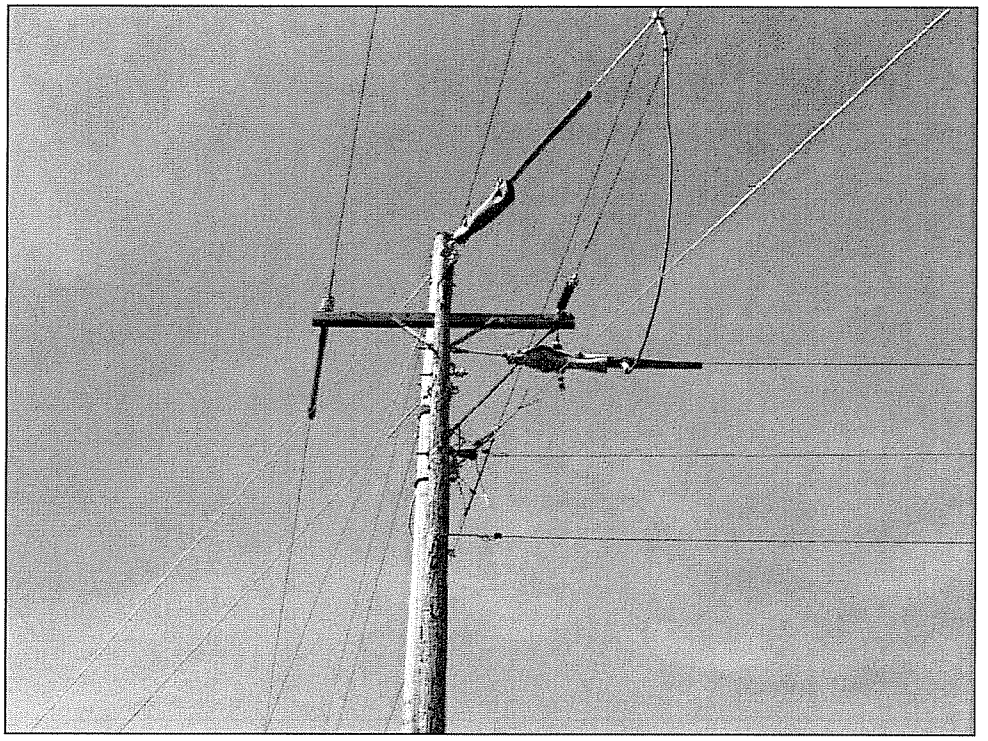

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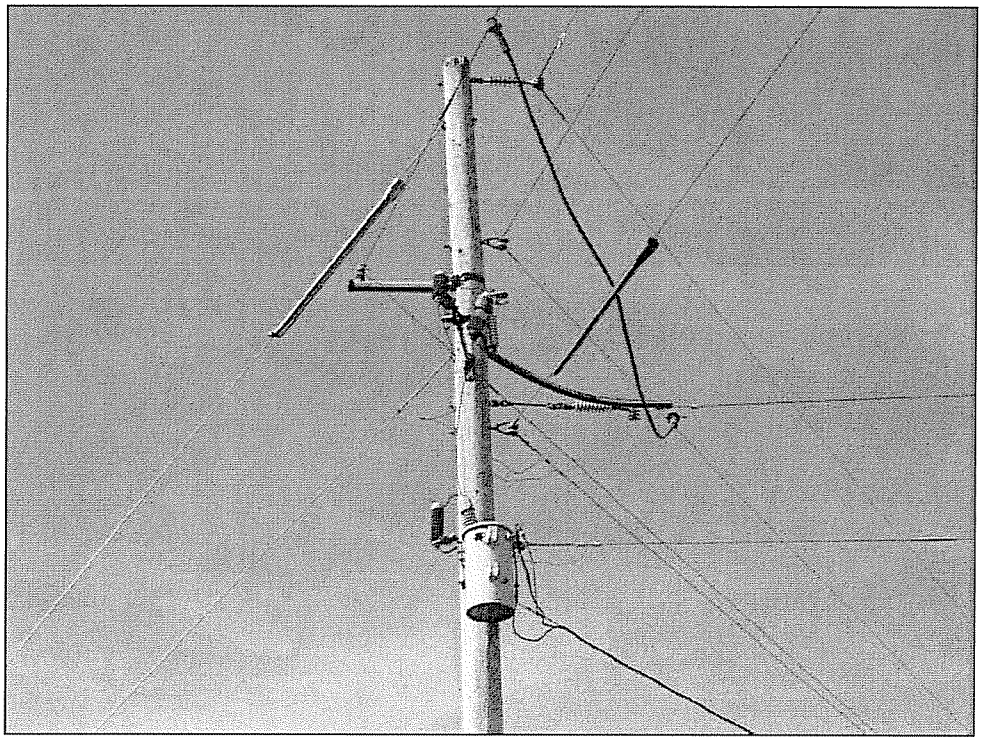

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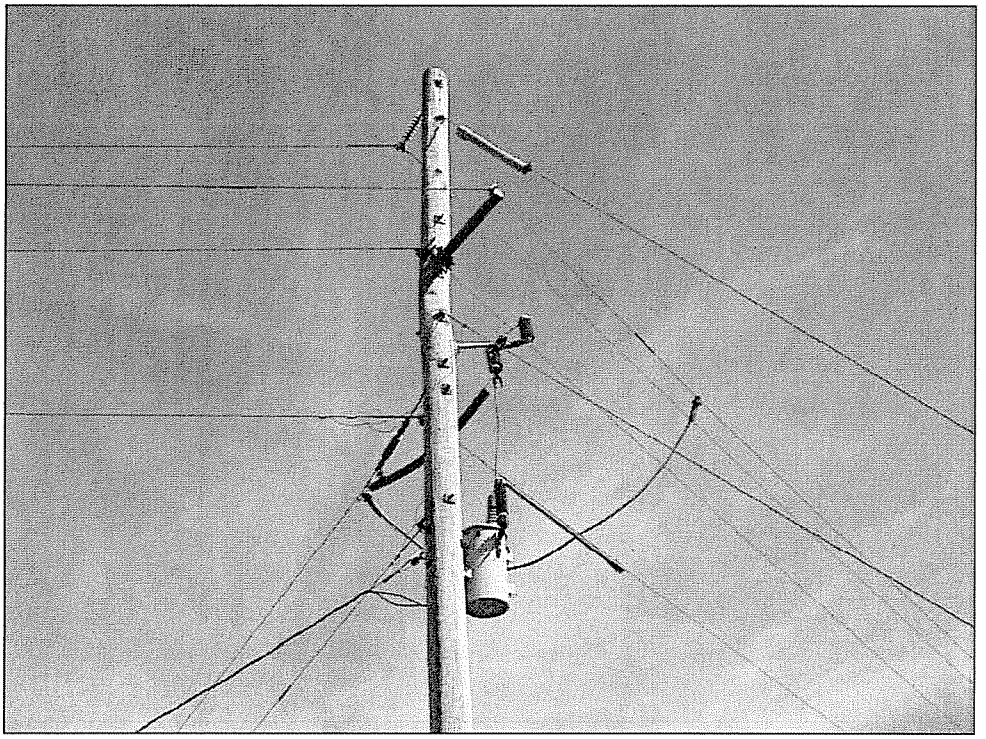

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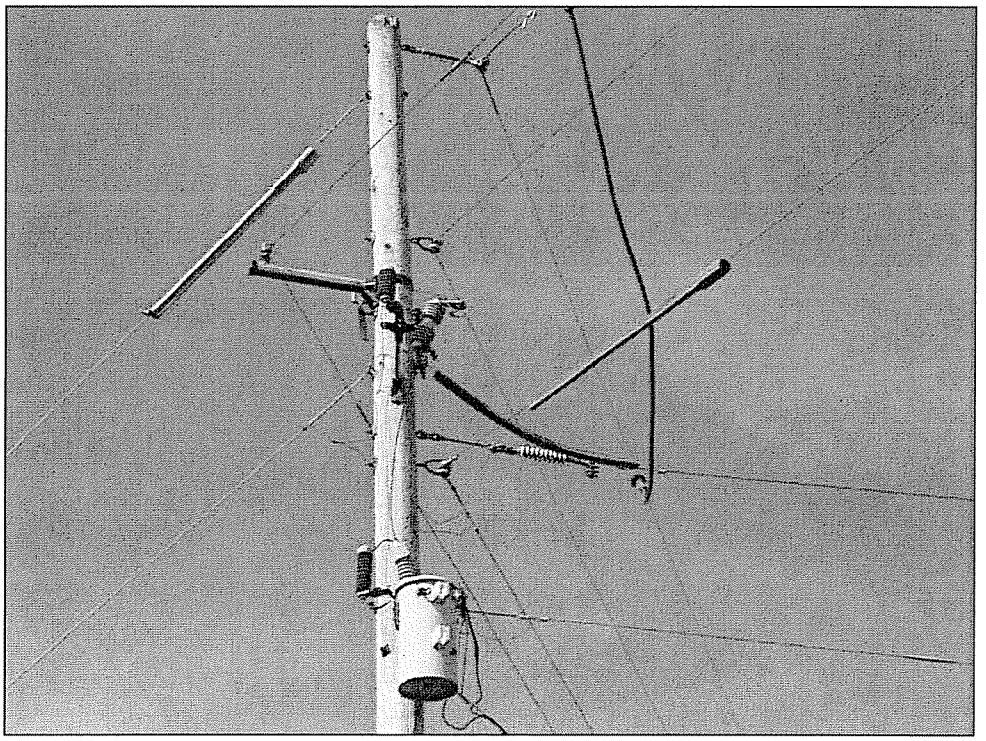

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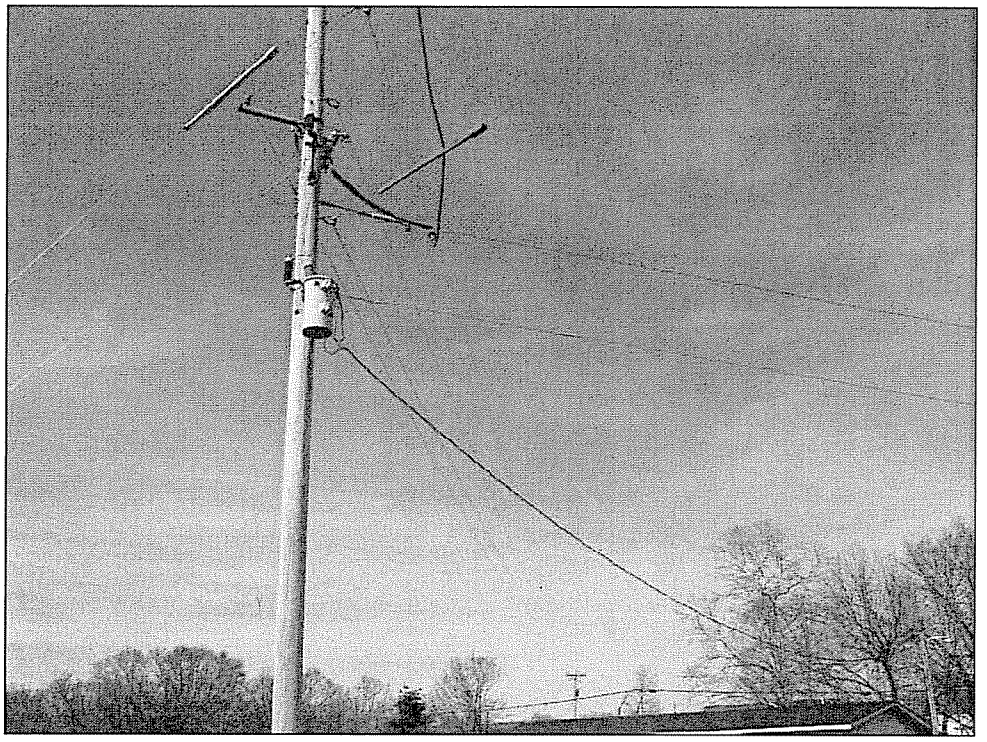

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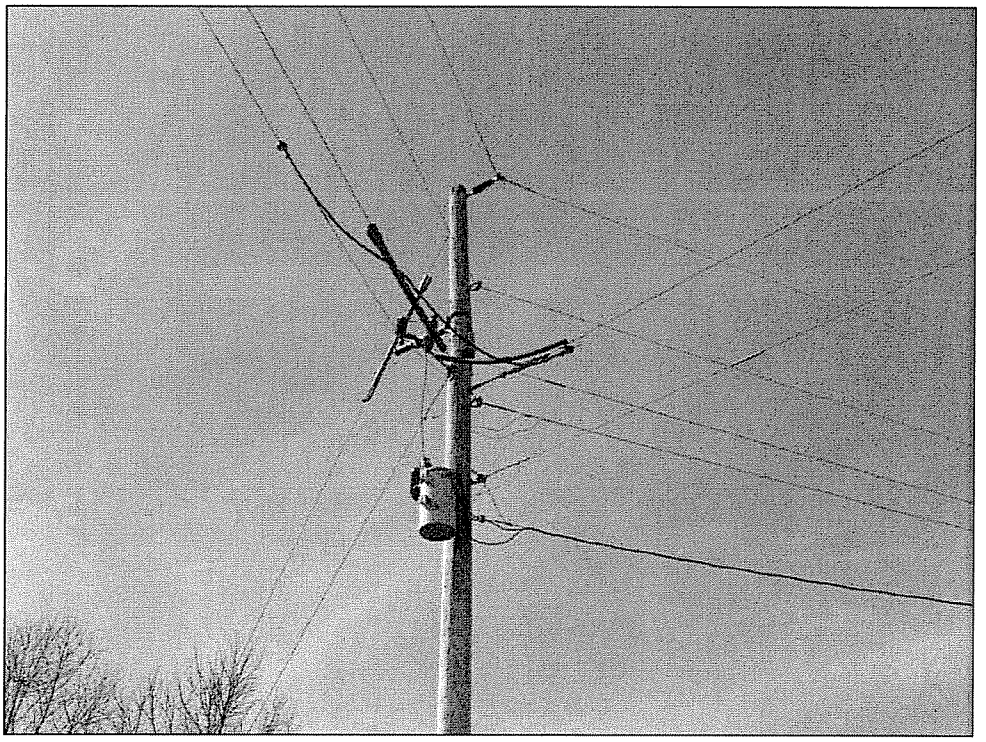

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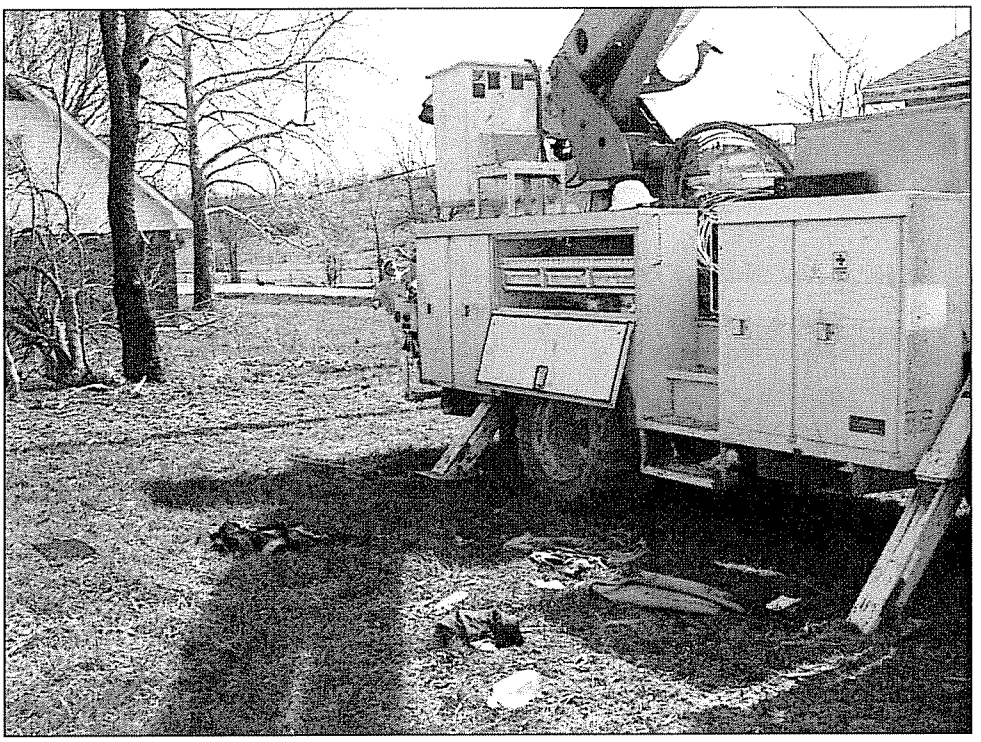

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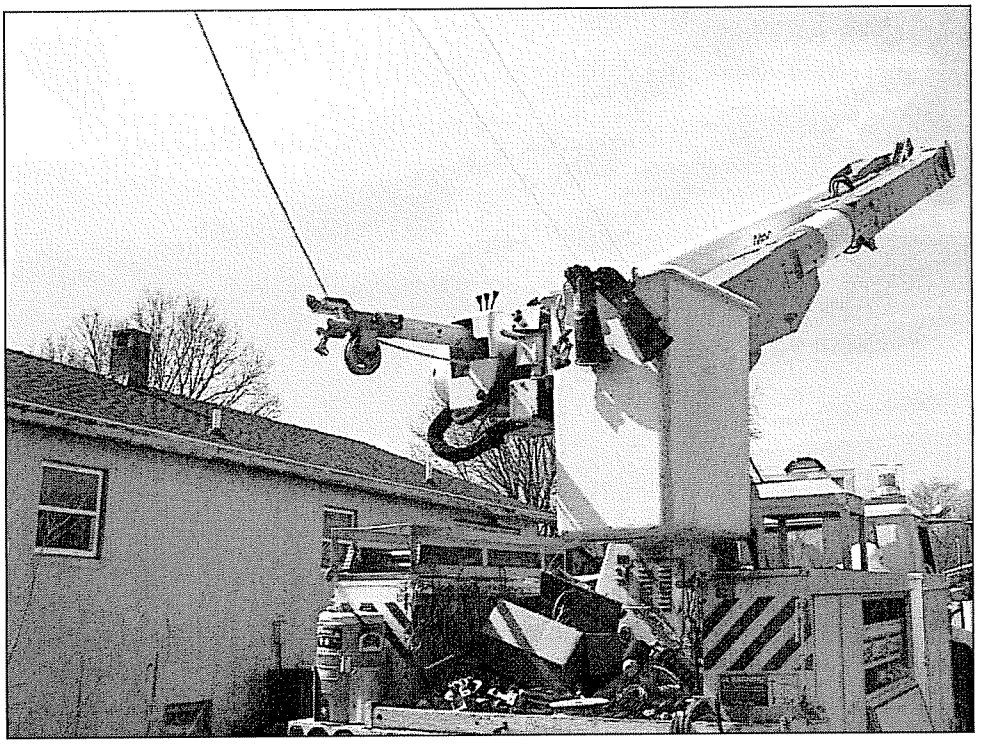

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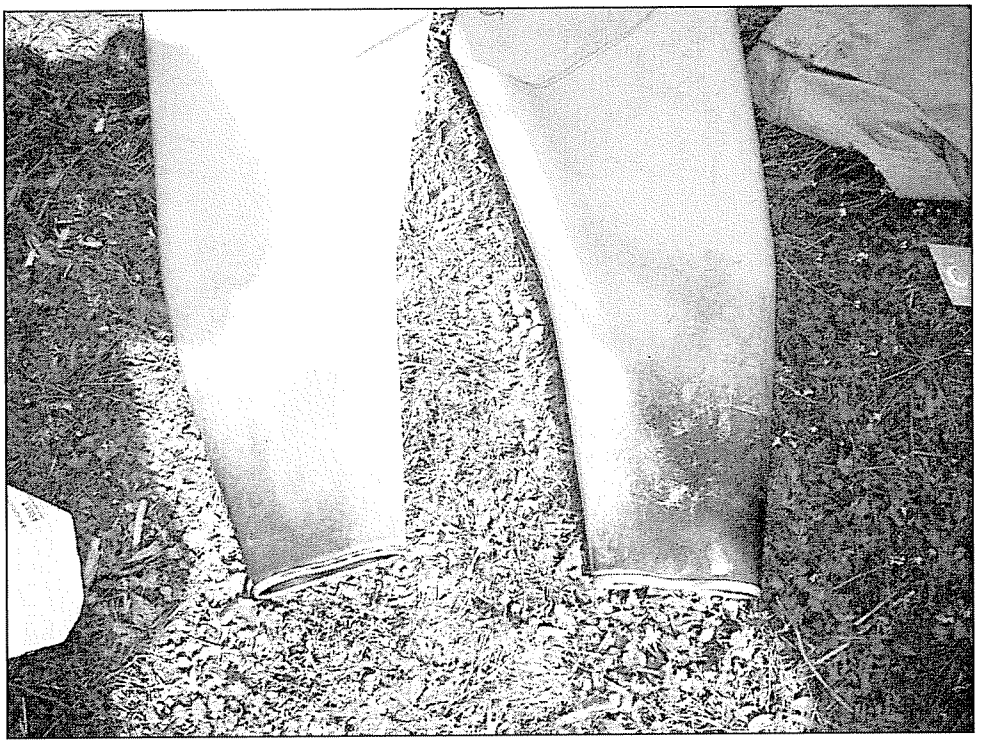

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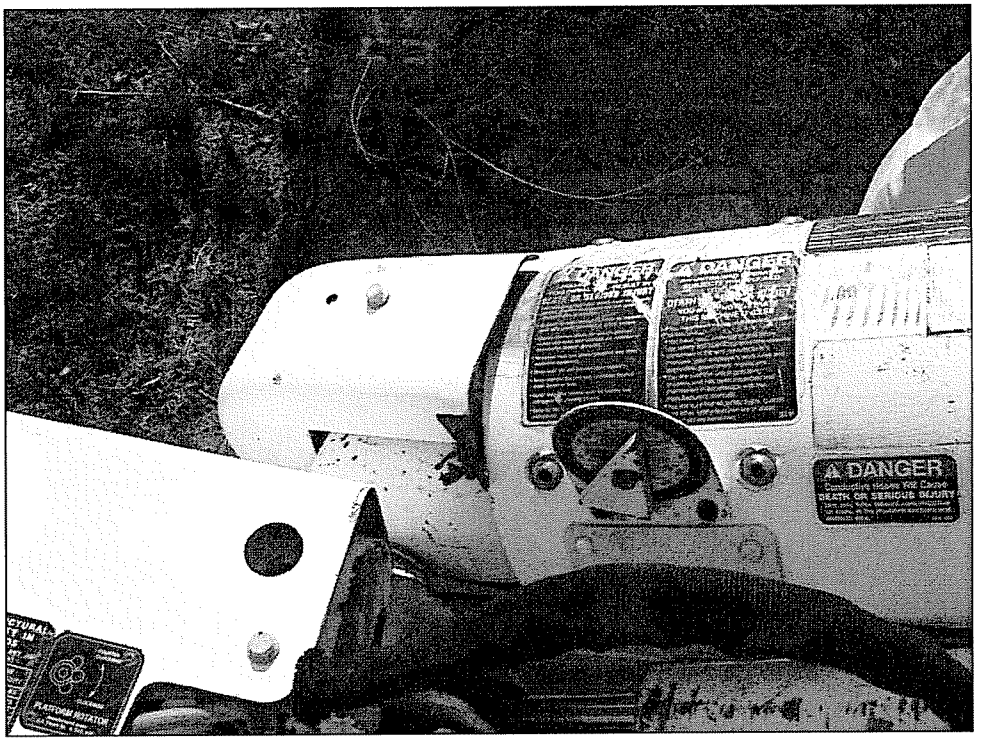

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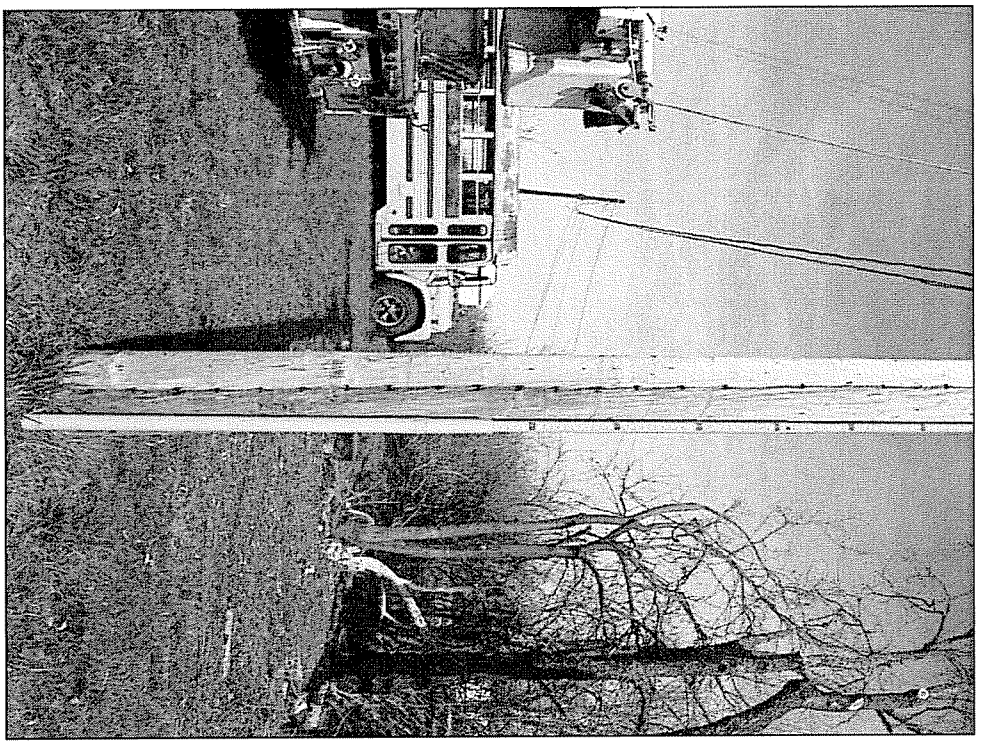

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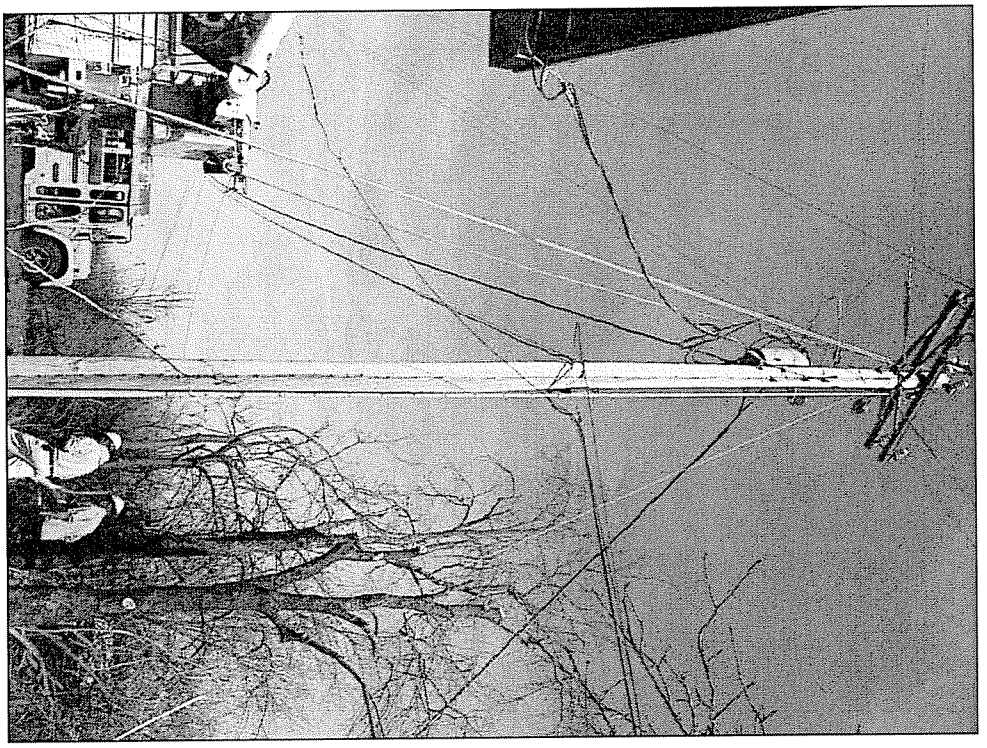

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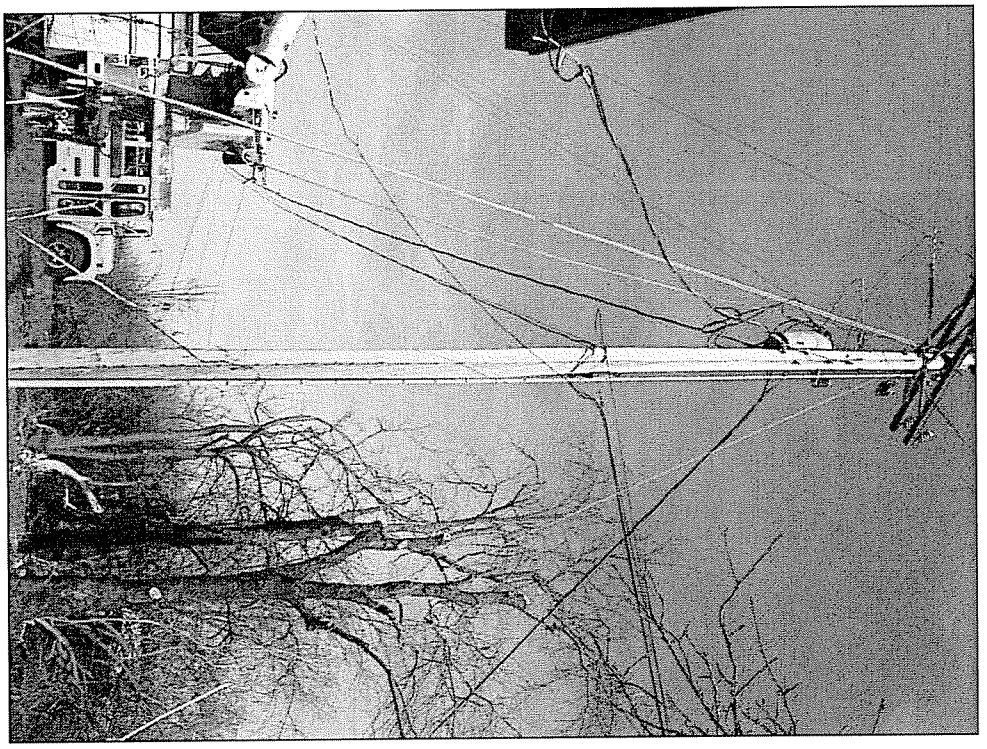

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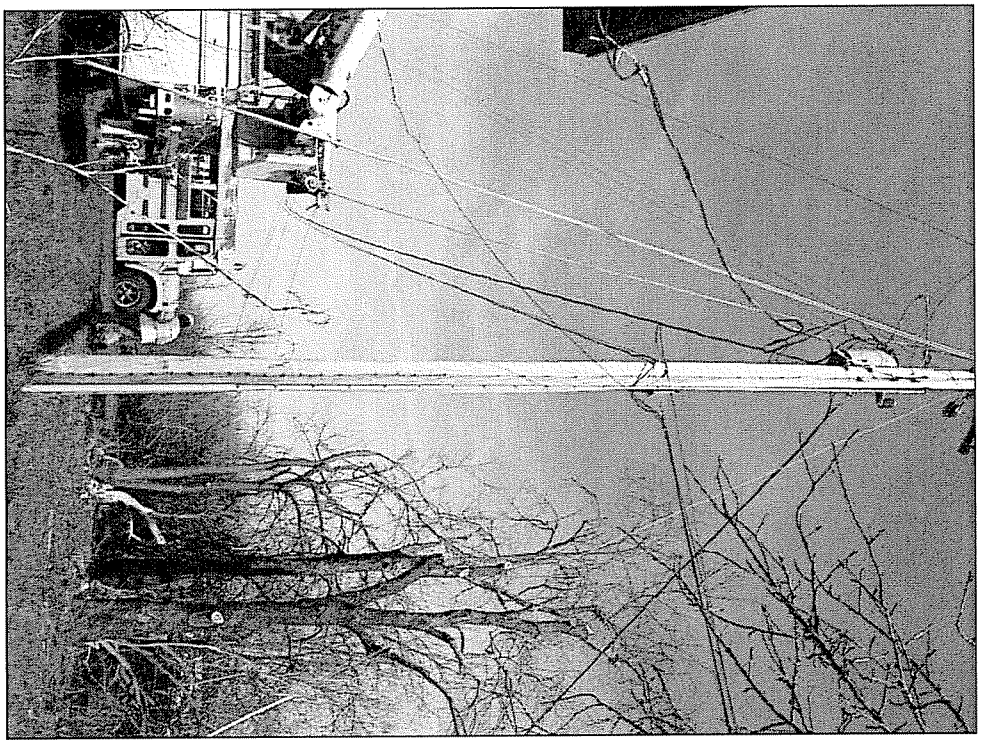

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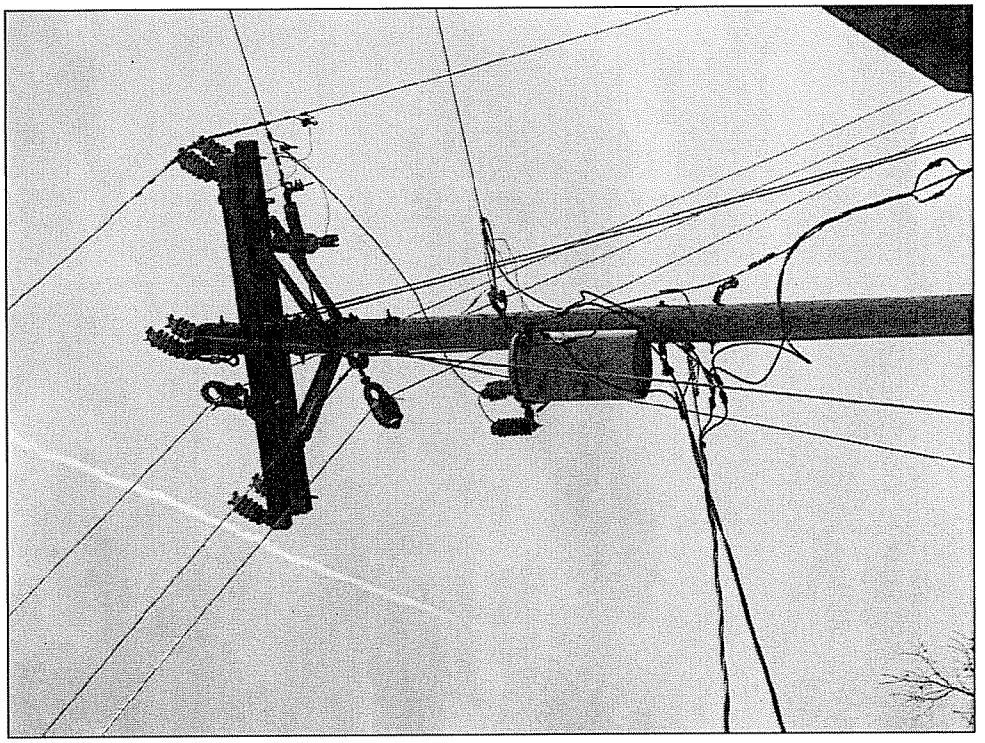

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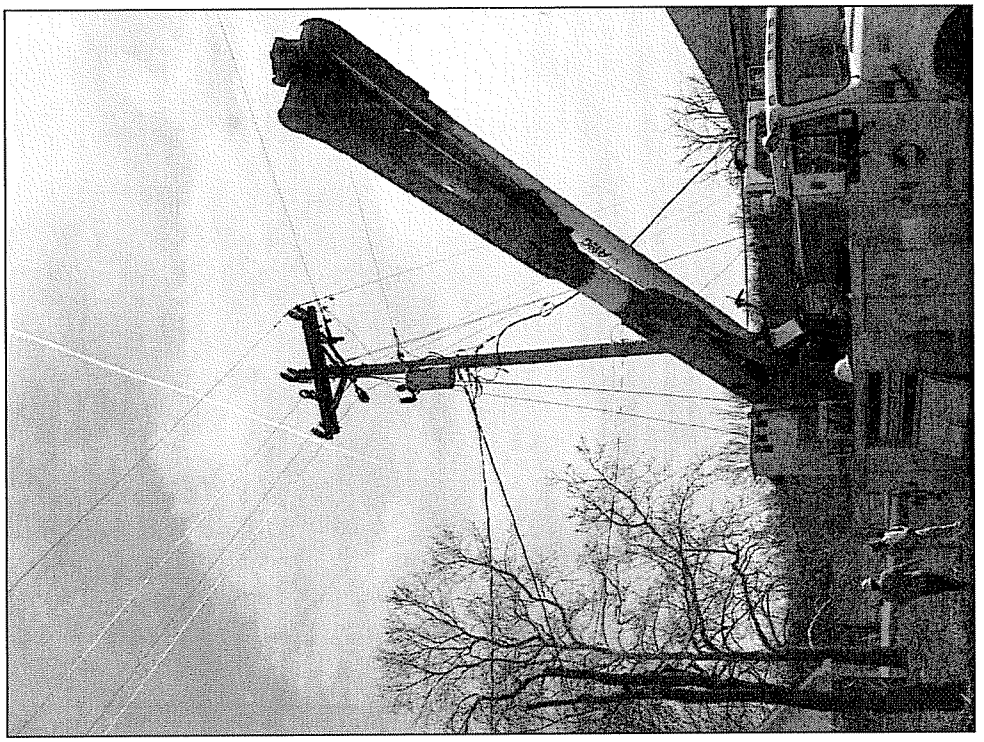
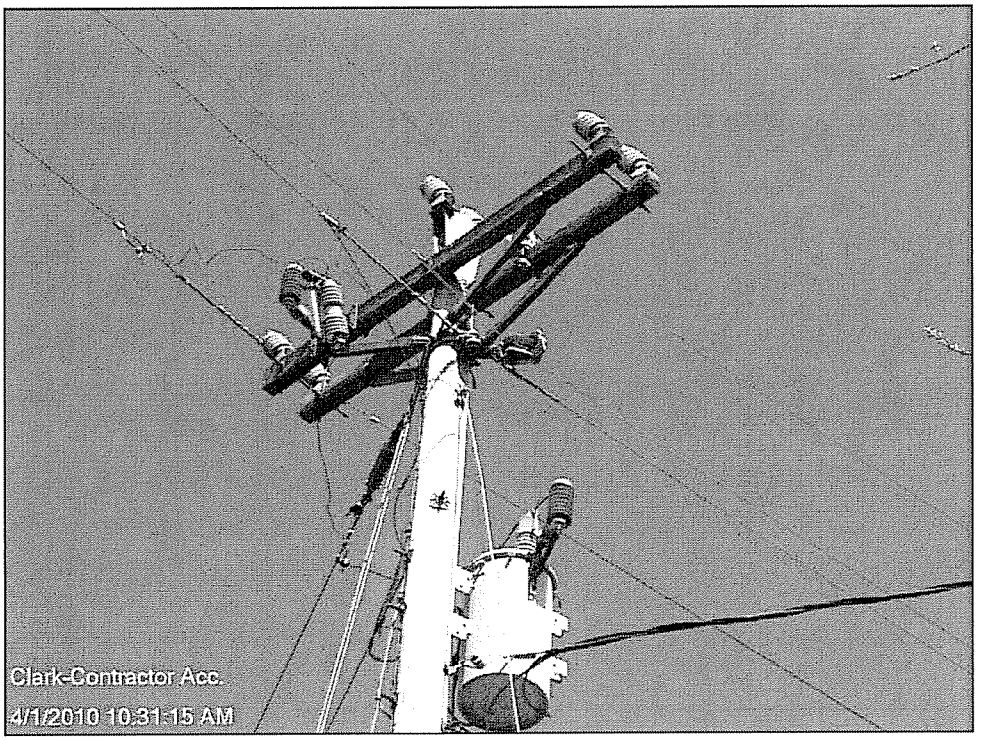


#69

Attachment B

KPSC Photographs of Accident Site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#1

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#2

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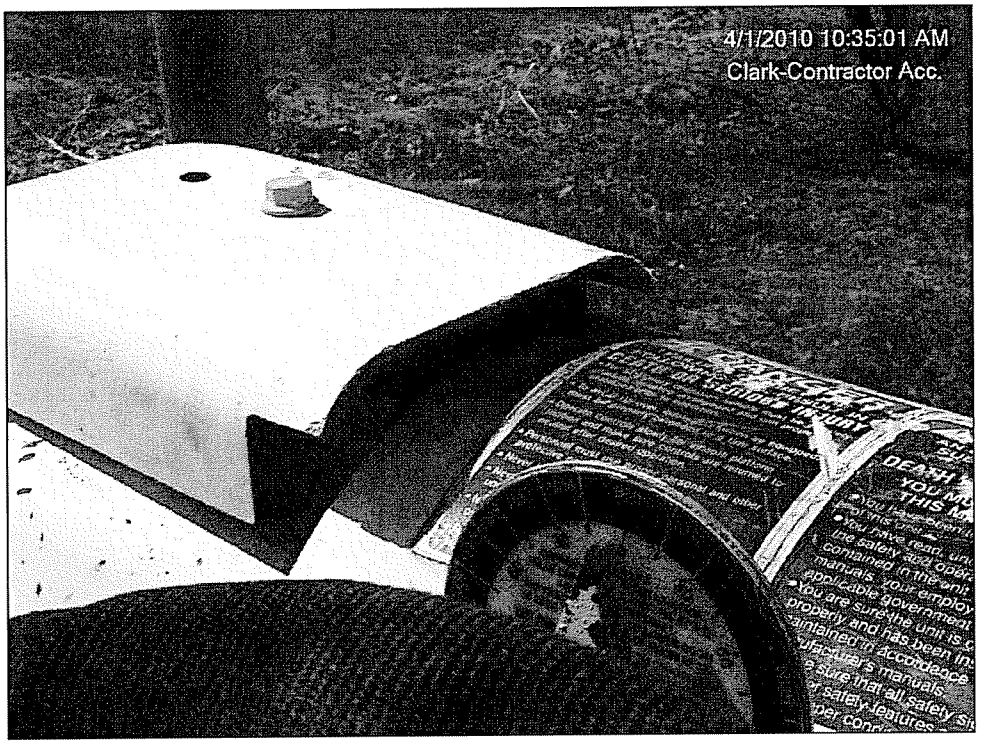
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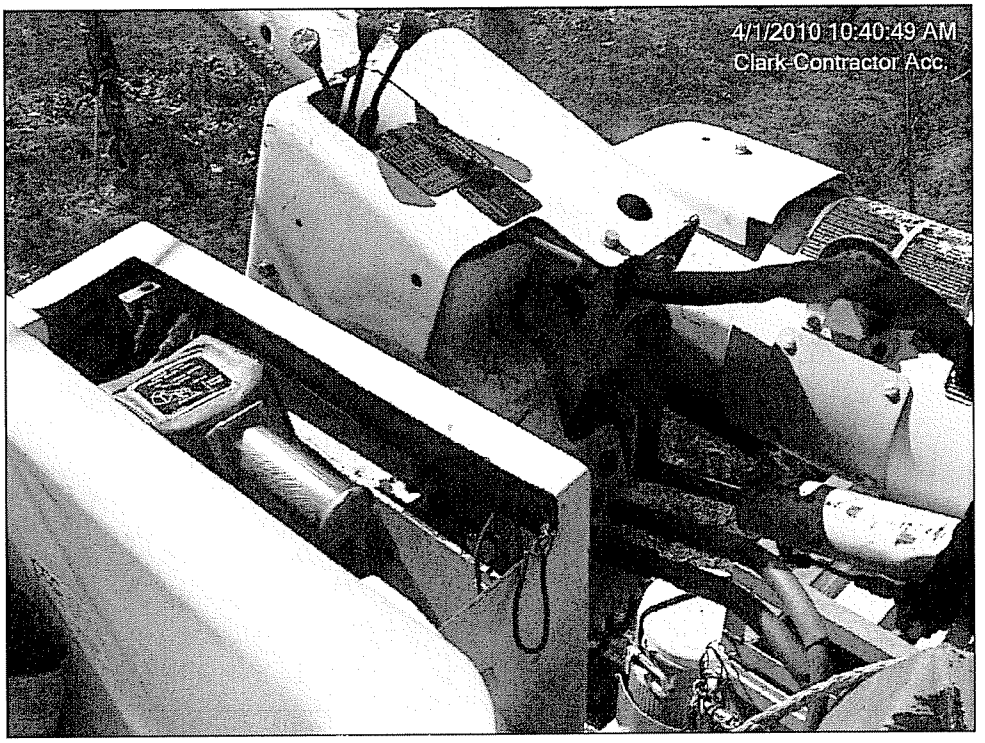
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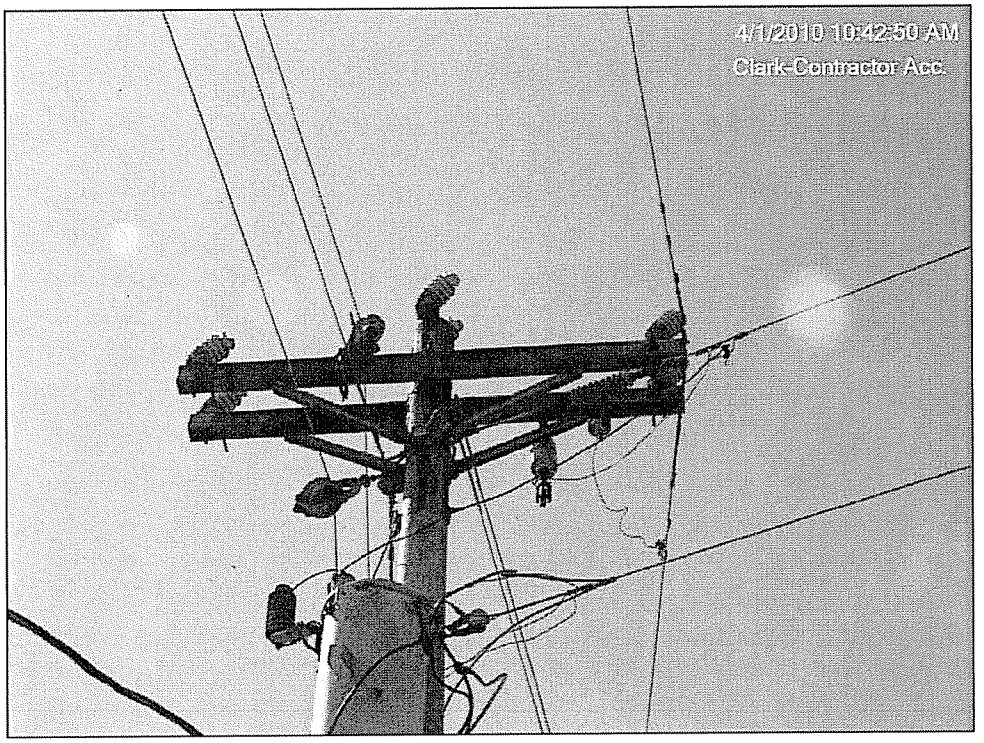
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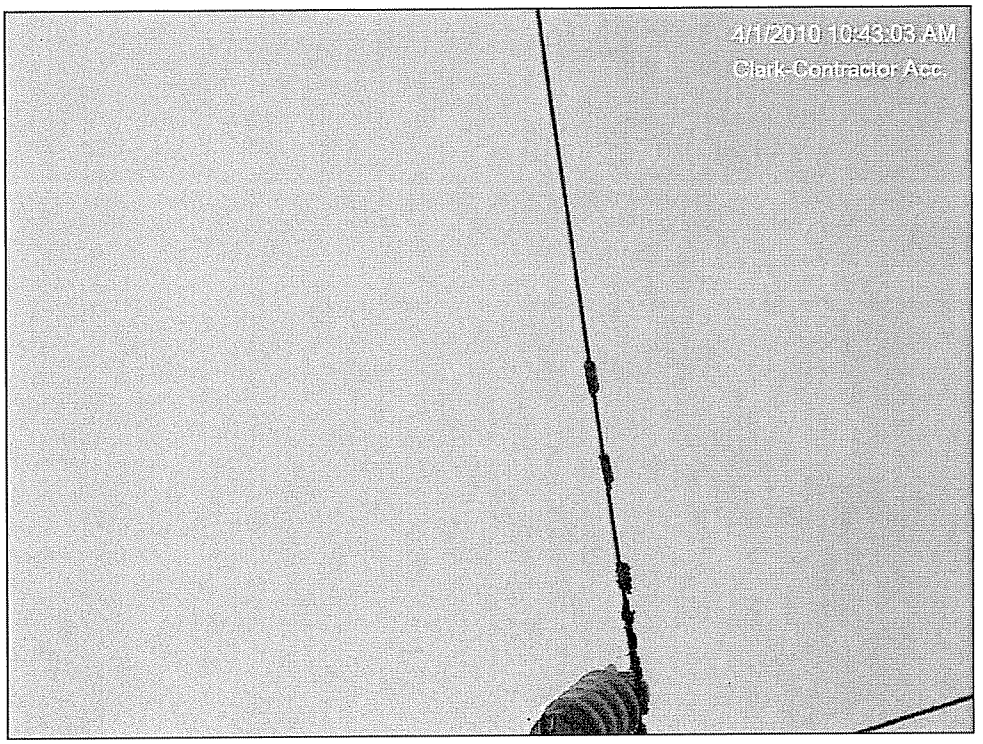
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DANGER
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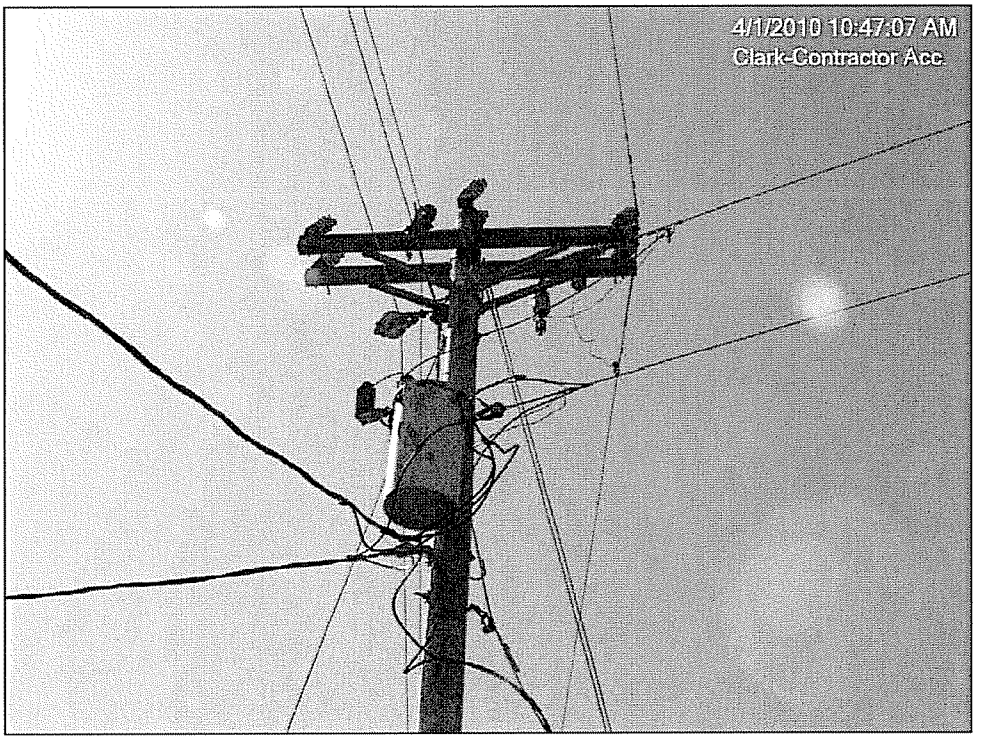
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Clark-Contractor Acc.

#11

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Clark-Contractor Acc.

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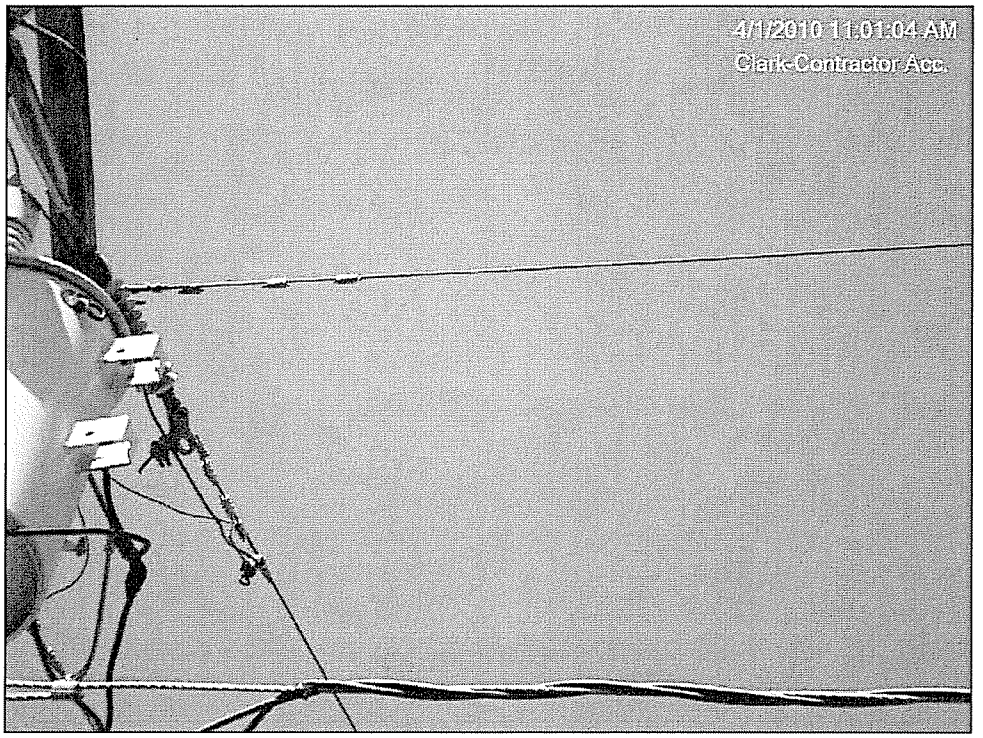
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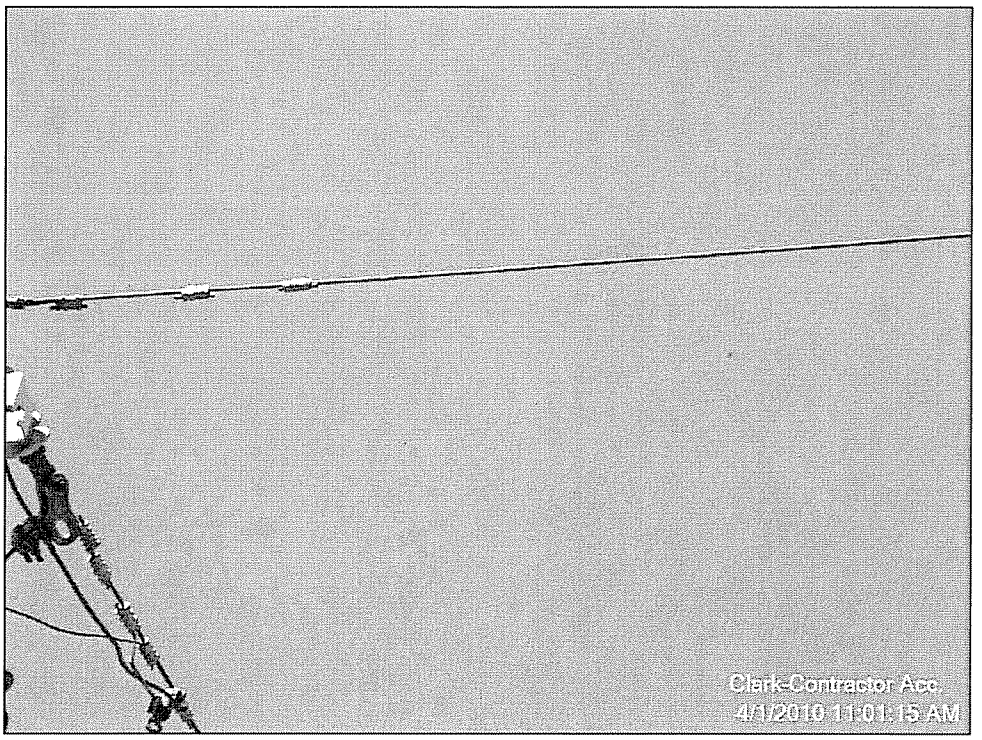
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#14

KENTUCKY
299513
26000
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#15

BLUEGRASS CENTRAL CONSTRUCTION
"Powerline Builders"
MT. STERLING, KY.
3 Point
US DOT-437410
Clark-Contractor Acc.
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#16

116
4900
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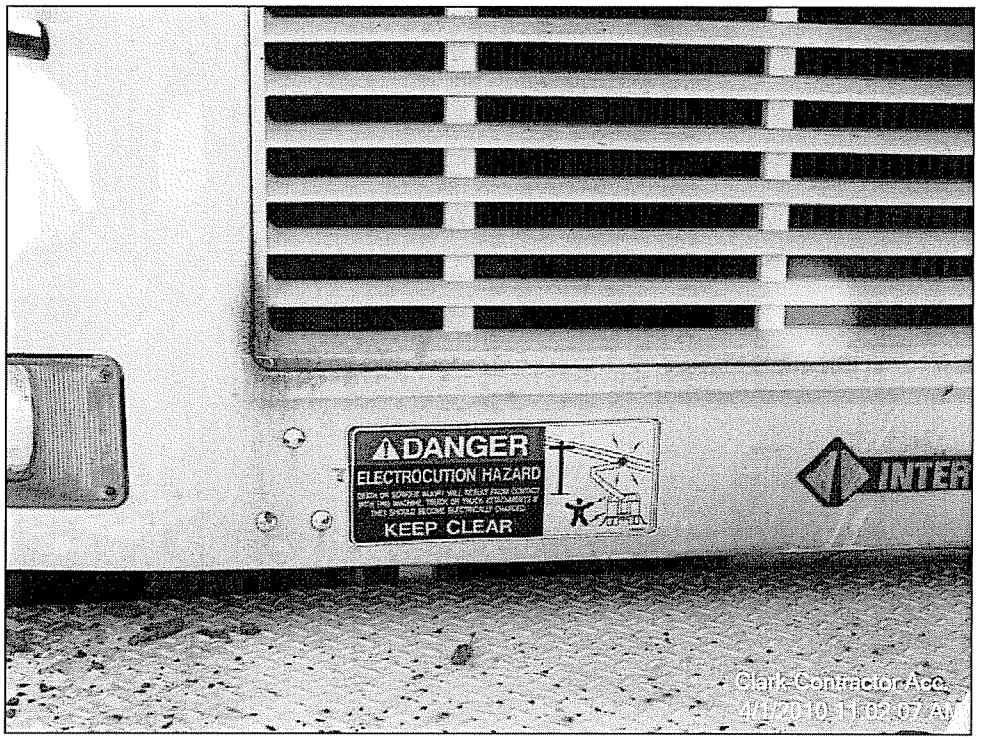
#17


DANGER
ELECTROCUTION HAZARD
KEEP CLEAR
INTER
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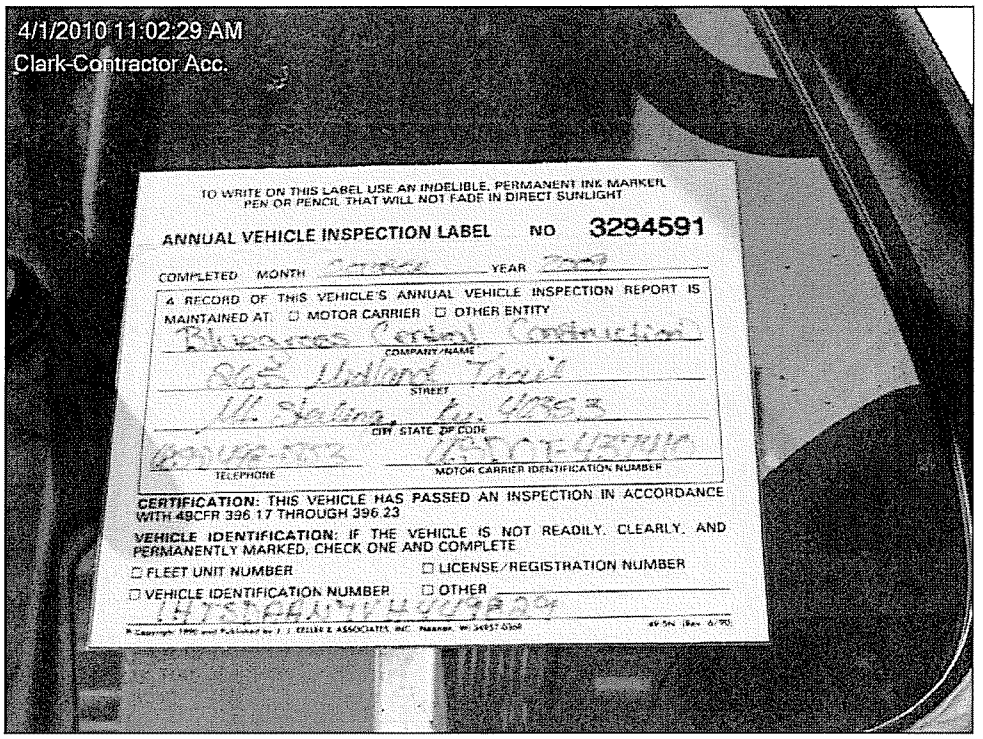
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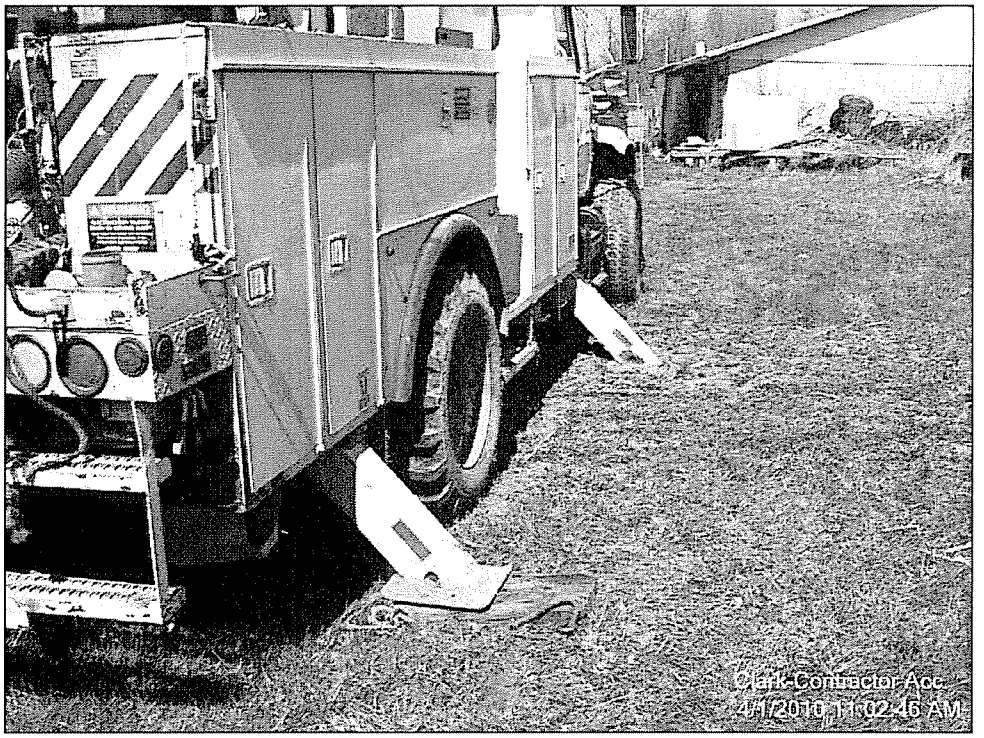
Clark-Contractor Acc.
TO WRITE ON THIS LABEL USE AN INDELIBLE, PERMANENT INK MARKER PEN OR PENCIL THAT WILL NOT FADE IN DIRECT SUNLIGHT
ANNUAL VEHICLE INSPECTION LABEL NO 3294591
COMPLETED MONTH YEAR
A RECORD OF THIS VEHICLE'S ANNUAL VEHICLE INSPECTION REPORT IS MAINTAINED AT: ☐ MOTOR CARRIER ☐ OTHER ENTITY
COMPANY/NAME
STREET
CITY STATE ZIP CODE
TELEPHONE
MOTOR CARRIER IDENTIFICATION NUMBER
CERTIFICATION: THIS VEHICLE HAS PASSED AN INSPECTION IN ACCORDANCE WITH 49CFR 396.17 THROUGH 396.23
VEHICLE IDENTIFICATION: IF THE VEHICLE IS NOT READILY, CLEARLY, AND PERMANENTLY MARKED, CHECK ONE AND COMPLETE
☐ FLEET UNIT NUMBER
☐ LICENSE/REGISTRATION NUMBER
☐ VEHICLE IDENTIFICATION NUMBER
☐ OTHER

#19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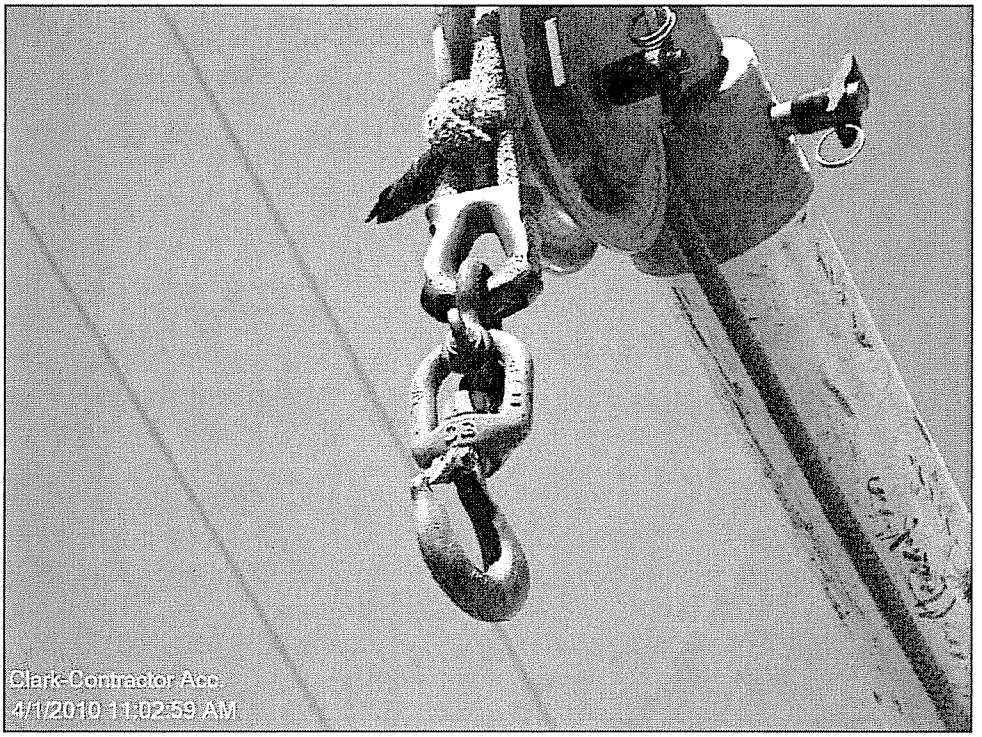
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#21

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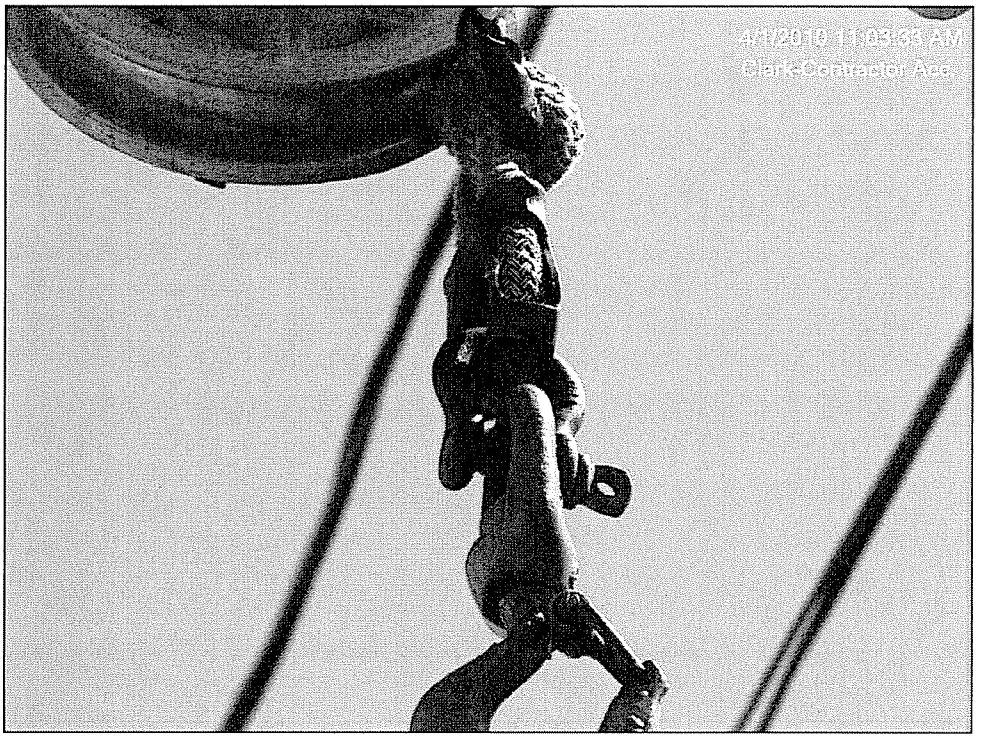
299513

#22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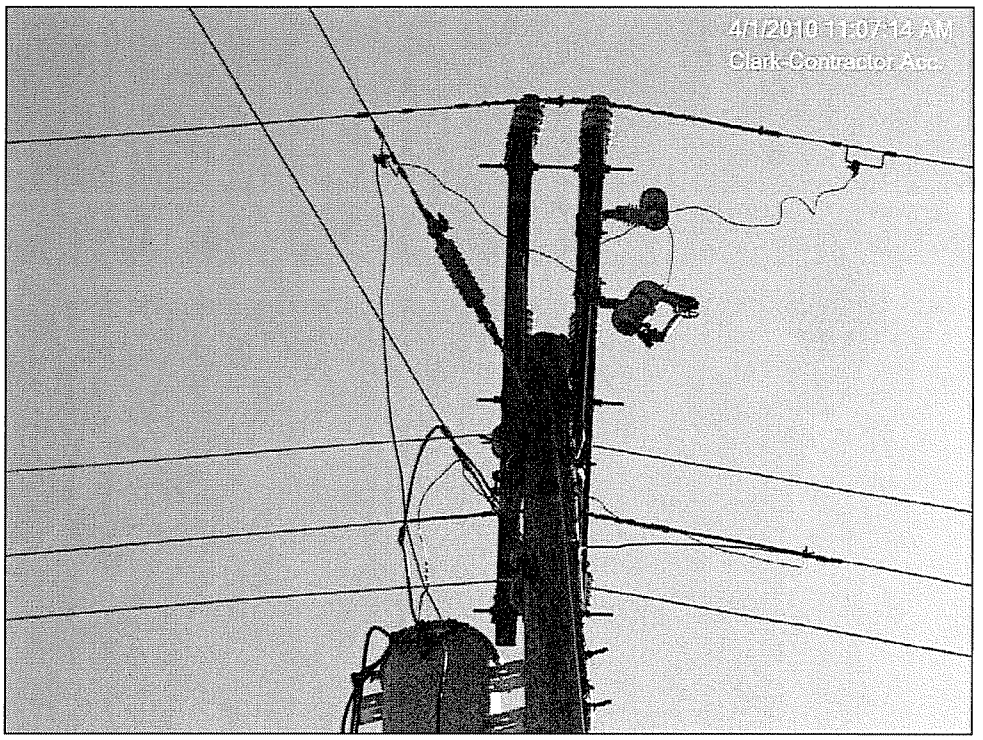
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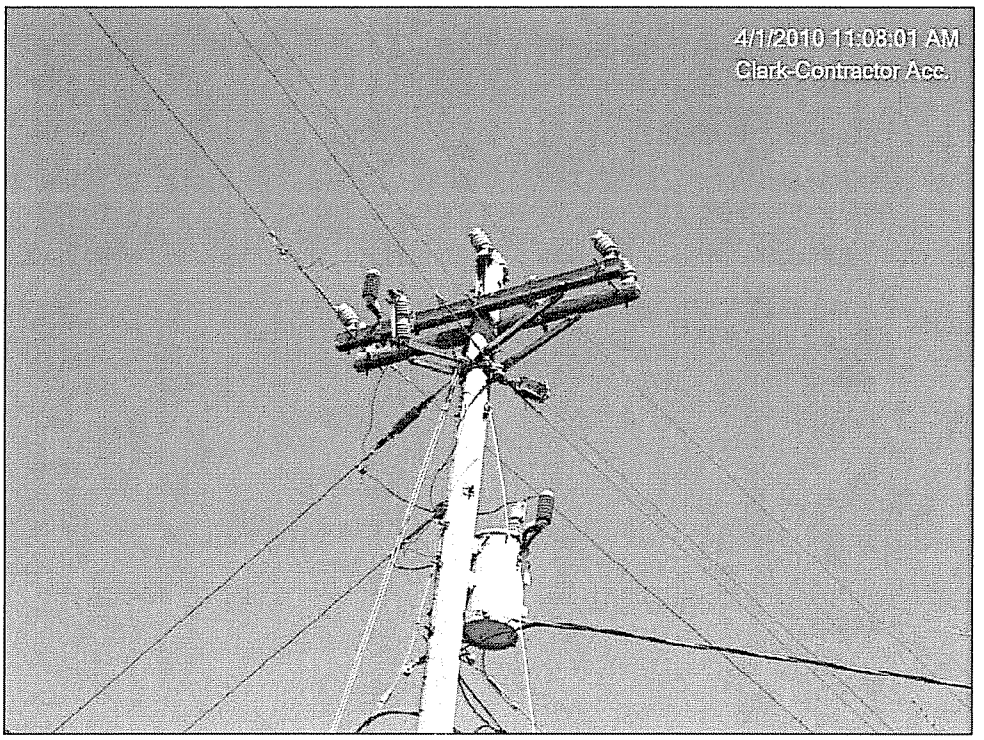
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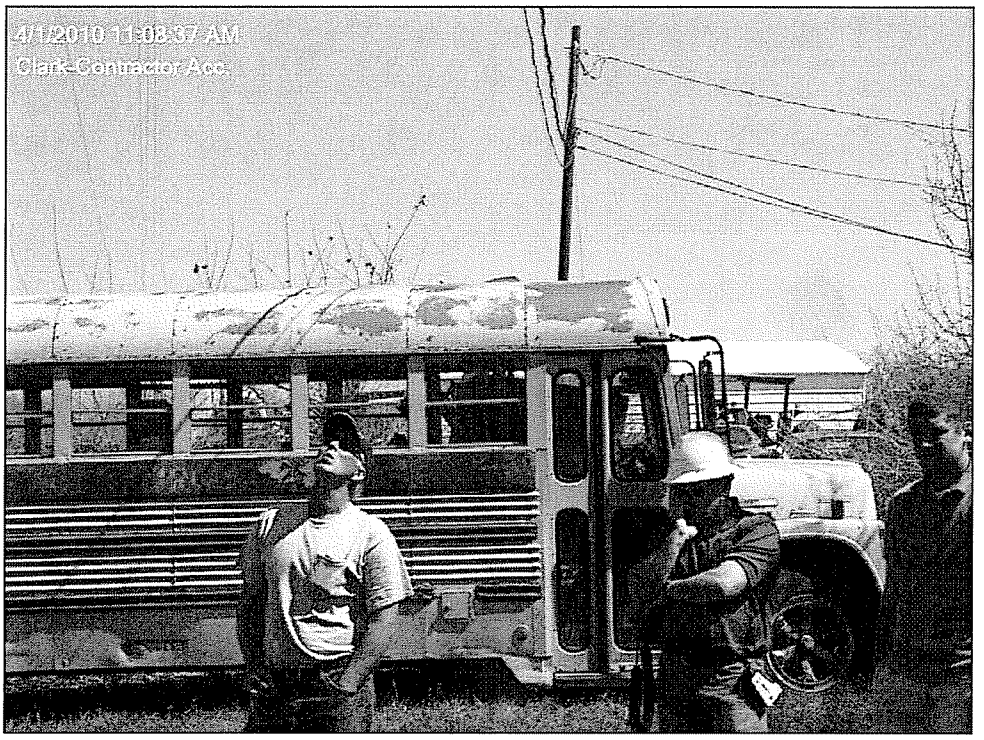
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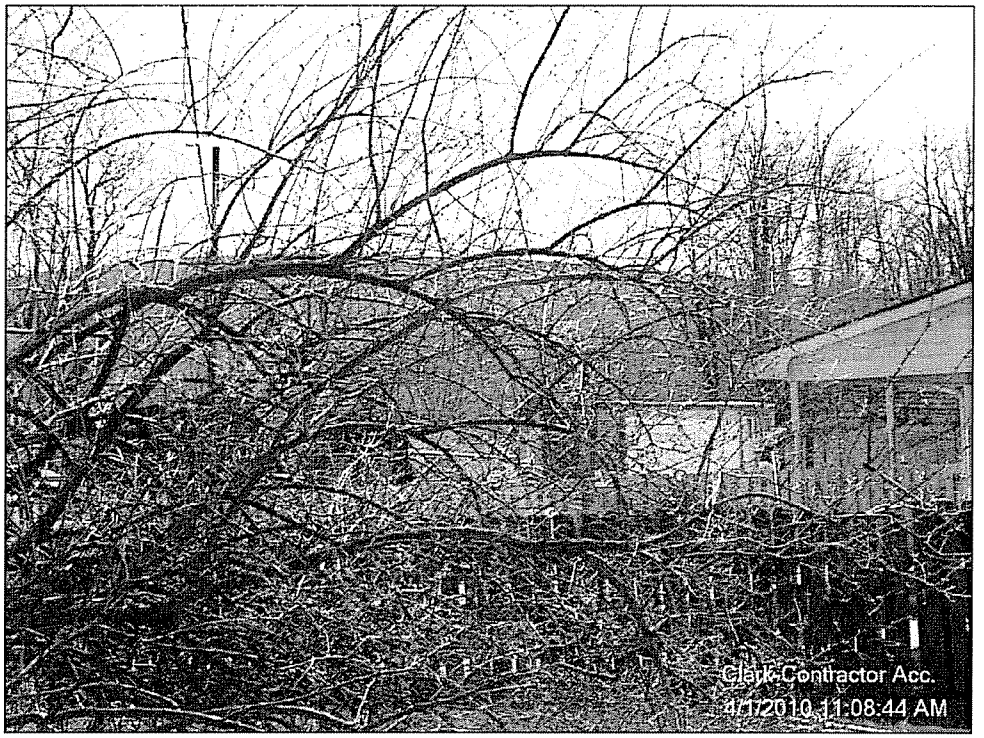
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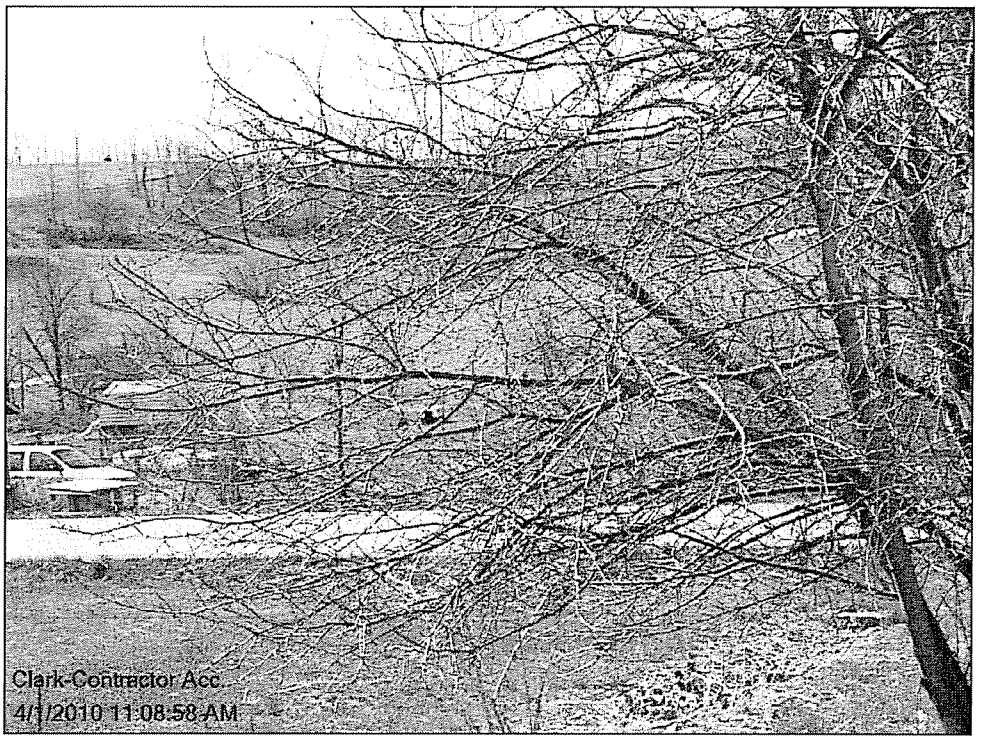
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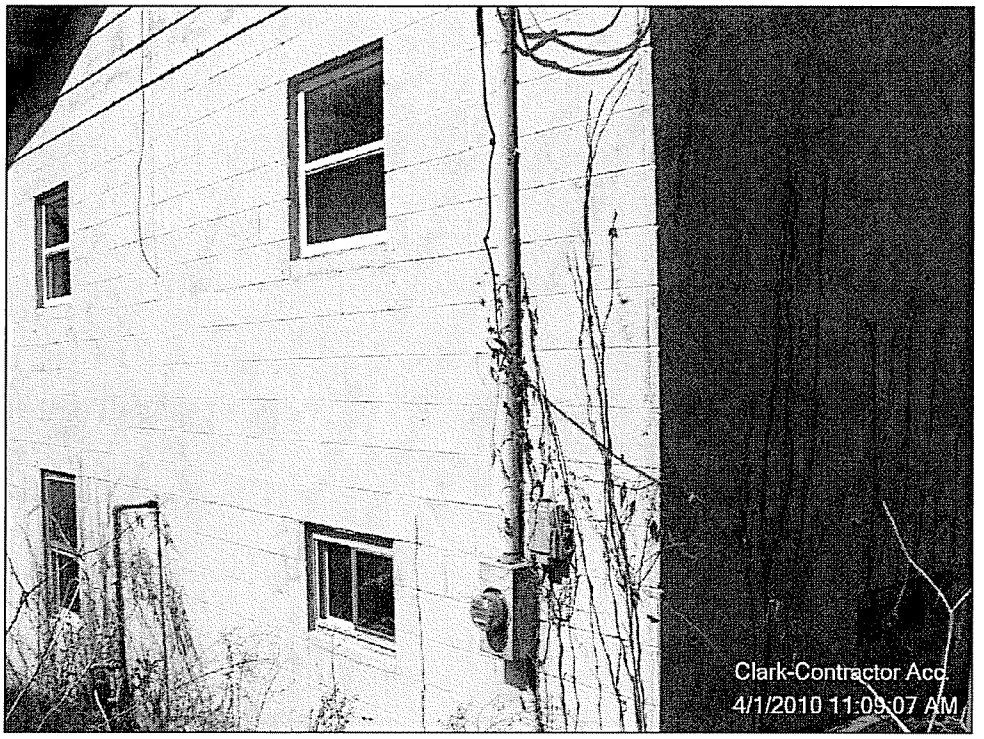
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#31

4/1/2010 11:34:35 AM
REED

#32

Clark-Contractor Acc.
4/1/2010 11:34:43 AM

#33

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#34

4/1/2010 11:35:37 AM
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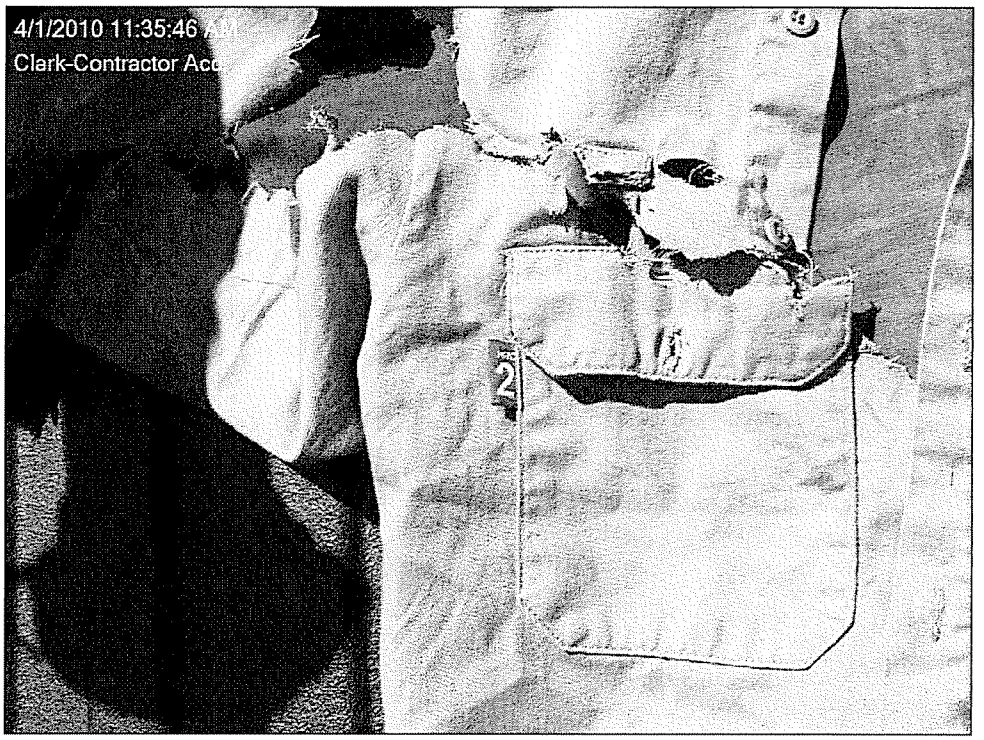
#35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#36

4/1/2010 11:35:55 AM
Clark-Contractor Acc.
Blue Grass Central
Construction

#37

Clark-Contractor Acc.
4/1/2010 11:36:54 AM

#38

Clark-Contractor Acc.
4/1/2010 11:37:01 AM

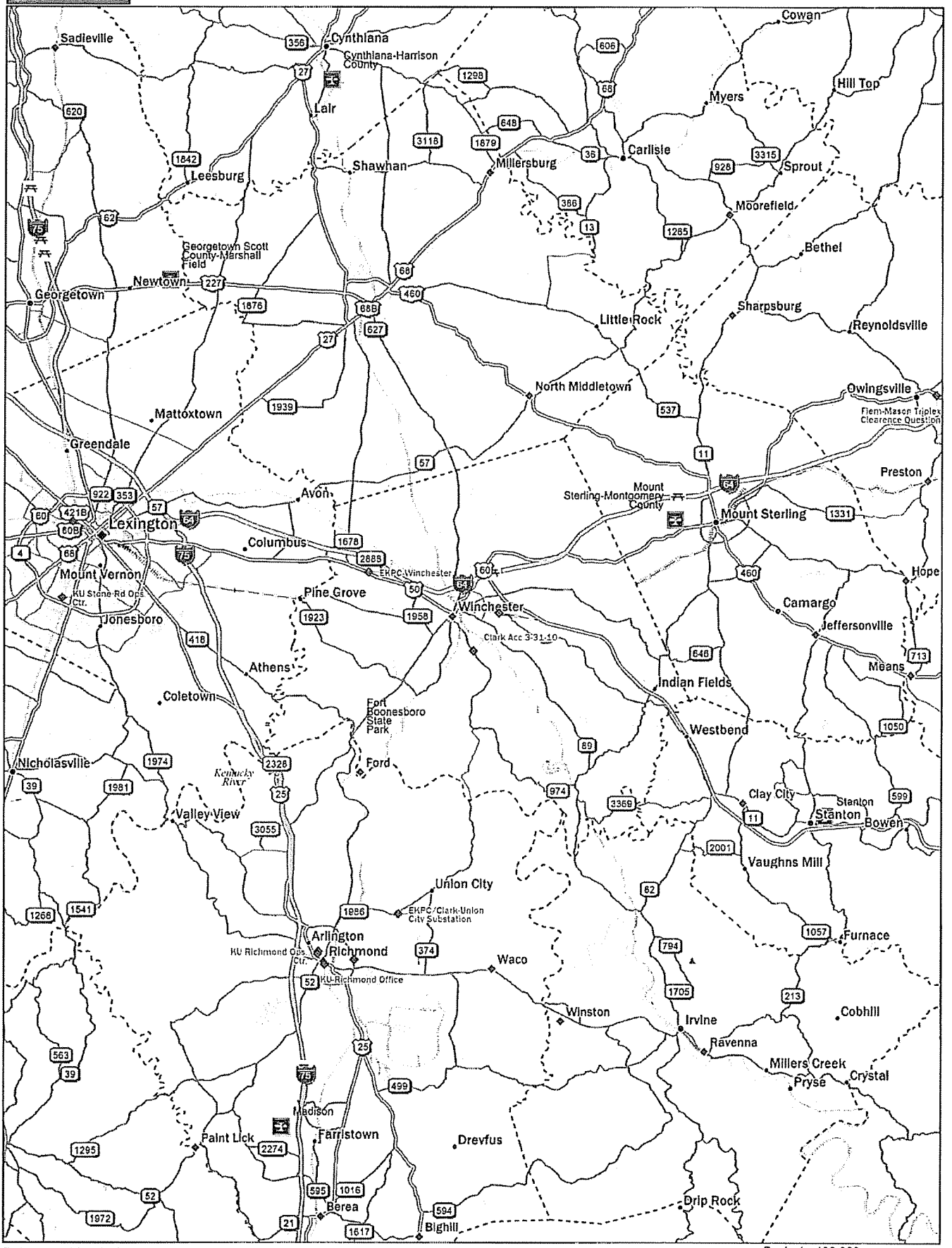
#39

Clark-Contractor Acc.
4/1/2010 11:37:23 AM

#40

Attachment C

KPSC Map of Accident Location



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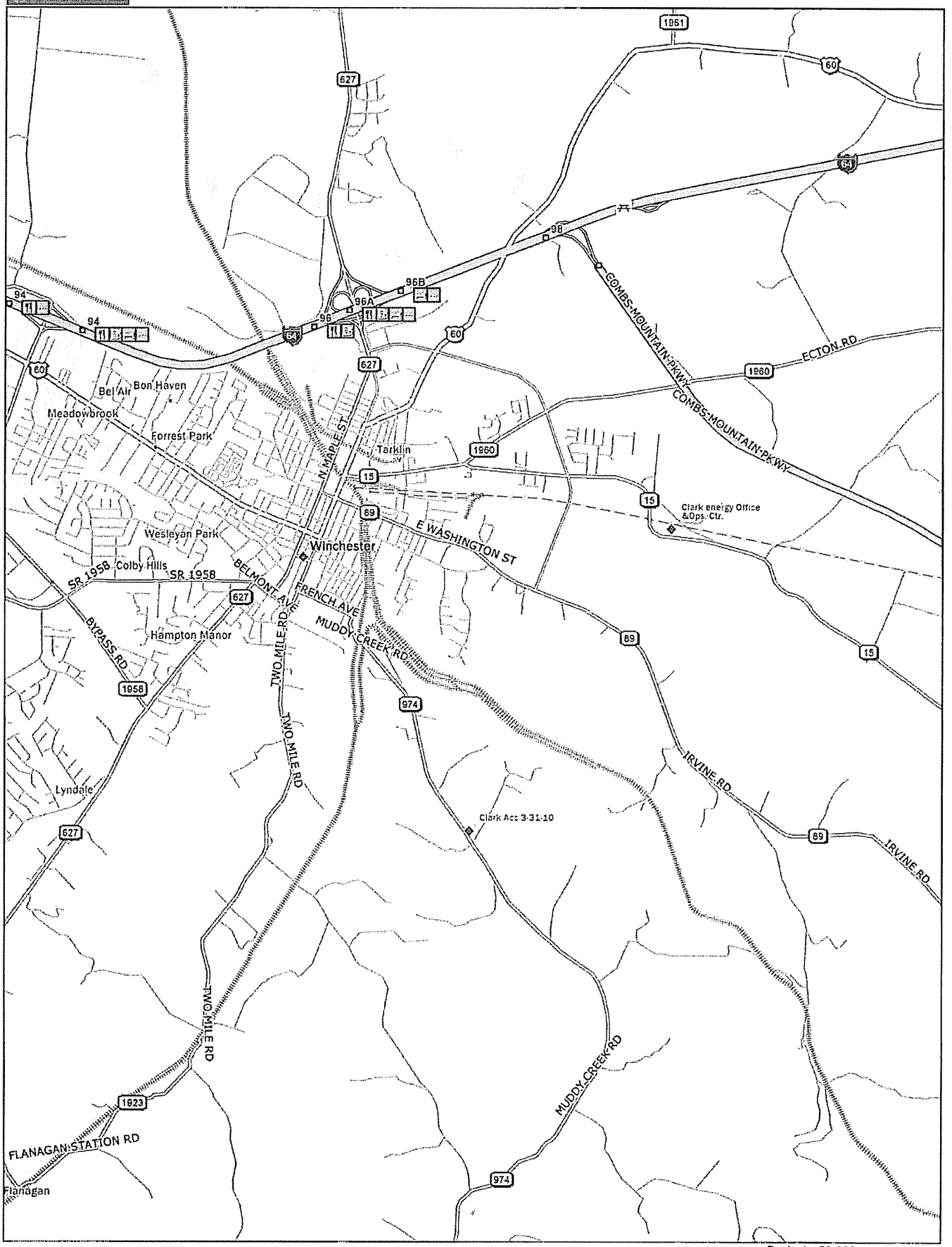
TN

MN (6.4°W)

Scale 1 : 400,000

1" = 6.31 mi

Data Zoom 9-0



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www.delorme.com

TN
MN (6.4°W)

Scale 1 : 50,000
1" = 4,166.7 ft
Data Zoom 12-0

Paul G Embs
President & CEO
Clark Energy Cooperative, Inc.
2640 Ironworks Road
P. O. Box 748
Winchester, KY 40392-0748