

CHAPTER 6D. PEDESTRIAN AND WORKER SAFETY

Section 6D.01 Pedestrian Considerations

Support:

A wide range of pedestrians can be expected at work sites, including the young, old, and disabled (for example, hearing, visual, and mobility). All of these pedestrians need a clearly delineated and usable travel path.

Standard:

The various temporary traffic control provisions for pedestrian and worker safety set forth in Part 6 shall be applied by knowledgeable (for example, trained and/or certified) persons after appropriate evaluation and engineering judgment.

Advance notification of sidewalk closures shall be provided.

Support:

It must be recognized that pedestrians are reluctant to retrace their steps to a prior intersection for a crossing.

Guidance:

Adequate provisions should be made for persons with disabilities as determined by an engineering study.

There are three considerations in planning for pedestrians in temporary traffic control zones:

- A. Pedestrians should not be led into conflicts with work site vehicles, equipment, and operations.
- B. Pedestrians should not be led into conflicts with vehicles moving through or around the work site.
- C. Pedestrians should be provided with a safe, convenient path that replicates as nearly as practical the most desirable characteristics of the existing sidewalk(s) or a footpath(s).

Consideration should be made to separate pedestrian movements from both work site activity and motor vehicle traffic. Pedestrians should be appropriately directed with advance signing that encourages them to cross to the opposite side of the roadway. In urban and suburban areas with high motor vehicle traffic volumes, these signs should be placed at intersections so that pedestrians are not confronted with midblock work sites that will induce them to attempt skirting the work site or making a midblock crossing.

Support:

Figures 6H-28 and 6H-29 show typical temporary traffic control device usage and techniques for pedestrian movement through work zones.

Guidance:

When pedestrian movement through or around a work site is necessary, a separate usable footpath without abrupt changes in grade or terrain should be provided.

Option:

Whenever it is feasible, closing off the work site from pedestrian intrusion may be preferable to channelizing pedestrian traffic along the site with temporary traffic control devices such as cones, tubular markers, barricades and drums, or other suitable fencing.

Guidance:

Fencing should not create sight distance restrictions for road users. Fences should not be constructed of materials that would be hazardous if impacted by vehicles.

Wooden railing, fencing, and similar systems placed immediately adjacent to motor vehicle traffic should not be used as substitutes for crashworthy temporary traffic barriers.

Standard:

Temporary traffic control devices used to delineate a temporary traffic control zone pedestrian walkway shall be crashworthy and, when struck by vehicles, present a minimum threat to pedestrians, workers, and occupants of impacting vehicles.

Guidance:

Ballast for temporary traffic control devices should be kept to the minimum amount needed and should be mounted low to prevent penetration of the vehicle windshield.

Movement by work vehicles and equipment across designated pedestrian paths should be minimized and, when necessary, should be controlled by flaggers or temporary traffic control. Staging or stopping of work vehicles or equipment along the side of pedestrian paths should be avoided, since it encourages movement of workers, equipment and materials across the pedestrian path.

Access to work space across pedestrian walkways should be minimized because the access often creates unacceptable changes in grade, and rough or muddy terrain, and pedestrians will tend to avoid these areas by attempting nonintersection crossings.

Option:

A canopied walkway may be used to protect pedestrians from falling debris.

Guidance:

Covered walkways should be sturdily constructed and adequately lighted for nighttime use.

When pedestrian and vehicle paths are rerouted to a closer proximity to each other, consideration should be given to separating them by a temporary traffic barrier.

If a temporary traffic barrier is used to shield pedestrians, it should be designed to suit site conditions.

Support:

Depending on the possible motor vehicle speed and angle of impact, temporary traffic barriers might deflect upon impact by an errant vehicle. Guidance for locating and designing temporary traffic barriers can be found in Chapter 9 of AASHTO's "Roadside Design Guide" (see Section 1A.11).

Standard:

Short intermittent segments of temporary traffic barrier shall not be used because they nullify the containment and redirective capabilities of the temporary traffic barrier, increase the potential for serious injury both to vehicle occupants and pedestrians, and encourage the presence of blunt, leading ends. All upstream leading ends that are present shall be appropriately flared or protected with properly installed and maintained crashworthy cushions. Adjacent temporary traffic barrier segments shall be properly connected in order to provide the overall strength required for the temporary traffic barrier to perform properly.

Normal vertical curbing shall not be used as a substitute for temporary traffic barriers when temporary traffic barriers are clearly needed.

Option:

Temporary traffic barriers or longitudinal channelizing devices may be used to discourage pedestrians from unauthorized movements into the work space. They may also be used to inhibit conflicts with motor vehicle traffic by minimizing the possibility of midblock crossings.

Support:

One example of a major pedestrian concern is urban and suburban building construction encroaching onto the contiguous sidewalks, which forces pedestrians off the curb into direct conflict with moving vehicles.

Guidance:

If a high potential exists for vehicle incursions into the pedestrian path, pedestrians should be rerouted or temporary traffic barriers should be installed.

Support:

Standard temporary traffic control devices can satisfactorily delineate a pedestrian path. Although tape, rope, fencing, or plastic chain strung between devices can help discourage pedestrian movements off the designated pathway, they cannot eliminate them entirely.

Guidance:

The extent of pedestrian needs should be determined through engineering judgment for each work zone situation.

The highway agency in charge of the temporary traffic control should regularly inspect the activity area so that effective pedestrian temporary traffic control is maintained.

Section 6D.02 Worker Considerations**Support:**

Equally as important as the safety of road users traveling through the work zone is the safety of workers. Temporary traffic control zones present temporary and constantly changing conditions that are unexpected by the road user. This creates an even higher degree of vulnerability for workers on or near the roadway.

Maintaining work zones with road user flow inhibited as little as possible, and using temporary traffic control devices that get the road user's attention and provide positive direction are of particular importance.

Guidance:

The following are the key elements of temporary traffic control management that should be considered to improve worker safety:

- A. Training—all workers should be trained on how to work next to motor vehicle traffic in a way that minimizes their vulnerability. Workers having specific temporary traffic control responsibilities should be trained in temporary traffic control techniques, device usage, and placement.
- B. Worker Clothing—workers close to the motor vehicle traveled way should wear bright, highly visible clothing (see Section 6E.02).

- C. Temporary Traffic Barriers—temporary traffic barriers should be placed along the work space depending on factors such as lateral clearance of workers from adjacent traffic, speed of traffic, duration and type of operations, time of day, and volume of traffic.
- D. Speed Reduction—reducing the speed of motor vehicle traffic, mainly through regulatory speed zoning, funneling, use of law enforcement officials, lane reduction, or flaggers, should be considered.

Option:

The following are additional elements of temporary traffic control management that may be considered to improve worker safety:

- A. Shadow Vehicle—in the case of mobile and constantly moving operations, such as pothole patching and striping operations, a shadow vehicle, equipped with appropriate lights, warning signs, and/or a rear-mounted impact attenuator may be used to protect the workers from impacts by errant vehicles.
- B. Road Closure—if alternate routes are available to handle road users, the road may be closed temporarily. This may also facilitate project completion and thus further reduce worker vulnerability.
- C. Police Use—in highly vulnerable work situations, particularly those of relatively short duration, police units may be stationed to heighten the awareness of passing motor vehicle traffic and to improve safety through the temporary traffic control zone.
- D. Lighting—for nighttime work, the work zone and approaches may be lighted.
- E. Special Devices—judicious use of special warning and control devices may be helpful for certain difficult work zone situations. These include rumble strips, changeable message signs, hazard identification beacons, flags, and warning lights. Intrusion warning devices may be used to alert workers to the approach of errant vehicles. However, misuse or overuse of special devices or techniques may lessen their effectiveness.

