

CSDA Best Practice for Sawing and Drilling Operations

Title: Highway Work Zone Safety

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alliance
An OSHA Cooperative Program

Sawing and cutting adjacent to moving vehicles in a highway work zone is special work. Every job site is different and site-specific safety concerns must be addressed prior to commencement of work. Drivers approaching the work area need to be informed that they are entering a highway work zone and they must see the road rules for that job. When on foot or in a vehicle always try to face the oncoming traffic.

- Prior to the start of work the Temporary Traffic Control plan must be shared with all employees working in the work zone. This plan should match the design for the conditions by following the Manual on Uniform Traffic Control Devices (MUTCD), the State DOT's, or local law enforcement officials. Verify that the sketch of the temporary traffic control zone on the Traffic Control Check-List has been approved by the proper official prior to work.
- Explore the possibility of lane closures and detours to route the traffic away from the project.
- The pattern of signs, signals, message boards, cones, barrels, barriers, and vehicles is designed so that moving traffic will be routed around and away from the work area. Never move the warning and directional signs or the barriers without approval of this new temporary traffic control zone.
- The parts of a temporary traffic control zone are the advance warning area, transition area, buffer zone or zones, work space, and termination area. Buffer zones are the protective spaces in front and after the work zone and on the traffic side of the cones, never place the saw beyond the cones and barrels into the buffer space.
- Consider placing 5 cones, barrels, or barricades across a closed lane at 300-foot intervals or using an intrusion alarm to warn workers that a driver has entered into the work zone.
- When vehicles are used as barriers they should have crash attenuating devices to prevent movement if they are struck. These vehicles should use yellow/orange/white strobe lights to indicate caution and red strobe lights to indicate stop, in accordance with State DOT's and local laws. All vehicles in the roadway or in work zones should be marked with

reflectors and lights according to the DOT and State DOT rules.

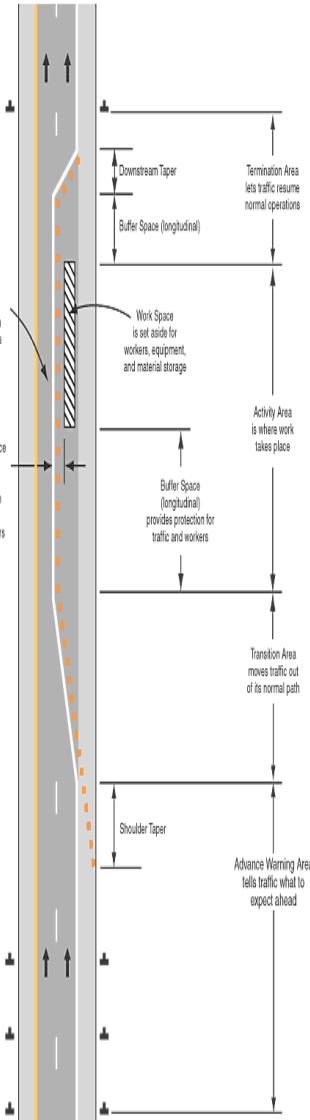
- Night work and flagger stations are to be illuminated. Lights should be selected so that drivers and workers are not affected by glare. Light towers could be used to give the night crew as much lighting as possible.
- Flaggers need to understand the Traffic Control Plan. Many State DOT's required a training certificate for flaggers. See picture
- Employees must wear high visibility safety apparel, hard hats, safety glasses/face protection, steel-toed work boots, hearing protection, gloves, and respiratory protection as determined in the pre-job hazard analysis.
- Keep all cones and barrels visible by cleaning the slurry from these traffic control devices.
- Never work or stand in the path of moving traffic inside or outside of the work zone. Never allow a saw or pointer to enter a moving lane of traffic.
- Try to direct work trucks and other vehicles in the work zone so movement is always forward. Limit backing up as much as possible.
- Be aware of overhead and underground utilities. Make sure the one call system was used prior to work so that the underground utilities were marked prior to the start of work.
- Encourage DOT or the local jurisdiction to support safety by requiring on-duty policemen to control speeds within the work zone.
- Always hold both handles of a saw. Never straddle the handles of a flat saw. If there is not enough work space, ask for a reconfiguration of the work zone or a flagger to stop traffic during this cut.
- Never operate vehicles or equipment while under the influence of alcohol, illegal drugs, or medication that can interfere with your ability to operate safely.
- Work should be suspended if there are unresolved safety concerns, inclement weather, and or vehicle accidents.

TRAFFIC CONTROL PLAN - CHECKLIST

Superintendent/Foreman: _____ Div/Job#: _____

Contractor: _____ Supervisor: _____

Location: _____ Date: _____

	ISSUE / PROCEDURE	OK or NA	COMMENTS	Sketch of the Temporary Control Zone From the MUTCD Part 6, 2003
1	Schedule (explained and understood)			
2	Temporary Traffic Control Plan (explained and understood)			
3	Layout (specific placement of signs, cones, barricades, and barriers) matches the MUTCD and State DOT design			
4	Staging Area Access and Exit			
5	Work Zone Access Plan			
6	Signs, signals, barriers, cones, barrels, or vehicle(s) place properly			
7	Night Work (lighting plan, vehicle beacons, high visibility garments)			
8	Highway Patrol Duties (communicated and understood)			
9	Traffic Control Flagger(s) (confirm training, work location, shift change procedure)			
10	Work Stoppage (safety, inclement weather, and vehicular accidents)			
11	Has there been any recent accidents, closure intrusions, etc. on this job [Near-Misses] and were corrective actions taken? (From state/local agency &/or our customer.)			
	Other notes:			

Employees Signature:

Employees Signature:

Employees Signature:

It is the Supervisor's responsibility to ensure that this information is communicated to everyone and that the information is fully understood.

Through the OSHA / CSDA Alliance, CSDFA developed this Best Practice for informational purposes only. It does not necessarily reflect the official views of OSHA or the U.S. Department of Labor. 01/07