

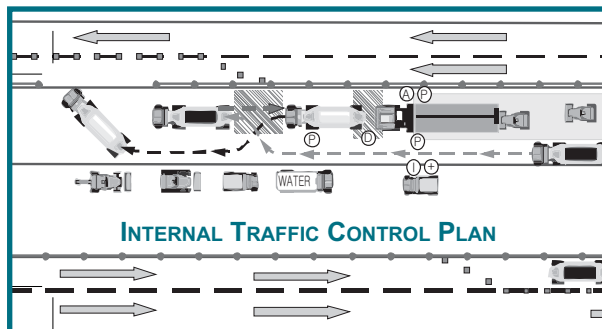
How Do We Communicate an ITCP?

The site safety officer and/or foreman are responsible for communicating the Internal Traffic Control Plan. The ITCP coordinates the flow of equipment and workers.

- Site safety officer, foreman explain ITCP and hand out copies.
- Copies to all workers, inspectors, subs, and truckers.
- As updated, relay revised ITCP to all workers.
- Warn workers on foot out of position, vehicles in pedestrian zones, truck drivers exceeding site speed limit.



Workers must follow the ITCP.



What Are Best Practices for TTC?

Provide at least one trained work zone supervisor/TTC technician onsite.

Best practices:



- Keep logs, records, photos, and other documentation of TTCP (Temporary Traffic Control Plan).
- Document problems.
- Note, evaluate, and correct problem 'indicators' such as
 - Displaced TTCDs.
 - Skid marks.
 - Erratic traffic.

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Runovers: Contractors

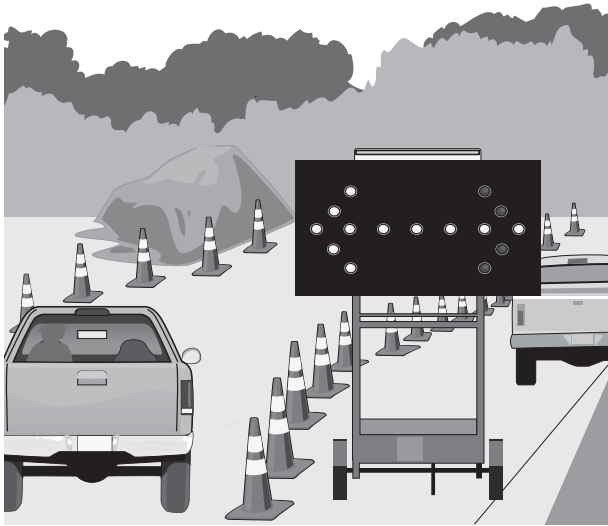


U.S. Department of Transportation
Federal Highway Administration

How Do We Prevent Runovers by Motorists?

Use proper set up of Temporary Traffic Control Devices (TTCDs). Proper TTCD set up/retrieval:

- Comply with MUTCD and state/local document.
- Inspect and maintain TTCDs.



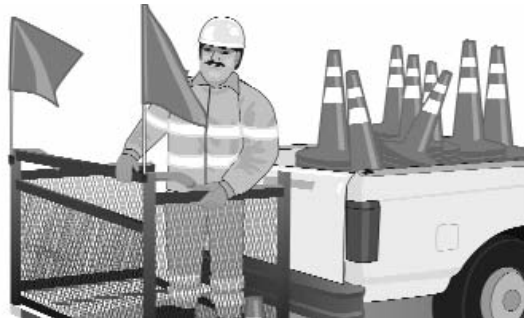
- Test drive the work zone to find problems with set up.
- Ensure only a qualified engineer makes modifications when necessary.
- Detect vehicles entering buffer area between crews and traffic.

How Can Worker Clothing Help?

Follow recommendations in [ANSI/ISEA 109](#).^{*} Ensure workers are distinguished from surroundings:

- Provide appropriate class of clothing.
 - Class 2
 - Class 3
- Strive for high contrast: if equipment is orange, wear bright yellow-green, etc.
- Set/enforce rules to require all workers to properly wear high visibility apparel.

^{*} **ANSI/ISEA - American National Standards Institute/International Safety Equipment Association**

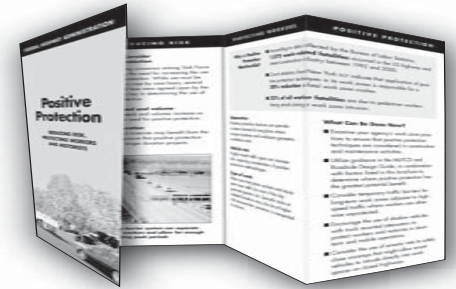


Class 3 Apparel: For work when exposed to high speed traffic and/or conditions where visibility of workers may be reduced. For conditions where equipment operators perform tasks near pedestrian workers. Worker must be conspicuous through a full range of body motions at a minimum of 1,280 feet and identifiable as a person. Examples are flaggers, roadway construction workers, utility survey crews, and emergency responders.

What Other Measures Can We Use?

Use positive separation whenever possible:

- Provide shadow vehicles and truck-mounted attenuators (TMAs) in mobile work zones and where workers need more protection from motorists.
- Temporary barriers installed by trained personnel.



- Train workers on contractual provisions for worker protection required by the owner agency.
- Use good procedures for setting, retrieving TTCDs.

Download
POSITIVE PROTECTION brochure
www.fhwa.dot.gov/workzones.