



## Traffic Safety

Oneida County Sewer District Standard Operating Guidelines

### Purpose:

To provide guidance for the design of traffic safety plans.

### Procedure:

When preparing for traffic safety at a construction site, the following guiding principles from the Manual of Uniform Traffic Control Devices (MUTCD) should be taken into consideration. For information on traffic safety plans for specific circumstances, and minimum requirements for work zones on state highways, see the attached NYSDOT guidance document, "Work Zone Traffic Control."

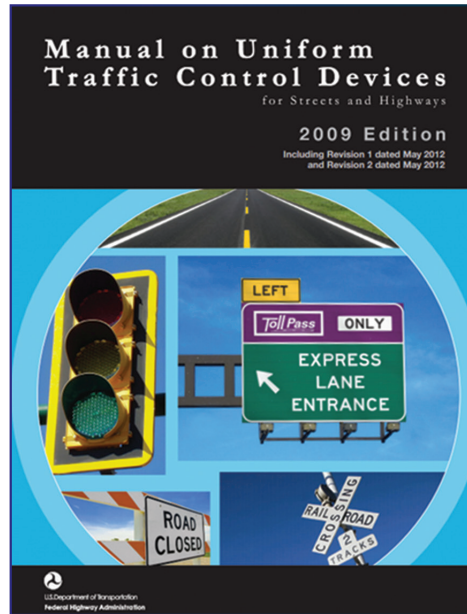
### Pedestrian Safety:

- Pedestrians should not be led into direct conflicts with work site vehicles, equipment, or operations.
- Pedestrians should not be led into direct conflicts with mainline traffic moving through or around the work site.
- Pedestrians should be provided with a safe, convenient travel path that replicates as nearly as possible the most desirable characteristics of sidewalks or footpaths.

(Source: MUTCD)

1. Traffic safety for pedestrians should be designed in such a way as to be interpretable by all pedestrians, including those who are blind, deaf, or those with walking handicaps.
2. The use of standardized and uniform signage to bring attention to pedestrians, as well as to direct pedestrians, is essential. Standards for the size and color of signs can be found in the attached Work Zone Traffic Control Manual.
3. When possible, reroute pedestrian traffic through the use of signs and barriers well in advance of the construction or traffic zone.
4. When possible, try to route pedestrian traffic away from the immediate danger of traffic and construction equipment/debris.
5. All pedestrian paths should be well maintained without significant changes in grade.
6. Construction equipment and traffic should be kept off pedestrian walkways/paths.
7. While equipment is in operation that may impact pedestrian walkways, the use of flaggers should be employed to direct traffic and maintain safety.
8. Depending on the proximity of the pedestrians to traffic and construction, consider the use of special warning and control devices, such as rumble strips, changeable message signs, hazard identification beacons, flags, and warning lights.

9. If pedestrian walkways are in close proximity to oncoming traffic and pedestrians are considered at high risk of being struck, rerouting pedestrians further around the construction site should be considered. However, in urban areas this may not be an option, therefore a longitudinal barrier system should be put in place. These barriers should be of sufficient strength to keep traffic out of the pedestrian travel route.
10. If the possibility of being struck by traffic is low, close/ block off the construction site from pedestrians with a fence.
11. Be aware that any barriers or devices used to delineate traffic, pedestrian flow, or to block off areas, should not splinter on impact or in any way cause harm to pedestrians and workers upon impact.
12. When the risk of falling debris is a concern, walkways should be constructed with overhead canopies. These walkways should be sturdy and well lit for use at night.



### Worker Safety:

1. Workers should receive training on how to protect themselves when working near oncoming traffic.
2. Workers trained on how to direct traffic and use appropriate techniques and equipment should be on all construction sites.
3. Construction workers should wear bright colored reflective vests to alert drivers.
4. In particularly dangerous traffic conditions, temporary speed reductions should be considered.
5. For night-time construction, proper lighting ensures better working conditions on the site, as well as increased visibility for passing vehicles.
6. A police presence on site can reduce the speed of traffic and raise driver awareness.
7. Well maintained public relations can help smooth tensions with the impacted community and speed along construction. Furthermore, good relations can help with proposed road closures when construction conditions get particularly dangerous.
8. Road closures are another way to protect workers in particularly risky construction conditions. The duration of the road closure/ time, the traffic volume of the road under construction, and alternate routes around the road should all be considered and thoroughly communicated to police and fire officials, schools, and other municipal officials prior to closing a road.