

Worker visibility rule in effect November 24



Reflective vests must meet ANSI requirements.

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Resources

www.safetysafetyequipment.org
Link to the International Safety Equipment Association (ISEA) publication on worker-visibility standard.



HIGH-VISIBILITY

apparel is important protection for workers in the danger zone of a highway where motor vehicles, construction vehicles and equipment pose a threat to safety. Congress adopted the rule mandating such apparel two years ago in response to an increase in fatalities and injuries to workers exposed to moving vehicles while working on federal-aid highways. It goes into effect on November 24, 2008. This brief Q&A covers some of the essentials.

Q What is the rule?

A All workers (public and private) within the right-of-way of a federal-aid highway who are exposed either to traffic (vehicles using the highway for purposes of travel) or to construction equipment within the work area shall wear high-visibility safety apparel.

Q What qualifies as high-visibility safety apparel?

A Personal protective safety clothing that is conspicuous during both daytime and nighttime use. Apparel must meet ANSI Performance Class 2 or 3 requirements. Details available in the ANSI/ISEA 107–2004 publication “American National Standard for High-Visibility Safety Apparel and Headwear,” from the International Safety Equipment Association (ISEA).

Q Who qualifies as a “worker” under the rule?

A The term “worker” refers to people on foot whose duties place them within the right-of-way of a federal-aid highway. This includes highway construction and maintenance forces, survey and utility crews, responders to incidents within highway right-of-way, and law enforcement personnel who direct traffic, investigate crashes, or handle lane closures, obstructed roadways, and disasters. The rule is broad to ensure that approaching motorists or equipment operators can see and recognize workers who cannot see them.

Q What is a federal-aid highway?

A federal-aid highway is defined by its state functional classification. Roads classified as Major Collector, Minor Arterial, Principle Arterial, Freeway-Expressway or Interstate are on the federal-aid system. Almost 25 percent of Wisconsin’s 113,000 miles of roads qualify, including all US highways, most state highways, many county highways, and some city and village roads. County highway departments have maps showing the county’s functional classifications.

Q If the rule does not apply to local roads, why should local governments be concerned?

A Although Congress limited application of the rule to federal-aid highways, the 2003 *Manual on Uniform Traffic Control Devices* provides strong guidance for worker safety in Section 6D.03, stating that workers on local roads face the same risks from moving traffic or construction equipment and should wear safety apparel that meets ISEA requirements. ■

TIC work zone training marks 10 years



ONE OF TIC’S popular training programs recently turned 10. The first work zone and flagger course debuted in the spring of 1998, targeting a need by local agencies to stay up-to-date on important safety practices.

More than 6,000 people have attended 162 work zone courses since then. TIC delivered over half of them on-site for local highway agencies, public and private utilities, state agencies and contractors. Many on-site courses are customized to meet a specific agency training need or time frame. The sessions give the agency a chance to re-evaluate work zone procedures and improve communication between

departments involved in work zone activities, such as inspecting construction, issuing permits, reviewing building permit plans, performing utility maintenance and enforcing traffic regulations.

Publications reinforce best practices

Along with the training program, TIC developed materials that reinforce best work zone practices. ►



Participants in an on-site training session collaborate on practical work zone applications.