

**Case 491: 20-year-old asphalt construction worker died when he was struck and run over by an asphalt truck driving in reverse.**

A 20-year-old male asphalt construction worker died when he was struck and run over by an asphalt truck driving in reverse. The northbound/southbound two-lane roadway was closed to through traffic while being repaved. The northbound lane had been paved and driven on by the public. Paving work was being commenced on the southbound lane. Paving activities worked south to north on the roadway. Several construction vehicles involved in the repaving were positioned in the southbound lane working northbound. A company subcontracted by the decedent's employer trucked the asphalt from the asphalt plant to the paver. The 5-axle dump truck involved in the incident was loaded with asphalt and was hauling a rear trailer full of asphalt. The driver unloaded the trailer into the paver, and drove northbound, unhooked his trailer, and then pulled ahead to the northernmost edge of the construction zone. The driver backed his truck into the southbound lane and parked the truck near the area where the flagger had closed the northbound lane. The driver waited for the flagger to signal him to take his load of asphalt to the paver. The paver was positioned near the southern most point of the construction zone. The flagger, after receiving the okay from the decedent to open the northbound lane to construction traffic, moved the cones closing the northbound roadway and indicated to the dump truck driver that was okay to transport the asphalt to the paver using the previously paved northbound lane. The decedent told another density tech that he wanted to check the northbound roadway at the southern end, but because his vehicle was blocked by construction vehicles, he decided to walk to the south end. After receiving the okay from the flagger, the dump truck driver backed his vehicle from the southbound lane into the northbound previously paved lane and continued backing southbound until contact was made with the decedent. The driver/truck was located quite a distance to the north of the actual paving machine at the time of the incident. There was a truck already in the paver unloading at the time of the incident; the truck driver was the only eye witness to the incident. The driver of the truck striking the decedent indicated he was checking his mirrors as he backed. Water and tack trucks were operating in the southbound lane. His flashers and audible backup warning system were operational. Responding police re-creation determined he was backing at a speed of approximately 9 mph and the blind spot behind his truck was approximately 165 feet. The decedent, who was wearing a high visibility vest, was walking southbound in the northbound lane with his back to the backing dump truck. He was struck by the backing dump truck approximately 325 feet from the flagger's location and run over. The dump truck driver indicated he felt "two bumps" and then when he looked forward, he saw the decedent on the ground in front of the truck. The driver called for emergency response. Emergency responders found a hand-held temperature gun and a Bluetooth communication device near the decedent.

MIOSHA Construction Safety and Health Division did not issue a citation to the employer at the conclusion of its investigation. The Division issued the following Safety and Health Recommendation:

**Safety and Health Recommendation:**

An inspection/investigation of your worksite revealed the following conditions, which may constitute a threat to the safety or health of your employees:

It is recommended that your firm: The report indicated that the use of earbuds/headphones may have been in use. It is recommended that your company have a policy in place to prevent the use of

electronic devices and this type of equipment. It is imperative that the audible alarms from heavy construction equipment be heard by employees.