

**Case 301. 56-year-old male lineman died when he was struck by an oncoming vehicle while setting up a work zone.**

56-year-old male lineman died when he was struck by an oncoming vehicle while setting up a work zone. There was a report of a downed power line. The decedent and his coworker were not sure where the exact location of the problem was before stopping the utility bucket truck. The two lane roadway was dry and had a posted speed limit of 45 mph. The bucket truck, with its flashing lights activated, was parked partially in the southbound lane of the roadway, due to the narrowness of the road shoulder. Approximately 0.2 miles north of the truck's location was a hill. The decedent's coworker had left the truck to check on a nearby meter. The decedent exited the truck, and walked to the rear of the truck to get the traffic control devices to set up the roadway work zone. The oncoming vehicle driver stated to responding police that he observed the truck but did not see the decedent until the decedent was in front of him in the roadway. The driver attempted to avoid striking the decedent by moving into the northbound lane. The front of passenger side of this vehicle struck the decedent, pushing him into the rear of the bucket truck. The truck's global positioning device indicated that the crew had been on site for only two minutes when the incident occurred. It is unknown if the decedent was wearing a reflective vest. His coworker heard a "thump" and the decedent scream. The coworker pushed the "emergency" button on the truck and emergency response was summoned. The decedent was transported to a nearby hospital where he died.

The decedent had successfully completed the firm's roadway protection program. Provided in the truck was a handbook and laminated temporary traffic control (TTC) plans, with a methodology to determine the appropriate TTC plan for the work to be performed and the type of roadway.

MIOSHA has no specific rules governing traffic control for this work activity. The vehicle flasher was operating at the time of the incident. The Michigan Manual of Uniform Traffic Control Devices (MMUTCD) does not require traffic control devices other than the flasher operating prior to employees placing cones or signs on the roadway. All devices other than the flasher require manual placement. Common understanding is that employees working in a roadway will endure potential risks of retrieval and placement of traffic control devices. This occurs each time a stop is made on or near the roadway regardless of the location. Therefore, no MIOSHA citation was recommended.