



# SHIFT BRIEFING



## BULK PICKUP – MOBILE WORK ZONE BEST PRACTICES

According to the Bureau of Labor Statistics, over 1,000 workers are killed yearly in work zones on our nation's roadways. New Jersey has experienced fatalities and serious injuries involving municipal workers operating in mobile work zones. This briefing will address effective Temporary Traffic Controls (TTC) in a Mobile Work Zone during bulk pickup.

The [Manual of Uniform Traffic Control Devices \(MUTCD\), 2009 Edition](#), is the law in New Jersey. Supervisors and workers must be aware of the requirements in this document. It can be downloaded or viewed for free.

Part 6 on Temporary Traffic Control is the standard when working on or near roadways.

Part 6 defines a 'Mobile Work Zone' as an operation that moves continually or with short stops, typically up to 15 minutes. The MUTCD also says that safety in mobile operations should not be compromised by using fewer devices simply because the operation will frequently change location. According to the MUTCD, devices having greater mobility might be necessary, such as signs mounted on trucks, or larger, more imposing, or more visible can be used effectively and economically. Some additional guidance from the MUTCD includes:

- Warning signs, high-intensity rotating, flashing, oscillating, or strobe lights on a vehicle, flags, and/or channelizing devices should be used and moved periodically to keep them near the mobile work area. A vehicle's four-way hazard lights MAY NOT be used in place of high-intensity amber lights.
- Appropriately marked vehicles with high-intensity rotating/strobe lights may be used in place of signs and channelizing devices for mobile operations. These vehicles may be augmented with warning signs.
- Shadow vehicles may be equipped with an arrow panel when vehicular traffic speeds or volumes are high. Right or left arrows may never be used on 2-lane roadways. Where feasible, warning signs should be placed along the roadway and moved periodically as work progresses.
- Flaggers may be used for mobile operations that often involve frequent short stops.

Some additional considerations:

- The above are MINIMUM STANDARDS. You are expected to use good judgment and local knowledge when establishing TTC during your stops.
- You must wear ANSI Class 2 high-visibility apparel during bulk pickup. Class 3 is recommended when the roadway is at high speed, high volume, or low visibility (rain, snow, fog, etc).
- If you leave the crew, when you return, check the visibility and traffic controls of the operations.

Discussion Questions:

1. *What locations, times, or situations on today's assignment should extra precautions be taken to protect employees in mobile work zones?*
2. *What extra precautions can we take to make the operation more visible to motorists?*