

## **M7-EN.7 MOBILE ROAD WORKS**

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### **M7-EN.7.1 Introduction**

In this chapter the special conditions which apply to mobile road works are described, i.e. continuously mobile road works and road works begun and finished the same day.

Continuous mobile road works include among other things, snow clearing, salting, gritting, lawn-mowing, sweeping, slurry pumping, cleaning of road signs and markings.

Short-term road works include among other things, maintenance and repair of lighting, road signs, marking of roadway, repair work, laying out of machines and milling of asphalt covering, measuring, Christmas decorating, etc.

Each part of the chapter gives a brief description of the character of the work and the related hazards, as well as the main safety precautions.

### **M7-EN.7.2 Continuous mobile road works**

Continuous mobile road works are often extremely dangerous because it is difficult to provide preliminary warning, marking and closing-off in a manner, which gives full protection to the workers. The work often takes place on the roadway and at speeds, which are quite different from those of the normal traffic.

Therefore it is necessary to be particularly careful about the marking, which is possible to make

#### **Risk factors**

- Collisions of the road users with workers and equipment

#### **Safety measures**

- Avoid continuous mobile road works during weather with low visibility. Exceptions to this are of course snow clearing, salting and gritting, which often has to be done in very reduced visibility
- Vehicles and personnel should be marked. If possible, this could be supplemented with light arrows, running lights/light studs or light bridges.

Note that there are special rules for mobile road works on motorways.

### **M7-EN.7.3 Short-term road works on the same spot**

In many cases short-term road works are subject to the same risks as mobile road works. This is true of e.g. maintenance of street lighting and overhead signs, slurry pumping and flushing of sewage systems, working in wells, etc. where the place of work changes frequently in the course of a working day.

Consequently, as with mobile road works, the same care should be taken about marking what is possible.

#### **Risk factors**

- There is impending danger of collisions with personnel and equipment

### **Safety measures**

- Avoid this type of road works in reduced visibility
- Provide working vehicles with markings and supplement with light arrows, running lights or light bridges where possible
- Major roads with some traffic should also be marked with marking cones
- On busy roads mobile barriers or reflective linear marker plates should be used

### **M7-EN.7.4 Road striping and other mobile road works**

During road striping as well as during other mobile road works it is common the work itself to take place far away from the fixed markings. As a result, the road users may consider that the markings do not reflect the actual work situation and do not respect them, increasing the probability for accidents.

Other mobile road works include repair, laying out of machines and milling of road lanes, maintenance of fixed markings on the roadway or on the edge, measuring, Christmas decorating, etc.

### **Risk factors**

- Lack of respect for the markings, high speeds and inattentive road users
- Gusts of wind from passing cars may turn over the equipment
- Road users overlook markings, equipment and workers

### **Safety measures**

- Divide the road striping into stretches no longer than 1000 m. This results in shorter stretches where the normal speed is lower
- The stretch should be marked by the sign "Road works" and a sub-sign indicating the length of the stretch
- Remember that markings should be made for traffic from both directions
- Use striping machines of suitable heaviness
- Make sure there is a speed limit and no overtaking on stretches where striping is made
- Take care that markings are in accordance with regulations
- Plan the work so it can be done on the road verge as far as possible
- Use protective clothing

Mobile plant operators must be informed prior any work for the:

- Boundaries of the work area
- Public traffic and pedestrian access routes and the location of crossing points
- Haul routes and general construction pattern
- Location and depth of underground services
- Location of other hazards and obstructions