

A **64 year old male** employee was **struck by a vehicle** while picking up traffic cones on the road inside a construction zone when another vehicle ran over the cones and through a construction lane shift whereby striking an AWP traffic control truck which then spun and struck the victim.

For two months prior to the incident, the victim was assigned as the sub-contractor to work with Davis H. Elliot Construction Company, Inc. as traffic control. Elliot Construction was replacing electrical utility poles in the vicinity of 1901 Lebanon Pike. The victim set up the right lane closure in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and followed TDOT specification 712.04.

Lebanon Pike is a 4-lane road; two lanes westbound and two lanes eastbound. According to interviews, the victim setup 3 signs in the Advance Warning Area to tell traffic what to expect ahead. He had an orange “Utility Work Ahead” sign that was setup on westbound Lebanon Pike located approximately 4,400 ft from the right lane closure. A second sign, an orange “Right Lane Closed Ahead” sign was setup on westbound Lebanon Pike at approximately 3,700 feet away from the right lane closure. A third sign, an orange “right transition sign with the merge symbols” was setup on the westbound side of the road along Lebanon Pike approximately 1,500 feet from the start of the shoulder taper. From the shoulder of the road, he tapered orange traffic cones to the center of the westbound 2-lane road closing off the right lane of traffic. The traffic cones were setup in the transition area, activity area, and termination area.

Inside the transition area blocked by orange cones was a Chevrolet Silverado Pick-up truck (AWP Truck 117), which had an arrow board directing traffic left. After the arrow board was a transition area blocked by cones, then inside the workspace blocked by cones there were three Elliot Construction Company, Inc. trucks (a pole truck, a bucket truck, and a pickup truck).

At the time of the accident, Elliot Construction Company, Inc. employees were finishing their work and cleaning up the jobsite. The victim was standing beside his Chevrolet Silverado Pick-up truck (AWP Truck 117), which had an arrow board directing traffic left wearing a reflective safety vest, and a hard hat.

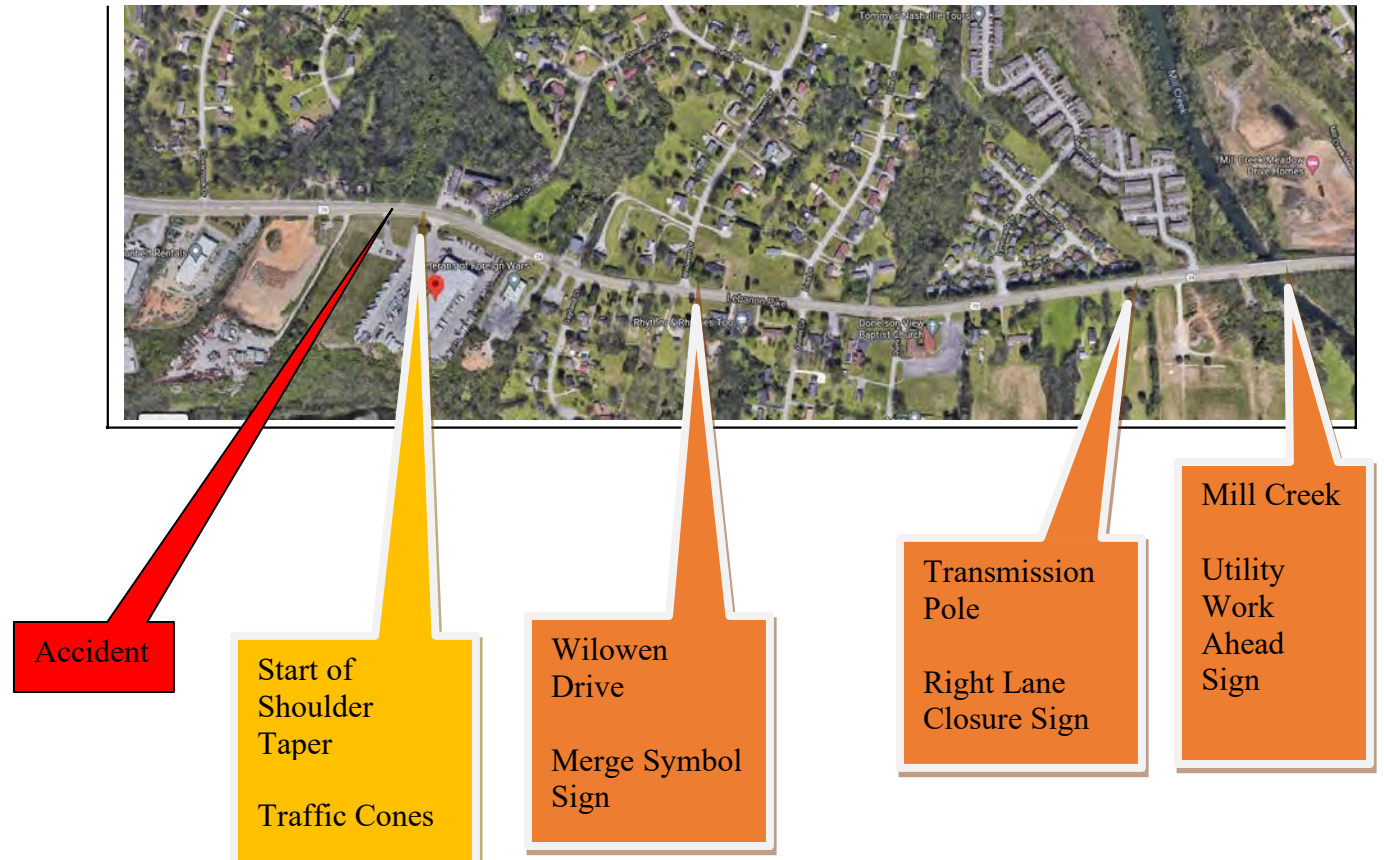
According to interviews with witnesses and Davidson County police, a white Chevy 1500 Pickup truck was driving westbound on Lebanon Pike in the right lane. The driver ran over the orange traffic cones in the shoulder taper and hit the victim’s Chevrolet Silverado Pick-up truck (AWP Truck 117) with the arrow board in the transition area. When the driver hit the arrow board truck, the impact caused the truck to spin 90 degrees and hit the victim throwing him 30 feet down Lebanon Pike to the center of the westbound 2-lanes.

**Citation(s) as Originally Issued**

A complete inspection was conducted at the accident scene. Some of the items cited may not directly relate to the fatality.

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Based on the information obtained, no citations will be issued due to the employer meeting the requirements for traffic control that was set up in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).





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