

23 CFR 630.1108 (“Subpart K”) – Positive Protection

At a minimum, positive protection devices shall be considered in work zone situations that place workers at increased risk from motorized traffic... such as:

1. *Work zones that provide workers **no means of escape** from motorized traffic (e.g. tunnels, bridges, etc.);*
2. ***Long duration** work zones (e.g. two weeks or more) resulting in substantial worker exposure to motorized traffic;*
3. *Projects with **high anticipated operating speeds** (e.g. 45 mph or greater), especially when combined with high traffic volumes;*
4. *Work operations that place workers **close to** travel lanes open to traffic; and*
5. *Roadside **hazards**, such as drop-offs or unfinished bridge decks, that will remain in place overnight or longer*

ANSI/ASSE A10.47 (§4.4)– Positive Protection

Positive Protection measures shall be considered when any of the following exist:

1. *Work zones that provide employees **no means of escape** (e.g. tunnels, bridges, etc.) from external motorized traffic intruding into the work space.*
2. ***Long duration** work zones (e.g. two weeks or more) resulting in substantial employee exposure to motorized traffic.*
3. *Projects with **high anticipated operating speeds** (e.g. ≥ 45 mph, 72 km/h) especially when combined with high traffic volumes ($> 20,000$ vehicles per day).*
4. *Work operations that place employees within **one lane width** to travel lanes open to traffic.*
5. *Roadside **hazards**, such as drop-offs or unfinished bridge decks, that will remain in place overnight or longer.*

NOTE: There may be other circumstances not listed that merit the use of positive protection.