

Site Superintendent Run Over by Backing Dump Truck

INCIDENT FACTS

REPORT #: 71-231-2022s

REPORT DATE: December 5, 2022

INCIDENT DATE: May 5, 2021

WORKER: 60 years old

INDUSTRY: New Single-Family Housing
Construction

OCCUPATION: Construction superintendent

SCENE: Construction site of single-family
homes

EVENT TYPE: Pedestrian struck by vehicle



A 60-year-old construction site superintendent died when a dump truck backing up ran over him.

He had 40 years' experience and worked for a new single-family housing construction contractor.

On the day of the incident, the superintendent was in charge of coordinating and directing subcontractors and scheduling dump trucks to haul away construction debris.

Two dump truck drivers employed by a solid waste recycling company were emptying dumpsters and hauling away the debris.

FATALITY NARRATIVE



While emptying a dumpster, a 5-gallon bucket of paint fell out and spilled on the street. The superintendent came over to organize the cleanup.

He assigned one of the subcontractors to get sawdust to absorb the paint and told the drivers he was going to direct vehicles away from it.

FATALITY NARRATIVE



The drivers then entered their trucks to go pick up the next dumpster located close to the spilled paint. The trucks had to be parked side-by-side as the grapple on one truck needed to pick up the dumpster and empty it into the other.

The driver of truck #1 drove out of the alley, turned right, and parked on the side of the street near the superintendent. The driver of truck #2 then turned left onto the street, drove forward, and stopped. He checked his mirrors and got a hand signal from the superintendent to begin backing up. As he was backing up, he lost sight of the superintendent and ran him over. The incident was unwitnessed. It is unknown why the superintendent was in the backing zone, or why the driver could not see him.

Following the incident, investigators found:

- The truck did not have a backup camera, nor was an observer signaling that it was safe to back up.
- The truck's backup alarm was working as it backed up.
- The truck drivers were not trained on procedures for backing up at construction sites.

FATALITY NARRATIVE



Photo 1. Incident scene showing the dump truck after it backed up and ran over the superintendent. The superintendent was found on the street in front of the truck.



Photo 2. View of the incident scene as captured by the in-cab camera of truck #2 after the superintendent had been struck and run over. Part of the rear of dump truck #1, which the driver was lining up next to, is visible on the left.

FATALITY NARRATIVE



Photo 3. View of incident scene in dump truck's side view mirror shows workers are difficult to see if not wearing high-visibility vests.

FATALITY NARRATIVE

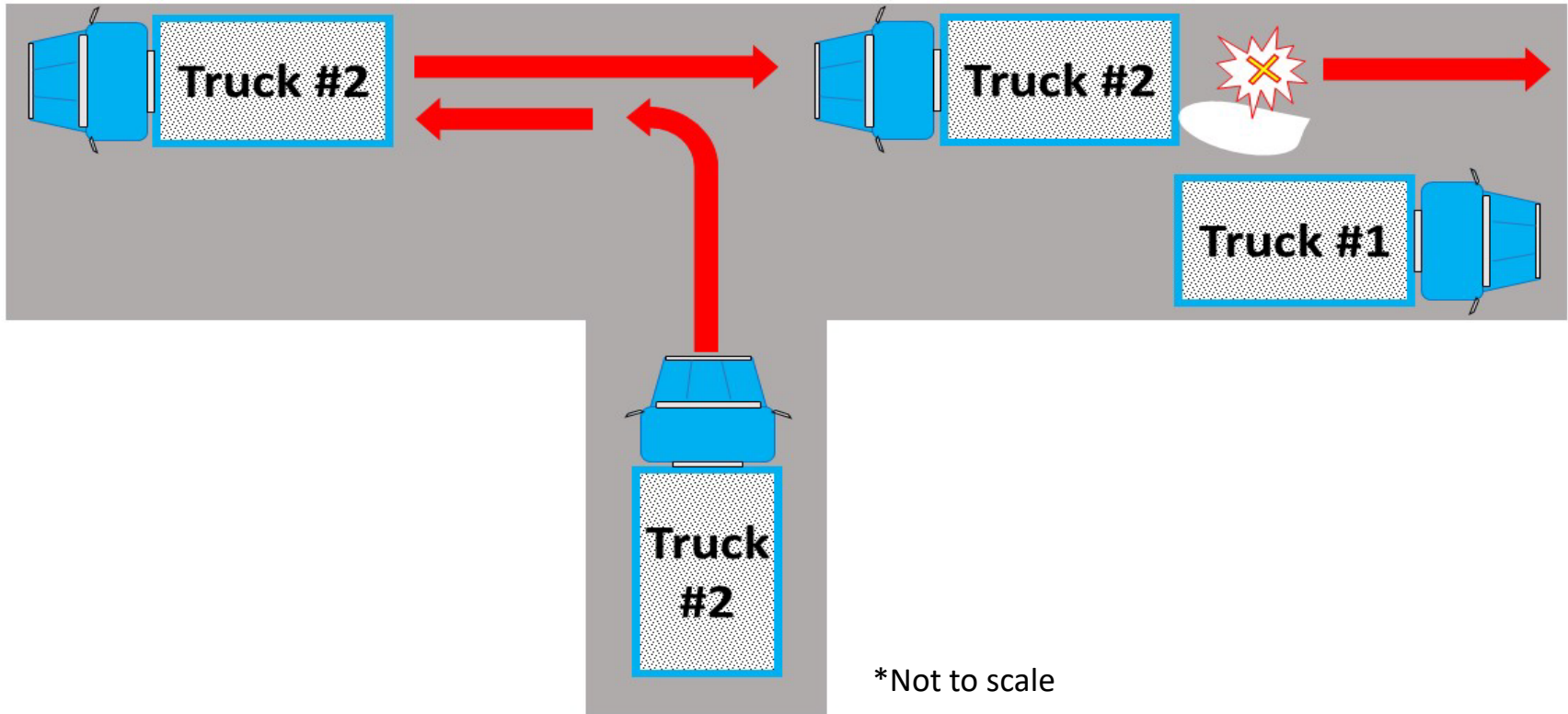


Diagram 1. Diagram of the incident scene. Dump truck #1 parked in the street near the paint spill, shown by the white blotch. Dump truck #2 exited an alley and turned left. The driver then checked his rearview mirrors and backed up. The “x” shows the location where the superintendent was struck and run over.

FATALITY NARRATIVE

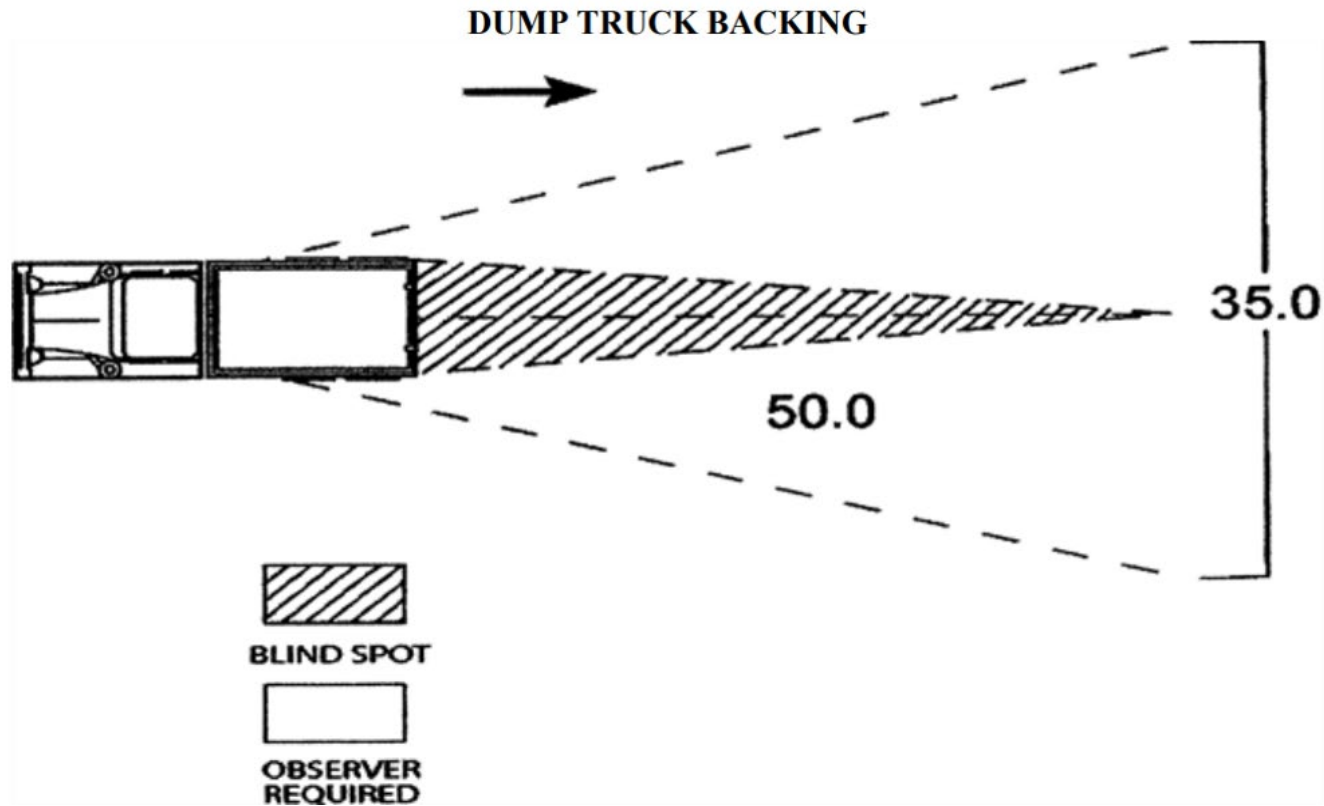


Diagram 2. Diagram of the dump truck backing zone. Distances are indicated in feet.

Reference: [WAC 296-155-610\(2\)\(f\)\(ii\)](#)



Photo 4. Backup camera mounted on dump truck after the incident.



Photo 5. Backup camera monitor in truck cab installed after the incident.

Requirements

Before backing a dump truck, the driver must determine that no one is currently in the backing zone and it is reasonable to expect that no employee(s) will enter the backing zone while operating a dump truck in reverse. If employees are in the backing zone, you must make sure the truck is backed only when: An observer signals that it is safe to back or an operable mechanical device that provides the driver a full view behind the dump truck is used, such as a video camera. See [WAC 296-155-610\(2\)\(f\)\(ii\)](#)

Requirements

It is the responsibility of management to establish, supervise, and enforce, in a manner which is effective in practice training programs to improve the skill and competency of all employees in the field of occupational safety and health. See [WAC 296-155-100\(1\)\(c\)](#)

Recommendations

FACE investigators concluded that to help prevent similar occurrences:

General contractors at multi-employer job sites should:

- Continuously assess the hazards of vehicles to workers on foot and ensure hazards are corrected.
- Require workers to wear ANSI Class 2 high-visibility garments, such as vests, when exposed to vehicular traffic.

Recommendations

Employers who use dump trucks should:

- Consider installing pedestrian proximity detection systems on trucks to alert drivers of workers on foot.
- Train drivers that they must use a signaler or back up camera when backing near workers on foot.
- Create and enforce policies that:
 - Drivers maintain visual contact with workers on foot. When visual contact is lost, drivers should stop and not resume movement until visual contact is re-established.
 - Workers on foot stay out of backing zones unless trained and acting as an observer signaling the driver.

FATALITY NARRATIVE



This narrative was developed to alert employers and workers of a tragic incident in Washington State and is based on preliminary data ONLY and does not represent final determinations regarding the nature of the incident or conclusions regarding the cause of the injury.

Developed by the Washington State Fatality Assessment and Control Evaluation (WA FACE) Program and the Division of Occupational Safety and Health (DOSH), Washington State Dept. of Labor & Industries. The WA FACE Program is supported in part by a grant from the National Institute for Occupational Safety and Health (NIOSH grant# 5U60OH008487). For more information visit www.lni.wa.gov/safety-health/safety-research/ongoing-projects/work-related-fatalities-face.