



February 19 — No Traffic Control

<p>A contract was flying a piece of pipe with the tower crane over middle road where pedestrian traffic walks and had no ground guy to hold traffic till the load was clear.</p>	<p>Stopped the people behind me and once the load had cleared told contractor employee that someone should be watching traffic with load overhead due to potential of load falling.</p>
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A contractor was flying a piece of pipe with a tower crane over the middle road, where pedestrian traffic regularly travels, without a ground person in place to control access until the load was clear.

**A load flew high above the road,
But people walked beneath the load.
Stop the crowd and clear the way,
So steel stays up and people stay.**

The crane was operating as planned, but the path of the load crossed an uncontrolled area. Suspended loads don't just create risk directly below them they create risk everywhere people can walk into their path. Without a ground person stopping traffic, pedestrians were exposed to a hazard they may not have even realized was overhead.

A suspended load with no controlled zone is not a lift it's a gamble.

Hazards

- Struck-by injuries from falling or shifting loads
- Fatalities from overhead load failure
- People unknowingly walking into the line of fire
- Rigging or crane failure consequences affecting the public
- Chain-reaction incidents if workers panic or scatter

Stats

- Suspended loads are among the highest-severity hazards in construction and industrial environments
- Many crane-related incidents involve uncontrolled access to lift paths
- Unauthorized personnel in lift zones significantly increase injury risk
- Line-of-fire hazards remain a leading cause of serious injuries and fatalities

Words of Wisdom

- If it's overhead, it's never safe to walk under even for a second.
- A lift zone without a ground person isn't a lift zone.

Pause and Think

Lift planning often focuses on rigging and crane capacity, but the human side is just as critical. Roads and walkways feel normal to pedestrians, even when a lift is happening above them. Without someone actively stopping traffic, people will naturally keep moving. The danger isn't just the load it's the assumption that someone else is controlling the area.

- Where do our lift paths intersect with walkways or roads?
- Who is responsible for stopping pedestrian traffic during lifts?
- What happens when no one clearly owns that responsibility?