



# National Committee on Uniform Traffic Control Devices

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Item No.: 24B-TTC-02

## NCUTCD PROPOSAL FOR CHANGES TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

**COMMITTEE / TASK FORCE:** Temporary Traffic Control Technical Committee  
**ITEM NUMBER:** 24B-TTC-02  
**TOPIC:** Relocate Work During Nighttime Hours Section  
**ORIGIN OF REQUEST:** Task Force #9 – Chapter 6N. TYPE OF TEMPORARY TRAFFIC CONTROL ZONE ACTIVITIES  
**AFFECTED SECTIONS OF MUTCD:** Section 6A.05 Night Work  
Section 6N.18 Work During Nighttime Hours

### DEVELOPMENT HISTORY:

Approved by Task Force: 05/31/2023  
Approved by TTC: 06/29/2023  
Approved by NCUTCD Council:

*This is a proposal for recommended changes to the MUTCD that has been developed by a technical committee or joint task force of the NCUTCD. The NCUTCD is distributing it to its sponsoring organizations for review and comment. Sponsor comments will be considered in revising the proposal prior to NCUTCD Council consideration. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. If approved by the NCUTCD Council, the recommended changes will be submitted to FHWA for consideration for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal rulemaking process.*

### SUMMARY:

The Work During Nighttime Hours section is recommended to be relocated from Section 6N.18 to Section 6A.05 Night Work. Through a variety of proposals, the content in Chapter 6N is proposed to be relocated to a variety of other sections and Chapter 6N will be removed in its entirety.

### DISCUSSION:

The Work During Nighttime Hours section is recommended to be relocated, with very minor revisions to eliminate a reference no longer needed and to clarify that traffic control strategies and traffic control patterns being discussed are temporary. Section 6A.05 “Night Work” is an appropriate location to include the “Work During Nighttime Hours” section information rather than having the information about night work in two separate sections. The only revision to existing text in Section 6A.05 is the deletion of a reference to Section 6N.18.

35 **RECOMMENDED MUTCD CHANGES:**  
36 The following present the proposed changes to the current MUTCD within the context of the  
37 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and  
38 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously  
39 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double  
40 underline for additions and ~~green double strikethrough~~ for deletions. In some cases,  
41 background comments may be provided with the MUTCD text. These comments are indicated  
42 by bracketed white text in shaded green. Deletions made by a technical committee or task  
43 force after initial distribution to sponsoring organizations are shown in ~~highlighted red~~  
44 ~~strikethrough and Helvetica text~~. Additions made by a technical committee or task force after  
45 initial distribution to sponsoring organizations are shown in underline blue and Helvetica text.

## 47 **PART 6. TEMPORARY TRAFFIC CONTROL**

### 48 **CHAPTER 6A. GENERAL**

#### 49 **Section 6A.05 Night Work**

50 Support:

51 01 Conducting highway construction and maintenance activities during night hours could provide an  
52 advantage when traditional daytime temporary traffic control strategies cannot achieve an acceptable  
53 balance between worker and public safety, traffic and community impact, and constructability. The two  
54 basic advantages of working at night are reduced traffic congestion and less involvement with business  
55 activities. However, the two basic conditions that must normally be met for night work to offer any  
56 advantage are reduced traffic volumes and easy set up and removal of the temporary traffic control  
57 patterns on a nightly basis.

58 02 Shifting work activities to night hours, when traffic volumes are lower and normal business is less  
59 active, might offer an advantage in some cases, as long as the necessary work can be completed and the  
60 worksite restored to essentially normal operating conditions to carry the higher traffic volume during non-  
61 construction hours.

62 03 Although working at night might offer advantages, it also includes safety issues. Reduced visibility  
63 inherent in night work impacts the performance of both drivers and workers. Because traffic volumes are  
64 lower and congestion is minimized, speeds are often higher at night necessitating greater visibility at a  
65 time when visibility is reduced. Finally, the incidence of impaired (alcohol or drugs), fatigued, or drowsy  
66 drivers might be higher at night.

67 04 Working at night also involves other factors, including construction productivity and quality, social  
68 impacts, economics, and environmental issues. A decision to perform construction or maintenance  
69 activities at night normally involves some consideration of the advantages to be gained compared to the  
70 safety and other issues that might be impacted.

#### 71 ~~Section 6N.18 contains specific provisions on TTC for work during nighttime hours.~~

72 [The following language is being relocated from Section 6N.18. The first sentence which referenced  
73 Section 6A.05 is no longer needed and is proposed for deletion.]

74 ~~Support:~~

75 ~~01—Section 6A.05 contains additional information regarding considerations for conducting work  
76 operations during nighttime hours.~~

80 Guidance:  
81 ~~0205~~ Considering the safety issues inherent to night work, consideration should be given to  
82 enhancing traffic controls (see Section 6N.03) to provide added visibility and driver guidance, and  
83 increased protection for workers.

84 ~~0306~~ In addition to the enhancements listed in Section 6N.03, consideration should be given to  
85 providing additional lights and retroreflective markings to workers, work vehicles, and equipment.

86 Option:  
87 ~~0407~~ Where reduced traffic volumes at night make it feasible, the entire roadway may be closed by  
88 detouring traffic to alternate facilities, thus removing the traffic risk from the activity area.

89 Guidance:  
90 ~~0508~~ Consideration should be given to stationing uniformed law enforcement officers and lighted  
91 patrol cars at night work locations where there is a concern that high speeds or impaired drivers might  
92 result in undue risks for workers or other drivers.

93 **Standard:**  
94 ~~0609~~ **Except in emergencies, temporary lighting shall be provided at all flagger stations used**  
95 **during nighttime work.**

96 Support:  
97 ~~0710~~ Desired illumination levels vary depending upon the nature of the task involved. An average  
98 horizontal luminance of 5 foot candles can be adequate for general activities. An average horizontal  
99 luminance of 10 foot candles can be adequate for activities around equipment. Tasks requiring high  
100 levels of precision and extreme care can require an average horizontal luminance of 20 foot candles.  
101

102 **~~Section 6N.18 Work Duration Nighttime Hours~~** [Content moved to Section 6A.05]

103 Support:  
104 ~~01 Section 6A.05 contains additional information regarding considerations for conducting work~~  
105 ~~operations during nighttime hours.~~

106 Guidance:  
107 ~~02 Considering the safety issues inherent to night work, consideration should be given to enhancing~~  
108 ~~traffic controls (see Section 6N.03) to provide added visibility and driver guidance, and increased~~  
109 ~~protection for workers.~~  
110 ~~03 In addition to the enhancements listed in Section 6N.03, consideration should be given to providing~~  
111 ~~additional lights and retroreflective markings to workers, work vehicles, and equipment.~~

112 Option:  
113 ~~04 Where reduced traffic volumes at night make it feasible, the entire roadway may be closed by~~  
114 ~~detouring traffic to alternate facilities, thus removing the traffic risk from the activity area.~~

115 Guidance:  
116 ~~05 Consideration should be given to stationing uniformed law enforcement officers and lighted patrol~~  
117 ~~cars at night work locations where there is a concern that high speeds or impaired drivers might result in~~  
118 ~~undue risks for workers or other drivers.~~

119 **Standard:**  
120 ~~06 Except in emergencies, temporary lighting shall be provided at all flagger stations used during~~  
121 ~~nighttime work.~~

122 ~~Support:~~  
123 ~~07 Desired illumination levels vary depending upon the nature of the task involved. An average~~  
124 ~~horizontal luminance of 5 foot candles can be adequate for general activities. An average horizontal~~  
125 ~~luminance of 10 foot candles can be adequate for activities around equipment. Tasks requiring high~~  
126 ~~levels of precision and extreme care can require an average horizontal luminance of 20 foot candles.~~