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National Committee on Uniform Traffic Control Devices

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NOTE: This is a recommendation to FHWA on changes to the MUTCD by the National Committee on Uniform Traffic Control Devices (NCUTCD). This recommendation is not a revision to the MUTCD and does not constitute official standards, guidance, or options. No proposed revision to the MUTCD is effective unless and until approved by FHWA through an Interim Approval or through the Federal rulemaking process.

TTC Agenda item 4 – June 2014

National Committee on Uniform Traffic Control Devices TTC TC

TECHNICAL COMMITTEE: NCUTCD Temporary Traffic Control Technical Committee

DATE OF ACTION: 6-26-14

TASK FORCE: Neil Boudreau (chair), Bush, Esslinger, Hanscom, Lohman, Ullman, Rhodes

TTC TC APPROVAL DATE: 6-26-14

TRANSMITTAL TO SPONSORS DATE:

TOPIC: Section 6F.82 Floodlights

AFFECTED PORTIONS OF MUTCD: 2009 Edition – Section 6F.82

DISCUSSION:

There are many new lighting technologies such as balloon lights that are in use in work zones. It was felt that the title to this section needed to include the newer technologies. In addition, the guidance to practitioners needs to more clearly state how the lighting identifies the flagger.

RECOMMENDATION:

TTC TC recommends that the title be changed to Work Zone Lighting and that the added language be added to the guidance statement.

RECOMMENDED WORDING:

39 **Note: this language is from the 2009 Edition, Section 6F.82, Lines 01 – 06**

40

41 Support:

42 01 Utility, maintenance, or construction activities on highways are frequently conducted during
43 nighttime periods when vehicular traffic volumes are lower. Large construction projects are sometimes
44 operated on a double-shift basis requiring night work (see Section 6G.19).

45 *Guidance:*

46 02 *When nighttime work is being performed, floodlights should be used to illuminate the work area,*
47 *equipment crossings, and other areas.*

48 **Standard:**

49 03 **Except in emergency situations, flagger stations shall be illuminated at night.**

50 04 **Floodlighting shall not produce a disabling glare condition for approaching road users,**
51 **flaggers, or workers.**

52 *Guidance:*

53 05 *The adequacy of the floodlight placement and elimination of potential glare should be determined*
54 *by driving through and observing the floodlighted area from each direction on all approaching roadways*
55 *after the initial floodlight setup, at night, and periodically. Lighting should be sufficient so as to*
56 *clearly identify a worker as a person. Care should be taken to minimize the potential for*
57 *shadows to conceal workers within the work area.*

58

59 Support:

60 06 Desired illumination levels vary depending upon the nature of the task involved. An average horizontal
61 luminance of 5 foot candles can be adequate for general activities. Tasks requiring high levels of
62 precision and extreme care can require an average horizontal luminance of 20 foot candles.

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