



National Committee on Uniform Traffic Control Devices

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Item No.: 24B-TTC-02

NCUTCD RECOMMENDATION 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 TTC TC: 06/29/2023, 06/26/2024, 01/08/2025
Approved by NCUTCD Council: 01/09/2025

This is a recommended change to the MUTCD that has been approved by the NCUTCD Council. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. It 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. This item, items 24B-TTC-01 and 24B-TTC-03, and anticipated future proposed changes, will eventually result in recommending Chapter 6N 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 revisions to existing text in Section 6A.05 is the deletion of a reference to Section 6N.18 and reference to the “modification to fulfill special needs section” (now Section 6P.02).

RECOMMENDED MUTCD CHANGES:

The following present the proposed changes to the current MUTCD within the context of the current MUTCD language. Proposed additions to the MUTCD are shown in [blue underline](#) and

35 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
36 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
37 underline for additions and ~~green double strikethrough~~ for deletions. In some cases,
38 background comments may be provided with the MUTCD text. These comments are indicated
39 by bracketed white text in shaded green.

40
41 **PART 6. TEMPORARY TRAFFIC CONTROL**

42
43 **CHAPTER 6A. GENERAL**

44
45 **Section 6A.05 Night Work**

46 **Support:**

47 01 Conducting highway construction and maintenance activities during night hours could provide an
48 advantage when traditional daytime temporary traffic control strategies cannot achieve an acceptable
49 balance between worker and public safety, traffic and community impact, and constructability. The two
50 basic advantages of working at night are reduced traffic congestion and less involvement with business
51 activities. However, the two basic conditions that must normally be met for night work to offer any
52 advantage are reduced traffic volumes and easy set up and removal of the temporary traffic control
53 patterns on a nightly basis.

54 02 Shifting work activities to night hours, when traffic volumes are lower and normal business is less
55 active, might offer an advantage in some cases, as long as the necessary work can be completed and the
56 worksite restored to essentially normal operating conditions to carry the higher traffic volume during non-
57 construction hours.

58 03 Although working at night might offer advantages, it also includes safety issues. Reduced visibility
59 inherent in night work impacts the performance of both drivers and workers. Because traffic volumes are
60 lower and congestion is minimized, speeds are often higher at night necessitating greater visibility at a
61 time when visibility is reduced. Finally, the incidence of impaired (alcohol or drugs), fatigued, or drowsy
62 drivers might be higher at night.

63 04 Working at night also involves other factors, including construction productivity and quality, social
64 impacts, economics, and environmental issues. A decision to perform construction or maintenance
65 activities at night normally involves some consideration of the advantages to be gained compared to the
66 safety and other issues that might be impacted.

67 ~~05—Section 6N.18 contains specific provisions on TTC for work during nighttime hours.~~
68 [The following language is being relocated from Section 6N.18. The first sentence which referenced
69 Section 6A.05 is no longer needed and is proposed for deletion.]

70 **Support:**

71 ~~01—Section 6A.05 contains additional information regarding considerations for conducting work~~
72 ~~operations during nighttime hours.~~

73 [In Section 6N.18 there were references to Section 6N.03 that have been changed to Section 6P.02 to
74 correlate with 24B-TTC-01.]

75 **Guidance:**

76 ~~02~~⁰⁵ Considering the safety issues inherent to night work, consideration should be given to enhancing
77 temporary traffic controls (see Section 6P.02) to provide added visibility and driver guidance, and
78 increased protection for workers.

79 ~~03~~⁰⁶ In addition to the enhancements listed in Section 6P.02, consideration should be given to providing
80 additional lights and retroreflective markings to workers, work vehicles, and equipment.

81 **Option:**

82 ~~04~~⁰⁷ Where reduced traffic volumes at night make it feasible, the entire roadway may be closed by
83 detouring traffic to alternate facilities, thus removing the traffic risk from the activity area.

84 Guidance:

85 ~~05~~⁰⁸ Consideration should be given to stationing uniformed law enforcement officers and lighted patrol
86 cars at night work locations where there is a concern that high speeds or impaired drivers might result in
87 undue risks for workers or other drivers.

88 Standard:

89 ~~06~~⁰⁹ **Except in emergencies, temporary lighting shall be provided at all flagger stations used during**
90 **nighttime work.**

91 Support:

92 ~~07~~¹⁰ Desired illumination levels vary depending upon the nature of the task involved. An average
93 horizontal luminance of 5 foot candles can be adequate for general activities. An average horizontal
94 luminance of 10 foot candles can be adequate for activities around equipment. Tasks requiring high
95 levels of precision and extreme care can require an average horizontal luminance of 20 foot candles.
96

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

98 Support:

99 ~~01 Section 6A.05 contains additional information regarding considerations for conducting work~~
100 ~~operations during nighttime hours.~~

101 Guidance:

102 ~~02 Considering the safety issues inherent to night work, consideration should be given to enhancing~~
103 ~~traffic controls (see Section 6N.03) to provide added visibility and driver guidance, and increased~~
104 ~~protection for workers.~~

105 ~~03 In addition to the enhancements listed in Section 6N.03, consideration should be given to providing~~
106 ~~additional lights and retroreflective markings to workers, work vehicles, and equipment.~~

107 Option:

108 ~~04 Where reduced traffic volumes at night make it feasible, the entire roadway may be closed by~~
109 ~~detouring traffic to alternate facilities, thus removing the traffic risk from the activity area.~~

110 Guidance:

111 ~~05 Consideration should be given to stationing uniformed law enforcement officers and lighted patrol~~
112 ~~cars at night work locations where there is a concern that high speeds or impaired drivers might result in~~
113 ~~undue risks for workers or other drivers.~~

114 Standard:

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116 ~~nighttime work.~~

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