Night Work Visibility

TRADE: ROADWORK & TRAFFIC CONTROL	LEADER GUIDE: 8-12 MINUTES	USE WHAT FITS TODAY

LEADER NOTE
Do not read this sheet word-for-word. Pick the sections that match today's task, point to the actual equipment/work area, and get the crew to answer the questions out loud.

WHY THIS MATTERS

Take a few minutes before the task to cover Night Work Visibility. The main concern is reduced visibility, glare and fatigue, so make sure everyone sees the exposure and knows the plan before work begins. Work zones fail when drivers, workers and equipment operators receive different messages. Visibility, channelizing devices, escape paths and communication must make the safe path obvious before traffic reaches the work area.

A SCENARIO TO DISCUSS
During Night Work Visibility, a vehicle enters from a direction the crew did not expect and passes closer to the work area than planned. Nobody is hit. What should be changed before relying on the same setup again?

BEFORE WORK STARTS

- Walk the traffic-control layout from the driver and worker perspective before opening the operation.
- Verify signs/devices, high-visibility apparel, lighting and flagger/spotter positions.
- Identify worker escape paths and equipment entry/exit points.
- Set the traffic-control plan before workers enter the live-traffic area and maintain it as conditions change.
- Wear the required high-visibility apparel and position workers where drivers can see and react to them.

SAFE WORK SEQUENCE / CONTROLS

- Set the traffic-control plan before workers enter the live-traffic area and maintain it as conditions change.
- Wear the required high-visibility apparel and position workers where drivers can see and react to them.
- Use approved signs, cones, drums, barricades and flagging methods for the work zone.
- Maintain an escape path and avoid standing between traffic and equipment or fixed objects.
- If conditions change, stop long enough to make sure the control for reduced visibility, glare and fatigue still works for the job in front of you.

COMMON FAILURE POINTS

- Setting devices from the worker's view without checking what an approaching driver will see.
- Allowing a vehicle/equipment route to cross a pedestrian work path without positive control.
- Keeping the original setup after traffic, visibility or work location changes.

STOP AND RESET IF...

- Signs, cones, drums, barricades or flagger positions no longer match the traffic-control plan.
- Visibility, lighting, weather or traffic volume makes the setup ineffective.
- A worker/equipment movement requires crossing active traffic without a controlled plan.

QUESTIONS THAT SHOULD CHANGE THE JOB

1. What path should drivers, workers, and equipment follow through this setup, and is that path obvious from the driver's point of view?
2. Where is each worker's escape route if a vehicle enters the work area unexpectedly?
3. What change in visibility, lighting, traffic volume, pedestrians, or work position requires us to move devices or stop the operation?
4. Who has authority to change the traffic-control setup, and how will the entire crew learn about the change?
5. What should be changed before relying on the same setup again?

MAKE IT REAL ON THE JOB
Walk the setup from the driver's approach and from the worker's escape route.

BEFORE YOU RELEASE THE CREW
Before the crew starts, everyone should be able to explain the hazard, point to the control being used today, and name the condition that would make the work stop.

Reference: MUTCD Part 6 + 29 CFR 1926.200/201 - Temporary Traffic Control and Signaling

LidLog

ATTENDANCE & SIGN-OFF

Night Work Visibility

Project / Job:		**Date:**	
Talk leader:		**Location:**	

CREW ACKNOWLEDGMENT

By signing, attendees confirm they participated in this toolbox talk and had the opportunity to raise job-specific questions. Signatures do not replace required training, qualifications, permits or certifications.

#	Name	Company / Trade	Signature
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QUESTIONS / CONDITIONS / CORRECTIVE ACTIONS

END-OF-TALK CHECK

[ ] Crew can point to the main hazard.	[ ] Critical control is in place and usable.
[ ] The responsible person/check is clear.	[ ] Stop/re-brief conditions were discussed.