



National Committee on Uniform Traffic Control Devices

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Attachment No. 08
Item No.: 19B-TTC-01

NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

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TECHNICAL COMMITTEE:	Temporary Traffic Control Committee
ITEM NUMBER:	19B-TTC-01
TOPIC:	Circulating Lane Closure in a Multi-Lane Roundabout
ORIGIN OF REQUEST:	FHWA MUTCD Team
AFFECTED SECTIONS OF MUTCD:	Chapter 6H. Typical Applications New Notes Page and Figure 6H.ZZ, Outside Lane Closure on a Multi-Lane Roundabout, TA-ZZ

7 8 DEVELOPMENT HISTORY

- 9 • Approved by TTC Technical Committee: 01/10/2019
- 10 • Sponsor Comments Reviewed and Modifications Approved by TTC Technical
- 11 • Committee: 06-20-2019
- 12 • Approved by Council: TBD

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14 *This is a proposal for recommended changes to the MUTCD that has been developed by*
15 *a technical committee of the NCUTCD. The NCUTCD is distributing it to its sponsoring*
16 *organizations for review and comment. Sponsor comments will be considered in revising*
17 *the proposal prior to NCUTCD Council consideration. This proposal does not represent a*
18 *revision of the MUTCD and does not constitute official MUTCD standards, guidance, or*
19 *options. If approved by the NCUTCD Council, the recommended changes will be*
20 *submitted to FHWA for consideration for inclusion in a future MUTCD revision. The*
21 *MUTCD can be revised only by the FHWA through the federal rulemaking process.*
22

23 SUMMARY

24 The Temporary Traffic Control Technical Committee recommends three new Typical
25 Application (TA's) to Part 6H involving work within the circulating lane(s) of single and multi-
26 lane roundabouts including "Flagging Operation on a Single-Lane Roundabout", "Inside Lane
27 Closure on a Multi-Lane Roundabout" and "Outside Lane Closure on a Multi-Lane
28 Roundabout". Two new TA's for were approved by Council on 06/21/19 including "Flagging
29 Operation on a Single-Lane Roundabout" and "Inside Lane Closure on a Multi-Lane
30 Roundabout". The proposed new TA for "Outside Lane Closure on a Multi-Lane Roundabout"
31 had major changes based on addressing Sponsor comments and needed to be sent back out to
32 Sponsors.
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35 **DISCUSSION**

36 Modern roundabouts have been constructed in the United States since the early 1990’s
37 (approaching 30 years). The pavement within the roundabout intersection have needed regular
38 maintenance treatments, including pavement replacement, since originally constructed. The
39 current and previous editions of the MUTCD included no guidance in Part 6H (Typical
40 Applications) regarding the use of temporary traffic control for work within the circulating
41 lane(s) of a modern roundabout. As a result, several states have developed their own typical
42 applications to meet these needs including Virginia DOT, Pennsylvania DOT, Oregon DOT,
43 Washington DOT, etc.

44
45 Other industry resources for public agencies to utilize include ATSSA’s document “Temporary
46 Traffic Control for Building and Maintaining Single and Multi-lane Roundabouts”, January 2013
47 (<https://drive.google.com/file/d/0B6x5IpW9760GYIE2ZFd6TkZ1Mjg/view>) and the FHWA
48 Work Zone Safety Grant Page through Wayne University (<http://workzone.eng.wayne.edu/>)
49 which includes Temporary Traffic Control Plans (TTCP) software which will develop specific
50 Typical Applications for intersection and roadway sections based on the specific work being
51 performed as well as existing conditions. A total of 20 different TA’s can be generated through
52 the Modern Roundabout Intersection component of the TTCP software.

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54 The Temporary Traffic Control Technical Committee has worked with the NCUTCD’s
55 Roundabout Task Force to narrow down the number of TA’s available to three that would be
56 most useful to practitioners “Flagging Operation on a Single-Lane Roundabout”, “Inside Lane
57 Closure on a Multi-Lane Roundabout” and “Outside Lane Closure on a Multi-Lane
58 Roundabout”. These are consistent with TA’s in current use which were developed by the
59 Virginia DOT, Pennsylvania DOT, Oregon DOT and Washington DOT. Two of these proposed
60 changes, “Flagging Operation on a Single-Lane Roundabout” and “Inside Lane Closure on a
61 Multi-Lane Roundabout”, were approved by Council on 06/21/2019. The third proposal,
62 “Outside Lane Closure on a Multi-Lane Roundabout”, has been renamed “Circulating Lane
63 Closure in a Multi-Lane Roundabout” and modified through the review of the Sponsor
64 comments. This modified proposal is being sent back to Sponsors for additional review and
65 comment.

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67 One comment provided by Janet Barlow of Accessible Design for the Blind, who is a frequent
68 guest of the Temporary Traffic Control Technical Committee, was to include crosswalks on each
69 approach to the roundabouts similar to what is shown in the in Chapter 3C. Roundabout
70 Markings. The Temporary Traffic Control Technical Committee concurred with the
71 recommendation and recommended to address this comment at the same time as addressing
72 comments from Sponsors.

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74 **RECOMMENDED MUTCD CHANGES**

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76 The following present the proposed changes to the current MUTCD within the context of the
77 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
78 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
79 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
80 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background

81 comments may be provided with the MUTCD text. These comments are indicated by
82 **[highlighted light blue in brackets]**.

83
84 **CHAPTER 6H TYPICAL APPLICATIONS**
85 Notes for Figure 6H-ZZ – Typical Application ZZ
86 Circulating Lane Closure in a Multi-Lane Roundabout

87
88 **Standard:**

- 89 **1. When crosswalks or other pedestrian facilities are closed or relocated, temporary**
90 **facilities shall be detectable and shall include accessibility features consistent with**
91 **the features present in the existing pedestrian facility. See Figure 6H-29, Crosswalk**
92 **Closures and Pedestrian Detours (TA-29).**

93
94 **Guidance:**

- 95 2. When designing the temporary traffic control and installing the channelizing devices for
96 work activities at roundabouts, accommodations for the turning radius of wider heavy
97 commercial vehicles should be considered.
98 3. Since the geometrics of the roundabout will temporarily be altered, consideration should
99 be given to establishing a truck detour for the duration of the project.
100 4. For intermediate or long term work, the roundabout should be closed if traffic cannot be
101 accommodated, and traffic detoured with appropriate detour signing provided. See
102 Figure 6H-8, Road Closure with an Off-Site Detour (TA-8).
103 5. Conflicting pavement markings should be removed for long-term projects. For short-
104 term and intermediate-term projects where this is not practical, the channelizing devices
105 in the area where the pavement markings conflict should be placed at a maximum
106 spacing of 1/2 S feet where S is the speed in mph. Temporary markings should be
107 installed where needed.

108
109 **Option:**

- 110 6. Flashing warning lights and/or flags may be used to call attention to the advance
111 warning signs.
112 7. A portable changeable message sign may be utilized as part of the temporary traffic
113 control plan to provide clear guidance to motorist on all approaches of the roundabout.

Figure 6H-ZZ. Circulating Lane Closure in a Multi-Lane Roundabout (TA-ZZ)

