



National Committee on Uniform Traffic Control Devices

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Item No.: 25A-TTC-06

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

COMMITTEE / TASK FORCE: Temporary Traffic Control Technical Committee
ITEM NUMBER: 25A-TTC-06
TOPIC: Circulating Lane Closure in a Multi-Lane Roundabout
ORIGIN OF REQUEST: FHWA MUTCD Team
AFFECTED SECTIONS OF MUTCD: Chapter 6P. Typical Applications
Typical Application 27d

After publication of the 2023 MUTCD, the NCUTCD rescinded all MUTCD prior recommendations. This proposed change is based on one of those prior recommendations.

DEVELOPMENT HISTORY:

Approved by TTC TC: 01/08/2025
Approved by NCUTCD Council:

This is a proposed change to the MUTCD that has been developed by a technical committee, joint committee, or joint task force of the NCUTCD. The NCUTCD is distributing this 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, options, or support. 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 TTC Technical Committee recommends adding a new Typical Application (TA) to Chapter 6P involving work within the circulating lanes of multi-lane roundabouts. Three new TAs involving roundabouts were added to the 11th edition of the MUTCD including “Short-Term or Short-Duration Work in a Circular Intersection”, “Flagging Operation on a Single-Lane Roundabout”, and “Inside Lane Closure on a Multi-Lane Roundabout”. The proposed new TA for “Circulating Lane Closure in a Multi-Lane Roundabout” was approved by the NCUTCD council but was not complete in time for to be included in the 11th Edition of the MUTCD.

DISCUSSION:

Modern roundabouts have been constructed in the United States since the early 1990’s (around 30 years). The pavement within the roundabout intersection have needed regular maintenance treatments, including pavement replacement, since originally constructed. The previous editions of the MUTCD included no guidance in Chapter 6P – Typical Applications – regarding the use of temporary traffic control for work within the circulating lanes of a modern roundabout. As a result, several states developed their own typical applications to meet these needs including Virginia DOT, Pennsylvania DOT, Oregon DOT, Washington DOT, etc.

37 Another industry resource for public agencies to utilize is ATSSA's document "Temporary Traffic
38 Control for Building and Maintaining Single and Multi-lane Roundabouts", January 2013
39 ([https://workzonesafety.org/publication/temporary-traffic-control-for-building-and-maintaining-
40 single-and-multi-lane-roundabouts/](https://workzonesafety.org/publication/temporary-traffic-control-for-building-and-maintaining-single-and-multi-lane-roundabouts/)).

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42 The Temporary Traffic Control Technical Committee worked with the NCUTCD's Roundabout
43 Joint Task Force to develop TAs that would be useful to practitioners. Most of the TAs were
44 added to 11th Edition including: "Short-Term or Short-Duration Work in a Circular Intersection"
45 (TA-52), "Flagging Operation on a Single-Lane Circular Intersection" (TA-53), and "Inside Lane
46 Closure on a Multi-Lane Circular Intersection" (TA-54). Note that 24B-TTC-01 recommended
47 renumbering these 27a, 27b, and 27c. Another TA was developed for the outside lane closure
48 of a multi-lane roundabout. This TA named "Circulating Lane Closure in a Multi-Lane
49 Roundabout", was approved by council previously but did not make it in the 11th Edition.
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52 **RECOMMENDED MUTCD CHANGES:**

53 The following present the proposed changes to the current MUTCD within the context of the
54 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
55 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
56 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
57 underline for additions and ~~green double strikethrough~~ for deletions. In some cases,
58 background comments may be provided with the MUTCD text. These comments are indicated
59 by bracketed white text in shaded green. Deletions made by a technical committee or task
60 force after initial distribution to sponsoring organizations are shown in ~~highlighted red~~
61 ~~strikethrough and Helvetica text~~. Additions made by a technical committee or task force after
62 initial distribution to sponsoring organizations are shown in underline blue and Helvetica text.

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64 **PART 6 TEMPORARY TRAFFIC CONTROL**

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66 **CHAPTER 6P TYPICAL APPLICATIONS**

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68 **Notes for Figure 6P-27d – Typical Application 27d**
69 **Circulating Lane Closure in a Multi-Lane Roundabout**

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71 **Standard:**

- 72 1. Detour routes shall be provided for affected roundabout approaches. See Figures 6P-8,
73 6P-9, 6P-19, and 6P-20.
- 74 2. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities
75 shall be detectable and shall include accessibility features consistent with the features
76 present in the existing pedestrian facility. See Figure 6P-29, Crosswalk Closures and
77 Pedestrian Detours (TA-29).

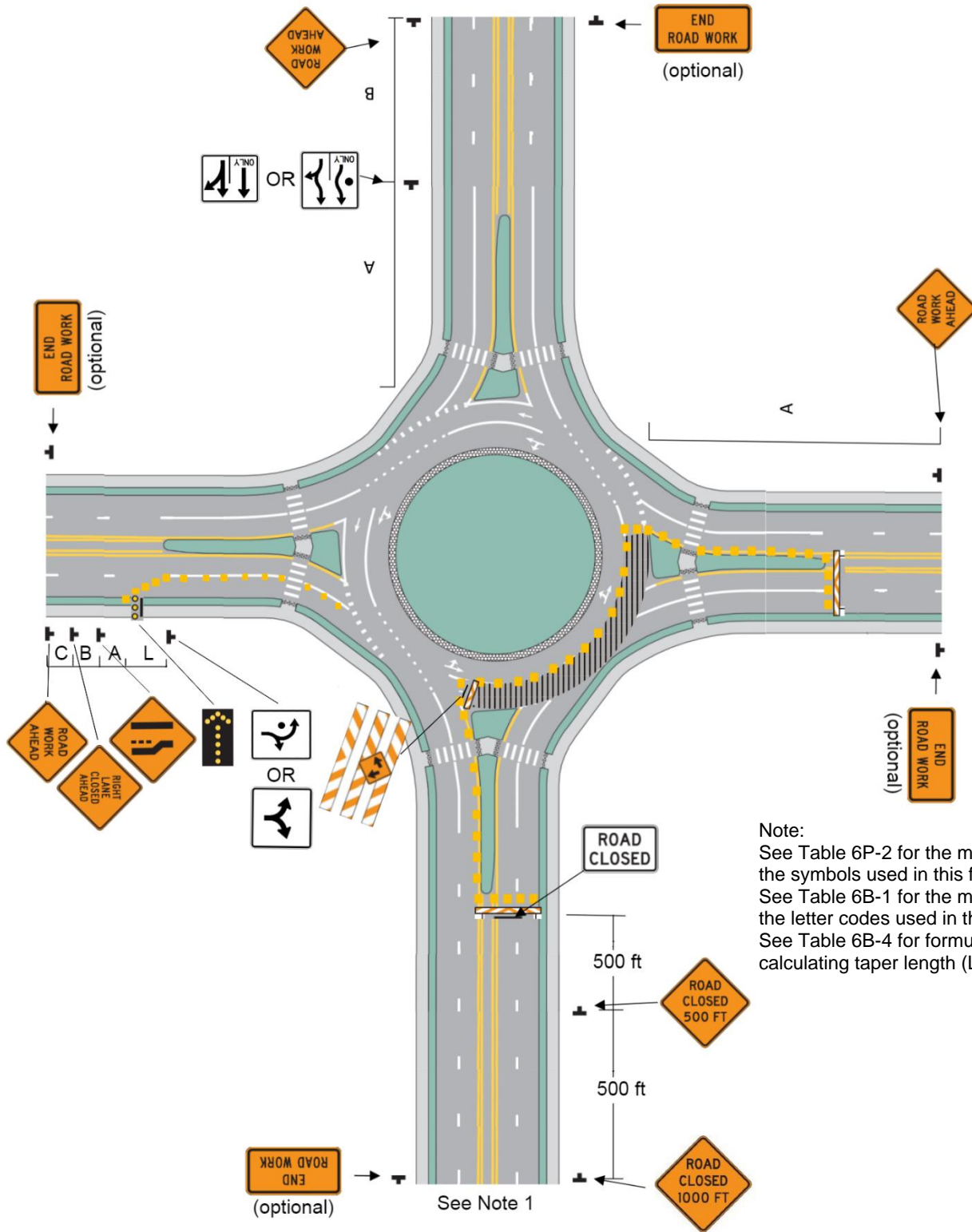
78 **Guidance:**

- 79 3. When designing the temporary traffic control and installing the channelizing devices for work
80 activities at roundabouts, accommodations for the turning radius of wider heavy commercial
81 vehicles should be considered.
- 82 4. Since the geometrics of the roundabout will temporarily be altered, consideration should be given
83 to establishing a truck detour for the duration of the project.
- 84 5. For intermediate or long-term work, the roundabout should be closed if traffic cannot be
85 accommodated, and traffic detoured with appropriate detour signing provided. See Figure 6P-8,
86 Road Closure with an Off-Site Detour (TA-8).
- 87 6. Conflicting signs and pavement markings should be removed for long-term projects. For short-
88 term and intermediate-term projects where this is not practical, the channelizing devices in the
89 area where the pavement markings conflict should be placed at a maximum spacing of 1/2 S feet
90 where S is the speed in mph. Temporary markings should be installed where needed.

91 **Option:**

- 92 7. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
- 93 8. Portable changeable message signs may be utilized as part of the temporary traffic control plan to
94 provide clear guidance to motorists on all approaches of the roundabout.
- 95 9. Positive protection devices may be used per Section 6M.02.

Figure 6P-27d Circulating Lane Closure in a Multi-Lane Roundabout (TA-27d)



Note:
 See Table 6P-2 for the meanings of the symbols used in this figure.
 See Table 6B-1 for the meanings of the letter codes used in this figure.
 See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 27d