



# National Committee on Uniform Traffic Control Devices

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Item No.: 19B-TTC-01

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

**TECHNICAL COMMITTEE:** Temporary Traffic Control Technical 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, Circulating Lane Closure on a Multi-Lane Roundabout, TA-ZZ  
**TASK FORCE MEMBERS:** Ryan Lancaster (chair), Tim Baughman, Scott Tison, Tim Cox, Neil Boudreau, David Church, Tom Hicks, Dave Royer, Tim Stroth, Jim Bragdon, Todd Lohman, Gene Edmonds, Fred Hanscom, Gene Putman, Charles Adams, Jim Harkness, Matt Briggs, Laura Huizinga, Craig Rhodes, David Church, Tom Macchione

### DEVELOPMENT HISTORY:

- Approved by TTC Technical Committee: Tentative approval 01/10/2019
- Approved by Roundabout Task Force: 01/07/2021
- Approved by TTC Typical Application Task Force: 01/08/2021
- Revisions from sponsor comments approved by Technical Committee: 06/20/2019, 01/08/2020, 01/13/2021
- Approved by Council: 01/20/2021

*This is a proposal for recommended changes 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 by the FHWA through the federal rulemaking process.*

20 **SUMMARY:**

21 The TTC Technical Committee recommends adding a new Typical Application (TA) to Chapter  
22 6H involving work within the circulating lanes of multi-lane roundabouts. Two new TAs  
23 involving roundabouts were approved by Council on 06/21/2019 including “Flagging Operation  
24 on a Single-Lane Roundabout” and “Inside Lane Closure on a Multi-Lane Roundabout”. The  
25 proposed new TA for “Circulating Lane Closure in a Multi-Lane Roundabout” was originally  
26 part of the proposal approved earlier, but was separated to further address Sponsor comments.  
27

28 **DISCUSSION**

29 Modern roundabouts have been constructed in the United States since the early 1990’s (around  
30 30 years). The pavement within the roundabout intersection have needed regular maintenance  
31 treatments, including pavement replacement, since originally constructed. The current and  
32 previous editions of the MUTCD included no guidance in Chapter 6H – Typical Applications –  
33 regarding the use of temporary traffic control for work within the circulating lanes of a modern  
34 roundabout. As a result, several states have developed their own typical applications to meet  
35 these needs including Virginia DOT, Pennsylvania DOT, Oregon DOT, Washington DOT, etc.  
36

37 Other industry resources for public agencies to utilize include ATSSA’s document “Temporary  
38 Traffic Control for Building and Maintaining Single and Multi-lane Roundabouts”, January 2013  
39 ([https://www.workzonesafety.org/training-resources/fhwa\\_wz\\_grant/atssa\\_ttc\\_roundabouts/](https://www.workzonesafety.org/training-resources/fhwa_wz_grant/atssa_ttc_roundabouts/)) and  
40 the FHWA Work Zone Safety Grant Page through Wayne State University  
41 (<http://workzone.eng.wayne.edu/>) which includes Temporary Traffic Control Plans (TTCP)  
42 software which will develop specific Typical Applications for intersection and roadway sections  
43 based on the specific work being performed as well as existing conditions. A total of 20 different  
44 Roundabout TAs can be generated through the Wayne State University Work Zone site.  
45

46 The Temporary Traffic Control Technical Committee has worked with the NCUTCD’s  
47 Roundabout Task Force to narrow down the number of TAs available to three that will be most  
48 useful to practitioners “Flagging Operation on a Single-Lane Roundabout” (19A-TTC-02  
49 approved by council 6/21/2019), “Inside Lane Closure on a Multi-Lane Roundabout” (19A-TTC-  
50 02 approved by council 6/21/2019) and “Outside Lane Closure on a Multi-Lane Roundabout”  
51 (this proposal). These are consistent with TAs in current use which were developed by the  
52 Virginia DOT, Pennsylvania DOT, Oregon DOT and Washington DOT. Two of these proposed  
53 changes, “Flagging Operation on a Single-Lane Roundabout” and “Inside Lane Closure on a  
54 Multi-Lane Roundabout”, were approved by Council on 06/21/2019. This third proposal,  
55 “Outside Lane Closure on a Multi-Lane Roundabout”, has been renamed “Circulating Lane  
56 Closure in a Multi-Lane Roundabout” and modified through the review of the Sponsor  
57 comments. This modified proposal has been sent back to Sponsors for additional review and  
58 comment.  
59

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

66 **RECOMMENDED MUTCD CHANGES**

67 The following present the proposed changes to the current MUTCD within the context of the  
68 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and  
69 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously  
70 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double  
71 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background  
72 comments may be provided with the MUTCD text. These comments are indicated by  
73 **[highlighted light blue in brackets]**.

74  
75 **PART 6 TEMPORARY TRAFFIC CONTROL**

76  
77 **CHAPTER 6H TYPICAL APPLICATIONS**

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79 **Notes for Figure 6H-ZZ – Typical Application ZZ**  
80 **Circulating Lane Closure in a Multi-Lane Roundabout**

81  
82 **Standard:**

- 83 1. **Detour routes shall be provided for affected roundabout approaches. See Figures**  
84 **6H-8, 6H-9, 6H-19, and 6H-20.**
- 85 2. **When crosswalks or other pedestrian facilities are closed or relocated, temporary**  
86 **facilities shall be detectable and shall include accessibility features consistent with**  
87 **the features present in the existing pedestrian facility. See Figure 6H-29, Crosswalk**  
88 **Closures and Pedestrian Detours (TA-29).**

89 **Guidance:**

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

103 **Option:**

- 104 7. Flashing warning lights and/or flags may be used to call attention to the advance  
105 warning signs.
- 106 8. Portable changeable message signs may be utilized as part of the temporary traffic  
107 control plan to provide clear guidance to motorists on all approaches of the roundabout.
- 108 9. Positive protection devices may be used per Section 6F.84a. [For consistency with 19B-  
109 TTC-02 Approved by Council 01/10/2020]

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

