





STATE OF DELAWARE  
**DEPARTMENT OF TRANSPORTATION**  
800 BAY ROAD  
P.O. BOX 778  
DOVER, DELAWARE 19903

Nicole Majeski  
secretary

**TO:** All Users of the Delaware Manual on Uniform Traffic Control Devices

**VIA:** Peter Haag, P.E., PTOE  
Chief of Traffic Engineering 

**FROM:** Jeff Van Horn, P.E.  
Chief of Traffic Operations 

**DATE:** January 12, 2022

**SUBJECT: Interim Guidance; Part 6, Temporary Traffic Control  
Typical Application 26A – Closure at a One Lane Roundabout**

---

This Interim Guidance to the Delaware Manual on Uniform Traffic Control Devices (MUTCD) provides a new Typical Application to Part 6H entitled “Typical Application 26A – Closure at a One Lane Roundabout”

**Section 6H.01**

Insert Typical Application 26A – Closure at a One Lane Roundabout (see attached).

The purpose of this Interim Guidance is to provide improved guidance for providing temporary traffic control at roundabouts. As DelDOT continues to design and construct roundabouts, maintenance requirements necessitate the need for additional temporary traffic control guidance.



02/03/2022

Concurred By: Mark Luszc  
Deputy Director, Design

## Notes for Figure 6H-26A—Typical Application 26A

### Closure at a One-Lane Roundabout

(Delaware Revision)

Support:

1. Each roundabout is unique, and the traffic control must be developed to meet the specific conditions of the location and the work operation. A detour could possibly better serve traffic movement and may be considered as an alternative to the flagger operation depicted in Figure 6H-26A with the approval of DeIDOT Traffic.

**Standard:**

**2. Flaggers shall control traffic flow on all approaches of the one-lane roundabout.**

**3. At night, flagger stations shall be illuminated, except in emergencies.**

**4. A lead flagger shall be designated, and approved communication devices shall be used by all flaggers.**

**5. Portable Changeable Message Signs (PCMS) shall be used on any approach where traffic is required to move to the left or right of a splitter island. PCMS messages shall be approved by DeIDOT Traffic.**

Support:

6. Suggested PCMS messages are shown in Figure 6H-26A.

Option:

7. A BE PREPARED TO STOP sign may be added to the sign series.

*Guidance:*

*8. When used, the BE PREPARED TO STOP sign should be located between the Flagger symbol (or FLAGGER AHEAD) sign and the ONE LANE ROAD sign.*

*9. Where drivers emerging from an intersecting roadway will not encounter an advance warning sign prior to the work zone, additional signs should be placed on the intersecting road.*

*10. Maximum possible stopping sight distance should be provided approaching each flagger station (see Table 6C-2).*

*11. The buffer space should be extended so that the two-way traffic taper is placed before a horizontal (or crest vertical) curve to provide adequate sight distance for the flagger and a queue of stopped vehicles.*

*12. Accommodations for the turning radius of tractor trailer vehicles and other large vehicles should be considered when laying out the channelizing devices for this typical application.*

Option:

13. A supplemental flagger may be used in the roundabout island to help direct traffic.

**Standard:**

**14. For long-term, intermediate-term, and short-term operations, a truck-mounted attenuator shall be used on roadways with a posted speed limit or 85<sup>th</sup>-percentile speed greater than 40 mph.**

Option:

15. For short duration operations of 15 minutes or less along roadways with a posted speed limit or 85<sup>th</sup>-percentile speed greater than 40 mph, a truck-mounted attenuator may be omitted if a vehicle with activated high-intensity rotating, flashing, oscillating, or strobe lights is used.

16. Truck-mounted attenuators may be used for all operations along roadways with a posted speed limit or 85<sup>th</sup>-percentile speed less than or equal to 40 mph.

*Guidance:*

*17. When working within two or more quadrants of the circulatory roadway, the intersection should be closed and traffic detoured around the closure, following the principles of TA-20.*

**Standard:**

**18. If used, a detour shall be approved by DeIDOT Traffic.**

**Figure 6H-26A. Closure at a One-Lane Roundabout (TA-26A)**  
**(Delaware Revision)**

