

DESIGN BULLETIN #31/2005 (Superseded May 2010)

Roundabouts: An Informational Guide.

**May 2010 – Design Bulletin #31/2005 Superseded by
Design Bulletin #68/2010:**

<http://www.transportation.alberta.ca/DesignBulletin68.pdf>

Summary: The purpose of this Bulletin is to inform designers, planners and other staff and consultants working for Alberta Infrastructure and Transportation that the department is willing to consider the use of roundabouts for public intersections on highways and other roadways under provincial jurisdiction provided that the context is suitable for this type of control. For general guidance, planners and designers are to follow the FHWA Publication No. FHWA-RD-00-067 entitled Roundabouts: An Informational Guide. The Guide is available from the following link: <http://www.tfhr.gov/safety/00068.htm>

Key Points:

- Roundabouts are to be designed to operate at low speed (typically less than 50 km/h) as per the Guide. The low speed is assured through the use of relatively small inscribed circle diameter as per the ranges recommended in the Guide. For example, for a rural single lane roundabout, the inscribed circle diameter range is between 35m and 40m. The offtracking of large vehicles is to be accommodated through the use of aprons.
- In general, the use of a roundabout may be considered at any intersection where signals or a four-way stop type of control would otherwise be required.
- Roundabouts may be suitable in urban fringe areas where traffic calming is desired.
- Where there is a persistent and chronic collision problem at an existing at-grade intersection, especially one that includes a pattern of severe collisions, the use of a roundabout should be considered (along with other alternatives) during the planning and/or preliminary engineering and subsequent stages.
- Roundabouts are not to be used on the main alignment of highways (such as Freeways, Expressways and Major Arterials) where the preservation of a high speed through movement is feasible and desired.
- At the minor road terminals at interchanges, roundabouts are considered acceptable (subject to other constraints that exist at the site).

Implementation

This Bulletin is effective immediately (17 November 2005).

Contact

Any outstanding questions should be directed to Technical Standards Branch (Attention: Bill Kenny or Peter Mah, fax (780) 422 2027).