

ROUNDBABOUTS

VDOT recognizes that Roundabouts are frequently able to address the above safety and operational objectives better than other types of intersections in both urban and rural environments and on high-speed and low-speed highways. Therefore, it is VDOT policy that Roundabouts be considered when a project includes reconstructing or constructing new intersection(s), signalized or unsignalized. The Engineer shall provide an analysis of each intersection to determine if a Roundabout is a feasible alternative based on site constraints, including right of way, environmental factors and other design constraints. The advantages and disadvantages of constructing a Roundabout shall be documented for each intersection. When the analysis shows that a Roundabout is a feasible alternative, it should be considered the Department's preferred alternative due to the proven substantial safety and operational benefits.

Roundabout designs shall be based on Federal Highway Administration Publication Number FHWA-RD-00-067, Roundabouts: An Informational Guide at <http://www.tfsrc.gov/safety/00068.htm> and <http://www.tfsrc.gov/safety/00068.pdf>. Additional information can also be found in VDOT's Roundabout Brochure at <http://www.virginiadot.org/info/resources/Roundabouts.pdf>. See Figure C-1-2.2 for Roundabout Details. When roundabout design is proposed, the Residency Administrator should consult the District Location & Design Engineer.*

The documentation shall include, at a minimum, the criteria outlined in this chapter. If Roundabouts are **not** being considered then documentation shall be provided on the PM-100 (LD-430) Scoping Report.

The maximum daily service volume of a single-lane roundabout varies between 20,000 and 26,000 vehicles per day (2,000 -2,600 peak hour volume), depending on the left-turn percentages and the distribution of traffic between the major and minor roads.

Exceptions to this requirement include, but are not limited to, the following:

- Where adequate horizontal and/or vertical approach sight distances cannot be met.
- When there are signalized intersections in close proximity to the proposed roundabout.
- Where high volume entrances are in close proximity (within 100') to the outer edge of the inscribed diameter.
- Where left turns are not the predominant turning movement.
- Has been deemed unsuitable by the District or Central Roundabout Review Committee.

Common characteristics of acceptable roundabouts include (a) a domed center that is sufficiently clear to not compromise sight distance and (b) a paved traversable apron not less than 4 feet in width, the radius of which is sufficient to serve the turning radius of school buses and single unit design vehicles. If the percentage of trucks anticipated to use the road exceeds 5%, that radius should be sufficient to serve those vehicles.

Example Plan Sheets for Typical Single Lane Roundabouts can be accessed at: <https://www.nysdot.gov/portal/page/portal/main/roundabouts/guide-engineers/examples>

* Rev. 7/09