

To: All HQ Directors, Highways, Transportation Planning & Policy, Partnerships  
All Regional Directors  
All District Managers Transportation  
All Regional Managers, Directors, Project Delivery  
All Project Managers  
All Regional Managers, Engineering  
All Regional Design Managers  
All Regional Paving Managers

**SUBJECT: ROUNDABOUT POLICY (update)**

**PURPOSE**

This technical circular updates T-07/04 concerning the policy and procedure for the use of roundabouts on Ministry roads.

**BACKGROUND**

The modern roundabout has been successfully implemented in countries throughout the world. Benefits that have been realized by both transportation officials and road users include reduction in the severity of crashes, reductions in vehicular delays and reduced greenhouse gas emissions. Roundabouts also continue to effectively move traffic during extended power outages.

**POLICY**

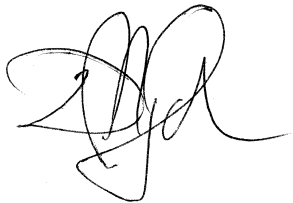
1. Roundabouts shall be considered as the first option for intersection designs where a greater degree of traffic control than a two-way stop is required. If a different intersection treatment is recommended, the project documentation should include a reason why a roundabout solution was not selected for that location. Roadway design with respect to roundabouts shall be carried out in accordance with the guidelines issued by the Ministry of Transportation's Engineering Branch.
2. Roundabouts shall be considered on all roadways including high speed (70 km/h or greater) corridors. Roundabouts may be considered for intersections with interchange ramps.

Contacts:

Design Guidelines

Richard Voyer, P.Eng.  
Sr. Geometric Design and Standards Engineer  
Engineering Branch  
(250) 387-7761

Darwin Tyacke, ASCT  
Sr. Geometric Standards Technologist  
Engineering Branch  
(250) 356-7928

A handwritten signature in black ink, appearing to read 'Dirk Nyland', with a horizontal line extending to the right from the end of the signature.

Dirk Nyland, P. Eng.  
Chief Engineer