

**Table A-3. Example material to replace Green Book Table 9-22. Desirable lane change and deceleration distances.**

Speed, km/h	Metric		Speed (mph)	U.S. Customary	
	Lane Change and Deceleration Distances,* m			Lane Change and Deceleration Distances,* (ft)	
	Typical	Constrained		Typical	Constrained
30	29.0	21.3	120	125	170
40	42.7	32.0	125	140	105
50	58.4	43.7	130	155	150
55	79.2	62.5	135	260	205
65	100.6	80.8	140	330	265
70	125.0	100.6	145	410	340
80	152.4	126.5	150	500	415
90	181.4	153.9	155	595	505
95	213.4	182.9	160	700	600
105	248.9	213.4	165	810	700
110	283.5	248.4	170	930	815

\* Rounded to 5 ft and converted to equivalent values rounded to 0.1 m

Notes:

1. The above full deceleration lengths are  $d_{1a} + d_{2a}$  in Figure 9-48.

2. The speed differential between the turning vehicle and following through vehicles is 15 km/h (10 mph) when the turning vehicle clears the through traffic lane and completes the lane change (i.e., distance  $d_{2a}$ ).

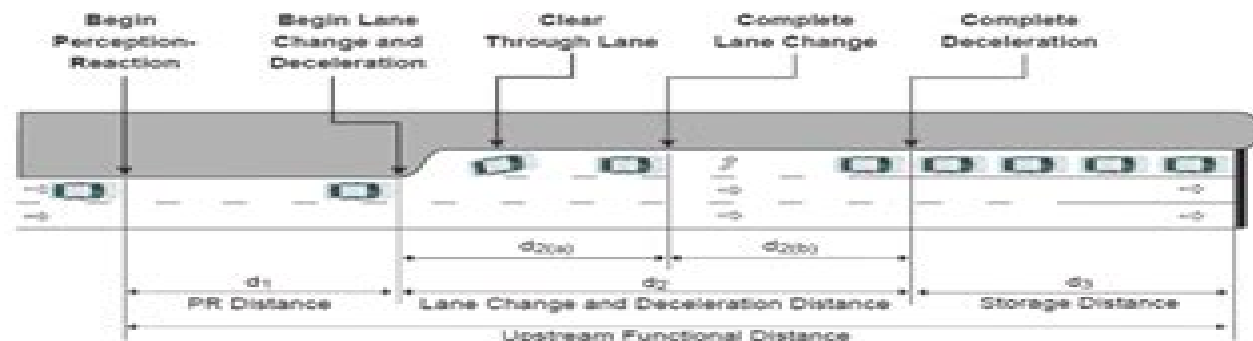
3. Deceleration lengths for a Typical installation are based on a 1.3 m/s<sup>2</sup> (2.7 ft/s<sup>2</sup>) deceleration while moving from the through lane into the turn lane (distance  $d_{1a}$ ) and 2.0 m/s<sup>2</sup> (4.2 ft/s<sup>2</sup>) deceleration after completing the lane change (distance  $d_{2a}$ ).

4. Deceleration lengths for a Constrained installation are based on a 2.0 m/s<sup>2</sup> (4.2 ft/s<sup>2</sup>) deceleration throughout the entire length.

5. Typical lengths should be used for new roadway projects and for reconstruction projects where sufficient right-of-way exists to provide the additional length.

6. Deceleration rates are based on deceleration on dry, level pavement. Designs for approaches on downgrades of more than 2% and intersections at locations prone to wet pavement should account for the additional length necessary for vehicles to decelerate to a stop in these conditions.

7. Access points should not be allowed in the deceleration areas.



Where:

$d_1$  = Distance traveled while driver recognizes upcoming turn lane and prepares for the left-turn maneuver.

$d_{2(a)}$  = Distance traveled while decelerating and changing lanes from the through lane into the turn lane.

$d_{2(b)}$  = Distance traveled during deceleration after lane change.

$d_3$  = Distance provided for the storage of the queue of stopped vehicles waiting to turn.

**Figure A-2. Example graphic for replacing Green Book Figure 9-48. Functional area upstream of an intersection illustrating components of deceleration lane length.**

# Aashto Green 201

**Sidney M. Levy**



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AASHTO-FHWA Special Product Evaluation List American Association of State Highway and Transportation Officials,1977      **Guidance for Implementation of the AASHTO Strategic Highway Safety Plan** ,2004      Single Point Urban Interchange Design and Operations Analysis Carroll J. Messer,1991      Interim Specifications and Methods of Sampling and Testing Adopted by the AASHTO Subcommittee on Materials, 1984 American Association of State Highway and Transportation Officials. Operating Subcommittee on Materials,1984      Transportation Statistics and Microsimulation Clifford Spiegelman,Eun Sug Park,Laurence R. Rilett,2016-04-19 By discussing statistical concepts in the context of transportation planning and operations Transportation Statistics and Microsimulation provides the necessary background for making informed transportation related decisions It explains the why behind standard methods and uses real world transportation examples and problems to illustrate key conc      Guidance for Implementation of the AASHTO Strategic Highway Safety Plan National Cooperative Highway Research Program,2004      *Retrofitting Suburbia, Updated Edition* Ellen Dunham-Jones,June Williamson,2011-03-23 Updated with a new Introduction by the authors and a foreword by Richard Florida this book is a comprehensive guide book for urban designers planners architects developers environmentalists and community leaders that illustrates how existing suburban developments can be redesigned into more urban and more sustainable places While there has been considerable attention by practitioners and academics to development in urban cores and new neighborhoods on the periphery of cities there has been little attention to the redesign and redevelopment of existing suburbs The authors both architects and noted experts on the subject show how development in existing suburbs can absorb new growth and evolve in relation to changed demographic technological and economic conditions Retrofitting Suburbia was named winner in the Architecture Urban Planning category of the 2009 American Publishers Awards for Professional and Scholarly Excellence The PROSE Awards awarded by The Professional and Scholarly Publishing PSP Division of the Association of American Publishers      Design Guidance for High-speed to Low-speed Transition Zones for Rural Highways Darren J. Torbic,2012 TRBs National Cooperative Highway Research Program NCHRP Report 737 Design Guidance for High Speed to Low Speed Transitions Zones for Rural Highways presents guidance for designing the transition from a high speed rural highway to a lower speed section typically approaching a small town The report includes a methodology for assessing these highway sections and a catalog of potential treatments for addressing problems Publisher s description      AASHTO-FHWA Special Product Evaluation List American Association of State Highway and Transportation Officials. Operating Subcommittee on Materials,1979 A listing of special products which have been evaluated by state highway or transportation departments and based upon information received by the AASHTO Subcommittee on Materials and maintained in a computerized file by the Materials Division Federal Highway Administration      **Engineering Standards for Forensic Application** Richard W. McLay,Robert N. Anderson,2018-09-14 Engineering Standards for

Forensic Application presents the technologies and law precedents for the application of engineering standards to forensic opinions discussing Fundamentals Disciplines Engineering Standards The Basics and the Future of Forensics The book explores the engineering standard and how it is used by experts to give opinions that are introduced into evidence and how they are assumed to be the best evidence known on the topic at hand Final sections include coverage of NFL Brain Injuries and the Flint Water Crisis Examples of the use of engineering standards are shown and discussed throughout the work Addresses a wide variety of forensic engineering areas including relevant law Provides a new approach of study that includes the work of both engineers and litigators Contains contributions from over 40 experts offering the reader examples of general forensic methods that are based on reliable engineering practice Operational Effects of Geometrics 2003 National Research Council (U.S.). Transportation Research Board,2003 **Construction Databook: Construction**

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*Recent Geometric Design Research for Improved Safety and Operations* Kay Fitzpatrick,Mark Douglas Wooldridge,Joe Georges Bared,2001 TRB s National Cooperative Highway Research Program NCHRP Synthesis 299 Recent Geometric Design Research for Improved Safety and Operations reviews and summarizes selected geometric design research published during the 1990s particularly research with improved safety and operations implication **Design Speed, Operating Speed, and Sight Distance Issues** National Research Council (U.S.). Transportation Research Board,2000 Transportation Research Record contains the following papers New stopping sight distance model for use in highway geometric design Fambro DB Fitzpatrick K and Koppa R Driver braking performance in stopping sight distance situations Fambro DB Koppa RJ Picha DL and Fitzpatrick K Safety effects of limited stopping sight distance on crest vertical curves Fitzpatrick K Fambro DB and Stoddard AM Operating speed on crest vertical curves with limited stopping sight distance Fambro DB Fitzpatrick K and Russell CW Sight distance for stop controlled intersections based on gap acceptance Harwood DW Mason JM and Brydia RE Reliability approach to intersection sight distance design Easa SM Evaluation of the passing process on two lane rural highways Polus A Livneh M and Frischer B Determining the best method for measuring no passing zones Brown RL and

Hummer JE Design speed and operating speed in rural highway alignment design Krammes RA Speed profile model for a design consistency evaluation procedure in the United States Ottesen JL and Krammes RA Speed reduction as a surrogate for accident experience at horizontal curves on rural two lane highways Anderson IB and Krammas RA Geometric design of low speed urban streets Tarris JP Mason JM and Antonucci ND Mathematical models of vehicular speed on mountain roads Andueza PJ Truck speed profiles Bester CJ Summary of design speed operating speed and design consistency issues Harwood DW Neuman TR and Leisch JP Intersection and Interchange Design National Research Council (U.S.). Transportation Research Board,1993 Impact of Specific Geometric Features on Truck Operations and Safety at Interchanges ,1988

**Transportation Research Record** ,2000 **Truck Characteristics for Use in Highway Design and Operation. Volume I: Research Report. Final Report** Douglas W. Harwood,1990 **Review of Truck Characteristics as Factors in Roadway Design** Douglas W. Harwood,National Cooperative Highway Research Program,2003 Fundamentals of Sustainability in Civil Engineering Andrew Braham,Sadie Casillas,2020-12-20 This book provides a foundation to understand the development of sustainability in civil engineering and tools to address the three pillars of sustainability economics environment and society It includes case studies in the five major areas of civil engineering environmental structural geotechnical transportation and construction management This second edition is updated throughout and adds new chapters on construction engineering as well as an overview of the most common certification programs that revolve around environmental sustainability Features Updated throughout and adds two entirely new chapters Presents a review of the most common certification programs in sustainability Offers a blend of numerical and writing based problems as well as numerous application based examples that utilize concepts found on the Fundamentals of Engineering FE exam Includes several practical case studies Offers a solution manual for instructors Fundamentals of Sustainability in Civil Engineering is intended for upper level civil engineering sustainability courses A unique feature is that concepts found in the Fundamentals of Engineering FE exam were targeted to help senior level students refresh and prepare

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