



ROADSIDE DESIGN GUIDE

4th Edition 2011

AMERICAN ASSOCIATION OF
STATE HIGHWAY AND
TRANSIT COMMISSIONERS
AASHTO
The Association for Transportation Leaders

Aashto Roadside Design Manual

M Woodhall

Aashto Roadside Design Manual:

Roadside Design Guide American Association of State Highway and Transportation Officials. Task Force for Roadside Safety, 2011 The Roadside Design Guide presents a synthesis of current information and operating practices related to roadside safety and is written in dual units metric and U S Customary This book is a guide It is not a standard nor is it a design policy It is intended to use as a resource document from which individual highway agencies can develop standards and policies Although much of the material in the guide can be considered universal in its application several recommendations are subjective in nature and may need modification to fit local conditions However it is important that significant deviations from the guide be based on operational experience and objective analysis The 2011 edition of the AASHTO Roadside Design Guide has been updated to include hardware that has met the evaluation criteria contained in the National Cooperative Highway Research Program NCHRP Report 350 Recommended Procedures for the Safety Performance Evaluation of Highway Features and begins to detail the most current evaluation criteria contained under the Manual for Assessing Safety Hardware 2009 MASH For the most part roadside hardware tested and accepted under older guidelines that are no longer applicable has not been excluded in this edition AASHTO website **Highway Design Manual**

California. Department of Transportation, 1990 **Route 5 Corridor, MHTD Project No J5PO694**, 1997 **Future of the Highway Program** United States. Congress. Senate. Committee on Public Works. Subcommittee on Transportation, 1975

Future of the Highway Program, Hearings Before the Subcommittee on Transportation Of..., 94-1 United States. Congress. Senate. Committee on Public Works, 1975 **Gearing Up for Safety**, 1988 **CDOT Design Guide: pt.**

1. Geometric design, AASHTO chapters (English units) Colorado. Department of Transportation, 1995 **Flexibility in Highway Design**, 1997 **A Policy on Design Standards--interstate System**, 2005 **A Policy on Geometric Design of Highways and Streets, 1990** American Association of State Highway and Transportation Officials, 1990 **A Policy on Geometric Design of Highways and Streets, 1994** American Association of State Highway and Transportation Officials, 1995 A Policy on Geometric Design of Highways and Streets provides the design professional guidance by referencing a recommended range of values for critical dimensions and design **Highway Drainage Guidelines**, 1999

Clear Zone T. H. Maze, Neal Hawkins, Christian Sax, 2008 In urban communities there are often limited amounts of right of way available for establishing a large setback distance from the curb for fixed objects Urban communities must constantly weigh the cost of purchasing additional right of way for clear zones against the risk of fixed object crashes From 2004 to 2006 this type of crash on curbed roads represented 15% of all fatal crashes and 3% of all crashes in the state of Iowa Many states have kept the current minimum AASHTO recommendations as their minimum clear zone standards however other states have decided that these recommendations are insufficient and have increased the required minimum clear zone distance to better suit the judgment of local designers This report presents research on the effects of the clear zone on urban

curbed streets The research was conducted in two phases The first phase involved a synthesis of practice that included a literature review and a survey of practices in jurisdictions that have developmental and historical patterns similar to those of Iowa The second phase involved investigating the benefits of a 10 ft clear zone which included examining urban corridors in Iowa that meet or do not meet the 10 ft clear zone goal The results of this study indicate that a consistent fixed object offset results in a reduction in the number of fixed object crashes a 5 ft clear zone is most effective when the goal is to minimize the number of fixed object crashes and a 3 ft clear zone is most effective when the goal is to minimize the cost of fixed object crashes

Design and Testing of Roadside Safety Devices National Research Council (U.S.). Transportation Research Board,1989

CDOT Design Guide: Project development manual Colorado. Department of Transportation,1995

North

Carolina Bicycle Facilities Planning and Design Guidelines ,1994

The Operational and Safety Impacts of Run-off-road Crashes in Wisconsin César J. Martínez,2008

A Unit Cost and Construction Specification Framework for Utility Installations ,2007

This report summarizes the work completed to develop a prototype framework of construction specification requirements and corresponding unit cost work items for utility installations at TxDOT and recommendations on how to implement that framework in Texas The report includes a review of utility relocation and reimbursement practices describes a prototype unit cost structure framework describes a prototype framework for water and sanitary sewer specifications discusses utility installation special provisions and summarizes conclusions and recommendations for implementation

Summary of Progress - National Cooperative Highway Research Program National Cooperative Highway Research Program,2009

Roundabouts Bruce W. Robinson,United States. Federal Highway

Administration,1999 The guidance supplied in this document Roundabouts an informational guide is based on established international and U S practices and is supplemented by recent research The guide is comprehensive in recognition of the diverse needs of transportation professionals and the public for introductory material through design detail as well as the wide range of potential applications of roundabout intersections The following topics are addressed definition of a roundabout and what distinguishes roundabouts from traffic circles public acceptance and legal issues associated with roundabouts consideration of all user modes including heavy vehicles buses transit bicycles and pedestrians a methodology for identifying appropriate sites for roundabouts and the range of conditions for which roundabouts offer optimal performance methodologies for estimating roundabout capacity delays and queues with reference to the Highway Capacity Manual design principles and guidance on safety and geometric design with reference to applicable national standards such as the AASHTO Policy on Geometric Design of Highways and Streets guidelines for control features such as signing and pavement markings with reference to the Manual on Uniform Traffic Control Devices illumination and landscaping

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