



# ROADSIDE DESIGN GUIDE

4<sup>th</sup> Edition 2011

AMERICAN ASSOCIATION OF  
STATE HIGHWAY AND  
TRANSPORTATION OFFICIALS  
**AASHTO**  
THE VOICE OF TRANSPORTATION

# Aashto 2roadside Design Guide

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## **Aashto 2roadside Design Guide:**

**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Safety Hardware 2009 MASH For the most part roadside hardware tested and accepted under older guidelines that are no longer applicable has not been excluded in this edition AASHTO website **Roadside Design Guide** ,1996-01-01 This document presents a synthesis of current information and operating practices related to roadside safety and is developed in metric units The roadside is defined as that area beyond the traveled way driving lanes and the shoulder if any of the roadway itself The focus of this guide is on safety treatments that minimize the likelihood of serious injuries when a driver runs off the road This guide replaces the 1989 AASHTO Roadside Design Guide *The 2002 AASHTO Roadside Design Guide* Kimberly Ann Nystrom,2003 [A Policy on Design Standards--interstate System](#) ,2005 **Guidance for Implementation of the AASHTO Strategic Highway Safety Plan** ,2008 *A Guide for Achieving Flexibility in Highway Design* ,2004 Context sensitive solutions CSS reflect the need to consider highway projects as more than just transportation facilities Depending on how highway projects are integrated into the community they can have far reaching impacts beyond their traffic or transportation function CSS is a comprehensive process that brings stakeholders together in a positive proactive environment to develop projects that not only meet transportation needs but also improve or enhance the community Achieving a flexible context sensitive design solution requires designers to fully understand the reasons behind the processes design values and design procedures that are used This AASHTO Guide shows highway designers how to think flexibly how to recognize the many choices and options they have and how to arrive at the best solution for the particular situation or context It also strives to emphasize that flexible design does not necessarily entail a fundamentally new design process but that it can be integrated into the existing transportation culture This publication represents a major step toward institutionalizing CSS into state transportation departments and other agencies charged with transportation project development *NHI Catalog* National Highway Institute (U.S.),2009 [Guidance for Implementation of the AASHTO](#)

Strategic Highway Safety Plan Timothy R. Neuman, National Cooperative Highway Research Program, 2008 Head on crashes that occur on freeways are typically severe in nature and may be on the increase A head on crash typically occurs when a vehicle crosses the median and crashes with a vehicle traveling in the opposite direction typically called a cross median crash or median crossover crash A head on crash can also occur when a vehicle inadvertently travels the wrong way in the opposing traffic lanes Head on cross median crashes are typically the result of inadvertent actions by a driver potentially in combination with other adverse circumstances such as weather conditions or motorist fatigue Recent experience and research has shown that a comprehensive approach to safety is most effective in creating a safer driving environment and improved effectiveness of safety treatments A number of safety concerns including many related to head on crashes cannot be as effectively solved by solely applying one of the four Es engineering education enforcement and emergency medical services in isolation When reviewing strategies dealing with head on crashes engineers should strongly consider the role of the other four E groups To address the importance of considering a four E approach this document provides strategies that might be considered

**NHI Training Catalog** National Highway Institute (U.S.), 2007 **Highway Design Manual** California. Department of Transportation, 1990 **Federal Register** , 1987 *Public Roads* , 2001 **CDOT Design Guide: Project development manual** Colorado. Department of Transportation, 1995 **Highway Safety Design and Operations Guide, 3rd Edition** , **Highway Drainage Guidelines** , 1999 Highway/utility Guide , 1993 For many years there has been a need to assemble under one cover state of the knowledge guidance on the better practices begin employed to address the full array of issues which can arise from highway and utility facilities having common right of way The Highway Utility Guide is such a document It provides useful information relevant to joint use issues a historical perspective and good current practices Issues addressed in the Highway Utility Guide include planning and coordination design permits information management and mapping notification procedures legal safety construction maintenance reimbursement and others *Roadside Safety Features 1991* National Research Council (U.S.). Transportation Research Board, 1991 **Human Factors Guidelines for Road Systems** John L. Campbell, Christian M. Richard, Jerry L. Graham, National Cooperative Highway Research Program, 2008 NCHRP report 600 explores human factors principles and findings for consideration by highway designers and traffic engineers The report is designed to help the nonexpert in human factors to consider more effectively the roadway user s capabilities and limitations in the design and operation of highway facilities Report , 2002 **Relationship of Highway Design Standards to Accidents, Injuries and Fatalities** , 1995

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