

# **Aashto Roadside Design Guide**

## **A Critical Examination of the AASHTO Roadside Design Guide: Challenges and Opportunities**

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Publisher: American Association of State Highway and Transportation Officials (AASHTO). AASHTO is a highly respected organization representing highway and transportation agencies across the United States. Their publications, including the AASHTO Roadside Design Guide, are widely recognized as authoritative sources in the field of transportation engineering. Their reputation for rigorous technical standards and commitment to safety is unparalleled.

Editor: Mr. David Miller, P.E., former Chief Engineer, California Department of Transportation (Caltrans). (Mr. Miller possesses decades of experience in practical application of the AASHTO Roadside Design Guide in large-scale highway projects and has overseen the implementation of numerous safety improvement initiatives.)

### **Introduction: The AASHTO Roadside Design Guide - A Cornerstone of Highway Safety**

The AASHTO Roadside Design Guide stands as a cornerstone of highway safety engineering. This comprehensive document provides guidelines and recommendations for designing roadsides to minimize the severity of crashes and enhance overall safety for drivers, passengers, and pedestrians. However, despite its crucial role, the AASHTO Roadside Design Guide faces ongoing challenges and presents opportunities for improvement and innovation. This article will delve into both aspects, examining the guide's strengths, limitations, and potential for future development.

## **Challenges in Applying the AASHTO Roadside Design Guide**

1. **Balancing Safety and Cost:** One of the most significant challenges in implementing the AASHTO Roadside Design Guide is the inherent tension between safety and cost. Implementing all recommended safety features can be prohibitively expensive, particularly for agencies with limited budgets. This often leads to compromises, potentially jeopardizing the effectiveness of the design in mitigating crash severity. The guide needs to better address cost-effective solutions and prioritize improvements based on risk assessment.
2. **Keeping Pace with Technological Advancements:** The field of transportation engineering is constantly evolving. New technologies, such as advanced driver-assistance systems (ADAS) and autonomous vehicles, are transforming the way we design and operate roadways. The AASHTO Roadside Design Guide must adapt to these changes, incorporating the implications of these new technologies on crash mechanics and roadside safety. Current methodologies may not fully account for the impact of ADAS on crash severity.
3. **Data Limitations and Uncertainty:** The AASHTO Roadside Design Guide relies heavily on crash data to develop its recommendations. However, the availability and quality of crash data can be inconsistent, leading to uncertainties in the accuracy of crash modification factors. Furthermore, the guide may not adequately account for the influence of human factors, driver behavior, and environmental conditions on crash outcomes.
4. **Complexity and Applicability:** The AASHTO Roadside Design Guide can be complex and challenging to apply, particularly for engineers with limited experience in roadside design. The guide's comprehensive nature, while valuable, can also be overwhelming, potentially leading to misinterpretations or inconsistent application. Improved clarity and user-friendly guidance are crucial.
5. **Adapting to Varying Geographic Conditions:** The United States boasts diverse geographic conditions, from mountainous terrains to flat plains. The AASHTO Roadside Design Guide should provide more tailored guidance for specific geographic contexts, acknowledging variations in soil conditions, climate, and vegetation that can influence roadside safety features.

## **Opportunities for Improvement and Innovation in the AASHTO Roadside Design Guide**

1. **Integration of Advanced Technologies:** Integrating data from advanced technologies, such as LiDAR and high-resolution cameras, can significantly improve the accuracy of crash prediction models and optimize roadside design. The AASHTO Roadside Design Guide should embrace these

technologies and incorporate them into its methodologies.

2. **Development of Performance-Based Design:** A shift towards performance-based design, where safety outcomes are explicitly targeted, can improve the effectiveness of the AASHTO Roadside Design Guide. This approach prioritizes achieving specific safety goals rather than simply adhering to prescriptive design standards.

3. **Enhanced Risk Assessment Tools:** Refining risk assessment methodologies, incorporating advanced statistical modeling techniques and incorporating more comprehensive data sets, will improve the prioritization of safety improvements.

4. **Improved User-Friendliness and Accessibility:** Streamlining the structure and language of the AASHTO Roadside Design Guide will enhance its accessibility and usability for practicing engineers. Interactive online tools and tutorials can facilitate better understanding and application.

5. **Collaboration and Knowledge Sharing:** Fostering greater collaboration between researchers, practitioners, and policymakers will lead to continuous improvement in the AASHTO Roadside Design Guide. Sharing best practices and lessons learned from real-world projects is crucial for ongoing development.

## **Conclusion**

The AASHTO Roadside Design Guide is an indispensable resource for ensuring highway safety. However, addressing the challenges and capitalizing on the opportunities discussed above will be vital in ensuring its continued relevance and effectiveness in the face of technological advancements, budgetary constraints, and evolving safety needs. By embracing innovation and prioritizing collaboration, the AASHTO Roadside Design Guide can continue to serve as a critical tool for improving road safety across the United States.

## **FAQs**

1. **What is the primary goal of the AASHTO Roadside Design Guide?** To provide guidelines and recommendations for designing roadsides to minimize the severity of crashes and enhance overall safety.

2. **How often is the AASHTO Roadside Design Guide updated?** The guide undergoes periodic revisions to reflect advancements in the field and new research findings. The frequency of updates varies.

3. Is the AASHTO Roadside Design Guide legally binding? While not legally binding in all jurisdictions, it is widely adopted and considered a standard of practice by transportation agencies.
4. What are some key elements addressed in the AASHTO Roadside Design Guide? Clear zones, roadside features (e.g., slopes, barriers, drainage), hazard assessment, and crash modification factors.
5. How does the guide account for different types of roadways? The AASHTO Roadside Design Guide provides guidance for various roadway types, including freeways, highways, and rural roads, considering their specific safety needs.
6. What role does risk assessment play in the application of the guide? Risk assessment is crucial for prioritizing improvements and allocating resources effectively, focusing on locations and features posing the highest risk.
7. How can engineers ensure compliance with the AASHTO Roadside Design Guide? Through careful planning, detailed design, adherence to specifications, and proper documentation.
8. Where can I find the latest version of the AASHTO Roadside Design Guide? The latest version is typically available for purchase through AASHTO's website.
9. What are the potential consequences of not adhering to the AASHTO Roadside Design Guide? Increased crash frequency and severity, potential for litigation, and compromised safety for road users.

## **Related Articles**

1. "Clear Zone Design According to the AASHTO Roadside Design Guide": A detailed exploration of clear zone design principles and their practical application.
2. "The Role of Roadside Barriers in Mitigating Crash Severity": An analysis of different types of roadside barriers and their effectiveness in reducing crash impacts.
3. "Applying Crash Modification Factors from the AASHTO Roadside Design Guide": A guide on utilizing crash modification factors for accurate safety assessments.
4. "Cost-Effective Roadside Safety Improvements Based on AASHTO Guidelines": Strategies for optimizing safety improvements within budgetary constraints.
5. "Integrating Advanced Driver-Assistance Systems (ADAS) into AASHTO Roadside Design": An examination of how ADAS technology influences roadside safety considerations.
6. "AASHTO Roadside Design Guide and its Application in Mountainous Regions": A focused analysis of the guide's relevance to specific geographic contexts.
7. "Performance-Based Design in Roadside Safety: A Case Study Using the AASHTO Roadside Design

Guide": A detailed example of applying a performance-based approach to roadside design.

8. "The Impact of Human Factors on Roadside Safety: Considerations for AASHTO Implementation": An in-depth review of the human element in road safety and its interaction with roadside design.

9. "Future Trends in Roadside Safety and their Implications for the AASHTO Roadside Design Guide": A forward-looking perspective on emerging technologies and safety challenges.

**aashto roadside 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.

**aashto roadside design guide: Roadside Design Guide** American Association of State Highway and Transportation Officials. Task Force for Roadside Safety, 1989

**aashto roadside design guide: A Policy on Design Standards--interstate System** , 2005

**aashto roadside design guide: 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.

**aashto roadside design guide: AASHTO Guide for Design of Pavement Structures, 1993** American Association of State Highway and Transportation Officials, 1993 Design related project level pavement management - Economic evaluation of alternative pavement design strategies - Reliability / - Pavement design procedures for new construction or reconstruction : Design requirements - Highway pavement structural design - Low-volume road design / - Pavement design procedures for rehabilitation of existing pavements : Rehabilitation concepts - Guides for field data collection - Rehabilitation methods other than overlay - Rehabilitation methods with overlays / - Mechanistic-empirical design procedures.

**aashto roadside design guide: Guidelines for Geometric Design of Very Low-volume Local Roads (ADT [less Than Or Equal to Symbol] 400)** American Association of State Highway and

Transportation Officials, 2001

**aashto roadside design guide: Roadway Lighting Design Guide** American Association of State Highway and Transportation Officials, 2005 This guide replaces the 1984 publication entitled *An Informational Guide for Roadway Lighting*. It has been revised and brought up to date to reflect current practices in roadway lighting. The guide provides a general overview of lighting systems from the point of view of the transportation departments and recommends minimum levels of quality. The guide incorporates the illuminance and luminance design methods, but does not include the small target visibility (STV) method.

**aashto roadside design guide: Gravel Roads** Ken Skorseth, 2000 The purpose of this manual is to provide clear and helpful information for maintaining gravel roads. Very little technical help is available to small agencies that are responsible for managing these roads. Gravel road maintenance has traditionally been more of an art than a science and very few formal standards exist. This manual contains guidelines to help answer the questions that arise concerning gravel road maintenance such as: What is enough surface crown? What is too much? What causes corrugation? The information is as nontechnical as possible without sacrificing clear guidelines and instructions on how to do the job right.

**aashto roadside design guide: Guide for the Planning, Design, and Operation of Pedestrian Facilities**, 2004

**aashto roadside design guide: Roundabouts** Lee August Rodegerdts, National Cooperative Highway Research Program, 2010 TRB's National Cooperative Highway Research Program (NCHRP) Report 672: Roundabouts: An Informational Guide - Second Edition explores the planning, design, construction, maintenance, and operation of roundabouts. The report also addresses issues that may be useful in helping to explain the trade-offs associated with roundabouts. This report updates the U.S. Federal Highway Administration's Roundabouts: An Informational Guide, based on experience gained in the United States since that guide was published in 2000.

**aashto roadside design guide: A Policy on Geometric Design of Highways and Streets, 2011** American Association of State Highway and Transportation Officials, 2011

**aashto roadside design guide: Geometric Design Practices for European Roads** James O. Brewer, 2001

**aashto roadside design guide: Policy on Geometric Design of Highways** American Association of State Highway and Transportation Officials, 2001

**aashto roadside design guide: Roadside Safety Analysis Program (RSAP)** King K. Mak, Dean Sicking, National Cooperative Highway Research Program, 2003

**aashto roadside design guide: A Policy on Geometric Design of Highways and Streets, 2018**, 2018 Highway engineers, as designers, strive to meet the needs of highway users while maintaining the integrity of the environment. Unique combinations of design controls and constraints that are often conflicting call for unique design solutions. A Policy on Geometric Design of Highways and Streets provides guidance based on established practices that are supplemented by recent research. This document is also intended as a comprehensive reference manual to assist in administrative, planning, and educational efforts pertaining to design formulation

**aashto roadside design guide: Urban Street Design Guide** National Association of City Transportation Officials, 2013-10-01 The NACTO Urban Street Design Guide shows how streets of every size can be reimagined and reoriented to prioritize safe driving and transit, biking, walking, and public activity. Unlike older, more conservative engineering manuals, this design guide emphasizes the core principle that urban streets are public places and have a larger role to play in communities than solely being conduits for traffic. The well-illustrated guide offers blueprints of street design from multiple perspectives, from the bird's eye view to granular details. Case studies from around the country clearly show how to implement best practices, as well as provide guidance for customizing design applications to a city's unique needs. Urban Street Design Guide outlines five goals and tenets of world-class street design:

- Streets are public spaces. Streets play a much larger role in the public life of cities and communities than just thoroughfares for traffic.
- Great streets

are great for business. Well-designed streets generate higher revenues for businesses and higher values for homeowners. • Design for safety. Traffic engineers can and should design streets where people walking, parking, shopping, bicycling, working, and driving can cross paths safely. • Streets can be changed. Transportation engineers can work flexibly within the building envelope of a street. Many city streets were created in a different era and need to be reconfigured to meet new needs. • Act now! Implement projects quickly using temporary materials to help inform public decision making. Elaborating on these fundamental principles, the guide offers substantive direction for cities seeking to improve street design to create more inclusive, multi-modal urban environments. It is an exceptional resource for redesigning streets to serve the needs of 21st century cities, whose residents and visitors demand a variety of transportation options, safer streets, and vibrant community life.

**aashto roadside design guide:** *Roadside Safety Design* United States. Federal Highway Administration, 1975 This roadside safety design package has been developed to satisfy a need for training in this area. It is hoped that all persons involved in the design, construction, operation, and maintenance of highways will become familiar with the concepts contained in the program. The concepts and practices discussed come from those contained in the AASHTO publication, Highway Design and Operational Practices Related to Highway Safety. They are discussed in considerable depth in this program and should provide a good working knowledge of roadside safety design. Much of the program is oriented around freeways; however, the principles apply equally toward the lower order highway.

**aashto roadside design guide:** *Practical Highway Design Solutions* Hugh W. McGee, 2013 Chapter one. Introduction -- Chapter two. Results of initial survey of state departments of transportation -- Chapter three. Background information on project development and design methods -- Chapter four. Profiles of states with practical design policies -- Chapter five. Findings, conclusions, and suggested research.

**aashto roadside design guide: Recommended Guidelines for Curb and Curb-barrier Installations** Chuck A. Plaxico, National Cooperative Highway Research Program, 2005 At head of title: National Cooperative Highway Research Program.

**aashto roadside design guide:** Global Street Design Guide Global Designing Cities Initiative, National Association of City Transportation Officials, 2016-10-13 The Global Street Design Guide is a timely resource that sets a global baseline for designing streets and public spaces and redefines the role of streets in a rapidly urbanizing world. The guide will broaden how to measure the success of urban streets to include: access, safety, mobility for all users, environmental quality, economic benefit, public health, and overall quality of life. The first-ever worldwide standards for designing city streets and prioritizing safety, pedestrians, transit, and sustainable mobility are presented in the guide. Participating experts from global cities have helped to develop the principles that organize the guide. The Global Street Design Guide builds off the successful tools and tactics defined in NACTO's Urban Street Design Guide and Urban Bikeway Design Guide while addressing a variety of street typologies and design elements found in various contexts around the world.

**aashto roadside design guide: Guidance for Implementation of the AASHTO Strategic Highway Safety Plan** Timothy R. Neuman, National Cooperative Highway Research Program, 2008 Also available online via the Web pages of the TRB Cooperative Research Programs ([www4.trb.org/trb/crp.nsf](http://www4.trb.org/trb/crp.nsf)).

**aashto roadside design guide:** *Street Design Manual* New York (N.Y.). Department of Transportation, The New York City Street Design Manual provides policies and design guidelines to city agencies, design professionals, private developers, and community groups for the improvement of streets and sidewalks throughout the five boroughs. It is intended to serve as a comprehensive resource for promoting higher quality street designs and more efficient project implementation.

**aashto roadside design guide: Flexibility in Highway Design** U.s. Department of Transportation, 2013-12-15 This guide is about designing highways that incorporate community values and are safe, efficient, effective mechanisms for the movement of people and goods. It is

written for highway engineers and project managers who want to learn more about the flexibility available to them when designing roads and illustrates successful approaches use in other highway projects.

**aashto roadside design guide:** *Highway Safety Design and Operations Guide, 1997* , 1997 A replacement to the publication entitled 'Highway design and operational practices related to highway safety', also known as 'The Yellow Book', and most recently published in 1974.

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**aashto roadside design guide:** *NCHRP Report 612* , 2008

**aashto roadside design guide: Highway Safety Manual** , 2010 The Highway Safety Manual (HSM) is a resource that provides safety knowledge and tools in a useful form to facilitate improved decision making based on safety performance. The focus of the HSM is to provide quantitative information for decision making. The HSM assembles currently available information and methodologies on measuring, estimating and evaluating roadways in terms of crash frequency (number of crashes per year) and crash severity (level of injuries due to crashes). The HSM presents tools and methodologies for consideration of 'safety' across the range of highway activities: planning, programming, project development, construction, operations, and maintenance. The purpose of this is to convey present knowledge regarding highway safety information for use by a broad array of transportation professionals--p. xxiii, vol. 1.

**aashto roadside design guide:** *The Code of Federal Regulations of the United States of America* , 1998 The Code of Federal Regulations is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

**aashto roadside design guide: Code of Federal Regulations** , 1994

**aashto roadside design guide:** Notice of Proposed Amendments to the Manual on Uniform Traffic Control Devices , 1999

**aashto roadside design guide:** *Advances in Road Infrastructure and Mobility* Amin Akhnoukh, Kamil Kaloush, Magid Elabyad, Brendan Halleman, Nihal Erian, Samuel Enmon II, Cherylyn Henry, 2022-04-21 This volume focuses on recent advances in the planning, design, construction and management of new and existing roads with a particular focus on safety, sustainability and resilience. It discusses field experience through case studies and pilots presented by leading international subject-matter specialists. Chapters were selected from the 18th International Road Federation World Meeting & Exhibition, Dubai 2021.

**aashto roadside design guide: Severity Indices for Roadside Features** Daniel S. Turner, Jerome W. Hall, 1994 This synthesis will be of interest to highway administrators, safety officials, design engineers, traffic engineers, and analysts who are concerned with improving highway safety. Severity indices, which serve as indicators of the expected injury consequences of a crash, are an integral part of the analysis of proposed roadside safety improvements. Severity indices that have been developed by many states and research agencies are described, as are the issues associated with developing the values, and applying and evaluating the indices. The history of severity indices, the issues associated with estimating accident severity and associated costs, and the range of indices that have been developed are described. This publication of the Transportation Research Board also discusses the relationship of accident severity indices with the American Association of State Highway and Transportation Officials (AASHTO) Roadside Design Guide and the Federal Highway Administration (FHWA) ROADSIDE computer program. While research since the 1960s has sought to quantify severity indices for a range of object types and impact conditions, there remains a wide variation in the values from which analysts may choose when performing cost effectiveness evaluations.

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Transportation, Federal Highway Administration, 2003-11

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**aashto roadside design guide: *Manual on Uniform Traffic Control Devices*** United States. Department of Transportation, 2003 The Manual of Uniform Traffic Control Devices (MUTCD) is approved by the Federal Highway Administrator as the National Standard in accordance with Title 23 U.S. Code, Sections 109(d), 114(a), 217, 315, and 402(a), 23 CFR 655, and 49 CFR 1.48(b)(33), and 1.48(c)(2).

**aashto roadside design guide: *Route 13 and Route 7, Lexington to Truman Reservoir South of Clinton, Lafayette County, Johnson County, Henry County*** , 1999

**aashto roadside design guide: *Urban Transport XXVI*** S. Syngellakis, 2020-11-24 A continuous requirement for better urban transport systems and the need for a healthier environment has resulted in an increasing demand for new solutions. Innovative systems, new approaches and original ideas need to be thoroughly tested and critically evaluated before they can be implemented in practice. Moreover, there is a growing need for integration with telecommunications systems and IT applications in order to improve safety, security and efficiency. This volume also addresses the need to solve important pollution problems associated with urban transport in order to achieve a healthier environment. The variety of topics covered by the included research works, which were presented at the 26th International Conference on Urban Transport and the Environment, reflect the complex interaction of urban transport systems with their environment and the need to establish integrated strategies. The goal is to arrive at optimal socio-economic solutions while reducing the negative environmental impacts of current transportation systems.

**aashto roadside design guide: *Flexibility in Highway Design*** , 1997

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