



ROADSIDE DESIGN GUIDE

4th Edition 2011

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

Oregon Roadside Design Guide

Salvatore J. Bellomo

Oregon Roadside Design Guide:

Decisions of the Comptroller General of the United States United States. General Accounting Office, 1961 March September and December issues include index digests and June issue includes cumulative tables and index digest

Sunrise Corridor Highway 212/224 from I-205 to US 26, Clackamas County, 2010 Roadside Design Guide American Association of State Highway and Transportation Officials. Task Force for Roadside Safety, 1989 US 97 Bend North Corridor Project, Deschutes County, 2011

Oakway Road to East Broadway (Ferry St Bridge), Coburg Road, Lane County, 1993 Creating Livable Streets, 2002 PLANNING FOR CONCENTRATED IMPLEMENTATION OF HIGHWAY SAFETY COUNTERMEASURES, 1971 Local Roads Needs Study ERES Consultants, Inc, 1991 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.

Public Roads, 2011 **Strategies to Optimize Real Property Acquisition, Relocation Assistance, and Property Management**

Practices César Augusto Quiroga, 2014 Chapter 1 Background chapter 2 Survey follow up interviews and literature review chapter 3 Integrated transportation project development and delivery process modeling chapter 4 Reference real property acquisition and relocation assistance work schedule chapter 5 Issues challenges and strategies for improvement or optimization chapter 6 Conclusions and suggestions References Additional resources List of abbreviations appendix A Survey instrument appendix B Survey results appendix C Integrated transportation project development and delivery process phases and activities

The Effects of Bicycle Accommodations on Bicycle/motor Vehicle Safety and Traffic Operations W. C. Wilkinson, 1994 North Carolina Bicycle Facilities Planning and Design Guidelines, 1994 Oregon Bicycle and Pedestrian Design Guide, 2011 Historic Preservation, 1994 Factors Contributing to Median Encroachments and

Cross-median Crashes Douglas W. Harwood, 2014 TRB's National Cooperative Highway Research Program NCHRP Report 790 Factors Contributing to Median Encroachments and Cross Median Crashes investigates the factors that contribute to median related crashes and identifies design treatments and countermeasures that can be applied to improve median safety on divided highways Publisher description **Signalized Intersections** Lee August Rodegerdts, 2004 This guide provides a single comprehensive document with methods for evaluating the safety and operations of signalized intersections and tools to remedy deficiencies The treatments in this guide range from low cost measures such as improvements to signal timing and signage to high cost measures such as intersection reconstruction or grade separation Topics covered include fundamental principles of user needs geometric design and traffic design and operation safety and operational analysis techniques and a wide variety of treatments to address existing or projected problems including individual movements and approaches pedestrian and bicycle treatments and corridor techniques It also covers alternative intersection forms that improve intersection performance through the use of indirect left turns and other treatments Each treatment includes a discussion of safety operational performance multimodal issues and physical and economic factors that the practitioner should consider Although the guide focuses primarily on high volume signalized intersections many treatments are applicable for lower volume intersections as well The information contained in this guide is based on the latest research available on treatments and best practices in use by jurisdictions across the United States Additional resources and references are highlighted for the student practitioner researcher or decisionmaker who wishes to learn more about a particular subject

Highway Drainage Guidelines, 1999 **Evaluating Options in Statewide Transportation Planning/programming** Salvatore J. Bellomo, 1977 This report summarizes the key issues facing state planners identifies impacts resulting from alternative solutions to the issues describes available techniques to measure impacts and reports data availability to apply the selected techniques A list of approximately 75 specific issues were sorted in 11 major areas within which states must make key transportation decisions **Wildland Watershed Management** Donald R. Satterlund, Paul W. Adams, 1992-05-18 Deals with the management of wildlands the range forest and alpine regions which are the major source of usable water in the U S Fulfills the needs of those with little or no opportunity to learn how to integrate forest range and other wildland applications with water resource responses Consideration of soil erosion sediment and water quality has been greatly expanded in this Second Edition which also offers numerous illustrations plus an extensive bibliography

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