

Table 9-23. Guide for left-turn lanes on two-lane highways (10)

Metric					UK Customary				
Opposing-Advancing volume (veh/h)	Volume (veh/h)				Opposing-Advancing Volume (veh/h)	Volume (veh/h)			
	5th left turns	10th left turns	20th left turns	30th left turns		5th left turns	10th left turns	20th left turns	30th left turns
50 km/h operating speed					50 mph operating speed				
800	330	240	180	140	800	330	240	180	140
600	410	305	225	200	600	410	305	225	200
400	510	380	275	245	400	510	380	275	245
200	640	470	350	305	200	640	470	350	305
100	720	515	390	340	100	720	515	390	340
80 km/h operating speed					80 mph operating speed				
800	280	210	165	135	800	280	210	165	135
600	350	260	195	170	600	350	260	195	170
400	430	320	240	210	400	430	320	240	210
200	550	400	300	270	200	550	400	300	270
100	615	445	335	295	100	615	445	335	295
100 km/h operating speed					100 mph operating speed				
800	230	170	125	115	800	230	170	125	115
600	290	210	160	140	600	290	210	160	140
400	365	270	200	175	400	365	270	200	175
200	450	330	250	215	200	450	330	250	215
100	505	370	275	240	100	505	370	275	240

Table 9-23 is a guide to traffic volumes where left-turn facilities should be considered on two-lane highways. For the volumes shown, left turns and right turns from the minor street can be equal to, but not greater than, the left turns from the major street.

Additional information on left-turn lanes, including their suggested lengths, can be found in Highway Research Record 214, NCHRP Report Synthesis 225, and NCHRP Report 279, and NCHRP Report 745 (10, 19, 17, 9). In the case of double left-turn lanes, a capacity analysis of the intersection should be performed to determine what traffic controls are needed in order for it to function properly.

Local conditions and the cost of right-of-way often influence the type of intersection selected as well as many of the design details. Limited sight distance, for example, may make it desirable to control traffic by yield signs, stop signs, or traffic signals when the traffic densities are less than those ordinarily considered appropriate for such control. The alignment and grade of the intersecting roads and the angle of intersection may make it advisable to channelize or use auxiliary pavement areas, regardless of the traffic densities. In general, traffic service, highway design designation, physical conditions, and cost of right-of-way are considered jointly in choosing the type of intersection.

For the general benefit of through-traffic movements, the number of crossroads, intersecting roads, or intersecting streets should be minimized. Where intersections are closely spaced on a two-way facility, it is seldom practical to provide signals for completely coordinated traffic movements at reasonable speeds in opposing directions on that facility. At the same time, the resultant road or street patterns should permit travel on roadways other than the predominant highway without too much inconvenience. Traffic analysis is needed to determine whether the road or street pattern, left open across the predominate pre-dominant highway, is adequate to serve normal traffic plus the traffic diverted from any terminated road or street.

Discussion

Much of the subsection on "Guidelines for Design of Left-Turn Lanes" is really more about the installation of left-turn lanes. This subsection could be split into multiple parts, to include discussion of installation, warrants, and general design principles. The existing text in the first two paragraphs is on installation. The suggested revised text can be presented as a subsection on warrants to fill an information need. The remaining text can then be the subsection on "Guidelines for Design of Left-Turn Lanes."

Also, there is a minor typo in the last paragraph that begins on page 9-132.

The revisions add the warrant information developed in NCHRP Project 3-91 (NCHRP Report 745) (9) and correct some typographical errors in the text. The suggested revised text is from Appendix A of NCHRP Report 745, updated to reflect changes between the 2004 Green Book used as the source then and the 2011 edition used now.

9.7 Auxiliary Lanes, 9.7.3 Design Treatments for Left-Turn Maneuvers (page 9-137)

Proposed Revision to Green Book

Offset Left-Turn Lanes

For medians wider than about 3.4 m [11 ft], it is desirable to offset the left-turn lane so that it will reduce the width of the

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Brendan G. Carr



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Guidelines for Ramp and Interchange Spacing Brian Ray (Engineer), 2011 TRB's National Cooperative Highway Research Program NCHRP Report 687 Guidelines for Ramp and Interchange Spacing explores guidelines for ramp and interchange spacing based on design operations safety and signing considerations The report is designed to help aid the decision making process when an agency is considering new ramps or interchanges on existing facilities modifying ramps and interchanges of existing facilities or when planning and designing new highway and interchange facilities The guidelines also offer standardized definitions measuring ramp and interchange spacing which have varied in previous design guides A final report documenting the full research effort related to the development of NCHRP Report 687 was published as NCHRP Web Only Document 169

Superelevation Distribution Methods and Transition Designs James A. Bonneson, 2000

Determination of Stopping Sight Distances Daniel B. Fambro, Kay Fitzpatrick, Rodger J. Koppa, National Research Council (U.S.). Transportation Research Board, National Cooperative Highway Research Program, 1997

Design Exception Practices John Michael Mason, Kevin M. Mahoney, National Cooperative Highway Research Program, 2003 This report describes the range of design exception practices among state transportation agencies STAs and discusses the problems and suggested improvements based on the experience of state agency personnel All STAs are required to comply with the same federal regulation pertaining to design exceptions However the number of design exceptions the circumstances under which they are prepared and the methods employed vary considerably with many factors contributing to this wide range of practice This synthesis characterizes 1 conditions that require a design exception 2 data collection and analysis techniques and 3 internal STA and external rules The report also describes benefits and problems experienced by STAs and identifies suggestions for improving and streamlining the design exception process In addition the innovative practices of two states New Jersey and Wisconsin are identified and discussed

Flexibility in Highway Design, 1997

Handbook of Simplified Practice for Traffic Studies Duane Eugene Smith, 2002 The Iowa Highway Research Board has identified the development of a simplified handbook of transportation studies as a high priority for the state of Iowa The Center for Transportation Research and Education CTRE at Iowa State University was chosen to develop such a handbook A well executed well documented study is critical in the decision making process for many transportation related projects and in reporting to elected officials and members of the community As more research is conducted in the area of transportation study procedures in many cases have become more complex It is often difficult for local jurisdictions with limited staff training experience and time availability to perform these studies The most commonly used publication for traffic studies is geared toward transportation professionals and professional engineers That defining document Manual of Transportation Studies Institute of Transportation Engineers 2000 is over 500 pages and includes several dozen types of transportation studies Many of the transportation studies described in the manual are rarely if ever used by local jurisdictions Further those studies that are frequently used are at

times very complex and possibly very costly to perform exactly as described Local jurisdictions without the staff expertise to understand and apply the manual s various studies have a need for a simplified handbook of procedures to perform common traffic studies themselves or properly define a scope of work to hire a consultant to perform the studies This handbook describes simplified procedures that are easy to apply and are written for all potential users civil engineers and traffic engineers public works managers city managers and attorneys and the general public **Southern Beltway**

Transportation Project, U.S. Route 22 to Interstate 79, Allegheny and Washington Counties ,2006 *Design Guidance for Intersection Auxiliary Lanes* Kay Fitzpatrick,2014 TRB s National Cooperative Highway Research Program NCHRP Report 780 *Design Guidance For Intersection Auxiliary Lanes* expands on guidance provided in A Policy on Geometric Design of Highways and Streets the Green Book published by the American Association of State Highway and Transportation Officials AASHTO This report highlights information regarding bypass lanes channelized right turn lanes deceleration and taper length design and capacity of multiple left turn lanes and alternative intersection designs Publisher description **Review of Truck Characteristics as Factors in Roadway Design** Douglas W. Harwood,National Cooperative Highway Research Program,2003 *Progress Report* ,1999 **Managed Lane Ramp and Roadway Design Issues** Kay Fitzpatrick,Marcus A. Brewer,Steven Venglar,2003 *Median Intersection Design for Rural High-speed Divided Highways* T. H. Maze,2010 This report describes common safety issues at median intersections on rural divided highways and presents innovative geometric and operational treatments for addressing those issues Ten case studies illustrate how they have been applied in the field The report includes recommendations for modifications to the AASHTO A Policy on Geometric Design of Highways and Streets Green Book and the Manual on Uniform Traffic Control Devices MUTCD

Highway-rail Grade Crossing Surfaces Hoy A. Richards,1998 This synthesis will be of interest to state and local highway personnel who are responsible for the design construction and maintenance of road surfaces and to railroad personnel with similar responsibilities associated with highway rail grade crossings It will also be of interest to manufacturers and suppliers of pavement and track materials for crossings It presents information on the current practices related to highway rail grade crossing surfaces including the design and selection of crossing surface materials This report of the Transportation Research Board describes the various types of highway rail crossing surfaces and the issues related to design operation and maintenance Design elements include intersection geometry drainage special users such as bicyclists and descriptions of failures and their causes Information is presented on crossing material selection factors including life cycle costs and on state practices in selection Funding issues are also discussed *Report* ,1964 **Synthesis of Highway Practice** National Cooperative Highway Research Program,2005 *Saving Historic Roads* Paul Daniel Marriott,1998 Keep them safe but keep them The destruction of historic roads to comply with current highway safety practices has been undertaken with little regard for preservation options In *Saving Historic Roads* Paul Daniel Marriott examines the complex issues surrounding

historic roads and provides design and policy guidelines for adapting contemporary transportation laws and engineering practices to these resources Recognizing the importance of eliminating highway hazards he offers strategies demonstrating that modern highway safety and historic preservation are not mutually exclusive This indispensable resource Defines criteria for evaluating a road s historic significance Identifies effective preservation strategies Explains transportation policy and laws Recommends specific steps advocates can take to initiate promote and implement a highway preservation program Defines terms specific to engineering and highway design Features case studies of successful preservation projects Saving Historic Roads is essential for transportation engineers and planners government resource managers policymakers and anyone interested in preserving our nation s historic roads *Traffic Engineering* William R. McShane, Roger P. Roess, Elena S. Prassas, 1998 Provides comprehensive and in depth coverage of traffic engineering It reflects all the skills necessary for success including design construction operation maintenance and system optimization Using a clear and logical structure the book demonstrates both the theory and methodology behind all standard traffic engineering approaches It also includes examples to illustrate the procedures as they are used in practice The second edition of Traffic Engineering has been revised to include a new chapter on the statistical analysis of data It also includes the latest practices and procedures new material on underlying models a new procedure for initial signal timing as well as an expanded presentation of signalization and signal analysis **Advances in Materials and Systems Technologies III** Akii Okonigbon Akaehomen Ibhadode, 2011-10-24 Selected peer reviewed papers from the Third International Conference on Engineering Research and Development Advances in Engineering Science and Technology ICERD 2010 held at the University of Benin Benin City Nigeria in September 7 9 2010 **Civil Engineering, Transportation Engineering** James H. Banks, Robert W. Stokes, 2000 This review book is for engineers planning to take the Civil Engineering PE exam in transportation The chapters are taken from the Civil Engineering License Review and Civil Engineering License Problems and Solutions It contains the complete review of the topics and includes example questions with step by step solutions and end of chapter practice problems Also featured is information from the Latest Codes 1998 Highway Capacity Manual The chapters are derived from Chapter 11 of Civil Engineering License Review There are 15 problems with complete step by step solutions *Ramp Signing for Trucks. Final Report* Richard L. Knoblauch, 1993

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Table of Contents Aashto Green Chapter 3

1. Understanding the eBook Aashto Green Chapter 3
 - The Rise of Digital Reading Aashto Green Chapter 3
 - Advantages of eBooks Over Traditional Books
2. Identifying Aashto Green Chapter 3
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Aashto Green Chapter 3
 - User-Friendly Interface
4. Exploring eBook Recommendations from Aashto Green Chapter 3
 - Personalized Recommendations
 - Aashto Green Chapter 3 User Reviews and Ratings
 - Aashto Green Chapter 3 and Bestseller Lists
5. Accessing Aashto Green Chapter 3 Free and Paid eBooks
 - Aashto Green Chapter 3 Public Domain eBooks
 - Aashto Green Chapter 3 eBook Subscription Services
 - Aashto Green Chapter 3 Budget-Friendly Options

-
6. Navigating Aashto Green Chapter 3 eBook Formats
 - ePub, PDF, MOBI, and More
 - Aashto Green Chapter 3 Compatibility with Devices
 - Aashto Green Chapter 3 Enhanced eBook Features
 7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Aashto Green Chapter 3
 - Highlighting and Note-Taking Aashto Green Chapter 3
 - Interactive Elements Aashto Green Chapter 3
 8. Staying Engaged with Aashto Green Chapter 3
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Aashto Green Chapter 3
 9. Balancing eBooks and Physical Books Aashto Green Chapter 3
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Aashto Green Chapter 3
 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
 11. Cultivating a Reading Routine Aashto Green Chapter 3
 - Setting Reading Goals Aashto Green Chapter 3
 - Carving Out Dedicated Reading Time
 12. Sourcing Reliable Information of Aashto Green Chapter 3
 - Fact-Checking eBook Content of Aashto Green Chapter 3
 - Distinguishing Credible Sources
 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
 14. Embracing eBook Trends
 - Integration of Multimedia Elements

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