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AASHTO Strategic
Highway Safety Plan
AASHTO Roadside
Design Guide (2006)
AASHTO Safety Manual
FHWA Interactive
Highway Safety Design
Model NCHRP Report
505-Review of Truck
Characteristics as

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Factors in Roadway
Design U.S. Access
Board Public Rights- of-
Way Accessibility
Guidelines. Chapter 2

AASHTO Technical Committee on Geometric Design

AASHTO serves as a liaison between state departments of transportation and the Federal government. AASHTO is an international leader in setting technical

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standards for all phases of highway system development. Standards are issued for design, construction of highways and bridges, materials, and many other technical areas.

**Transportation.org -
The home of
transportation
professionals.**

AASHTO Guide
Specifications for LRFD
Seismic Bridge Design

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with 2012, 2014 and
2015 Interim Revisions

**AASHTO
Publications -
Standards,
Specifications,
Protocols ...**

AASHTO LRFD Bridge
Design Specifications,
9th Edition The
AASHTO LRFD Bridge
Design Specifications
are intended for use in
the design, evaluation,
and rehabilitation of
bridges. The

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specifications employ
the Load and
Resistance Factor

Invalid URL - Transportation.org

Roadside Design
Guide, AASHTO 2011
for more information.
d) When design speeds
are greater than the
values provided, the
designer may provide
clear-zone distances
greater than those
shown in Table. Design
Options (In order of

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2011
(preference) Design options for reducing roadside obstacles, in order of preference, are as follows. 3: 1. Remove the ...

Pocket Guide - Caltrans

the AASHTO publication, and in Part 3 of the MMUTCD publication. For all references used in this guide, the document and page number is provided, i.e. (2011

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AASHTO, 3-1). TYPES OF SIGHT DISTANCE

“Sight distance is the distance along a roadway throughout which an object of specified height is continuously visible to the driver.

Sight Distance Guidelines

Additional design guidance is provided in a number of national publications issued by the American

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2011
Association of State
Highway and
Transportation
Organizations
(AASHTO) and others.
However, while the
HDM is generally
aligned with the
guidance in those
documents and
occasionally refers to
them, where there is
differing guidance, the
HDM should ...

**Highway Design
Manual - New York**

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**State Department of
2011**

Table of Contents
Publication 13M (DM-2)
2015 Edition - Change
#1 TOC - 1 DESIGN
MANUAL, PART 2
HIGHWAY DESIGN.
TABLE OF CONTENTS .
CHAPTER SUBJECT
PAGE. CHAPTER 1
GENERAL DESIGN

**DESIGN MANUAL,
PART 2 HIGHWAY
DESIGN**

5.7.4 Roadside Grading
Page 13/28

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- Grading along roadside areas, median and outside, shall be designed in accordance with the principles established in the AASHTO Roadside Design Guide (RDG) and the SHA Guidelines for Traffic Barrier Placement and End Treatment Design to promote a safe vehicular recovery area wherever feasible and reasonable, as ...

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**MDOT SHA Access
Manual - MDOT SHA**

For rigid barriers, the “Zone of Intrusion” concept as described in Section 5.5.2 of the AASHTO Roadside Design Guide 2011 shall be applied. The Zone of Intrusion (ZOI) is the region measured above and behind the face of a barrier system where an impacting vehicle or any major part of the system may extend

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2011

during an impact.

**MRWA Supplement
to Austroads Guide
to Road Design -
Part 6 ...**

Roadside Design
Guide, 4th Edition
(Washington, D.C.:
AASHTO, 2011). In
urban areas, the
presence of fixed
roadside objects (such
as trees) is correlated
with lower crash
frequencies. This
suggests that roadside

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objects in urban areas may actually enhance safety (by increasing driver caution and reducing speeds).

Sidewalks | National Association of City Transportation ...

included language providing design engineers with guidance for the design speed to be used for the design of temporary impact attenuators as mutcd

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and aashto roadside design guide do not provide any recommendations.

Design Manual | NJTA

04 Crashworthiness and crash testing information on devices described in Part 6 are found in AASHTO's "Roadside Design Guide" (see Section 1A.11). 05 As defined in Section 1A.13, "crashworthy" is a

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characteristic of a
roadside appurtenance
that has been

CHAPTER 6F. TEMPORARY TRAFFIC CONTROL ZONE DEVICES Section ...

Roadside Design
Guide, 4th Edition,
AASHTO, 2011
Standard Highway
Signs, FHWA, 2004
Highway Capacity
Manual (HCM),
Transportation

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Research Board (TRB),
2010 Public Right of
Way Accessibility
Guidelines (PROWAG),
2013 Guide for the
Planning, Design, and
Operation of Pedestrian
Facilities, AASHTO,
2004

Traffic Design Guidelines

2011 AASHTO
Roadside Design Guide
standards. Added
language from the
Roadside Safety

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Hardware

announcement made
on January 1, 2016.

This is the
implementation of
MASH. 11.1 Added the
criteria that on
alteration projects
adjacent sidewalk must
be upgraded (if
needed).

Design Policy Manual - Georgia Department of Transportation

D. Roadside Design

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Guide, AASHTO, 2011,
2014 4th edition In addition,
there are a number of
National Cooperative
Highway Research
Program (NCHRP)
research publications
and reports of the
major research and
testing agencies that
are available either
within the Design
Division or in the
Transportation Library.
7.01.02 (revised
10-22-99)

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**Road Design Manual
Chapter 7**

The guardrail's minimum height shall be 26-1/2 inches after an overlay. Please see AASHTO Roadside Design Guide, 4th Edition, (RDG p. 5-17) for further information.

8. Q: Would drilling a new hole in the Midwest Guardrail System (MGS) guardrail weaken the system? A: FHWA does not recommend

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altering a conventional
W-Beam rail by drilling
new ...

Frequently Asked Questions about Guardrails, Crash ...

The program can design and analyze standard and user defined non-standard, simple span prestressed concrete beams having fully bonded draped or straight strands, or partially debonded

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straight strands, in accordance with the AASHTO Load and Resistance Factor Design (LRFD) Specifications (3rd Edition, 2004-2006; 4th Edition, 2007-2009; 5th ...

Engineering Software

Temporary Barrier Guidance . Temporary Barrier Guidance 3 MnDOT Office of Traffic Engineering , 1.

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INTRODUCTION. The use of the terms 'shall', 'should', and 'may' in this document follow the conventions of the

Temporary Barrier Guidance Manual

Traffic barriers (sometimes called Armco barriers, also known in North America as guardrails or guard rails and in Britain as crash barriers) keep vehicles within their roadway

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and prevent them from colliding with dangerous obstacles such as boulders, sign supports, trees, bridge abutments, buildings, walls, and large storm drains, or from traversing steep (non-recoverable) slopes or entering ...

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