

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

Metric					UK Customary				
Opposing-Advancing volume (veh/h)	Advancing volume (veh/h)				Opposing-Advancing Volume (veh/h)	Advancing 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	530	400	300	270	200	530	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 (40, 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

# Aashto Green Chapter 3

**Steve C S Cai, Deng Lu**



### Aashto Green Chapter 3:

*Superelevation Distribution Methods and Transition Designs* James A. Bonneson, 2000      *Guidelines on the Use of Auxiliary Through Lanes at Signalized Intersections* Brandon L. Nevers, Nagui Rouphail, 2011 At head of title National Cooperative Highway Research Program      **Traffic Engineering Handbook** ITE (Institute of Transportation Engineers), Brian Wolshon, Anurag Pande, 2016-01-26 Get a complete look into modern traffic engineering solutions Traffic Engineering Handbook Seventh Edition is a newly revised text that builds upon the reputation as the go to source of essential traffic engineering solutions that this book has maintained for the past 70 years The updated content reflects changes in key industry standards and shines a spotlight on the needs of all users the design of context sensitive roadways and the development of more sustainable transportation solutions Additionally this resource features a new organizational structure that promotes a more functionally driven multimodal approach to planning designing and implementing transportation solutions A branch of civil engineering traffic engineering concerns the safe and efficient movement of people and goods along roadways Traffic flow road geometry sidewalks crosswalks cycle facilities shared lane markings traffic signs traffic lights and more all of these elements must be considered when designing public and private sector transportation solutions Explore the fundamental concepts of traffic engineering as they relate to operation design and management Access updated content that reflects changes in key industry leading resources such as the Highway Capacity Manual HCM Manual on Uniform Traffic Control Devices MUTCD AASHTO Policy on Geometric Design Highway Safety Manual HSM and Americans with Disabilities Act Understand the current state of the traffic engineering field Leverage revised information that homes in on the key topics most relevant to traffic engineering in today s world such as context sensitive roadways and sustainable transportation solutions Traffic Engineering Handbook Seventh Edition is an essential text for public and private sector transportation practitioners transportation decision makers public officials and even upper level undergraduate and graduate students who are studying transportation engineering      **Review of Truck Characteristics as Factors in Roadway Design** Douglas W. Harwood, National Cooperative Highway Research Program, 2003      **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      **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 **Flexibility in Highway Design**, 1997 **Geometric Design Consistency on High-speed Rural Two-lane Roadways** National Cooperative Highway Research Program, 2003 **Design Speed, Operating Speed, and Posted Speed Practices** Kay Fitzpatrick, National Cooperative Highway Research Program, 2003 **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 Safety of U-turns at Unsignalized Median Openings Ingrid B. Potts, National Cooperative Highway Research Program, 2004 **Passing Sight Distance Criteria** Douglas W. Harwood, Carlos Sun, National Cooperative Highway Research Program, 2008 At head of title National Cooperative Highway Research Program

**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

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

**The Highway Performance Monitoring System Analytical Process, Version 2.1**, 1987 Truck Escape Ramps David K. Witheford, 1992 This synthesis will be of interest to highway design engineers maintenance personnel safety and enforcement officials traffic engineers and others responsible for the safe operation of large trucks on highways Information is provided on the critical aspects of site location design criteria and maintenance procedures and their relationship to truck escape ramp performance The safety of truck drivers other road users and occupants of roadside properties is often imperiled by the combination of heavy trucks and steep downgrades on highways Frequently gearing down applying the brakes and using the retarding power of the engine are not sufficient to control the truck and serious crashes can result Many states have constructed truck escape ramps to safely remove runaway trucks from the traffic stream This report of the Transportation Research Board provides information on the location design construction materials geometrics and construction costs of truck escape ramps Operational considerations such as descriptions of advance warning signs traffic control devices at the ramp and vehicle removal procedures are described Information on frequency and type of usage maintenance of the ramps and driver related issues is also included **Road to Excellence** Susanta Kumar Mohapatra, 2025-02-25 Road to Excellence Advanced Concepts in Highway Engineering Part 3 is a well thought out combination written for highway engineers transportation planners and students of civil engineering The book goes into advanced topics of highway engineering including the most recent developments in technology that promote modern design methods and sustainable practices Insightful examination of intelligent transportation systems ITS road safety enhancement pavement rehabilitation techniques and innovative construction materials closely follows this main theme The latest IS codes IRC guidelines MoRTH specifications and international standards have all been referenced to foster proper understanding regarding the contemporary practices of highway engineering Be you a student preparing for competitive exams or an expert seeking to validate your specialized knowledge the author of this book provides an important text on the ideas of advanced highway engineering 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      *Planning for Place and Plexus* David M. Levinson, Kevin J. Krizek, 2007-12-14

*Planning for Place and Plexus* provides a fresh and unique perspective on metropolitan land use and transport networks challenging current planning strategies and offering frameworks to understand and evaluate policy The book suggests actions for the future urban growth of metropolitan areas and includes current and cutting edge theory findings and recommendations which are cleverly illustrated throughout using international examples      **Highway Vehicle-bridge**

**Coupled Vibrations: Numerical Simulations And Applications** Steve C S Cai, Deng Lu, 2020-09-23 Vehicle bridge interaction happens all the time on roadway bridges and this interaction performance carries much useful information On one hand while vehicles are traditionally viewed as loads for bridges they can also be deemed as sensors for bridges structural response On the other hand while bridges are traditionally viewed as carriers for vehicle weight they can also be deemed as scales that can weigh the vehicle loads Based on these observations a broad area of studies based on the vehicle bridge interaction have been conducted in the authors research group Understanding the vehicle and bridge interaction can help develop strategies for bridge condition assessment bridge design and bridge maintenance as well as develop insight for new research needs This book documents fundamental knowledge new developments and state of the art applications related to vehicle bridge interactions It thus provides useful information for graduate students and researchers and therefore straddles the gap between theoretical research and practical applications

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