

TABLE OF CONTENTS

CHAPTER 1

HIGHWAY FUNCTIONS

1.0 INTRODUCTION	1-1
1.1 FUNCTIONAL CLASSIFICATION	1-1
REFERENCES	1-3

**CHAPTER 2
DESIGN CONTROLS AND CRITERIA**

2.0 INTRODUCTION	2-1
2.1 DESIGN VEHICLES	2-1
2.1.1 General Characteristics	2-1
2.1.2 Minimum Turning Paths of Design Vehicles	2-2
2.2 TRAFFIC CHARACTERISTICS	2-2
2.2.1 Volume	2-2
2.3 HIGHWAY CAPACITY	2-3
2.3.1 Levels of Service	2-3
2.4 ACCESS CONTROL AND ACCESS MANAGEMENT	2-5
2.5 PEDESTRIANS	2-5
2.6 SAFETY	2-5
2.7 ENVIRONMENT	2-5
REFERENCES	2-6

List of Tables

2-1 General Definitions of Level of Service	2-3
2-2 Guidelines for Selection of Design Levels of Service Characteristics by Highway Type	2-3

List of Illustrations

2-1 Levels of Service	2-4
-----------------------------	-----

**CHAPTER 3
ELEMENTS OF DESIGN**

3.0 INTRODUCTION	3-1
3.1 SIGHT DISTANCE	3-1
3.1.1 General Considerations	3-1
3.1.2 Stopping Sight Distance	3-1
3.1.2.1 Effect of Grade on Stopping Sight Distance	3-3
3.1.3 Decision Sight Distance	3-3
3.1.4 Sight Distance on Horizontal Curves	3-4
3.1.5 Sight Distance on Vertical Curves	3-10
3.1.5.1 Crest Vertical Curves	3-10
3.1.5.2 Sag Vertical Curves	3-11
3.1.6 Passing Sight Distance	3-12
3.1.6.1 Passing Sight Distance on Crest Vertical Curves	3-13
3.1.6.2 Passing and Stopping Sight Distances at Undercrossings	3-13
3.2 HORIZONTAL ALIGNMENT	3-13
3.2.1 General Controls	3-13
3.2.2 Types and Properties of Horizontal Alignments	3-14
3.2.2.1 Simple Curves	3-14
3.2.2.2 Spiral Curves	3-15
3.2.2.3 Reverse Curves	3-18
3.2.2.4 Compound Curves	3-21
3.2.2.5 Alignment on Bridges	3-22
3.2.2.6 Curvature Zoning	3-23
3.2.3 Superelevation	3-24
3.2.3.1 General	3-24
3.2.3.2 Standards for Superelevation	3-24
3.2.3.3 Superelevation Transition	3-24
3.2.3.4 Design for All Rural Highways, Urban Freeways and High-Speed Urban Streets	3-25
3.2.3.5 Design for Low-Speed Urban Streets	3-25
3.2.4 Widths for Turning Roadways at Intersections	3-26
3.2.5 Traveled Way Widening on Horizontal Curves	3-26
3.2.5.1 Attainment of Widening on Curves	3-27
3.2.6 Pavement Transitions	3-28
3.2.6.1 General	3-28
3.2.6.2 Two Lanes to Multilane Divided	3-28
3.2.6.3 Other Transitions	3-29
3.3 VERTICAL ALIGNMENT	3-29
3.3.1 General Controls	3-29
3.3.2 Position With Respect to Cross Section	3-29
3.3.3 Standards for Grades	3-32
3.3.4 Vertical Curves	3-33
3.3.5 Climbing Lanes	3-35
3.3.6 Passing Lanes	3-36
3.3.7 Turnouts	3-37

3.4 COMBINATION OF HORIZONTAL AND VERTICAL ALIGNMENT	3-37
3.5 GUIDELINES FOR DESIGNING DETOURS	3-38
3.5.1 Detour Design Speed	3-38
3.5.2 Detour Clear Zone	3-38
3.5.3 Detour Typical Section	3-39
3.5.4 Detour Barrier	3-39
3.5.5 Detour Surfacing	3-39
3.5.6 Detour Superelevation	3-40
3.5.7 Detour on Local Roads	3-41
3.5.8 Environmental Considerations for Detours	3-42
3.5.9 Detour Transverse Underdrains	3-42
3.6 OTHER ELEMENTS AFFECTING GEOMETRIC DESIGN	3-42
3.6.1 Drainage and Erosion Control	3-42
3.6.2 Rest Areas	3-43
3.7 LIGHTING	3-43
3.8 UTILITIES	3-43
3.9 TRAFFIC CONTROL DEVICES	3-43
3.10 NOISE BARRIERS	3-45
REFERENCES	3-45

List of Figures

3-1 General Case – Stopping Sight Distance on Horizontal Curves	3-5
3-2 Design Controls for Stopping Sight Distance on Horizontal Curves	3-6
3-3 Example of Horizontal Stopping Sight Distance on a Two-Lane Roadway	3-7
3-4 Example of Horizontal Stopping Sight Distance on a Ramp	3-8
3-5 Example of Horizontal Stopping Sight Distance on Divided Highways	3-9
3-6 Example of Crest Vertical Curve	3-10
3-7 Example of Sag Vertical Curve	3-12
3-8 Simple Curve	3-15
3-9 Spiral Curve	3-16
3-10 Reverse Curves	3-19
3-11 Compound Curve	3-22
3-12 Widening on a Simple Curve	3-27
3-13 Widening on a Spiral Curve	3-27
3-14 Vertical Curves	3-34
3-15 Superelevation on Detours	3-41

List of Tables

3-1 Sight Distance	3-2
3-2 Minimum Radii and Maximum Lengths of Superelevation Runoff for Limiting Values of e and f (Low-Speed Urban Streets)	3-26
3-3 Clearances to Structures and Obstructions	3-31
3-4 Relation of Maximum Grades to Design Speed	3-33

CHAPTER 4
CROSS SECTION ELEMENTS

4.1 PAVEMENT	4-1
4.1.1 Surface Type	4-1
4.1.2 Cross Slope	4-2
4.1.3 Skid Resistance	4-2
4.1.4 Traveled Lane Texturing	4-2
4.2 LANE WIDTHS	4-3
4.3 SHOULDERS	4-3
4.3.1 General Characteristics	4-3
4.3.2 Width of Shoulders	4-3
4.3.3 Shoulder Cross Sections	4-3
4.3.4 Shoulder Stability	4-4
4.3.5 Shoulder Contrast	4-4
4.3.6 Turnouts	4-5
4.4 TYPICAL SECTIONS.....	4-4
4.5 HORIZONTAL CLEARANCE TO OBSTRUCTIONS.	4-12
4.6 CURBS.	4-12
4.7 DRAINAGE CHANNELS AND SIDESLOPES	4-14
4.7.1 General Considerations	4-14
4.7.2 Drainage Channels	4-14
4.7.3 Sideslopes.	4-14
4.7.4 Cut Slope Standards	4-15
4.7.5 Fill Slope Standards	4-15
4.7.6 Clearance From Slope to Right-of-Way Line	4-16
4.7.7 Slope Benches	4-16
4.7.8 Cut Slope Treatment	4-17
4.8 ILLUSTRATIVE OUTER CROSS SECTIONS	4-17
4.8.1 Normal Crown Sections	4-17
4.9 TRAFFIC BARRIERS	4-19
4.9.1 General Considerations	4-19
4.9.2 Longitudinal Barriers	4-20
4.9.2.1 Roadside Barriers	4-20
4.9.2.2 Median Barriers	4-21
4.9.3 Bridge Railings	4-22
4.9.4 Crash Cushions	4-22
4.10 MEDIANS	4-23
4.11 FRONTAGE ROADS	4-24
4.12 OUTER SEPARATIONS	4-25
4.13 NOISE CONTROL	4-25
4.13.1 General Considerations	4-25
4.14 ROADSIDE CONTROL	4-26
4.14.1 General Considerations	4-26
4.14.2 Driveways	4-26
4.14.3 Mailboxes	4-27
4.15 TUNNELS	4-27

4.15.1	General Considerations	4-27
4.15.2	Types of Tunnels	4-27
4.15.3	General Design Considerations	4-27
4.15.4	Tunnel Sections	4-28
4.16	PEDESTRIAN FACILITIES	4-28
4.16.1	Sidewalks	4-29
4.16.2	Sidewalk Curb Ramps	4-29
4.17	BICYCLE FACILITIES	4-29
4.18	BUS TURNOUTS	4-29
4.18.1	Freeways.	4-30
4.18.2	Arterials.	4-30
4.18.3	Park-and-Ride Facilities.	4-30
4.19	ON-STREET PARKING.	4-31
	REFERENCES	4-32

List of Figures

4-1	Typical Sections for Divided Bituminous Pavement	4-7
4-2	Typical Sections for Divided Concrete Pavement	4-8
4-3	Typical Sections for Medians, Ramps and Frontage Roads	4-9
4-4	Typical Sections for Urban Bituminous or Concrete Pavement	4-10
4-5	Typical Section for Crowned Bituminous Pavement	4-11
4-6	General Cross Sectional Information	4-18

List of Tables

4-1	Geometric Design Standards	4-6
4-2	Fill Slopes	4-16
4-3	Width of Separation for Frontage Roads	4-25

**CHAPTER 5
LOCAL ROADS AND STREETS**

5.0 INTRODUCTION	5-1
5.1 LOCAL RURAL ROADS	5-1
5.1.1 Design Speed	5-1
5.1.2 Intersection Design	5-1
5.2 LOCAL URBAN STREETS	5-2
5.2.1 General Design Considerations	5-2
5.2.2 Design Traffic Volume	5-3
5.2.3 Design Speed	5-3
5.2.4 Sight Distance	5-3
5.2.5 Grades	5-3
5.2.6 Alignment	5-4
5.2.7 Cross Slope	5-4
5.2.8 Superelevation.....	5-4
5.2.9 Width of Roadway	5-5
5.2.10 Medians.....	5-5
5.2.11 Drainage.....	5-5
5.2.12 Cul de Sacs and Turnarounds.	5-6
5.2.13 Sidewalks	5-6
5.2.14 Sidewalk Curb Ramps.....	5-7
5.2.15 Border Areas	5-7
REFERENCES	5-8

List of Tables

5-1 Normal Traveled Way Cross Slopes.....	5-4
---	-----

**CHAPTER 6
COLLECTOR ROADS AND STREETS**

6.0 INTRODUCTION 6-1
6.1 RURAL COLLECTORS 6-1
 6.1.1 General Design Considerations..... 6-1
6.2 URBAN COLLECTORS..... 6-2
 6.2.1 General Design Considerations 6-2
 6.2.2 Parking Lanes 6-2
 6.2.3 Drainage..... 6-3
 6.2.4 Sidewalks 6-3
 6.2.5 Sidewalk Curb Ramps..... 6-3
 6.2.6 Border Area..... 6-3
REFERENCES 6-4

CHAPTER 7
RURAL AND URBAN ARTERIALS

7.0 INTRODUCTION	7-1
7.1 RURAL ARTERIALS	7-1
7.1.1 General Design Considerations	7-1
7.1.1.1 Design Speed	7-1
7.1.1.2 Design Traffic Volume	7-1
7.1.1.3 Levels of Service	7-1
7.1.1.4 Sight Distance	7-2
7.1.1.5 Grades	7-2
7.1.1.6 Number of Lanes	7-2
7.1.1.7 Superelevation	7-2
7.1.1.8 Cross Slope	7-2
7.1.1.9 Vertical Clearances	7-3
7.1.1.10 Structures	7-3
7.1.1.11 Widths	7-3
7.1.1.12 Horizontal Clearance to Obstructions	7-4
7.1.1.13 Cross Section and Right-of-Way	7-4
7.1.1.14 Ultimate Development of Four-Lane Divided Arterials	7-5
7.1.2 Multilane Undivided Arterials	7-5
7.1.3 Divided Arterials	7-5
7.1.3.1 General Features	7-6
7.1.3.2 Lane Widths, Cross Slope, and Shoulders	7-6
7.1.3.3 Medians	7-6
7.1.3.4 Climbing Lanes on Multilane Arterials	7-7
7.1.4 Access Management	7-7
7.2 URBAN ARTERIALS	7-7
7.2.1 General Considerations	7-7
7.2.1.1 Design Speed	7-7
7.2.1.2 Design Traffic Volume	7-7
7.2.1.3 Levels of Service	7-7
7.2.1.4 Sight Distance	7-7
7.2.1.5 Grades	7-8
7.2.1.6 Vertical Clearances	7-8
7.2.1.7 Curbs and Shoulders	7-8
7.2.1.8 Number of Lanes	7-8
7.2.1.9 Width of Roadway	7-8
7.2.1.10 Geometric Design Type	7-9
7.2.1.11 Medians	7-9
7.2.1.11.1 Median Considerations	7-9
7.2.1.11.2 Width of Median	7-9
7.2.1.11.3 Width of Median Lanes	7-10
7.2.1.11.4 Cross Slope for curbed Medians	7-10
7.2.1.11.5 Median Contrast	7-11
7.2.1.11.6 Median Configuration and Typical Design	7-11
7.2.1.12 Drainage	7-11

Table of Contents

2005 [Revised November, 2011]

7.2.1.13	Parking Lanes	7-11
7.2.1.14	Borders and Sidewalks	7-11
7.2.1.15	Roadway Width for Bridges	7-11
7.2.1.16	Horizontal Clearance to Obstructions	7-11
7.2.1.17	Right-of-Way Width	7-12
7.2.1.18	Intersection Design	7-12
7.2.1.19	Lighting	7-12
REFERENCES	7-13

List of Tables

Table 7-1	Minimum Width of Traveled Way and Usable Shoulder	7-4
-----------	---	-----

**CHAPTER 8
FREEWAYS**

8.0 INTRODUCTION	8-1
8.1 GENERAL DESIGN CONSIDERATIONS	8-1
8.1.1 Design Speed	8-1
8.1.2 Design Traffic Volumes	8-2
8.1.3 Levels of Service	8-2
8.1.4 Pavement and Shoulders	8-2
8.1.5 Curbs	8-2
8.1.6 Superelevation	8-3
8.1.7 Grades	8-3
8.1.8 Structures	8-3
8.1.9 Vertical Clearance	8-3
8.1.10 Horizontal Clearance to Obstructions	8-3
8.1.11 Outer Separations, Borders, and Frontage Roads	8-3
8.2 RURAL FREEWAYS	8-3
8.2.1 Alignment and Profile	8-4
8.2.2 Medians	8-4
8.2.3 Sideslopes	8-5
8.2.4 Frontage Roads	8-5
8.3 URBAN FREEWAYS	8-5
8.3.1 Medians	8-5
8.3.2 Depressed Freeways	8-6
8.3.3 Elevated Freeways	8-6
8.3.4 Ground-Level Freeways	8-6
8.3.5 Combination-Type Freeways	8-7
8.3.6 Special Freeway Designs	8-7
8.3.7 Accommodation of Transit and High-Occupancy Vehicle Facilities	8-7
REFERENCES	8-8

CHAPTER 9 INTERSECTIONS

9.0 INTRODUCTION	9-1
9.1 GENERAL DESIGN CONSIDERATIONS AND OBJECTIVES	9-1
9.2 TYPES AND EXAMPLES OF INTERSECTIONS	9-1
9.2.1 General Considerations	9-2
9.3 CAPACITY ANALYSIS	9-2
9.4 ALIGNMENT AND PROFILE	9-2
9.4.1 General Considerations	9-3
9.4.2 Alignment	9-3
9.4.3 Profile	9-3
9.5 INTERSECTION CURVES	9-3
9.5.1 Widths for Turning Roadways at Intersections	9-4
9.5.1.2 Widths Outside Traveled Way	9-4
9.5.2 Minimum Designs for Sharpest Turns	9-5
9.5.2.1 Design Vehicles	9-10
9.5.2.2 Effect of Curb Radii on Turning Paths	9-10
9.6 TYPES OF TURNING ROADWAYS	9-11
9.6.1 Oblique-Angle Turns	9-11
9.6.2 Development of Superelevation at Turning Roadway Terminals	9-11
9.6.3 General Procedure	9-12
9.7 ISLANDS	9-12
9.7.1 General Characteristics	9-12
9.7.2 Island Size and Designation	9-13
9.7.3 Delineation	9-13
9.7.4 Approach Treatment	9-14
9.7.5 Right-Angle Turns With Corner Islands	9-14
9.7.6 Oblique-Angle Turns With Corner Islands	9-15
9.8 INTERSECTION SIGHT DISTANCE	9-16
9.8.1 General Considerations	9-16
9.8.2 Intersection Control	9-19
9.8.3 Effect of Skew	9-19
9.9 STOPPING SIGHT DISTANCES AT INTERSECTIONS FOR TURNING ROADWAYS	9-19
9.10 DESIGN TO DISCOURAGE WRONG-WAY ENTRY	9-19
9.11 SUPERELEVATION FOR CURVES AT INTERSECTIONS	9-20
9.11.1 General Design Considerations	9-20
9.12 CHANNELIZATION	9-20
9.13 SPEED-CHANGE LANES AT INTERSECTIONS	9-20
9.14 MEDIAN OPENINGS	9-20
9.14.1 Control Radii for Minimum Turning Paths	9-20
9.14.2 Shape of Median End	9-21
9.14.3 Median Openings Based on Control Radii for Design Vehicles	9-21
9.14.4 Effect of Skew	9-21
9.15 ABOVE MINIMUM DESIGNS FOR DIRECT LEFT TURNS	9-22
9.16 INDIRECT LEFT TURNS AND U-TURNS	9-22

9.16.1	General Design Considerations.....	9-22
9.17	FLUSH OR TRAVERSABLE MEDIANS	9-22
9.18	AUXILIARY LANES	9-23
9.18.1	General Design Considerations.....	9-24
9.18.2	Deceleration Length.....	9-25
9.18.3	Storage Length.....	9-25
9.18.4	Acceleration Length.....	9-26
9.18.5	Taper	9-27
9.18.5.1	Elements of Left-Turn Design (Redirect Taper).....	9-30
9.18.5.2	Merging Tapers.....	9-30
9.18.6	Median Left-Turn Lanes	9-30
9.18.6.1	Median Left Turn Lane Warrants	9-33
9.18.7	Median Double Left and Triple Turn Lanes	9-34
9.18.8	Median Lane Width	9-34
9.18.9	Median End Treatment	9-38
9.19	RIGHT-TURN LANES	9-38
9.19.1	General.....	9-38
9.19.2	Tapers.....	9-39
9.19.3	Storage	9-39
9.19.4	Length	9-39
9.19.5	Width.....	9-39
9.19.6	Shoulders.....	9-40
9.20	INTERSECTION DESIGN ELEMENTS WITH FRONTAGE ROADS	9-40
9.21	BICYCLES AT INTERSECTIONS	9-40
9.22	WHEELCHAIR RAMPS AT INTERSECTIONS	9-40
9.23	LIGHTING AT INTERSECTIONS	9-40
9.24	DRIVEWAYS.....	9-41
9.25	RAILROAD-HIGHWAY GRADE CROSSINGS	9-41
REFERENCES	9-42

List of Figures

9-1A	Three-Centered Compound Curve (Symmetrical)	9-7
9-1B	Three-Centered Compound Curve (Symmetrical) Greater than 180°	9-8
9-2	Three-Centered Compound Curve (Asymmetrical)	9-9
9-3A	Sight Distance at Intersections, Minimum Sight Triangle (No Control or Yield Control)	9-17
9-3B	Sight Distance at Intersections, Minimum Sight Triangle (Stop Control)	9-18
9-4	Speed Change Lane Taper for Continuously Curbed Medians	9-28
9-5	Bay Taper.....	9-29
9-6A	Minimum Median Left-Turn Channelization, Four-Leg Intersection	9-31
9-6B	Minimum Median Left-Turn Channelization, Tee Intersection	9-32
9-7A	14 to 16-Foot Median Left-Turn Design	9-35
9-7B	16 to 18-Foot Median Left-Turn Design	9-36
9-7C	Median Left Turn Design.....	9-37

List of Tables

9-1 Design Widths of Pavements for Turning Roadways..... 9-4

9-2 Range of Usable Shoulder Widths or Equivalent Lateral Clearances Outside Turning
Roadways, Not on Structure 9-5

9-3 Intersection Design Vehicle 9-10

9-4 Typical Designs for Turning Roadways 9-15

9-5 Lane Widths for Continuous Two-Way Left-Turn Lanes 9-23

9-6 Desirable Deceleration Length 9-25

9-7 Storage Lengths for Auxiliary Lanes 9-26

9-8 Desirable Acceleration Length from Stop Condition 9-27

9-9 Taper Length and Ratio for Parallel-Type Entrance 9-27

CHAPTER 10
GRADE SEPARATIONS AND INTERCHANGES

10.0	INTRODUCTION AND GENERAL TYPES OF INTERCHANGES	10-1
10.1	WARRANTS FOR INTERCHANGES AND GRADE SEPARATIONS	10-7
10.1.1	Interchange and Grade Separation Warrants	10-7
10.2	ADAPTABILITY OF HIGHWAY GRADE SEPARATIONS AND INTERCHANGES	10-7
10.3	GRADE SEPARATION STRUCTURES	10-8
10.4	INTERCHANGES	10-9
10.4.1	General	10-9
10.5	GENERAL DESIGN CONSIDERATIONS	10-10
10.5.1	Determination of Interchange Configuration	10-11
10.5.2	Approaches to the Structure	10-12
10.5.2.1	Alignment, Profile, and Cross Section.....	10-13
10.5.2.2	Sight Distance	10-13
10.5.3	Interchange Spacing	10-13
10.5.4	Uniformity of Interchange Patterns	10-13
10.5.5	Route Continuity	10-13
10.5.6	Coordination of Lane Balance and Basic Number of Lanes	10-14
10.5.7	Auxiliary Lanes	10-17
10.5.8	Lane Reduction	10-17
10.5.9	Weaving Sections.....	10-17
10.5.10	Collector – Distributor Roads	10-23
10.5.11	Two-Exit Versus Single-Exit Interchange Design	10-23
10.5.12	Wrong-Way Entrances	10-23
10.6	RAMPS	10-23
10.6.1	Types and Examples	10-23
10.6.2	General Ramp Design Considerations	10-24
10.6.2.1	Design Speed	10-24
10.6.2.2	Curvature.....	10-25
10.6.3	Stopping Sight Distance.....	10-26
10.6.4	Ramp Profiles.....	10-26
10.6.5	Superelevation and Cross Slope.....	10-28
10.7	INTERCHANGE DESIGN CRITERIA	10-29
10.7.1	General	10-29
10.7.2	Sight Distance	10-29
10.7.3	Sight Distance to Exit Nose	10-30
10.7.4	Gores.....	10-32
10.7.5	Ramp Pavement Widths.....	10-36
10.7.5.1	Width and Cross Section.....	10-36
10.7.5.2	Shoulders and Lateral Clearances.....	10-36
10.7.6	Ramp Terminals.....	10-37
10.7.6.1	Right-Hand Entrances and Exits.....	10-37
10.7.6.2	Left-hand Entrances and Exits.....	10-38
10.7.6.3	Terminal Location and Sight Distance	10-38
10.7.6.4	Speed-Change Lanes.....	10-40

10.7.7	Single Lane Free-Flow Terminals, Entrances.....	10-48
10.7.7.1	Taper Type Entrance.....	10-48
10.7.7.2	Parallel Type Entrance.....	10-48
10.7.8	Single-Lane Free-Flow Terminals, Exits.....	10-49
10.7.8.1	Taper Type Exits.....	10-52
10.7.8.2	Parallel Type Exits.....	10-52
	10.7.8.3 Free-Flow Terminals on Curves.....	10-53
10.7.8.4	At-Grade Terminals.....	10-53
10.7.9	Multilane Free-Flow Terminals.....	10-56
10.7.9.1	Two-Lane Entrances.....	10-56
10.7.9.2	Two-Lane Exits.....	10-56
	10.7.9.3 Major Forks and Branch Connections and Freeway-to-Freeway Connections.....	10-59
10.8	PEDESTRIANS.....	10-60
10.9	RAMP METERING.....	10-60
REFERENCES	10-61

List of Figures

10-1A	Interchange Types.....	10-3
10-1B	Interchange Types.....	10-4
10-1C	Interchange Types.....	10-5
10-1D	Interchange Types.....	10-6
10-2	Typical Examples of Lane Balance.....	10-15
10-3	Coordination of Lane Balance and Basic Number of Lanes.....	10-16
10-4A	Types of Weaving Sections.....	10-18
10-4B	Types of Weaving Sections.....	10-19
10-5A	Lane Configuration of Weaving Sections.....	10-21
10-5B	Lane Configuration of Weaving Sections.....	10-22
10-6	Location of Ramp Intersections on the Cross Road.....	10-31
10-7	Measurement of Sight Distance at Ramp Terminals With Stop Controls.....	10-32
10-8	Typical Gore Area Characteristics.....	10-33
10-9	Traveled Way Narrowing on Entrance Ramps.....	10-35
10-10	Recommended Minimum Ramp Terminal Spacing.....	10-39
10-11A	Typical Single-Lane Entrance Ramps (Tapered).....	10-44
10-11B	Typical Single-Lane Entrance Ramps (Parallel).....	10-45
10-12	Freeway Entrance Terminal - Taper Type.....	10-46
10-13	Freeway Entrance Terminal -Parallel Type.....	10-47
10-14	Freeway Exit Terminal – Taper Type.....	10-50
10-15	Freeway Exit Terminal – Parallel Type.....	10-51
10-16A	Single-Lane Ramp Exit Transition to Two Lanes (Alternate A).....	10-54
10-16B	Single-Lane Ramp Exit Transition to Two Lanes (Alternate B).....	10-55
10-17	Two-Lane Entrance or Branch Connection.....	10-58
10-18	Two-Lane Exit or Major Fork.....	10-57

List of Tables

10-1	Guide Values for Ramp Design Speed as Related to Highway Design Speed.....	10-25
10-2	Maximum Algebraic Difference in Pavement Cross Slope at Turning Roadway Terminals	10-29
10-3	Minimum Deceleration Lengths for Exit Terminals With Flat Grades of 2 Percent Or Less	10-41
10-4	Minimum Acceleration Lengths for Entrance Terminals With Flat Grades of 2 Percent Or Less	10-42
10-5	Speed-Change Lane Adjustment Factors as a Function of Grade	10-43
10-6	Minimum Length of Taper Beyond an Offset Nose	10-52

CHAPTER 11
ACCESS CONTROL AND ACCESS MANAGEMENT

This chapter is currently under development.

CHAPTER 12
ACCESSIBLE PEDESTRIAN DESIGN

Definitions..... 2

Introduction 5

ADA Accessibility Requirements, Standards & Guidelines 6

New Construction Project Requirements 6

Alteration Project Requirements 6

Non-Alteration Project Requirements 8

Technically Infeasible 8

Unaltered Existing Facilities & Transition Plan 9

Technical Requirements for Accessibility 9

Pedestrian Access Route Technical Requirements 9

Curb Ramp General Information 14

Curb Ramp Types 15

Curb Ramp Technical Requirements 17

Detectable Warning Surfaces General Information 21

Pedestrian Crossing Controls 24

Pedestrian Ramps & Landings26

Figures

Figure 1 - Passing Spaces 10

Figure 2 – Pinch Points 10

Figure 3 - Allowable Vertical Discontinuities 11

Figure 4 - Horizontal Openings in Grates 11

Figure 5 - Protruding Objects 12

Figure 6 - Protection from Stairways 12

Figure 7 - Pedestrian Street Crossing Cross Slope 13

Figure 8 - Curb Ramp Elements 14

Figure 9 - Preferred Curb Ramp Placement15

Figure 10 - Perpendicular Curb Ramp Examples 15

Figure 11 - Parallel Curb Ramp Example 16

Figure 12 - Blended Transition/Depressed Corner Example 16

Figure 13 - Curb Ramp Grade Breaks 17

Figure 14 - Curb Ramp Turning Spaces 18

Figure 15 - Transitioning Steep Roadway Slopes 19

Figure 16 - Perpendicular Curb Ramp Clear Spaces 19

Figure 17 - Flared Sides 20

Figure 18 - Curb Ramp Counter Slope Requirements 21

Figure 19 - Parallel Curb Ramp DWS Placement 22

Figure 20 - Perpendicular Curb Ramp DWS Placement 23

Figure 21 - Pedestrian Refuge DWS Placement 24

Figure 22 - Ped Push Button Reach Ranges 25

Figure 23 - Ped Push Button Placement 26

Figure 24 - Pedestrian Ramp Elements 27

Figure 25 - Pedestrian Ramp Turning Space Requirements 27

CHAPTER 13
ALTERNATE STANDARDS

This chapter is currently under development.

CHAPTER 14

BICYCLE AND PEDESTRIAN FACILITIES

14.0	INTRODUCTION	14-1
14.0.1	Intent of Chapter 14 - Design of Bicycle and Pedestrian Facilities	14-1
14.0.2	CDOT Bike and Pedestrian Policy Directive 1602.0.....	14-1
14.0.3	CDOT Bike and Pedestrian Procedural Directive 1602.1	14-2
14.0.4	Design Exceptions	14-3
14.0.5	Federal Guidance Concerning Bicycle and Pedestrian Facilities	14-3
14.0.5.1	US DOT Policy Statement	14-3
14.0.5.2	Restrictions on Severing Bicycle and Pedestrian Facilities	14-3
14.0.6	Context Sensitive Design.....	14-4
14.0.7	User Counts.....	14-4
14.1	BICYCLE FACILITIES.....	14-5
14.1.1	Accommodating Bicycles	14-5
14.1.1.1	Sharing Roadway Space	14-5
14.1.1.2	Role of Design Factors	14-6
14.1.1.3	The Bicycle as a Design Vehicle.....	14-6
14.1.2	Bike Routes.....	14-7
14.1.2.1	General Bike Routes.....	14-7
14.1.2.2	Numerically Labeled Bike Routes	14-8
14.1.3	Shared lanes	14-9
14.1.3.1	Bicycle May Use Full Lane Sign (R4-11).....	14-9
14.1.3.2	SHARE THE ROAD Sign Assembly (W11-1 + W16-1P).....	14-10
14.1.3.3	Shared Lane Markings.....	14-12
14.1.4	Wide Curb Lanes	14-12
14.1.5	Paved Shoulders.....	14-12
14.1.5.1	Additional Width.....	14-13
14.1.5.2	Shoulders on Steep Grades.....	14-15
14.1.5.3	Rumble Strips	14-15
14.1.5.4	Shoulders at Intersections.....	14-15
14.1.6	Bike Lanes	14-15
14.1.6.1	Bike Lane Width	14-16

14.1.6.2	Designating Bike Lanes.....	14-16
14.1.6.3	Buffered Bike Lanes.....	14-17
14.1.6.4	Bike Lanes at Driveways and Intersections	14-1
14.1.6.4.1	Bike Lanes at Continuous Flow Intersections.....0.....	14-19
14.1.6.4.2	Bike Lanes at Roundabouts.....0.....	14-19
14.1.7	Detection of Bicycles at Signalized Intersections.....	14-31
14.1.7.1	Signal Detection Loops in Bike Lanes	14-32
14.1.7.2	Signal Timing for Bicycles.....	14-32
14.1.8	Cycle Tracks	14-33
14.1.9	Bicycle Boulevards	14-35
14.1.10	Alternative Routes	14-36
14.1.11	Other Roadway Considerations	14-37
14.1.11.1	Cross Slopes	14-37
14.1.12.2	Drainage Inlets and Utility Covers	14-37
14.1.12.3	Railroad Crossings	14-37
14.1.12.4	Bridges and Tunnels.....	14-38
14.2	SHARED USE PATHS	14-38
14.2.1	Surface Treatments	14-39
14.2.1.1	Paved Shared Use Path.....	14-39
14.2.1.2	Unpaved Shared Use Paths.....	14-39
14.2.2	Design Speed	14-39
14.2.3	Sight Distance	14-40
14.2.3.1	Stopping Sight Distance	14-40
14.2.3.2	Sight Distance on Horizontal curves	14-41
14.2.3.3	Sight Distance on Vertical curves	14-44
14.2.3.4	Sight Distance at Intersections	14-45
14.2.4	Shared Use Path Width	14-46
14.2.5	Cross Slope	14-49
14.2.6	Clearances.....	14-49
14.2.7	Horizontal Alignment of Shared Use Paths	14-50
14.2.8	Vertical Alignment of Shared Use Paths	14-51
14.2.9	Intersections with Shared Use Paths	14-52
14.2.9.1	Required Sight Triangles at Shared Use Path Intersections	14-54
14.2.9.2	Traffic Control at Intersections with Shared Use Paths	14-59
14.2.9.3	Reducing Speeds on the Approach to Intersections	14-61
14.2.9.4	Curb Ramps.....	14-62

14.2.9.5	Prevention of Motor Vehicle Encroachment onto Shared Use 14-Paths.....	14-63
14.2.10	Underpass and Overpass Structures.....	14-65
14.2.10.1	Width and Clearance for Structures Serving Shared Use Paths ...	14-66
14.2.10.2	Grades on Structures Serving Shared Use Paths.....	14-66
14.2.10.3	Railings on Structures Serving Shared Use Paths.....	14-67
14.2.10.4	Railroad crossings.....	14-67
14.2.10.5	Utilities.....	14-68
14.2.10.6	Traffic Calming on Shared Use Paths.....	14-68
14.2.11	Wayfinding on Shared Use Paths.....	14-69
14.2.12	Shared Use Paths Adjacent to the Roadway (Sidepaths).....	14-69
14.2.13	Safety Considerations of Sidepaths.....	14-69
14.2.13.1	Potential Mitigation Measures to the Operational Challenges of Sidepaths.....	14-71
14.2.14	Sidepath Clearance to the Adjacent Roadway.....	14-73
14.2.15	Equestrian Facilities.....	14-73
14.2.15.1	Geometric Design of Equestrian Facilities.....	14-74
14.2.15.2	Signage of Equestrian Facilities.....	14-75
14.2.16	Other Considerations on Bicycle Facilities.....	14-75
14.2.16.1	Retrofit Projects.....	14-75
14.2.16.2	Shared Use Path Lighting.....	14-75
14.2.16.3	Maintenance of Traffic.....	14-76
14.2.16.4	Integration of Bicycles with Transit.....	14-76
14.2.16.5	Innovative Signage and Markings.....	14-79
14.2.16.6	Maintenance of Bicycle Facilities.....	14-81
14.3	PEDESTRIAN FACILITIES	14-81
14.3.1	General Pedestrian Considerations.....	14-82
14.3.1.1	Accommodating Pedestrians in the Right-of-Way.....	14-82
14.3.1.2	Operating Characteristics of Pedestrians.....	14-83
14.3.1.3	Americans with Disabilities Act Requirements.....	14-83
14.3.1.4	Curb Ramps and Blended Transitions.....	14-84
14.3.1.5	Vertical Changes in Grade.....	14-85
14.3.2	Sidewalks.....	14-85
14.3.2.1	Separation from Roadway.....	14-85
14.3.2.2	Sidewalk Width.....	14-86

14.3.2.3	Protruding Objects.....	14-86
14.3.3	Grade and Cross Slopes	14-87
14.3.4	Driveways	14-88
14.3.5	Sidewalk Lighting.....	14-88
14.3.6	Transit Stops	14-88
14.3.7	Pedestrian Crossings of Roadways	14-88
14.3.8	Pedestrian Crossings at Intersections.....	14-88
14.3.8.1	Pedestrian Crossings at Uncontrolled Approaches to Intersections	14-89
14.3.8.2	Pedestrian Crossings at Stop and Yield Control Intersections	14-89
14.3.8.3	Pedestrian Crossings at Signal Control Intersections.....	14-89
14.3.8.4	Pedestrian Crossings at Roundabouts.....	14-90
14.3.9	Pedestrian Crossings at Midblock Locations.....	14-91
14.3.9.1	Rapid Rectangular Flashing Beacons.....	14-92
14.3.9.2	Pedestrian Hybrid Signals	14-93
14.3.9.3	Guidance for Traffic Control Selection at Midblock Crossings... ..	14-94
14.3.9.4	Signalized Pedestrian Crossings.....	14-97
14.3.9.5	Grade Separated Pedestrian Crossings	14-97
14.3.9.6	Additional Treatments at Midblock Crossings.....	14-98
14.3.9.7	Sidewalk Crossings of Rail Lines	14-99
14.3.10	Other Pedestrian Considerations.....	14-100
14.3.10.1	Traffic Calming.....	14-100
14.3.10.2	Pedestrian Amenities	14-101
14.3.10.3	Pedestrian Wayfinding Signage	14-101
14.3.10.4	On-street Parking.....	14-102
14.3.11	School Areas	14-102
14.3.12	Maintenance of Traffic (58).....	14-103
14.3.12.1	Pedestrian Considerations in Temporary Traffic Control Zones	14-103
14.3.12.2	Accessibility Considerations	14-106
REFERENCES	14-107

List of Figures

Figure 14-1	Examples of BICYCLE GUIDE Signs	14-8
Figure 14-2	Examples of BIKE ROUTE Signs	14-8
Figure 14-3	U.S. BIKE ROUTE Sign	14-9
Figure 14-4	Bicycles May Use Full Lane Sign	14-10
Figure 14-5	SHARE THE ROAD Sign Assembly	14-11
Figure 14-6	Shared Lane Marking	14-12
Figure 14-7	Advance Warning Stripe for Rumble Strips	14-15
Figure 14-8	Detail of Bike Lane Designation	14-17
Figure 14-9	Detail of Buffered Bike Lane Designation	14-18
Figure 14-10	Typical Bike Lane - Major Intersection, No Right Turn Lane, Curb and Gutter	14-20
Figure 14-11	Typical Bike Lane - Major Intersection, Right Turn Lane, Curb and Gutter	14-21
Figure 14-12	Typical Bike Lane - Major Intersection, No Right Turn Lane, No Curb and Gutter	14-22
Figure 14-13	Typical Bike Lane - Major Intersection, Right Turn Lane, No Curb and Gutter	14-23
Figure 14-14	Typical Bike Lane - Major Intersection, No Right Turn Lane, On-Street Parking	14-24
Figure 14-15	Typical Bike Lane - Major Intersection, Right Turn Trap Lane, Bus Stop	14-25
Figure 14-16	Typical Bike Lane - Tee Intersection, Right Turn Must Turn Right Lane, Bus Stop	14-26
Figure 14-17	Typical Bike Lane - Tee Intersection, Right Turn Lane, Bus Bay	14-27
Figure 14-18	Typical Bike Lane - Compact Interchange	14-28
Figure 14-19	Typical Bike Lane - Rural Interchange	14-29
Figure 14-20	Typical Bike Lane - Continuous Flow Intersection	14-30
Figure 14-21	Bike Detection Symbol and Bicycle Signal Actuation Sign	14-32
Figure 14-22	Conflict Markings on Cycle Tracks	14-35
Figure 14-23	Bicycle Obstruction Marking in Advance of a Drop Inlet	14-37
Figure 14-24	Potential Treatments at a Skewed Railroad Crossing	14-38
Figure 14-25	Stopping Sight Distance on a Shared Use Path Horizontal Curves	14-42
Figure 14-26	Design Controls for	14-43
Figure 14-27	Sight Distance on Crest Vertical Curves	14-44
Figure 14-28	Path User Position Signs	14-47
Figure 14-29	Mode Specific Guide Signs	14-48
Figure 14-30	SELECTIVE EXCLUSION Signs	14-48
Figure 14-30	Conditions where Barriers to Embankments are Recommended	14-50
Figure 14-31	Bicycle HILL WARNING Sign	14-52
Figure 14-32	Functional Area of an Intersection	14-54
Figure 14-33	Illustration of Intersection Sight Triangle Dimensions	14-56
Figure 14-34	Illustration of Intersection Sight Triangle Dimensions	14-58
Figure 14-35	Illustration of Intersection Sight Triangle Dimensions	14-59
Figure 14-36	INTERSECTION WARNING (W2 Series) and ADVANCE TRAFFIC CONTROL (W3 Series) Signs	14-60

Figure 14-37 TRAIL CROSSING Assembly	14-61
Figure 14-38 Geometric Design to Slow Bicyclists on Intersection Approaches	14-62
Figure 14-39 Chicane on Approach to Intersection	14-62
Figure 14-40 NO MOTOR VEHICLES Sign (R5-3)	14-63
Figure 14-41 Example Schematic Path Entry	14-64
Figure 14-42 Obstruction Striping around Bollards on Shared Use Paths	14-65
Figure 14-43 Maximum Spacing of Resting Intervals on Shared Use Path Structure Ramps	14-66
Figure 14-44 Example Signage and Markings at a Shared Use Path Crossing of a Rail Road (49)	14-68
Figure 14-45 Example ADJACENT PATH Sign	14-72
Figure 14-46 TRAIL COURTESY sign	14-75
Figure 14-47 Bicycle Facility DETOUR Signs	14-76
Figure 14-48 Bicycle Channel (41)	14-77
Figure 14-49 Shared Bus-Buffered Bike Lane	14-78
Figure 14-50 Example Striping and Marking for a Bike Box	14-80
Figure 14-51 Protruding Objects	14-87
Figure 14-52 Locations of Pedestrian Crossings at Roundabouts (52)	14-90
Figure 14-53 Detectable Warning Placement in Median Refuge Islands	14-91
Figure 14-54 Angle Cut through a Median	14-92
Figure 14-55 Rapid Rectangular Flashing Beacon	14-93
Figure 14-56 Pedestrian Hybrid Signal Sequence (53)	14-94
Figure 14-57 Approach Slope Markings for Raised Pedestrian Crossings (55)	14-99
Figure 14-58 Example of Flashing-Light Signal Assembly for Pedestrian Crossings (56)	14-100
Figure 14-59 SCHOOL SPEED LIMIT Assembly	14-102
Figure 14-60 Pedestrian Facility DETOUR Sign	14-106

List of Tables

Table 14-1 Maximum motor vehicle service volumes for given Bicycle LOS grades	14-14
Table 14-2 Stopping Sight Distance	14-41
Table 14-3 Minimum Length of Crest Vertical Curve Based on Stopping Sight Distance	14-45
Table 14-4 Minimum Radii and Superelevation for Shared Use Paths	14-51
Table 14-5 Intersection Sight Distance	14-56
Table 14-6 Required Sight Distance for Minor Leg of Yield Control	14-58
Table 14-7 Suggested tread width on shared use horse trails	14-74
Table 14-8 Suggested minimum turn radii for horse trails	14-74
Table 14-9 Suggested maximum cross slope for horse trails	14-74
Table 14-10 Referral Table for Midblock Crossing Treatments	14-94
Table 14-11 Roadway Volume less than 650 Vehicles per hour, vph (6,700 vehicles per day ¹ , vpd)	14-95
Table 14-12 Roadway Volume greater than 650 vph ¹ (6,700 vpd) and less than 1,150 (12,000 vpd)	14-96
Table 14-13 Roadway Volume Greater than 1,150 ¹ vph (12,000 vpd)	14-97

CHAPTER 15
BRIDGE

15.0 INTRODUCTION	15-1
15.1 SCOPE OF WORK DEVELOPMENT	15-1
15.2 DEFINITIONS	15-1
15.2.1 Major Structures.....	15-2
15.2.2 Minor Structures	15-2
15.2.3 Special Inlet or Outlet	15-2
15.2.4 Standard CBC Vs. Non-Standard CBC	15-2
15.2.5 Retaining Walls.....	15-3
15.3 ROADWAY ELEMENTS OF DESIGN	15-3
15.3.1 Bridge Roadway Width.....	15-3
15.3.2 Cross Slope	15-4
15.3.3 Median	15-4
15.3.4 Horizontal Alignment	15-4
15.3.5 Vertical Alignment.....	15-4
15.3.6 Bridge Skew Angle.....	15-4
15.3.7 Bridge Sidewalks and Bikeways.....	15-5
15.3.8 Embankment Slopes at Bridge Approaches.....	15-5
15.3.9 Clearance to Structures and Obstructions	15-5
15.4 ROADWAY DESIGN SUBMITTAL TO BRIDGE/STRUCTURE DESIGNER.....	15-6
15.4.1 Purpose	15-6
15.4.2 Project Scoping.....	15-6
15.4.3 Survey Requests for Bridges.....	15-6
15.4.4 Roadway Design Submittal to Project Structural Engineer	15-6
15.5 HYDRAULICS REPORTS	15-7
15.5.1 Stream and River Crossings	15-7
15.5.2 Roadside and Bridge Deck Drainage	15-7
15.6 SPECIAL REQUIREMENTS	15-8
15.6.1 Permits	15-8
15.6.2 Environmental.....	15-8
15.6.2.1 Historic Requirements	15-9
15.6.3 Aesthetics	15-9
15.6.3.1 Structural Coatings.....	15-9
15.6.4 Utilities	15-9
15.6.5 Construction	15-9
15.6.5.1 Detours and Staging	15-9
15.7 FOUNDATIONS AND STRUCTURES.....	15-10
15.8 STRUCTURAL DESIGN SUBMITTALS.....	15-10
REFERENCES	15-13

CHAPTER 16
CONSTRUCTION SPECIFICATIONS

16.0 INTRODUCTION	16-1
16.1 SPECIFICATIONS - GENERAL	16-1
16.1.1 Definition	16-1
16.1.2 Importance and Characteristics of Well-Written Specifications	16-1
16.1.3 Basic Specification Policy	16-2
16.1.3.1 Standards and Specifications Unit	16-2
16.1.3.2 Liquidated Damages, Penalties, and Incentives	16-3
16.1.3.3 Uniformity	16-3
16.1.3.4 Warranties and Guaranties	16-3
16.1.3.5 Proprietary Items	16-4
16.1.3.6 Materials-Methods Vs. End-Result Specifications	16-4
16.1.3.7 Pay Items	16-5
16.1.3.8 Reference Specifications	16-5
16.1.3.9 Laws, Statutes, and Regulations	16-5
16.1.3.10 Specifications for Innovative Contracting Practices	16-5
16.2 STANDARD SPECIFICATIONS	16-6
16.2.1 Organization and Format	16-6
16.2.1.1 Five-Part Format	16-6
16.2.1.2 Subsections	16-8
16.3 SUPPLEMENTAL SPECIFICATIONS	16-9
16.4 SPECIAL PROVISIONS	16-9
16.4.1 Organization of Text	16-9
16.4.2 Margins	16-9
16.4.3 Text	16-9
16.4.4 Standard Special Provisions	16-10
16.4.4.1 Fonts	16-10
16.4.5 Project Special Provisions	16-10
16.4.5.1 Criteria	16-10
16.4.5.2 Format and Style	16-11
16.4.5.3 Fonts	16-11
16.4.5.4 Titles	16-12
16.4.5.5 Headings	16-12
16.4.5.6 Revised or Added Specification Text	16-14
16.4.6 Use of New or Revised Project Special Provisions	16-14
16.4.7 Special Provision Package	16-15
16.5 CONSTRUCTION SPECIFICATIONS WEBSITE	16-15
16.5.1 Accessing the Website	16-15
16.5.2 Contents of the Website	16-15
16.5.2.1 Project Special Provision Work Sheets	16-16
16.5.3 Updates	16-16
16.6 USE OF METRIC AND ENGLISH UNITS	16-16
16.7 WRITING STYLE	16-16
16.8 EXAMPLE PROJECT SPECIAL PROVISIONS	16-20

16.8.1 Revision of Various Subsections 16-20

16.8.2 Deletion and Replacement of an Entire Section 16-21

16.8.3 Addition of a New Section..... 16-22

16.8.4 Addition of Changes not Tied to Specification Subsections 16-23

REFERENCES 16-24

List of Figures

16-1 Subsection Organization 16-8

List of Tables

16-1 Spec Book Grammar, Syntax, and Format Protocol..... 16-18

CHAPTER 17
FORM 463

This chapter is currently under development.

**CHAPTER 18
NOISE**

18.0 INTRODUCTION 18-1

18.1 NOISE FUNDAMENTALS 18-1

18.2 NOISE REGULATIONS AND ANALYSIS REQUIREMENTS 18-2

18.3 CDOT NOISE ANALYSIS AND ABATEMENT GUIDELINES 18-5

18.4 HIGHWAY TRAFFIC NOISE MITIGATION MEASURES 18-5

 18.4.1 Traffic Management Measures 18-6

 18.4.2 Roadway Design Alternatives..... 18-6

 18.4.3 Acquisition of Property or Property Rights 18-7

 18.4.4 Noise Insulation or Other Extraordinary Abatement Measures..... 18-8

18.5 NOISE BARRIERS 18-8

 18.5.1 Walls 18-10

 18.5.2 General Design Guidelines 18-10

 18.5.3 General Aesthetic Guidelines 18-13

 18.5.3.1 Visual Analysis 18-13

 18.5.3.2 Visual Design Principles 18-15

 18.5.3.3 End Treatments 18-17

 18.5.3.4 Design Elements for Landscape Plantings..... 18-17

 18.5.4 General Maintenance Guidelines 18-19

 18.5.5 General Materials Guidelines 18-19

 18.5.6 Berms 18-20

 18.5.7 Combination Barriers..... 18-21

18.6 CONSTRUCTION ZONE 18-22

18.7 ADDITIONAL GUIDANCE..... 18-23

REFERENCES 18-24

List of Illustrations

18-1 Masonry Block Noise Barrier: I-76 East of York Street..... 18-9

18-2 Post and Panel Noise Barrier Mounted on Type 7 Barrier: US-6 in Lakewood..... 18-10

18-3 Artistically Treated Precast Concrete Noise Barrier: SH-47 in Pueblo 18-14

18-4 I-70 Dillon Valley Noise Barrier 18-15

18-5 Terraced Landscaping with Noise Barrier: US-287 Lafayette Bypass..... 18-18

18-6 Recycled Sand Berm: I-70 East of Vail..... 18-21

18-7 Combination Barrier: I-25 at Exit 188..... 18-22

18-8 Noise Barrier Construction: I-270 West of York Street 18-23

List of Tables

18-1 CDOT Noise Abatement Criteria (NAC) 18-4

CHAPTER 19
ROUNDBOUTS

This chapter is currently under development.

CHAPTER 20
SAFETY AND TRAFFIC ENGINEERING

20.0 INTRODUCTION	20-1
20.1 ROADWAY SAFETY.....	20-1
20.1.1 Bicycle and Pedestrian Safety.....	20-2
20.1.2 Railroad-Highway Grade Crossings	20-2
20.1.3 Roadway Geometry Considerations	20-4
20.1.4 Intersections	20-4
20.1.5 Interchanges	20-5
20.1.6 Context Sensitive Solutions	20-5
20.1.7 Work Zone Safety`	20-7
20.1.8 Roadway Shoulders	20-7
20.2 REDUCING RUN-OFF-THE-ROAD CRASHES	20-7
20.2.1 Rumble Strips.....	20-8
20.2.1.1 General Criteria.....	20-8
20.2.1.2 Installation on Interstate Highways	20-9
20.2.1.3 Installation on Narrow Shoulders	20-9
20.3 ROADSIDE SAFETY	20-10
20.3.1 Unique Hazards.....	20-10
20.3.2 Guardrail	20-11
20.3.2.1 Review of Accident History.....	20-11
20.3.2.2 Maintaining Continuity	20-11
20.3.2.3 Determination of Length.....	20-12
20.3.2.4 Offset.....	20-12
20.3.2.5 Access Treatments	20-12
20.4 TRAFFIC ENGINEERING PLANS	20-13
20.4.1 Source Documents	20-13
20.5 CONSTRUCTION TRAFFIC CONTROL.....	20-14
20.5.1 Construction Traffic control Plan	20-14
20.5.2 Construction Signing and Striping	20-15
20.5.3 Temporary Pavement Markings.....	20-15
20.5.4 Channelizing Devices	20-16
20.5.5 Special Devices.....	20-17
20.5.6 Construction Staging/Phasing.....	20-17
20.5.7 Construction at or Near Railroad-Highway Grade Crossings.....	20-17
20.6 PERMANENT SIGNING.....	20-19
20.6.1 Uniform Standard Regulatory and Warning Signs	20-19
20.6.2 Special Signs.....	20-20
20.6.3 Sign Classification	20-20
20.6.4 Ground Sign Supports and Foundations (Class III).....	20-20
20.6.5 Overhead Sign Structures	20-21
20.6.6 Cross Sections at Class III and Overhead Sign Structure Locations	20-21
20.7 SPECIFICATIONS	20-22
20.7.1 Standard Specifications.....	20-22
20.7.3 Traffic Project Special Provisions	20-22

20.8 SIGNALS	20-22
20.8.1 Signal Plans.....	20-22
20.8.2 Warrant Studies.....	20-23
20.9 PAVEMENT MARKINGS	20-23
20.9.1 Permanent	20-23
20.9.2 Temporary.....	20-24
20.10 RESEARCH	20-24
REFERENCES	20-25