

Good Reads- Interesting Content from Around the Country

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FHWA has posted the low-cost safety improvement video series to its YouTube site. On this site, you can find videos on improvements for unpaved roads, speed management, walking and biking, longitudinal pavement markings, system approaches to stop-controlled intersections and enhanced delineation of horizontal curves. These videos (and many others) can be found here:

<https://www.youtube.com/user/USDOTFHWA/videos>

Wood guardrail posts are inspected in *Field Analysis of Wood Guardrail Post Decay*, a report from the Washington State Department of Transportation. This report analyzes available data to determine factors that may lead to increased wood decay rates.

<https://www.wsdot.wa.gov/research/reports/fullreports/890-1R.pdf>

Pavement design and asphalt mixtures for low volume roads (LVR) are examined in *A Synthesis of Technical Needs of Asphalt Pavements for Local Roads*, a report from the National Center for Asphalt Research at Auburn University. The network of LVRs is vast and relatively low-use, and as a result, they are often built with lower-than-conventional design standards, and there are no official design standards for LVRs. <http://eng.auburn.edu/research/centers/ncat/files/technical-reports/rep19-04.pdf>

The distance between the driver's line of sight along the roadway ahead on a horizontal curve and a sight obstruction on the inside of the curve is known as the horizontal sightline offset (HSO). Highway agencies can use the National Academies of Sciences Engineering Medicine (NCHRP) Research Report 910: *Design Guidelines for Horizontal Sightline Offsets* as guidance to address the types of sight distance restrictions that are most likely to be encountered on specific roadway types. The relationship between stopping sight distance (SSD) and the frequency and severity of crashes has been difficult to quantify because the role of SSD in reducing crashes is highly situational. The design criteria for the horizontal component of SSD in what is known as AASHTO's Green Book are based on the maximum sightline offset that may be needed at any point along a curve with a given radius, which does not cover all possible situations. Designers compensate for the limitations on driver sight distance in various ways, including: accepting shorter sightlines, lowering design speed, increasing shoulder width, or providing additional signage. There are advantages and disadvantages to the trade-offs; as a result, many highway agencies have used the design exception process to address the trade-offs for sight distance in such situations.

https://www.nap.edu/login.php?action=guest&record_id=25537