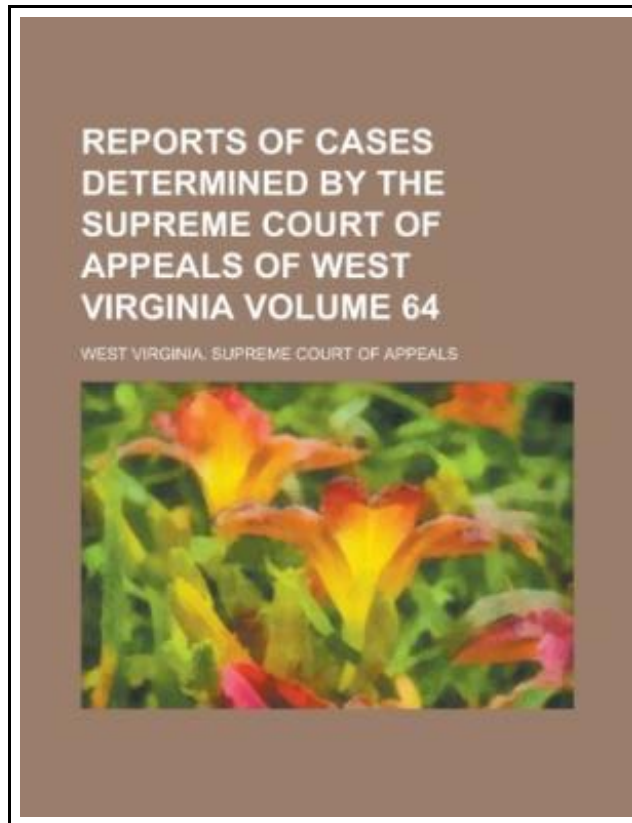


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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 64 pages. Original publisher: Washington, D. C. : U. S. Dept. of Transportation, Federal Highway Administration, 2001. OCLC Number: (OCoLC)50225218 Subject: Highway engineering. Excerpt: . . . Chapter 1 INTRODUCTION A properly designed roadway takes into consideration mobility and safety issues while addressing natural and human environmental aspects. To achieve such a balance, tradeoffs among these factors are routinely performed, either consciously or unconsciously. The passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) emphasized the importance of such roadway design. Practices that demonstrate such a design were compiled and documented in a report by the (1) Federal Highway Administration (FHWA) titled Flexibility in Highway Design. This document emphasized the existing flexibility in design criteria and encouraged the use of creative design in addressing site-specific project needs. Moreover, the need for project teams became apparent, because such creative solutions often require a cohesive effort among the planning, designing, and construction engineers. At the same time, the use of interdisciplinary teams and public involvement were also identified as integral components of successful solutions. This philosophy was coined in the United States as context-sensitive design (CSD) and represents an approach A properly designed roadway takes where a balance is sought between safety into consideration mobility and safety and mobility needs within the community interests. Both FHWA and the American issues while addressing natural and Association of State Highway and human environmental aspects. To Transportation Officials (AASHTO) recognize the flexibility that exists in the achieve such a balance, tradeoffs current design criteria, while among these factors are routinely acknowledging that the current focus on providing high levels of mobility may performed,...



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