AASHTO
A Policy on Design Standards
Interstate System
Overview of what changed between the 2005 and 2016 versions
General

- Current version 2016
- Last updated January 2005
- Clarifies minimum standards vs suggested values
- Units of measure presented as: English (Metric)
Revisions

• Design Traffic and Number of Lanes
  • Provides more flexibility in the selection of the appropriate hourly volume in the design year to be used for design
  • Removes specific references to Level of Service, referring more generally to operational analysis and providing more flexibility in existing corridors.
Revisions

• **Access Control**
  - Clarifies that access to ramps is to be fully controlled
  - Retains 100’ (urban) and 300’ (rural) as minimum access control along crossroads
  - Discusses variables influencing the length of need for extending access control, such as:
    - functional classification of the crossroad
    - Traffic volumes
    - type of access (right in/out, etc.)
    - number of lanes
    - design of medians and turn lanes
    - observed and predicted safety and operational performance
Revisions

• Core geometrics
  • Remains same: Design Speed, Lane Width
  • Refers to Green Book: Sight Distance, Curvature, Superelevation
  • Gradient: Removed footnote to table
  • Shoulder Width:
    • Requires 10’ left shoulder for 3-lanes or more in level/rolling terrain.
    • If truck traffic >250 DDHV, wider shoulder may be beneficial but removed reference to 12’ width that “should be considered.”

• Cross Slope
  • Added references to drainage needs
  • Limit cross slope break to 8% in superelevated sections
Revisions

• Medians
  • Increased recommended minimum width in rural areas from 36’ to 50’ to reduce cross median crashes
  • Recommend not draining medians across travel lanes and refer to AASHTO Drainage Manual

• Roadside Design
  • Removed references to Horizontal Clearance to Obstructions
  • Refer to Roadside Design Guide for clear zone

• Multimodal Accommodations
  • Consider providing or reserving space for bike/pedestrian use on crossroad
Revisions

• Interchanges
  • Recommended spacing (1 mi urban, 3 mi rural) stays the same with added language to consider geometric design, operations, safety performance and signing

• Bridges and Other Structures
  • Vertical Clearance: Clarified that minimum VC applies to aux lanes & shoulders, ramps and C-D roads.
  • Replaced “single interstate routing” discussion with text regarding “through movements”
  • Reminds reader of IH use by military
  • New and replacement bridges to meet LRFD Bridge Design Specifications
Revisions

• Tunnels (coordinated with SCOBS T-20)
  • Added note to consider overhead features and future resurfacing needs when computing vertical clearance.
  • Added language to consider tunneling methodology when designing horizontal curves
  • Width of safety walkway increased from 2.5’ to 4’ for ADA compliance, but only required on one side.
  • Reference added to NFPA 502 *Standard for Road Tunnels, Bridges, and Other Limited Access Highways*