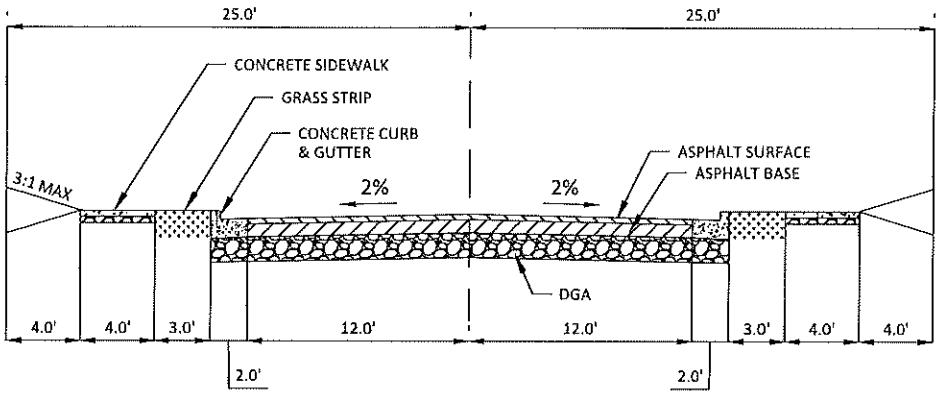
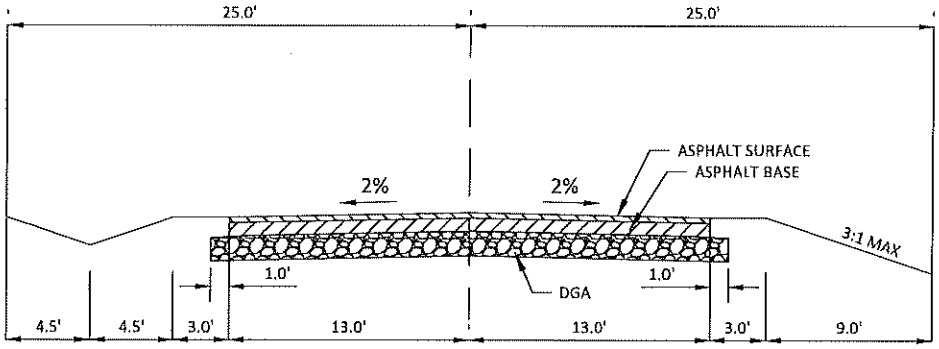
APPENDIX 1 – TYPICAL STREET SECTIONS

50'-0" RIGHT-OF-WAY



TYPICAL CITY STREET SECTION
(CURB/GUTTER & SIDEWALK)

50'-0" RIGHT-OF-WAY

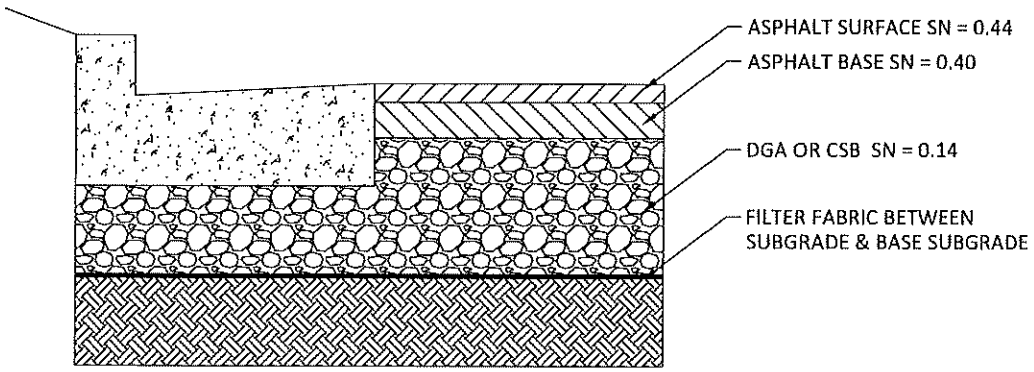


TYPICAL CITY STREET SECTION

CITY OF SPRINGFIELD	TYPICAL STREET SECTIONS	JANUARY 2025

APPENDIX 2 – PAVEMENT DESIGN DETAIL

TYPICAL PAVEMENT SECTION



MINIMUM PAVEMENT SECTIONS

STREET CLASSIFICATION	MINIMUM LAYER THICKNESS*
RESIDENTIAL CUL-DE-SAC (<1,000 FT.)	9" DGA, 3" ASPHALT BASE, 1.25" ASPHALT SURFACE
RESIDENTIAL COLLECTOR (>1,000 FT.)	9" DGA, 3.5" ASPHALT BASE, 1.25" ASPHALT SURFACE
COMMERCIAL	12" DGA, 4.5" ASPHALT BASE, 1.25" ASPHALT SURFACE
LIGHT INDUSTRIAL (LIP)	12" DGA, 5.5" ASPHALT BASE, 1.5" ASPHALT SURFACE
INDUSTRIAL	14" DGA, 6" ASPHALT BASE, 1.5" ASPHALT SURFACE

*MINIMUM PAVEMENT DESIGN BASED ON 15-YEAR DESIGN LIFE AND A CBR OF 3 OR LESS.

NOTES:
ALTERNATE PAVEMENT DESIGNS MAY BE SUBMITTED TO THE OFFICE OF THE CITY ENGINEER FOR APPROVAL BY A LICENSED ENGINEER WITH AN ACCOMPANYING GEOTECHNICAL REPORT

ALTERNATE DESIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF KYTC'S PAVEMENT DESIGN GUIDE AND STANDARD SPECIFICATIONS.

SUBGRADE STABILIZATION IS RECOMMENDED FOR ANY SOIL WITH A CBR LESS THAN 7.

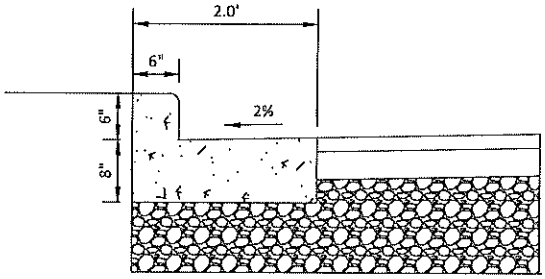
USE GEOTEXTILE FABRICS IN ACCORDANCE WITH KYTC STANDARDS IN SATURATED FOUNDATION AREAS AN IN EMBANKMENT BENCHING AREAS OR AS REQUIRED BY THE CITY ENGINEER.

ROADSIDE DITCHES SHALL BE A MINIMUM OF SIX (6) INCHES BELOW THE BOTTOM OF THE PAVEMENT STONE BASE LAYER.

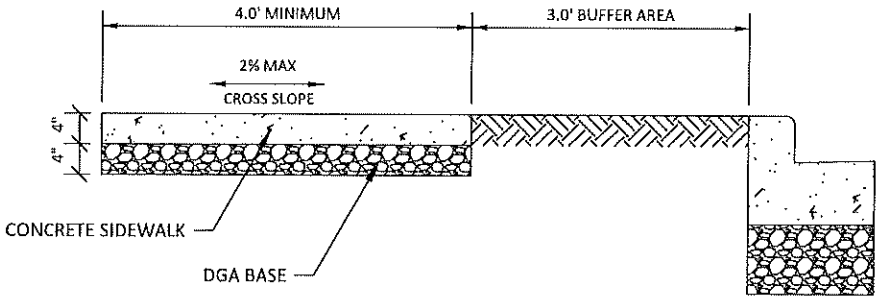
A SUBGRADE DRAINAGE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS WITH UNDERDRAINS AT A MINIMUM SPACING OF 100 FEET CENTER-TO-CENTER ALONG THE EDGES OF THE ROADWAY OR AS REQUIRED BY THE CITY ENGINEER.

CITY OF SPRINGFIELD	PAVEMENT DESIGN DETAIL	JANUARY 2025

APPENDIX 3 – TYPICAL STREET DETAILS



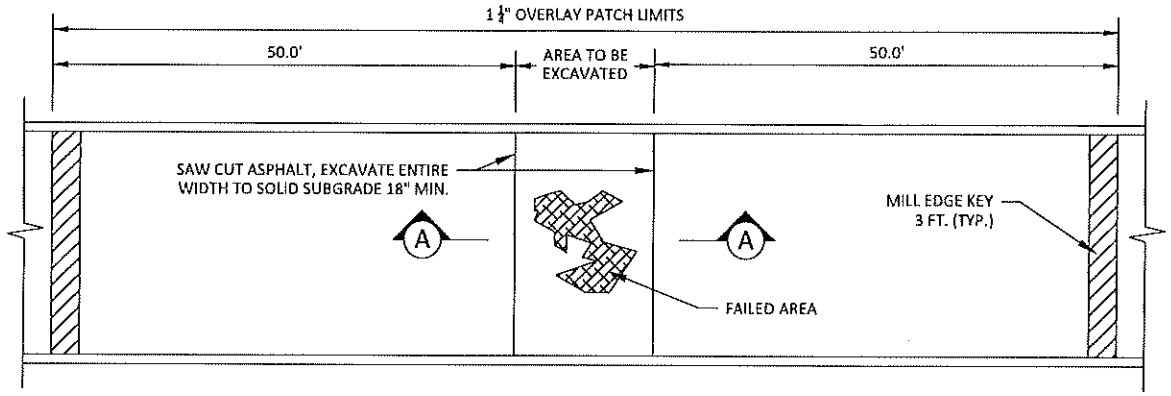
CURB & GUTTER DETAIL
(MINIMUM REQUIREMENTS)



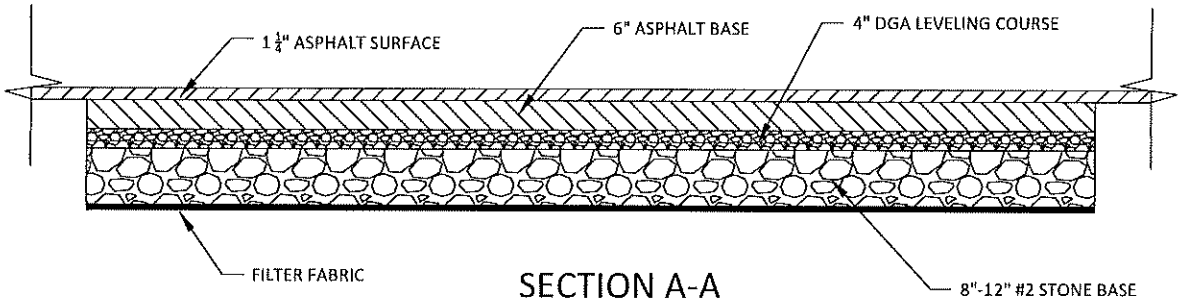
CONCRETE SIDEWALK DETAIL

CITY OF SPRINGFIELD	TYPICAL STREET DETAILS	JANUARY 2025

APPENDIX 4 – ROADWAY FAILURE REPAIR DETAIL



PLAN VIEW



SECTION A-A
(MINIMUM SECTION)

NOTES

1 ¼" OVERLAY PATCH IS NOT REQUIRED IF THE FINAL ASPHALT SURFACE HAS NOT BEEN PLACED.

IF NUMEROUS FAILURES EXIST, THE ENTIRE ROAD MAY BE REQUIRED TO BE OVERLAID.

#2 STONE BASE LAYER SHALL BE PLACED TO "DAY LIGHT" TO NEAREST DITCH OR CROSS DRAIN.

SUBGRADE UNDERDRAINS OR "BLEEDERS" MAY BE INSTALLED USING MIN. 4" DIAMETER PERFORATED PIPE WITH MIN. 6" ENVELOPE OF SIZE #57 STONE.

CITY OF SPRINGFIELD	ROADWAY FAILURE REPAIR DETAIL	JANUARY 2025

APPENDIX 5 – COMMON GEOMETRIC PRACTICES

EXHIBIT 700-01

COMMON GEOMETRIC PRACTICES
RURAL LOCAL ROADS

		TRAFFIC VOLUME					
	TERRAIN	UNDER 50 A.D.T.	50-250 A.D.T.	250-400 A.D.T	400-1500 A.D.T.	1500-2000 A.D.T.	OVER 2000 A.D.T.
MINIMUM DESIGN SPEED (M.P.H.) ⑥⑦	LEVEL	30		40	50		
	ROLLING	20	30		40		
	MOUNTAIN	20			30		

	DESIGN SPEED	UNDER 400 A.D.T.	400-1500 A.D.T.	1500-2000 A.D.T.	OVER 2000 A.D.T.
LANE WIDTH (FEET) ④⑧	15 MPH	9	10 ⑨	10	11
	20 MPH			11	12 ⑪
	25 MPH				
	30 MPH				
	40 MPH				
	45 MPH	10	11		
	50 MPH				
	55 MPH	11		12 ⑪	
	60 MPH				
MIN. USABLE SHOULDER WIDTH (FEET) ⑤	ALL SPEEDS	2	5⑨⑩	6	8
MIN. CLEAR ROADWAY WIDTH OF NEW AND RECONSTRUCTED BRIDGES	ALL SPEED	TOTAL WIDTH OF LANES +2' (EACH SIDE)	TOTAL WIDTH OF LANES +3' (EACH SIDE)		TOTAL WIDTH OF LANE + USABLE SHOULDER WIDTHS ⑫

MINIMUM RADIUS (FEET)	DESIGN SPEED	eMAX. 4%	eMAX. 6%	eMAX. 8%
	20 MPH	86	81	76
	25 MPH	154	144	134
	30 MPH	250	231	214
	35 MPH	371	340	314
	40 MPH	533	485	444
	45 MPH	711	643	587
	50 MPH	926	833	758

NORMAL PAVEMENT CROSS SLOPES ③	RATE OF CROSS SLOPE = 2%							
NORMAL SHOULDER CROSS SLOPES	EARTH = 8%				PAVED = 4%			
MAXIMUM GRADE (PERCENT)	M.P.H.	20	25	30	35	40	45	50
	LEVEL	8	7					6
	ROLLING	11		10			9	8
	MOUNTAIN	16	15	14		13	12	10
MINIMUM STOPPING SIGHT DISTANCE ①	(FEET)	115	155	200	250	305	360	425
MINIMUM PASSING SIGHT DISTANCE ②	(FEET)	400	450	500	550	600	700	800

① MINIMUM STOPPING SIGHT DISTANCE BASED ON HEIGHT OF EYE OF 3.5 FT AND HEIGHT OF OBJECT OF 2.0 FT. CONSIDER BOTH HORIZONTAL AND VERTICAL ALIGNMENT.
② MINIMUM PASSING SIGHT DISTANCE BASED ON HEIGHT OF EYE OF 3.5 FT AND HEIGHT OF OBJECT OF 3.5 FT. CONSIDER BOTH HORIZONTAL AND VERTICAL ALIGNMENT.
③ NORMAL PAVEMENT CROSS SLOPES ON BRIDGES IS 2%.
④ CONSIDER CURVE WIDENING ON PROJECT WHEN TRUCKS AND/OR HORIZONTAL CURVATURE INDICATE A NEED.
⑤ GRADED SHOULDER = USABLE SHOULDER +2 FT. WIDEN GRADED SHOULDER 1 FT FOR GUARDRAIL.
⑥ WHERE SELECTED DESIGN SPEED IS > 50 MPH, USE COMMON GEOMETRIC PRACTICES EXHIBIT 700-02 FOR RURAL COLLECTOR ROADS.
⑦ JUSTIFICATION FOR THE CHOSEN DESIGN SPEED SHOULD BE DOCUMENTED IN THE DESIGN EXECUTIVE SUMMARY.
⑧ FOR ROADS < 400 ADT, REFER TO AASHTO'S "GEOMETRIC DESIGN GUIDELINES FOR VERY LOW-VOLUME LOCAL ROADS (ADT≤400)".
⑨ FOR ROADS IN MOUNTAINOUS TERRAIN WITH DESIGN VOLUME OF 400 TO 600 VEH/DAY, USE 9 FT LANE WIDTH AND 2 FT SHOULDER WIDTH.
⑩ MAY BE ADJUSTED TO ACHIEVE LANES + USABLE SHOULDER WIDTH OF 30 FT FOR DESIGN SPEEDS > 40 MPH.
⑪ WHERE THE LANE WIDTH IS SHOWN AS 12 FT, THE WIDTH MAY REMAIN AT 11 FT ON RECONSTRUCTED HIGHWAYS WHERE SAFETY RECORDS AND ALIGNMENT ARE SATISFACTORY.
⑫ FOR BRIDGES IN EXCESS OF 100 FT IN LENGTH, THE MINIMUM WIDTH OF LANES + 3 FT (ON EACH SIDE) MAY BE ACCEPTABLE.

EXHIBIT 700-02

COMMON GEOMETRIC PRACTICES
RURAL COLLECTOR ROADS

		TRAFFIC VOLUME			
	TERRAIN	UNDER 400 A.D.T.	400-2000 A.D.T.		OVER 2000 A.D.T.
MINIMUM DESIGN SPEED (M.P.H.) ⑦	LEVEL	40	50		60
	ROLLING	30	40		50
	MOUNTAIN	20	30		40
LANE WIDTH (FEET) ① ⑧	DESIGN SPEED	UNDER 400 A.D.T.	400-1500 A.D.T.	1500-2000 A.D.T.	OVER 2000 A.D.T.
	20 MPH	10 ⑨	10	11	12
	25 MPH				
	30 MPH				
	35 MPH		11		
	40 MPH				
	45 MPH	10			
	50 MPH				
	55 MPH	11		12	
	60 MPH				
MINIMUM USABLE SHOULDER WIDTH (FEET) ⑥	ALL SPEEDS	2	5 ⑩	6	8
MIN. CLEAR ROADWAY WIDTH OF NEW AND RECONSTRUCTED BRIDGES	ALL SPEEDS	TOTAL WIDTH OF LANES + 2' (EACH SIDE)	TOTAL WIDTH OF LANES + 3' (EACH SIDE)	TOTAL WIDTH OF LANES + 4' (EACH SIDE)	TOTAL WIDTH OF LANES + USABLE SHOULDER WIDTHS ⑪
MINIMUM RADIUS (FEET)	DESIGN SPEED	eMAX. 4%	eMAX. 6%		eMAX. 8%
	20 MPH	86	81		76
	25 MPH	154	144		134
	30 MPH	250	231		214
	35 MPH	371	340		314
	40 MPH	533	485		444
	45 MPH	711	643		587
	50 MPH	926	833		758
	55 MPH	1190	1060		960
	60 MPH	1500	1330		1200
NORMAL PAVEMENT CROSS SLOPES ④	RATE OF CROSS SLOPE = 2%				
NORMAL SHOULDER CROSS SLOPES	EARTH = 8%			PAVED = 4%	

MAXIMUM GRADE (PERCENT) ⑤	M.P.H.	20	25	30	35	40	45	50	55	60
	LEVEL	7						6		5
	ROLLING	10		9		8		7		6
	MOUNTAIN	12	11	10				9		8
MINIMUM STOPPING SIGHT DISTANCE ②	(FEET)	115	155	200	250	305	360	425	495	570
MINIMUM PASSING SIGHT DISTANCE ③	(FEET)	400	450	500	550	600	700	800	900	1000

① WIDEN PAVEMENT ON CURVES IN ACCORDANCE WITH APPROVED DESIGN STANDARDS. REFER TO CURRENT STANDARD DRAWING FOR ADDITIONAL DETAIL.
② MINIMUM STOPPING SIGHT DISTANCE BASED ON HEIGHT OF EYE OF 3.5 FT AND HEIGHT OF OBJECT OF 2.0 FT. CONSIDER BOTH HORIZONTAL AND VERTICAL ALIGNMENT.
③ MINIMUM PASSING SIGHT DISTANCE BASED ON HEIGHT OF EYE OF 3.5 FT AND HEIGHT OF OBJECT OF 3.5 FT. CONSIDER BOTH HORIZONTAL AND VERTICAL ALIGNMENT.
④ NORMAL PAVEMENT CROSS SLOPES ON BRIDGES IS 2%.
⑤ MAY USE ONE PERCENT STEEPER MAXIMUM GRADES ON SHORT LENGTHS (LESS THAN 500 FT) AND ON ONE-WAY DOWN GRADES; FOR LOW-VOLUME RURAL COLLECTORS, THE MAXIMUM GRADE MAY BE 2% STEEPER.
⑥ GRADED SHOULDER = USABLE SHOULDER +2 FT. WIDEN GRADED SHOULDER 1 FT FOR GUARDRAIL.
⑦ JUSTIFICATION FOR THE CHOSEN DESIGN SPEED SHOULD BE DOCUMENTED IN THE DESIGN EXECUTIVE SUMMARY.
⑧ ON ROADWAYS TO BE RECONSTRUCTED, 11 FT LANES MAY BE RETAINED WHERE SAFETY RECORDS AND ALIGNMENT ARE SATISFACTORY.
⑨ 18 FT MINIMUM WIDTH (9 FT LANES) MAY BE USED FOR ROADWAYS WITH DESIGN VOLUMES UNDER 250 A.D.T.
⑩ SHOULDER WIDTH MAY BE REDUCED FOR DESIGN SPEEDS GREATER THAN 30 MPH PROVIDED A MINIMUM WIDTH OF LANES + USABLE SHOULDER OF 30 FT IS MAINTAINED.
⑪ FOR BRIDGES IN EXCESS OF 100 FT IN LENGTH, THE MINIMUM WIDTH OF LANES + 3 FT (ON EACH SIDE) MAY BE ACCEPTABLE.

EXHIBIT 700-03

COMMON GEOMETRIC PRACTICES
RURAL ARTERIAL ROADS (OTHER THAN FREEWAYS) ④ ⑦

	TERRAIN				
DESIGN SPEED (M.P.H.) ⑥	LEVEL	60 - 70			
	ROLLING	50 - 60			
	MOUNTAIN	40 - 50			
		TRAFFIC VOLUME			
LANE WIDTH (FEET) ⑧	DESIGN SPEED	UNDER 400 A.D.T.	400-1500 A.D.T.	1500-2000 A.D.T.	OVER 2000 A.D.T.
	40 MPH	11	11	11	12
	45 MPH				
	50 MPH			12	
	55 MPH				
	60 MPH	12	12		
	65 MPH				
	70 MPH				
MIN. USABLE SHOULDER WIDTH (FEET) ⑤ ⑨	ALL SPEEDS	4	6	6	8
MIN. CLEAR ROADWAY WIDTH OF NEW AND RECONSTRUCTED BRIDGES	ALL SPEED	TOTAL WIDTH OF LANES + USABLE SHOULDER WIDTHS ⑩			

MINIMUM RADIUS (FEET)	DESIGN SPEED	eMAX. 4%	eMAX. 6%	eMAX. 8%
	30 MPH	250	231	214
	35 MPH	371	340	314
	40 MPH	533	485	444
	45 MPH	711	643	587
	50 MPH	926	833	758
	55 MPH	1190	1060	960
	60 MPH	1500	1330	1200
	65 MPH	–	1660	1480
	70 MPH	–	2040	1810

NORMAL PAVEMENT CROSS SLOPES ③	RATE OF CROSS SLOPE = 2%											
NORMAL SHOULDER CROSS SLOPES	EARTH = 8%							PAVED = 4%				
MAXIMUM GRADE (PERCENT)	M.P.H.	30	35	40	45	50	55	60	65	70	75	80
	LEVEL	–		5		4		3				
	ROLLING	–		6		5		4				
	MOUNTAIN	–		8	7		6		5			
MINIMUM STOPPING SIGHT DISTANCE ①	(FEET)	200	250	305	360	425	495	570	645	730	820	910
MINIMUM PASSING SIGHT DISTANCE ②	(FEET)	500	550	600	700	800	900	1000	1100	1200	1300	1400

① MINIMUM STOPPING SIGHT DISTANCE BASED ON HEIGHT OF EYE OF 3.5 FT AND HEIGHT OF OBJECT OF 2.0 FT. CONSIDER BOTH HORIZONTAL AND VERTICAL ALIGNMENT.

② MINIMUM PASSING SIGHT DISTANCE BASED ON HEIGHT OF EYE OF 3.5 FT AND HEIGHT OF OBJECT OF 3.5 FT. CONSIDER BOTH HORIZONTAL AND VERTICAL ALIGNMENT.

③ NORMAL PAVEMENT CROSS SLOPES ON BRIDGES IS 2%.

④ FOR GUIDANCE ON FREEWAYS, REFER TO AASHTO, "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS", CURRENT EDITION.

⑤ GRADED SHOULDER = USABLE SHOULDER +2 FT. WIDEN GRADED SHOULDER 1 FT FOR GUARDRAIL.

⑥ JUSTIFICATION FOR THE CHOSEN DESIGN SPEED SHOULD BE DOCUMENTED IN THE DESIGN EXECUTIVE SUMMARY.

⑦ FOR GUIDANCE ON INTERSTATES, REFER TO AASHTO, "A POLICY ON DESIGN STANDARDS INTERSTATE SYSTEM", CURRENT EDITION.

⑧ ON ROADWAYS TO BE RECONSTRUCTED, EXISTING 11 FT LANES MAY BE RETAINED WHERE THE SAFETY RECORDS AND ALIGNMENT ARE SATISFACTORY.

⑨ PREFERABLY, USABLE SHOULDERS ON ARTERIALS SHOULD BE PAVED; HOWEVER, WHERE VOLUMES ARE LOW OR IN AREAS WHERE WIDE PAVED SHOULDERS ARE UNDESIRABLE, THE PAVED PORTION MAY BE A MINIMUM OF 2 FT, PROVIDED BICYCLE ACCOMMODATIONS ARE NOT BEING PROVIDED.

⑩ ON BRIDGES IN EXCESS OF 200 FT IN LENGTH, OFFSETS TO PARAPET, RAIL, OR BARRIER MAY BE AT A MINIMUM OF 4 FT FROM EDGE OF TRAVELED WAY ON BOTH SIDES.

EXHIBIT 700-04

COMMON GEOMETRIC PRACTICES
URBAN ROADWAYS (OTHER THAN FREEWAYS AND INTERSTATES) ⑬ ⑯

		URBAN LOCAL STREETS ①③	URBAN COLLECTOR STREETS ②③	URBAN ARTERIAL STREETS ②③
DESIGN SPEED ⑭		20 M.P.H. – 30 M.P.H.	MIN. 30 M.P.H.	30 M.P.H. – 60 M.P.H.
NUMBER OF LANES		DESIRABLE 2	MINIMUM 2 ④	MINIMUM 2 ④
LANE WIDTH	RESIDENTIAL	MIN. 10'	MIN. 10'	10': < 35 MPH SPEEDS AND LOW TRUCK AND BUS VOLUME 11': ≤ 45 MPH (INTERRUPTED FLOW CONDITIONS) 12': > 45 MPH DESIRABLE ON HIGH SPEED, FREE FLOWING, PRINCIPAL ARTERIALS
	COMMERCIAL	MIN. 10'	MIN. 10'	
	INDUSTRIAL	MIN. 12'	MIN. 12'	
SIDEWALK		MINIMUM 4' DESIRABLE 8' ⑮		
MIN. CLEAR ROADWAY WIDTH OF NEW AND ⑪ RECONSTRUCTED BRIDGES		MINIMUM CURB TO CURB WIDTH		
BORDER AREA ⑤		5' - 11'	8' – 12'	
MINIMUM RADIUS (FEET)		100'	⑥	
MAXIMUM GRADE (PERCENT)		RESIDENTIAL: 15 COMMERCIAL: 8 ⑫ INDUSTRIAL: 8		

M.P.H.	30	35	40	45	50
LEVEL	9			8	7
ROLLING	11	10		9	8
MOUNTAIN	12			11	10

⑨ M.P.H.	30	35	40	45	50	55	60
LEVEL	8	7		6		5	
ROLLING	9	8		7		6	
MOUNTAIN	11	10		9		8	

NORMAL PAVEMENT CROSS SLOPES ⑧	2%									
NORMAL SHOULDER CROSS SLOPES	EARTH = 8%						PAVED = 4%			
SUPERELEVATION	⑩ 4% MAX.			6% MAX.			⑥			
MINIMUM STOPPING SIGHT DISTANCE ⑦ (FEET)	M.P.H.	20	25	30	35	40	45	50	55	60
	MIN.	115	155	200	250	305	360	425	495	570

① TURNING LANES: 9' MINIMUM-12' DESIRED; PARKING LANES: RESIDENTIAL- 7'MINIMUM; COMMERCIAL & INDUSTRIAL- 8' MINIMUM.

② TURNING LANES: 10' MINIMUM-12' DESIRED; PARKING LANES: RESIDENTIAL- 7' – 8'; COMMERCIAL & INDUSTRIAL- 8' – 11'.

③ VERTICAL CURBS WITH HEIGHTS OF 4" OR GREATER ADJACENT TO TRAVELED WAY SHOULD BE OFFSET A MINIMUM OF 1 FOOT. WHEN A CURB AND GUTTER SECTION IS PROVIDED, THE GUTTER PAN WIDTH, NORMALLY 2 FEET, SHOULD BE USED AS THE OFFSET DISTANCE.

④ THE NUMBER OF LANES TO BE PROVIDED ON STREETS WITH A CURRENT ADT OF 2000 OR GREATER SHOULD BE DETERMINED BY A HIGHWAY CAPACITY ANALYSIS OF THE DESIGN TRAFFIC VOLUMES. SUCH ANALYSIS SHOULD BE MADE FOR FUTURE DESIGN TRAFFIC. (DESIRABLE)

⑤ THE BORDER AREA, MEASURED FROM THE FACE OF CURB, BETWEEN THE ROADWAY AND THE RIGHT-OF-WAY LINE SHOULD BE WIDE ENOUGH TO SERVE SEVERAL PURPOSES, INCLUDING SERVING AS A BUFFER SPACE BETWEEN PEDESTRIANS AND VEHICULAR TRAFFIC; A SIDEWALK; AND AN AREA FOR UTILITIES.

⑥ REFER TO CHAPTER 3 OF AASHTO'S "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" CURRENT EDITION.

⑦ MINIMUM STOPPING SIGHT DISTANCE BASED ON HEIGHT OF EYE OF 3.5 FT AND HEIGHT OF OBJECT OF 2.0 FT. CONSIDER BOTH HORIZONTAL AND VERTICAL ALIGNMENT.

⑧ NORMAL PAVEMENT CROSS SLOPES ON BRIDGES SHALL BE 2%.

⑨ ARTERIALS WITH LARGE NUMBER OF TRUCKS AND OPERATING NEAR CAPACITY SHOULD CONSIDER GRADES FLATTER THAN THOSE IN RURAL SECTIONS TO AVOID UNDESIRABLE REDUCTIONS IN SPEED.

⑩ SUPERELEVATION MAY NOT BE REQUIRED ON LOCAL STREETS IN RESIDENTIAL AND COMMERCIAL & INDUSTRIAL AREAS.

⑪ THE BRIDGE WIDTH FOR URBAN ROADWAYS WITH SHOULDERS SHOULD NOT BE LESS THAN WIDTHS SHOWN FOR RURAL ROADS APPROVED ROADWAY WIDTHS.

⑫ MAXIMUM GRADES OF SHORT LENGTHS (LESS THAN 500') AND ON ONE-WAY DOWN GRADES MAY BE TWO PERCENT STEEPER.

⑬ FOR GUIDANCE ON FREEWAYS, REFER TO AASHTO'S, "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS."

⑭ INTERMEDIATE DESIGN SPEEDS (5 MPH INCREMENTS) MAY BE APPROPRIATE WHERE TERRAIN AND OTHER ENVIRONMENTAL CONDITIONS DICTATE.

⑮ REFER TO AASHTO'S "GUIDE FOR DEVELOPMENT OF BICYCLE FACILITIES", CURRENT EDITION, WHEN COMBINING A PEDESTRIAN SIDEWALK WITH A BICYCLE PATH.

⑯ FOR GUIDANCE ON INTERSTATES, REFER TO AASHTO'S "A POLICY ON DESIGN STANDARDS INTERSTATE SYSTEM", CURRENT EDITION.