
Guide for Development of Rest Areas on Major Arterials and Freeways

Third Edition



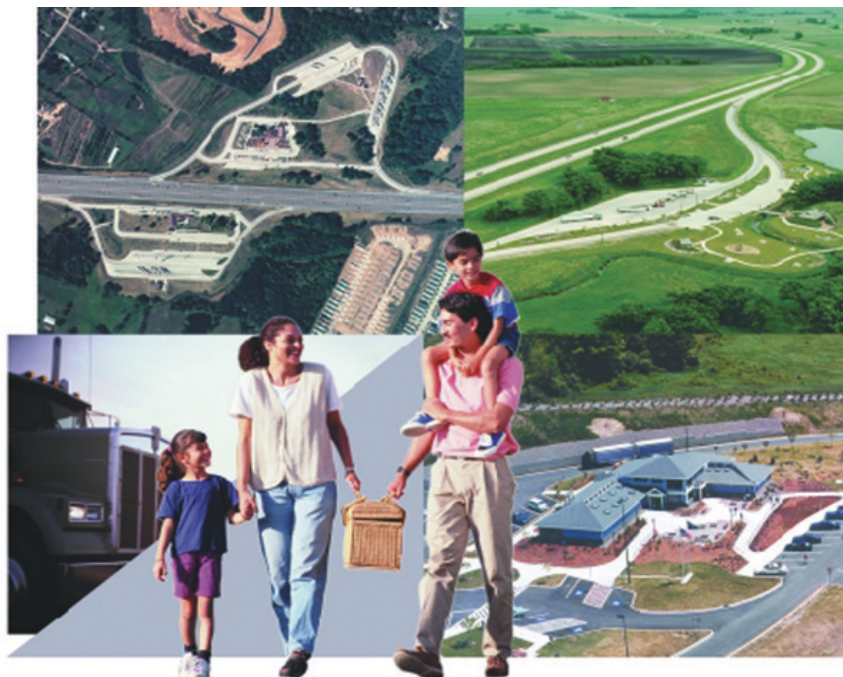
prepared by the AASHTO Task Force on Geometric Design
**American Association of State Highway
and Transportation Officials**



This is a preview. [Click here to purchase the full publication.](#)

Guide for Development of Rest Areas on Major Arterials and Freeways

Third Edition



American Association of State Highway and Transportation Officials

444 North Capitol Street, N.W., Suite 249

Washington, DC 20001

(202) 624-5800 (tel)

(202) 624-5806 (fax)

www.transportation.org

© 2001 by the American Association of State Highway and Transportation Officials. *All Rights Reserved.* Printed in the United States of America. This book, or parts thereof, may not be reproduced in any form without written permission of the publishers.

ISBN: 1-56051-151-6

Book Number: SRA-3

This is a preview. [Click here to purchase the full publication.](#)

Foreword

Most states have established rest-area programs including planning, design, construction operation and rehabilitation components, designed to meet safety and service needs of highway users. Not all these programs are fully implemented. Some states are reevaluating them, and through comprehensive and strategic planning are refining their programs to match current state transportation goals, objectives, and investment strategies. Nationally, a broad range of motorist services within rest areas have been developed on both the Interstate and National Highway systems. This *Guide* provides an overview of components necessary to establish and maintain a successful statewide rest-area program and describes the range of services to be provided.

Transportation officials must recognize the importance of rest areas. The primary responsibility of the state to persons using highway systems is safety, and rest areas are an important instrument for its improvement. Accident reduction is their primary function. Greater highway safety is the major benefit in establishing rest areas, through safe off-road locations for motorists to rest, sleep, change drivers, and check vehicle loads and/or minor mechanical problems. Additional benefits for motorists are relief from extended travel period time, increased comfort and convenience, and locations for public agencies to communicate with travelers.

In his National Cooperative Highway Research Program report on evaluation of roadside rest areas, G. F. King (1989) estimated that on rural interstate highways, absence of rest areas results in a 52 percent increase in shoulder-related accidents.

He also projected, based on motorist interviews at 13 rest areas in 5 states that “drivers who are fatigued and who enter a rest area represent an estimated 4.5 percent of the [total] traffic stream,” and that “reduction in [driver fatigue] accident rates due to the rest area is 3.7 percent.”

Well-designed, well-maintained rest areas also create positive images for out-of-state motorists and enhance quality of life for the state's own residents. They provide opportunities for state transportation agencies and tourism groups to communicate with motorists in promoting state and local programs, and to provide road and weather information and such directional services as maps, routing suggestions, traffic incident warnings, and road construction schedules.

Transportation managers must consider priorities for rest-area development and rehabilitation as integral to the highway infrastructure. To encourage effective funding decisions, regional and local transportation partners must be educated as to the safety value, costs-benefits, and motorist services provided by rest areas. Failure to establish and maintain support, well-coordinated at all levels of government, inevitably results in ineffective programs.

Once a rest-area program is established, then management, research, and planning must become continuing activities (1) to document user needs, (2) to identify issues impacting rehabilitation and new development, (3) to monitor issues and changes affecting program decisions, and (4) to establish mechanisms communicating program purpose, service needs, and benefits to state and local transportation planners.

Management's commitment to a rest-area development program should include establishing and supporting statewide program objectives, priorities, and funding levels (including construction, operation, and maintenance) as part of each state's overall infrastructure development objectives.

AASHTO Task Force on Geometric Design

AASHTO Executive Committee 1999–2000

Voting Members

Officers:

President: Thomas R. Warne, Utah

Vice President: E. Dean Carlson, Kansas

Secretary-Treasurer: Clyde Pyers, Maryland

Regional Representatives:

*Region I: James Sullivan, Connecticut
William Ankner, Rhode Island*

*Region II: Kam K. Movassaghi, Louisiana
David McCoy, North Carolina*

*Region III: James C. Codell, III, Kentucky
Cristine Klika, Indiana*

*Region IV: Sid Morrison, Washington
Pete Rahn, New Mexico*

Nonvoting Members

Immediate Past President: Dan Flowers, Arkansas

AASHTO Executive Director: John C. Horsley

AASHTO Task Force on Geometric Design 2000

Officers

Chairman: Robert L. Walters, Arkansas

Secretary: William A. Prosser, Federal Highway Administration

Members

Region I: Donald A. Lyford, New Hampshire

Charles A. Goessel, New Jersey

Philip J. Clark, New York

Robert P. Parisi, Port Authority of New York and New Jersey

William Prosser, Federal Highway Administration, Secretary

Region II: Don T. Arkle, Alabama

Robert L. Walters, Arkansas, Chairman

John Sacksteder, Kentucky

John Pickering, Mississippi

Norman H. Roush, West Virginia

Region III: Ken Lazar, Illinois

James O. Brewer, Kansas

Ted Watson, Nebraska

Larry Sutherland, Ohio

Region IV: Terry H. Otterness, Arizona

Terry L. Abbott, California

Charlie V. Trujillo, New Mexico

Steve R. Oxoby, Nevada

Mark A. Marek, Texas

Paul P. Bercich, Wyoming

American Public Works Association: John N. LaPlante

National Association of County Engineers: Dennis A. Grylicki

National League of Cities: Harold E. Bastin

Highway Subcommittee on Design 2000

Officers

Chairman: Kenneth I. Warren, Mississippi, 601-359-7002

Vice Chairman: James F. Byrnes, Connecticut, 860-594-2701

Secretary: Henry Rentz, FHWA, 202-366-4853

Members

Alabama, Don T. Arkle, Steven E. Walker

Alaska, Mike Downing

Arizona, John L. Louis

Arkansas, Dale F. Loe, Phillip L. McConnell

California, Alan Glen

Colorado, Timothy J. Harris

Connecticut, Carl F. Bard, James F. Byrnes, Jr., Bradley J. Smith

Delaware, Michael A. Angelo, Joseph M. Satterfield, Jr., Michael H. Simmons

District of Columbia, Sanford H. Vinick

Florida, Billy Hattaway, Jim Mills, Freddie L. Simmons
Georgia, James Kennerly, Joseph Palladi, Walker W. Scott
Hawaii, Larry Leopardi
Idaho, Steven Hutchinson
Illinois, William T. Sunley
Indiana, Phelps H. Klika
Iowa, Jay L. Chiglo, Donald L. East, David L. Little
Kansas, Richard G. Adams, James O. Brewer
Kentucky, David Kratt, Charles S. Raymer, John Sacksteder
Louisiana, N. Kent Israel, Nick Kalivado, III, Lloyd “Buddy” Porta
Maine, Michael E. Burns
Maryland, Robert Douglass, Kirk G. McClelland
Massachusetts, John Blundo, Stanley Wood, Jr.
Michigan, Paul F. Miller
Minnesota, Delbert “Del” Gerdes
Mississippi, John Pickering, Wendel T. Ruff, Kenneth I. Warren
Missouri, Humbert Sfreddo, J.T. Bill Yarnell, Jr.
Montana, Ronald E. Williams
Nebraska, Eldon D. Poppe
Nevada, Susan Martinovich, Steve R. Oxoby
New Hampshire, Craig A. Green
New Jersey, Richard W. Dunne, Arthur J. Eisdorfer, Charles Goessel, Charles Miller
New Mexico, Roy Maestas
New York, Peter J. Bellair, Philip J. Clark, Robert A. Dennison
North Carolina, Len Hill, Don R. Morton, G.T. (Tom) Shearin
North Dakota, Ken Birst
Ohio, Larry J. Shannon