

notes used by H. S. Fairbank when lecturing before the
Turkish delegation. Also Lecture Course for Foreign
ers. May 20, 1952.
What is Highway Planning

Not survey & design

Not master plan.

Not goal-like 5 year plan

Not planning surveys which are
means of amassing the facts
of planning

Really, highway transportation planning

Road improvement not an end
Means to an end
Thorp - Don't build just to
have roads - To serve
Glennville.

Which came first - chicken or egg?

Potential of traffic undoubtedly first

Some idea of traffic volume & weight

Roads and road systems planned in
balance with traffic - Cost

Foresight of requisite revenue - subsidy
payment by vehicle in proportion
to cost or benefit

Regulation of traffic

Needs studies

Road tests

Financing studies

* National Institute
Self containing system
Howd. offering from Logistic
determ. & Engr. design.

Early stages

Least certainty of the magnitudes
of the factors

Least necessity of certainty.

Traffic growth potential maximum

Capacity of minimum facility
abundantly ample.

U.S. experience - State and FIA Syst.

Principles

Highway traffic when facilitated tends
to increase. Sound highway planning,
will foster and suitably provide for
the increase.

Old country devoid of roads

Country in advanced state of highways

Low initial taxes

Minimum improvement - dare not
build for long time future traffic
and fortunately cannot.

With limited funds - short sections of
high type road vs long sections of
low type grade connected -
latter preferable.

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Stage construction - location

Should pay less for improved roads
than for the absence of them

MacDonald's expression

System-wise - not on every road
section

Benefit cost ratio must exceed one

Initial benefits large per vehicle

Later benefits smaller per vehicle

largely multiplied by traffic
volume.

Traffic is where people are

Basis of initial intercity system

on rural roads: 50% intercity traffic

36% from onto city

14% wholly rural

City by passes - 90% - 50%

Circumferentials not discounted

Short range of highway traffic

40%	less than 5 mi	36 + Est.
25%	5-10	PL 71 101
20%	10-20	14 171 154
<hr/>		9 + Avg all 419
85%	less than 20	52
5%	more than 50	

Truck of traffic made up of vehicles widely owned and individually operated.

Mass transportation - public transportation - Effect

Zone of city influence

Moral build out from cities

Fallacy of long distance schemes.

Highway traffic heterogeneous and composite of various speeds

Acceptance basic to geometric design.

Design for free movement.

Different kinds of traffic pedestrians

animal - motor - trucks

Here vs. Elsewhere

Study of traffic behavior as basis
of design

Idea of capacity - associated
with uniformity of speed
2000 vph. on 2 lane road

Can build for any size and weight
but no highway built can accommo-
date unlimited size & weight.

Related for roads
Group axle load for bridges
Width - length - height.

Cost & Tax relations

Highway improvement in balance
with traffic requirements

Roads built must stay built.

Should look ahead to needs of
replacement.

Road life.

40% high type road wear out in 10y5

Effect of program stoppages

Present situation here

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15 Year Program			Per Year		
Immed. Need	Added plus stop-gap	Total	Cost	Maint.	Total
51	9	60	4.0	1.5	5.5

Durability of Place - Sufficiency of Space.

Cardinal points of planning
right from beginning

Location - Right of way -

Never easier than now - whether
now is right at beginning of
development or at any
time later.