

**Western Association of State Highway
and Transportation Officials**

Resolution 3-94

National Highway System Design Standards

Whereas, WASHTO supports the National Highway System (NHS), which is a cross-section of rural and urban roads; and

Whereas, the application of Interstate design standards across all NHS routes or the application of a design standard higher than warranted by the type of traffic using the particular NHS route would be inefficient and counterproductive; and

Whereas, the application of design standards for NHS components shall be flexible, based on functional classification, type of traffic, and specific project circumstances; and

Whereas, safety is a paramount concern, environmental, scenic, historic, community and preservation concerns should also be integrated into design standards for the NHS, with State flexibility to incorporate such concerns; and

Whereas, any changes in national design standards should be done through the normal federal rule-making process with participation by interested parties and the general public; and

Whereas, design exceptions should be encouraged for historic preservation, tribal lands, wild and scenic rivers, scenic and other environmental considerations, and impacts on federal and agricultural lands; and

Whereas, design standards on NHS routes should seek to preserve and enhance access for bicycle and pedestrian traffic;

Now, therefore, be it resolved, NOW, that WASHTO opposes any congressional attempt to establish national design standards for the NHS.

Be it further resolved, WASHTO recommend that design responsibility for NHS routes be delegated to the States, such States selected standards will be in accordance with AASHTO design standards.

Be it further resolved, WASHTO will work through AASHTO design standards committees, with DOT, and with interested parties on design exceptions and plans for NHS routes that integrate safety, environmental, scenic, historic, community and preservation concerns, and on standards which also foster access for bicycles and pedestrian traffic along with other transportation modes.

This resolution was adopted at the Annual CAO Spring Works in Cheyenne, Wyoming, on March 26, 1994.

Don Diller President

This Resolution was signed by
Arnold Oliver, Date unknown