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PUBLICATIONS ERRATA

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- In the Acknowledgments section on page xvii, **Neil S. Kenig**, President, Kenig, Lindgren, O’Hara, Aboona Inc. was listed incorrectly.
- Table 3–9, page 3–25, for the daily trip ends for Land Use 220, the A.M. in should read 0.43 and the A.M. peak out should read 0.80.
- Page 4–33, the sub-head should read *Minimum Progression Bandwidths*.
- Table 5–13, page 5–43, footnote 2 should read: 10 mph speed differential, 5.8 fps² deceleration while moving from the through lane into the turn lane; 6.7 fps² average deceleration after completing lateral shift into the turn lane.
- Replace Table 5–14:

Turnbay Length (feet)	Initial Speed (mph)								
	<u>30</u>	<u>35</u>	<u>40</u>	<u>45</u>	<u>50</u>	<u>55</u>	<u>60</u>	<u>65</u>	<u>70</u>
100	15	20	25	30	35	40	45	50	55
200	<10	10	15	20	25	30	35	40	45
300	0 ³	<10	10	15	20	25	25	30	40
400	0 ³	0 ³	<10	10	10	15	20	25	30
500	0 ³	0 ³	0 ³	<10	<10	10	15	20	25
600	0 ³	0 ³	0 ³	0	0	<10	10	15	20

¹Speed differentials rounded to 5 mph.

²Adapted from Table 5–13.

³The turnbay is of sufficient length to allow a driver of a turning vehicle to clear the through lane before beginning deceleration. Clearance is assumed to have occurred when the turning vehicle has moved laterally 10 ft so that a following through vehicle can pass without physically encroaching upon the adjacent through lane.



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- Equation 5–6 on page 5–53:

The current equation is:

$$\left(\frac{V}{N}\right)\left(\frac{C-G}{C}\right)(2.0)s$$

or, $\left(\frac{V}{N}\right)\left(\frac{C-G}{C}\right)ks$

$\left(\frac{C-G}{C}\right)$ is the proportion of the cycle on which turning vehicles arrive on red, or alternatively stated, the proportion of turning vehicles not clearing on the cycle.

- Page 5–52, the shaded box in the middle should read ≤ 5 percent.
- Table 6–4, page 6–25, the correct title is *Minimum Offset¹ for Access Connections on Opposite Sides of Undivided Roadways, Opposite Sites of Roadways with a TWLTL² or Opposite a Full Opening in a Narrow Median³*
- Page 7–63, the subhead should read *Signage as Visual Clues*.
- Table 9–4, page 9–26, the correct 45-degree parking, one-way aisle value for single loaded aisle (W_4) and aisle width (AW) at a stall width (SW) of 9.0 should read 30.0 and 11.3 respectively.