

DESIGN SPEED (MPH)	DESIGN ADT	CLEAR ZONE (FT)
≤40	UNDER 705B	7-10
	750-1500	10-12
	1500-6000	12-14
	OVER 6000	14-16
45-50	UNDER 705B	10-12
	750-1500	14-16
	1500-6000	16-18
	OVER 6000	20-22
55	UNDER 705B	12-14
	750-1500	16-18
	1500-6000	20-22
	OVER 6000	22-24
60	UNDER 705B	16-18
	750-1500	20-24
	1500-6000	26-30
	OVER 6000	30-32A
65-70C	UNDER 705B	18-20
	750-1500	24-26
	1500-6000	28-32A
	OVER 6000	30-34A

TABLE DATA DERIVED FROM AASHTO ROADSIDE DESIGN GUIDE, LATEST EDITION

NOTES:

- A) WHEN A SITE-SPECIFIC INVESTIGATION INDICATES A HIGH PROBABILITY OF CONTINUING CRASHES OR WHEN SUCH OCCURRENCES ARE INDICATED BY CRASH HISTORY, THE DESIGNER MAY PROVIDE CLEAR-ZONE DISTANCES GREATER THAN THE CLEAR ZONE SHOWN IN THE TABLE ABOVE. CLEAR ZONES MAY BE LIMITED TO 30 FEET FOR PRACTICALITY AND TO PROVIDE A CONSISTENT ROADWAY TEMPLATE IF PREVIOUS EXPERIENCE WITH SIMILAR PROJECTS OR DESIGNS INDICATES SATISFACTORY PERFORMANCE.
- B) FOR ROADWAYS WITH LOW VOLUMES IT MAY NOT BE PRACTICAL TO APPLY EVEN THE MINIMUM VALUES FOUND IN THE TABLE ABOVE. REFER TO CHAPTER 12 OF AASHTO ROADSIDE DESIGN GUIDE, LATEST EDITION FOR ADDITIONAL CONSIDERATIONS FOR LOW-VOLUME ROADWAYS. REFER TO CHAPTER 10 OF AASHTO ROADSIDE DESIGN GUIDE, LATEST EDITION FOR ADDITIONAL GUIDANCE FOR URBAN APPLICATIONS.
- C) WHEN DESIGN SPEEDS ARE GREATER THAN THE VALUES PROVIDED, THE DESIGNER MAY PROVIDE CLEAR-ZONE DISTANCES GREATER THAN THOSE SHOWN IN THE ABOVE TABLE.
- D) SHOULDER SLOPE IN FRONT OF GUARDRAIL SHALL BE 6:1 OR FLATTER.
- E) CLEAR-ZONE IS MEASURED PERPENDICULAR FROM THE HAZARDOUS AREA/OBSTRUCTION TO THE CENTERLINE OF ROADWAY.



SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS

**BRIDGE OR CULVERT
GUARDRAIL RETROFIT**

BRENDON P. BIGGS, PE
DIRECTOR OF PUBLIC
WORKS/ROAD
COMMISSIONER

500B