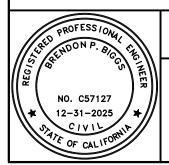
DESIGN SPEED (MPH)	DESIGN ADT	CLEAR ZONE (FT)
≤40	UNDER 705B 750-1500 1500-6000 OVER 6000	7-10 10-12 12-14 14-16
45–50	UNDER 705B 750-1500 1500-6000 OVER 6000	10-12 14-16 16-18 20-22
55	UNDER 705B 750-1500 1500-6000 OVER 6000	12-14 16-18 20-22 22-24
60	UNDER 705B 750-1500 1500-6000 OVER 6000	16-18 20-24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