CHAPTER 300 – GEOMETRIC CROSS SECTION

The selection of a cross section is based upon the joint use of the transportation corridor by vehicles, including trucks, public transit, cyclists and pedestrians. Designers should recognize the implications of this sharing of the transportation corridor and are encouraged to consider not only vehicular movement, but also movement of people, distribution of goods, and provision of essential services. Designers need also to consider the plan for the future of the route, consult Transportation Concept Reports for state routes.

Topic 301 – Traveled Way Standards

The traveled way width is determined by the number of lanes required to accommodate operational needs, terrain, safety and other concerns. The traveled way width includes the width of all lanes, but does not include the width of shoulders, sidewalks, curbs, dikes, gutters, or gutter pans. See Topic 307 for State highway cross sections, and Topic 308 for road cross sections under other jurisdictions.

Index 301.1 – Lane Width

The minimum lane width on two-lane and multilane highways, ramps, collector-distributor roads, and other appurtenant roadways shall be 12 feet, except as follows:

- **For conventional State highways with posted speeds less than or equal to 40 miles per hour and AADTT (truck volume) less than 250 per lane that are in urban, city or town centers (rural main streets), the minimum lane width shall be 11 feet.** The preferred lane width is 12 feet. See Index 81.3 for place type definitions.

  Where a 2-lane conventional State highway connects to a freeway within an interchange, the lane width shall be 12 feet.

  Where a multilane State highway connects to a freeway within an interchange, the outer most lane of the highway in each direction of travel shall be 12 feet.
- For highways, ramps, and roads with curve radii of 300 feet or less, widening due to offtracking in order to minimize bicycle and vehicle conflicts must be considered. See Index 404.1 and Table 504.3A.
- For lane widths on roads under other jurisdictions, see Topic 308.

301.2 Class II Bikeway (Bike Lane) Lane Width

(1) *General.* **Class II bikeways (bike lanes), for the preferential use of bicycles, may be established within the roadbed and shall be located immediately adjacent to a traffic lane as allowed in this manual.** A buffered bike lane may also be established within the roadbed, separated by a marked buffer between the bike lane and the traffic lane or parking lane. See the California MUTCD for further buffered bike lane marking and signing guidance. Contraflow bike lanes are designed for bike travel

in the opposite direction as adjacent vehicular traffic, and are only allowed on one-way streets. See the California MUTCD for contraflow bike lane marking and signing guidance. Typical Class II bikeway configurations are illustrated in Figure 301.2A. A bikeway located behind on-street parking, physical separation, or barrier within the roadway is a Class IV bikeway (separated bikeway). See DIB 89 for Class IV bikeway (separated bikeway) design guidance. **The minimum Class II bike lane width shall be 4 feet, except where:**

- Adjacent to on-street parking, the minimum bike lane should be 5 feet.
- Posted speeds are greater than 40 miles per hour, the minimum bike lane should be 6 feet, or
- **On highways with concrete curb and gutter, a minimum width of 3 feet measured from the bike lane stripe to the joint between the shoulder pavement and the gutter shall be provided.**

Class II bikeways may be included as part of the shoulder width See Topic 302.

As grades increase, downhill bicycle speeds can increase, which increases the width needed for the comfort of bicycle operation. If bicycle lanes are to be marked, additional bike lane width is recommended to accommodate these higher bicycle speeds. See Index 204.5(4) for guidance on accommodating bicyclists on uphill grades where a Class II bikeway is not included.

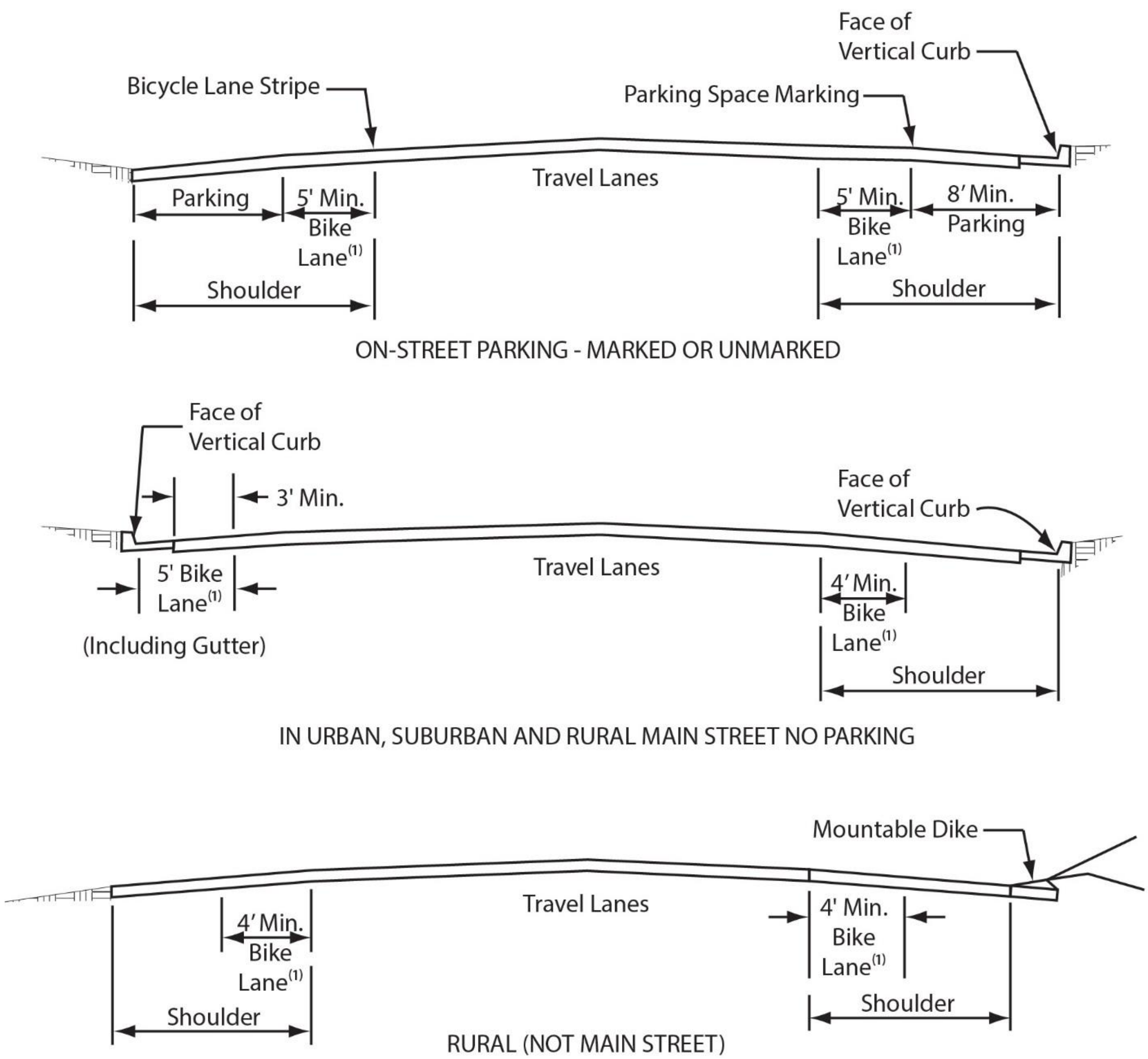
If bike lanes are to be located on one-way streets, they may be placed on either or both sides of the street. When only one bicycle lane is provided, it should be located on the side of the street that presents the lowest number of conflicts for bicyclists which facilitates turning movements and access to destinations on the street.

(2) *On-Street Parking Adjacent to Class II Bikeways.* Parking adjacent to bike lanes is discussed in subsection (1) above and addressed in Table 302.1, Note (7). Part-time bike lanes with part-time on-street parking is discouraged. This type of bike lane may only be considered if the majority of bicycle travel occurs during the hours of parking prohibition. When such an installation is being considered refer to the California MUTCD and traffic operations for direction regarding proper signing and marking.

(3) *Reduction of Cross Section Elements Adjacent to Class II Bikeways.* There are situations where it may be desirable to reduce the width of the lanes in order to add or widen bike lanes or shoulders. In determining the appropriateness of narrower traffic lanes, consideration should be given to factors such as motor vehicle speeds, truck volumes, alignment, bike lane width, sight distance, and the presence of on-street parking. When on-street parking is permitted adjacent to a bike lane, or on a shoulder where bicycling is not prohibited, reducing the width of the adjacent traffic lane may allow for wider bike lanes or shoulders, to provide greater clearance between bicyclists and driver-side doors when opened.

Figure 301.2A

Typical Class II Bikeway (Bike Lane) Cross Sections



NOTES:

(1) See Index 301.2 for additional guidance.

(2) For pavement marking guidance, see the California MUTCD, Section 9C.04.

301.3 Cross Slopes

(1) General. The purpose of sloping on roadway cross sections is to provide a mechanism to direct water (usually from precipitation) off the traveled way. Undesirable accumulations of water can lead to hydroplaning or other problems which can increase accident potential. See Topics 831 and 833 for hydroplaning considerations. For roadways with three (3) lanes or more sloped in the same direction, see topic 833.2.

(2) Standards.

(a) **The standard cross slope to be used for new construction on the traveled way for all types of surfaces shall be 2 percent.**

(b) **For resurfacing or widening (only when necessary to match existing cross slope), the minimum shall be 1.5 percent and the maximum shall be 3 percent.** However, the cross slope on 2-lane and multilane HMA highways should be increased to 2 percent if the cost is reasonable.

(c) **On unpaved roadway surfaces, including gravel and penetration treated earth, the cross slope shall be 2.5 percent to 5.0 percent.**

On undivided highways with two or more lanes in a normal tangent section, the high point of the crown should be centered on the pavement and the pavement sloped toward the edges on a uniform grade.

<u>For rehabilitation and widening projects, the maximum algebraic difference in cross slope between adjacent lanes of opposing traffic for either 2-lane or undivided multilane highways should be 6 percent.</u> **For new construction, the maximum shall be 4 percent.**

On divided highway roadbeds, the high point of crown may be centered at, or left of, the center of the traveled way, and preferably over a lane line (tent sections). This strategy may be employed when adding lanes on the inside of divided highways, or when widening an existing "crowned" 2-lane highway to a 4-lane divided highway by utilizing the existing 2-lane pavement as one of the divided highway roadbeds.

<u>The maximum algebraic difference in cross slope between same direction traffic lanes of divided highway roadbeds should be 4 percent.</u>

<u>The maximum difference in cross slope between the traveled way and the shoulder should not exceed 8 percent.</u> This applies to new construction as well as pavement overlay projects.

<u>At freeway entrances and exits, the maximum difference in cross slope between adjacent lanes, or between lanes and gore areas, should not exceed 5 percent.</u>

Topic 302 – Highway Shoulder Standards

302.1 Width

The shoulder widths given in Table 302.1 shall be the minimum continuous usable width of paved shoulder on highways. Typically, on-street parking areas in urbanized areas is included in the shoulder.

When present, Class II bikeways are typically part of the shoulder width, see Index 301.2.

See Rumble Strip Guidelines, Traffic Safety Bulletin 20-07 for placement of rumble strips and rumble stripes in and adjacent to shoulders. Consult the District Traffic Safety Engineer during selection of rumble strip and stripe options and refer to the California MUTCD for markings in combination with rumble strip and stripe. Also see Standard Plans for rumble strip and stripe details.

See DIB 79 for 2R, 3R, certain storm damage, protective betterment, operational, and safety projects on two-lane and three-lane conventional highways.

See Index 308.1 for shoulder width requirements on city streets or county roads. See shoulder definition, Index 62.1(9).

See Index 1102.2 for shoulder width requirements next to noise Barriers.

When shoulders are less than standard width, see Index 204.5(4) for bicycle turnout considerations.

302.2 Cross Slopes

(1) *General* - **When a roadway crosses a bridge structure, the shoulders shall be in the same plane as the adjacent traveled way**.

(2) *Left Shoulders* - **In depressed median sections, shoulders to the left of traffic shall be sloped at 2 percent away from the traveled way.**

    In paved median sections, shoulders to the left of traffic shall be designed in the plane of the traveled way. Maintenance paving beyond the edge of shoulder should be treated as appropriate for the site, but consideration needs to be given to the added runoff and the increased water depth on the pavement (see discussion in Index 831.4(5) "Hydroplaning").

(3) *Right Shoulders*- In normal tangent sections, **shoulders to the right of traffic shall be sloped at 2 percent to 5 percent away from the traveled way.**

    The above flexibility in the design of the right shoulder allows the designer the ability to conform to regional needs. Designers shall consider the following during shoulder cross slope design:

Table 302.1

Boldface Standards for Paved Shoulder Widths on Highways

Highway Type	Paved Shoulder Width (ft) Left [8]	Right [8]
Freeways & Expressways		
2 lanes [1]	--	8[6]
4 lanes [1]	5	10
6 or more lanes [1]	10	10
Auxiliary lanes	--	10
Freeway-to-freeway connections		
Single and two-lane connections	5	10
Three-lane connections	10	10
Single-lane ramps	4[2]	8
Multilane ramps	4[2]	8[3]
Multilane undivided	--	10
Collector-Distributor	5	10
Conventional Highways		
Multilane divided		
4-lanes	5	8[7]
6-lanes or more	8	8[7]
Urban areas with posted speeds less than or equal to 45 mph and curbed medians	2[4]	8[7]
Multilane undivided	--	8[7]
2-lane		
RRR	See Index 307.3	
New construction	See Table 307.2	
Slow-moving vehicle lane	--	4[5]
Local Facilities		
Frontage roads	See Index 310.1	
Local facilities crossing State facilities	See Index 308.1	

NOTES:

(1) Total number of lanes in both directions including separate roadways (see Index 305.6). If a lane is added to one side of a 4-lane facility (such as a truck climbing lane) then that side shall have 10 feet left and right shoulders. See Index 62.1.

(2) May be reduced to 2 feet upon concurrence from the Project Delivery Coordinator that a restrictive situation exists. 4 feet preferred in urban areas and/or when ramp is metered. See Index 504.3.

(3) May be reduced to 2 feet or 4 feet (4 feet preferred in urban areas) in the 2-lane section of a non-metered ramp, which transitions from a single lane upon concurrence from the Project Delivery Coordinator that a restrictive situation exists. May be reduced to 2 feet in ramp sections having 3 or more lanes. See Index 504.3.

(4) For posted speeds less than or equal to 35 mph, shoulder may be omitted (see Index 303.5(5)) except where drainage flows toward the curbed median.

(5) On right side of climbing or passing lane section only. See Index 301.2(1) for minimum width if bike lanes are present.

(6) 10-foot shoulders preferred.

(7) Where on-street parking is allowed, 10 feet shoulder width is preferred. Where bus stops are present, 10 feet shoulder width is preferred for the length of the bus stop. If a Class II bikeway is present, minimum shoulder width shall be 8 feet where on street parking is provided plus the minimum required width for the bike lane.

(8) Shoulders adjacent to abutment walls, retaining walls in cut locations, and noise barriers shall be not less than 10 feet wide. See Index 303.4 for minimum shoulder adjacent to bulbouts. See Index 309.1(4) for minimum shoulder width adjacent to high speed rail facilities.

- In most areas a 5 percent right shoulder cross slope is desired to most expeditiously remove water from the pavement and to allow gutters to carry a maximum water volume between drainage inlets. The shoulders must have adequate drainage interception to control the "water spread" as discussed in Table 831.3 and Index 831.4. Conveyance of water from the total area transferring drainage and rainwater across each lane and the quantity of intercepting drainage shall also be a consideration in the selection of shoulder cross slope. Hydroplaning is discussed in Index 831.4 (5).

  In locations with snow removal operations it is desirable for right shoulders to slope away from traffic in the same plane as the traveled way. This design permits the snow plowing crew to remove snow from the lanes and the shoulders with the least number of passes.
- For 2-lane roads with 4-foot shoulders, see Index 307.2.
- If shoulders are Portland cement concrete and the District plans to convert shoulders into through lanes within the 20 years following construction, then shoulders are to be built in the plane of the traveled way and to lane standards for width and structural section. (See Index 603.2).
- Deciding to construct pedestrian facilities and elements, where none exist, is an important consideration. Shoulders are not required to be designed as accessible pedestrian routes although it is legal for a pedestrian to traverse along a highway. In urban, rural main street areas, or near schools and bus stops with pedestrians present, pedestrian facilities should be constructed. In rural areas where few or no pedestrians exist, it would not be reasonable or cost effective to construct pedestrian facilities. This determination should involve the local agency and must be consistent with the design guidance provided in Topic 105 and in Design Information Bulletin 82, "Pedestrian Accessibility Guidelines for Highway Projects" for people with disabilities.

Shoulder slopes for superelevated curves are discussed in Index 202.2.

See Index 307.2 for shoulder slopes on 2-lane roads with 4-foot shoulders.

302.3 Tapered Edge

The tapered edge is a sloped edge that is placed at the edge of the paved roadbed to provide a smooth reentry for vehicles that leave the roadway. Its design is based on research performed by the FHWA.

The tapered edge should be placed on all pavement edges either during new construction or on overlay projects irrespective of pavement types and is most useful:

- On undivided roadways.
- On roadways with unpaved shoulders.
- On roadways with Class II Bikeways.

The tapered edge is not to be placed on roadways:

- Next to curbs, dikes, guardrails, barriers, walls, and landscape paving.
- Where there is not enough room to place the tapered edge without reducing the existing lane width.

- Within 3 feet of driveways or intersections.
- Where pavement overlay thickness is less than 0.15 foot.

Tapered edge is optional when the distance between consecutive minor roads or driveways is less than 30 feet. See the Standard Plans for design and construction details regarding tapered edge.

Topic 303 – Curbs, Dikes, and Side Gutters

303.1 General Policy

Curb (including curb with gutter pan), dike, and side gutter all serve specific purposes in the design of the roadway cross section. Curb is primarily used for channelization, access control, separation between pedestrians and vehicles, and to enhance delineation. Dike is specifically intended for drainage and erosion control where stormwater runoff cannot be cost effectively conveyed beyond the pavement by other means. Curb with gutter pan serves the purpose of both curb and dike. Side gutters are intended to prevent runoff from a cut slope on the high side of a superelevated roadway from running across the pavement and is discussed further in Index 834.3.

Aside from their positive aspects in performing certain functions, curbs and dikes can have undesirable effects. In general, curbs and dikes should present the least potential obstruction, yet perform their intended function. As operating speeds increase, lower curb and dike height is desirable. Curbs and dikes are not considered traffic barriers.

On urban conventional highways where right of way is costly and/or difficult to acquire, it is appropriate to consider the use of a “closed” highway cross section with curb, or curb with gutter pan. There are also some situations where curb is appropriate in freeway settings. The following criteria describe typical situations where curb or curb with gutter pan may be appropriate:

(a) Where needed for channelization, delineation, or other means of improving traffic flow and safety.

(b) At ramp connections with local streets for the delineation of pedestrian walkways and continuity of construction at a local facility.

(c) As a replacement of existing curb with gutter pan and sidewalk.

(d) On frontage roads on the side adjacent to the freeway to deter vehicular damage to the freeway fence.

(e) When appropriate to conform to local arterial street standards.

(f) Where it may be necessary to solve or mitigate operational deficiencies through control or restriction of access of traffic movements to abutting properties or traveled ways.

(g) In freeway entrance ramp gore areas (at the inlet nose) when the gore cross slope exceeds standards.

(h) At separation islands between a freeway and a collector-distributor to provide a positive separation between mainline traffic and collector-distributor traffic.

(i) Where sidewalk is appropriate.

(j) To deter vehicular damage of traffic signal standards.

Dike is appropriate where controlling drainage is not feasible via sheet flow or where it is necessary to contain/direct runoff to interception devices. On cut slopes, dike also protects the toe of slope from erosion. Dike may also be necessary to protect adjacent areas from flooding.

The use of curb should be avoided on facilities with posted speeds greater than or equal to 40 miles per hour, except as noted in Table 303.1. For projects where the use of curb is appropriate, it should be the type shown in Table 303.1.

303.2 Curb Types and Uses

Depending on their intended function, one of two general classifications of curb design is selected as appropriate. The two general classifications are vertical and sloped. Vertical curbs are nearly vertical (approximate batter of 1:4) and vary in height from 4 inches to 8 inches. Sloped curbs (approximate batter of 2:3 or flatter) vary in height from 3 inches to 6 inches.

Sloped curbs are more easily mounted by motor vehicles than vertical curbs. Since curbs are not generally adequate to prevent a vehicle from leaving the roadway, a suitable traffic barrier should be provided where redirection of vehicles is needed. A curb may be placed to discourage vehicles from intentionally entering the area behind the curb (e.g., truck offtracking). In most cases, the curb will not prevent an errant vehicle from mounting the curb.

Curb with gutter pan may be provided to enhance the visibility of the curb and thus improve delineation. This is most effective where the adjacent pavement is a contrasting color or material. B2-4 and B4 curbs are appropriate for enhancing delineation. Where curb with gutter pan is intended as delineation and has no drainage function, the gutter pan should be in the same plane as the adjacent pavement.

The curb sections provided on the Standard Plans are approved types to be used as stated below. The following types are vertical curb, (for information on side gutters, see Index 834.3):

(1) *Types A1-6, A2-6, and A3-6.* These curbs are 6 inches high. Their main function is to provide a more positive deterrent to vehicles than provided by sloped curbs. Specifically, these curbs are used to separate pedestrians from vehicles, to control parking of vehicles, and to deter vehicular damage of traffic signal standards. They may also be used as raised median islands in low speed environments (posted speed $\leq$ 35 miles per hour). These curbs do not constitute a barrier as they can be mounted except at low speeds and flat angles of approach.

(2) *Types A1-8, A2-8, and A3-8.* These 8-inch high curbs may be used in lieu of 6-inch curbs when requested by local authorities, if the curb criteria stated under Index 303.1 are satisfied and posted speeds are 35 miles per hour or less. This type of curb may impede curbside passenger loading and may make it more difficult to comply with curb ramp design (see Design Information Bulletin Number 82, “Pedestrian Accessibility Guidelines for Highway Projects”).

(3) *Type H Curb.* This type may be used on bridges where posted speeds are 40 miles per hour or less and where it is desired to match the approach roadway curb. Type H

curb is often incorporated into bridge barrier/sidewalk combination railings (See Index 208.10(4)).

Table 303.1

Selection of Curb Type

Location	Posted Speeds (mph)		
	≤ 35	**40**	**≥ 45**
Freeways and Expressways			
Collector-distributor Roads	See Index 504.3(11)		
Ramps			
Conventional Highways			
Frontage Roads (1)	A or B-6	B-6	B-4
Traffic Signals	A or B-6	B-6	B-4
Raised Traffic, Median Islands & Pedestrian Refuge Islands (2)	A or B-6	B-6	B-4 or D
Adjacent to Sidewalks	A (3)	A-6	B-6
Bulbouts/curb extensions	A	NA	NA
Bridges (4)	H, A3, or B3	H or B3	B3

NOTES:

(1) Based on the posted speed along the frontage road.

(2) See the National Cooperative Highway Research Program Report 672 entitled “Roundabouts: An Informational Guide, 2nd ed.” for information on curbs at roundabouts.

(3) Type A curb includes Types A1-6, A2-6, A1-8, and A2-8.

(4) Type H curb typically used in conjunction with Type A curbs next to sidewalks on approach roadway. Type A3 curbs typically used with corresponding Type A curbs on median island of approach roadway. Type B3 curbs typically used with corresponding Type B curbs on approach roadway.

These types are sloped curbs:

(4) *Types B1, B2, and B3 Curbs* Types B1-6, B2-6, and B3-6 are 6 inches high. Type B1-4, B2-4, and B3-4 are 4 inches high. Since all have a 1:1½ slope or flatter on the face, they are mounted more easily than Type A curbs. Typical uses of these curbs are for channelization including raised median islands. B2 curb with gutter pan also serves as drainage control.

(5) *Type B4 Curb.* Type B4 curb with gutter pan is 3 inches high and is typically used on ramp gores as described in Index 504.3(11). It may also be appropriate where a lower curb is desirable.

(6) *Type D Curb.* Type D curb is 4 inches or 6 inches high and is typically used for raised traffic islands, collector-distributor separation islands, or raised medians when posted speeds equal or exceed 45 miles per hour.

(7) *Type E Curb*. This essentially is a rolled gutter used only in special drainage situations.

Curbs with gutter pans, along with the shoulder, may provide the principal drainage system for the roadway. Inlets are provided in the gutter pan or curb, or both.

Gutter pans are typically 2 feet wide but may be 1 foot to 4 feet in width, with a cross slope of typically 8.33 percent to increase the hydraulic capacity. Gutter pan cross slopes often need to be modified at curb ramps in order to meet accessibility requirements. See Design Information Bulletin Number 82, “Pedestrian Accessibility Guidelines for Highway Projects” and Standard Plan A88A.

Curbs and gutter pans are cross section elements considered entirely outside the traveled way, see Index 301.1.

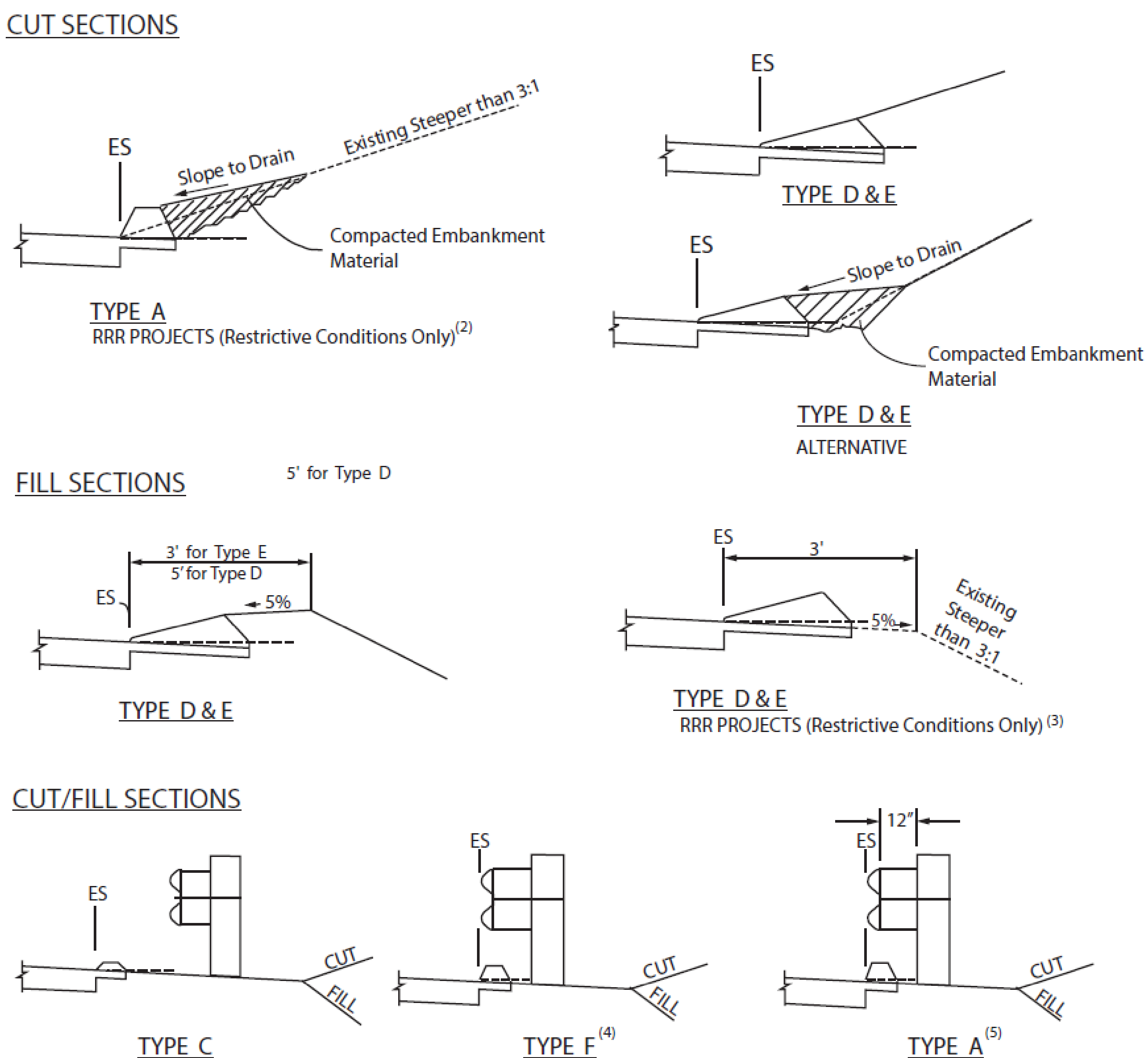
303.3 Dike Types and Uses

Use of dike is intended for drainage control and should not be used in place of curb. Dikes placed adjoining the shoulder, as shown in Figures 307.2, 307.4A, 307.4B, and 307.5, provide a paved triangular gutter within the shoulder area. The dike sections provided on the Standard Plans are approved types to be used as stated below. Dikes should be selected as illustrated in Figure 303.3. Dikes should be designed so that roadway runoff is contained within the limits specified in Index 831.3. For most situations Type E dike is the preferred dike type as discussed below.

(1) *Type A Dike.* This 6-inch high dike is to be used where dike is necessary for drainage underneath guardrail with 12-inch blockout installation. This dike is placed directly under the face of guardrail. Otherwise, the use of Type A dike should be avoided. For RRR projects, Type A dike may be used in cut sections with slopes steeper than 3:1 and where existing conditions do not allow for construction of the wider Type D or E dikes. Compacted embankment material should be placed behind the back of dike as shown in Figure 303.3.

Figure 303.3

Dike Type Selection and Placement[1]



Notes:

(1) See Standard Plans for additional information and details.
(2) See Index 303.3(1) for restrictive conditions.
(3) See Index 303.3(3) and Index 303.3(4) for restrictive conditions for Types D and E respectively.
(4) Use under guardrail when dike is necessary for drainage control.
(5) Use under guardrail with 12-inch blockouts when dike is necessary for drainage control.

(2) *Type C Dike.* This low dike, 2 inches in height, may be used to confine small concentrations of runoff. The capacity of the shoulder gutter formed by this dike is small. Due to this limited capacity, the need for installing an inlet immediately upstream of the beginning of this dike type should be evaluated. This low dike can be traversed by a vehicle and allows the area beyond the surfaced shoulder to be used as an emergency recovery and parking area. The Type C dike is the only dike that may be used in front of guardrail. In such cases, it is not necessary to place compacted embankment material behind Type C dike.

(3) *Type D Dike.* This 6-inch high dike provides about the same capacity as the Type A dike but has the same shape as the Type E dike. The quantity of material in the Type D dike is more than twice that of a Type E dike. It should only be used where there is a need to contain higher volumes of drainage. Compacted embankment material should be placed behind the back of dike as shown in Figure 303.3. For RRR projects that do not widen pavement, compacted embankment material may be omitted on existing fill slopes steeper than 3:1 when there is insufficient room to place the embankment material.

(4) *Type E Dike.* This 4-inch high dike provides more capacity than the Type C dike. Because Type E dike is easier to construct than Type D dike, and has greater drainage capacity than Type C dike, it is the preferred dike type for most installations. Compacted embankment material should be placed behind the back of dike as shown in Figure 303.3. For RRR projects that do not widen pavement, compacted embankment material may be omitted on existing fill slopes steeper than 3:1 where there is insufficient room to place the embankment material.

(5) *Type F Dike.* This 4-inch high dike is to be used where dike is necessary for drainage underneath a guardrail installation. This dike is placed directly under the face of guardrail installations.

303.4 Curb Extensions

(1) *Bulbouts*. A bulbout is an extension of the sidewalk into the roadway when there is marked on-street parking, see Index 402.3. Bulbouts should comply with the guidance provided in Figures 303.4A and B; noting that typical features are shown and that the specific site conditions need to be taken into consideration. Bulbouts provide queuing space and shorten crossing distances, thereby reducing pedestrian conflict time with mainline traffic. By placing the pedestrian entry point closer to traffic, bulbouts improve visibility between motorists, bicyclists, and pedestrians. They are most appropriate for urban conventional highways and Rural Main Streets with posted speeds 35 miles per hour or less. Curb extensions are not to extend into Class II Bikeways (Bike Lanes). The corner curb radii should be the minimum needed to accommodate the design vehicle, see Topic 404.

When used, bulbouts should be placed at all corners of an intersection. When used at mid-block crossing locations, bulbouts should be used on both sides of the street. The curb face of the bulbout should be setback a minimum of 2 feet as shown in Figures 303.4A and B. See the California MUTCD for on-street parking signs and markings. Landscaping and appurtenant facilities located within a bulbout are to comply per Topic 405.

Figure 303.4A

Typical Bulbout with Class II Bikeway (Bike Lane)

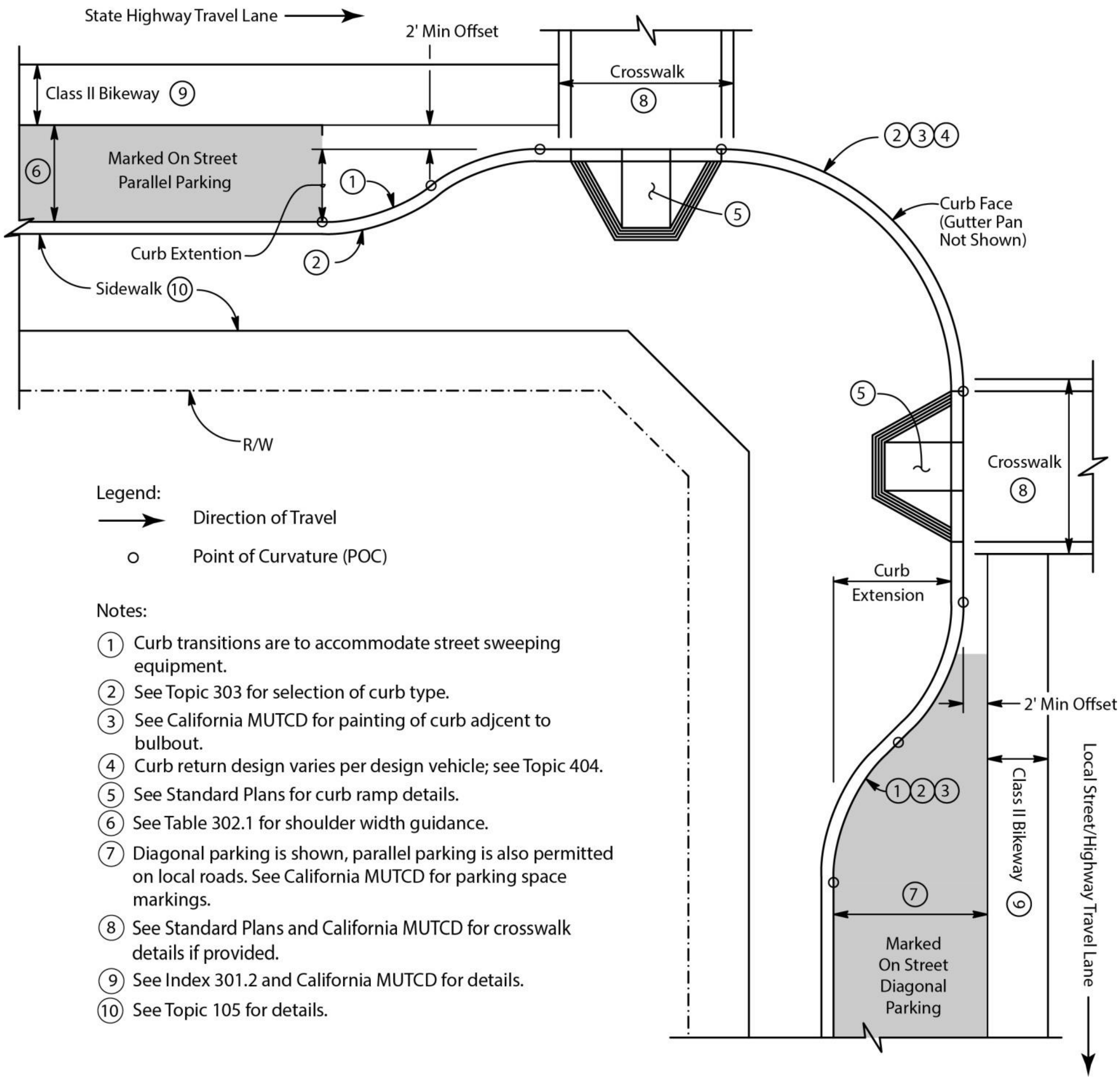
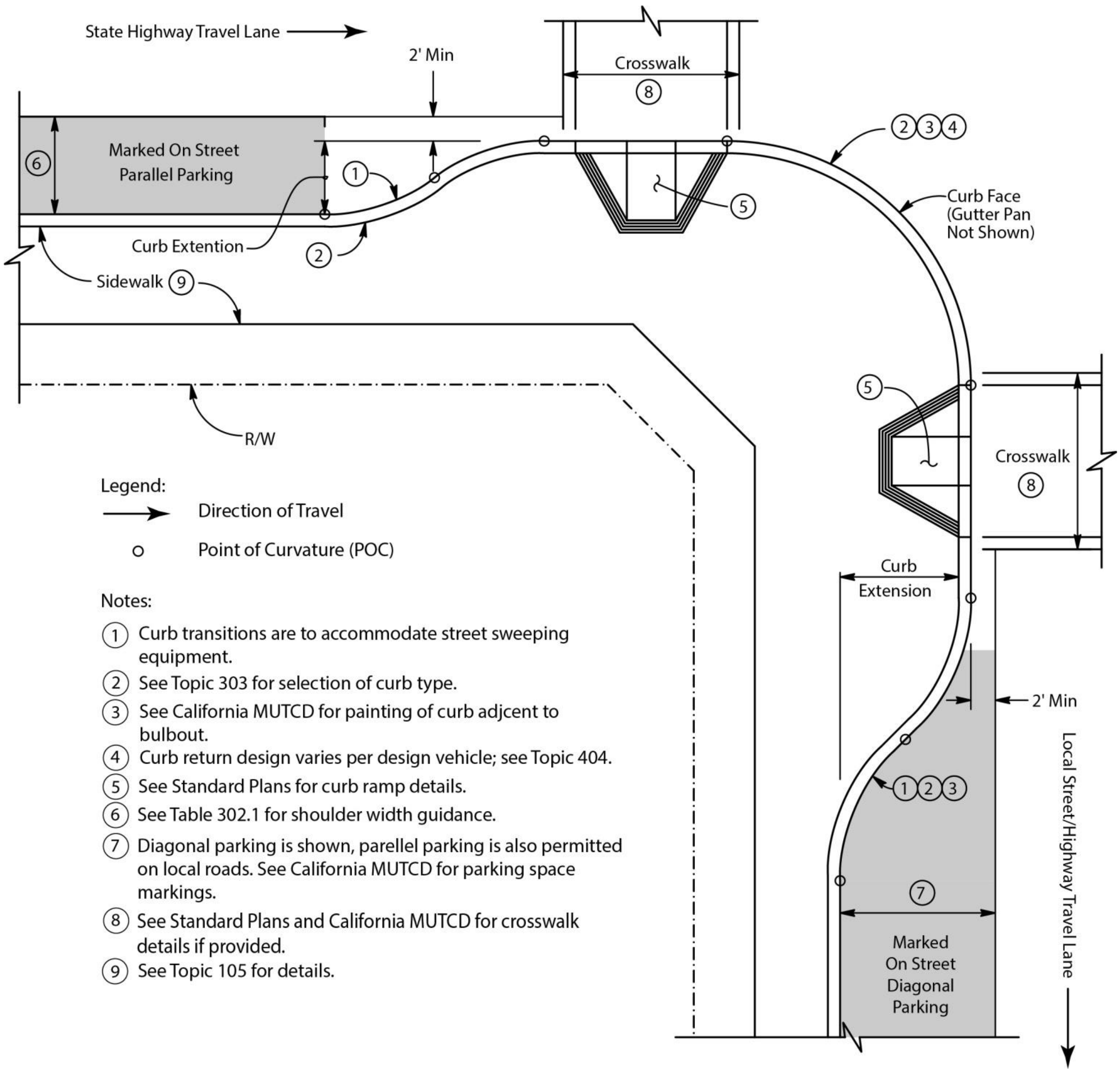


Figure 303.4B

Typical Bulbout without Class II Bikeway (Bike Lane)



Bulbouts are considered pedestrian facilities and as such, compliance with DIB 82 is required. Avoid bulbouts on facilities where highway grade lines exceed 5 percent.

(2) *Busbulbs.* A busbulb is a bulbout longer than 25 feet which facilitates bus loading and unloading, and provides for enhanced bus mobility. Busbulbs reduce bus dwell times and provide travel time benefits to transit passengers. However, busbulbs can restrict the mobility of vehicular and bicycle traffic because they allow the bus to stop in their traveled way to load and unload passengers. Therefore, their impact on the mobility of the vehicular and bicycle traffic using the facility must be taken into consideration, and pursuant to the California Vehicle Code, busbulbs or other transit stops which require a transit vehicle to stop in the traveled way require approval from the Department. In lieu of a busbulb, a busbay may be considered which will not impact the mobility of the vehicular and bicycle users of the facility.

(3) *Busbays*. A busbay is an indentation in the curb which allows a bus to stop completely outside of vehicular and bicycle lanes.

Busbays may be created by restricting on street parking.

303.5 Position of Curbs and Dikes

Curbs located at the edge of the traveled way may have some effect on lateral position and speed of moving vehicles, depending on the curb configuration and appearance. Curbs with low, sloped faces may encourage drivers to operate relatively close to them. Curbs with vertical faces may encourage drivers to slow down and/or shy away from them and, therefore, it may be desirable to incorporate some additional roadway width.

All dimensions to curbs (i.e., offsets) are from the near edge of traveled way to bottom face of curb. All dimensions to dikes are from the near edge of traveled way to flow line. Curb and dike offsets should be in accordance with the following:

(1) *Through Lanes.* The offset from the edge of traveled way to the face of curb or dike flow line should be no less than the shoulder width, as set forth in Table 302.1.

(2) *Channelization.* Island curbs used to channelize intersection traffic movements should be positioned as described in Index 405.4.

(3) *Separate Turning Lanes.* Curb offsets to the right of right-turn lanes in urban areas may be reduced to 2 feet if design exception approval for nonstandard shoulder width has been obtained in accordance with Index 82.2. No curb offset is required to the left of left-turn lanes in urban areas unless there is a gutter pan.

(4) *Median Openings.* Median openings (Figure 405.5) should not be separated with curb unless necessary to delineate areas occupied by traffic signal standards.

(5) *Urban Conventional Highways.* When the posted speed is less than or equal to 35 miles per hour, no median curb offset is required if there is no gutter pan.

(6) *Structure Approach Slabs.* When a dike is required to protect the side slope from erosion, it should be placed on the structure approach and sleeper slabs as well as aligned to tie into the end of the structure railing. The guardrail alignment and edge of shoulder govern the positioning of the dike.

When the Type 14 structure approach slab is used, concrete dikes are preferred. Hot mixed asphalt dike will inevitably crack due to expansion and contraction at the approach/sleeper slab joint. A metal dike insert is used to carry the flow across the sealed joint. The insert acts as a water barrier to minimize erosion of the fill slope. Details of the metal dike insert are shown in the structure approach plans provided by the Division of Engineering Services, (DES).

(7) *Bridges and Grade Separation Structures.* When both roadbeds of a curbed divided highway are carried across a single structure, the median curbs on the structure should be in the same location as on adjacent roadways.

(8) *Approach Nose.* The approach nose of islands should also be designed utilizing a parabolic flare, as discussed in Index 405.4.

303.6 Curbs and Dikes on Frontage Roads and Streets

Continuous curbs or dikes are not necessarily required on all frontage roads. Where curbs or dikes are necessary for drainage control or other reasons, they should be consistent with the guidelines established in this topic and placed as shown on Figure 307.4B. Local curb standards should be used when requested by local authorities for roads and streets that will be relinquished to them.

Topic 304 – Side Slopes

304.1 Side Slope Standards

Slopes should be designed as flat as is reasonable. <u>For new construction, widening, or where slopes are otherwise being modified, embankment (fill) slopes should be 4:1 or flatter.</u> Factors affecting slope design are as follows:

(a) *Safety.* Flatter slopes provide better recovery for errant vehicles that may run off the road. A cross slope of 6:1 or flatter is suggested for high speed roadways whenever it is achievable. Cross slopes of 10:1 are desirable.

Embankment slopes 4:1 or flatter are recoverable for vehicles. Drivers who encroach on recoverable slopes can generally stop or slow down enough to return to the traveled way safely. See Index 309.1(2) for information on clear recovery zones.

A slope which is between 3:1 and 4:1 is considered traversable, but not recoverable. Since a high percentage of vehicles will reach the toe of these slopes, the recovery area should be extended beyond the toe of slope. The AASHTO Roadside Design Guide should be consulted for methods of determining the preferred extent of the runout area.

Embankment slopes steeper than 3:1 should be avoided when accessible by traffic. District Traffic, and the AASHTO Roadside Design Guide should be consulted for methods of determining the preferred treatment.

Regardless of slope steepness, it is desirable to round the top of slopes so an encroaching user remains in contact with the ground. Likewise, the toe of slopes should be rounded to prevent users from nosing into the ground.

(b) *Erosion Control.* Slope designs steeper than 4:1 must be approved by the District Landscape Architect in order to assure compliance with the regulations affecting Stormwater Pollution contained in the Federal Clean Water Act (see Index 82.4). Slope steepness and length are two of the most important factors affecting the erodibility of a slope. Slopes should be designed as flat as possible to prevent erosion. However, since there are other factors such as soil type, climate, and exposure to the sun, District Landscape Architecture and the District Stormwater Coordinator must be contacted for erosion control requirements. See Topic 906.

A Storm Water Data Report (SWDR) documents project information and considerations pertaining to Storm Water Best Management Practices (BMPs) and Erosion Control methods. The SWDR is prepared and signed by key personnel (including the District Landscape Architect) at the completion of each phase of a project. By signing the SWDR, the District Landscape Architect approves compliance with the proposed slope designs.

(c) *Structural Integrity.* Slopes steeper than 2:1 require approval of District Maintenance. The Geotechnical Design Report (See Topic 113) will recommend a minimum slope required to prevent slope failure due to soil cohesiveness, loading, slip planes and other global stability type failures. There are other important issues found in the Geotechnical Design Report affecting slope design such as the consistency of the soil likely to be exposed in cuts, identification of the presence of ground water, and recommendations for rock fall.

(d) *Economics.* Economic factors such as purchasing right of way, imported borrow, and environmental impacts frequently play a role in the decision of slope length and steepness. In some cases, the cost of stabilizing, planting, and maintaining steep slopes may exceed the cost of additional grading and right of way to provide a flatter slope.

(e) *Aesthetics.* Flat, gentle, and smooth, well transitioned slopes are visually more satisfying than steep, obvious cuts and fills. In addition, flatter slopes are more easily revegetated, which helps visually integrate the transportation improvement within its surrounding environment. Contact the District Landscape Architect when preparing a contour grading plan.

Where normal slopes catch in a distance less than 18 feet from the edge of the shoulder, a uniform catch point, at least 18 feet from the edge of the shoulder, should be used. This is done not only to improve errant vehicle recovery and aesthetics, but also to reduce grading costs. Uniform slopes wider than 18 feet can be constructed with large production equipment thereby reducing earthwork costs.

Transition slopes should be provided between adjoining cuts and fills. Such slopes should intersect the ground at the uniform catch point line.

In areas where heavy snowfall can be expected, consideration should be given to snow removal problems and snow storage in slope design. It is considered advisable to use flatter slopes in cuts on the southerly side of the roadway where this will provide additional exposure of the pavement to the sun.

304.2 Clearance From Slope to Right of Way Line

The minimum clearance from the right of way line to catch point of a cut or fill slope should be 10 feet for all types of cross sections. When feasible, at least 15 feet should be provided.

Following are minimum clearances recommended for cuts higher than 30 feet:

a. Twenty feet for cuts from 30 feet to 50 feet high.

b. Twenty-five feet for cuts from 50 feet to 75 feet high.

c. One-third the cut height for cuts above 75 feet, but not to exceed a width of 50 feet.

The foregoing clearance standards should apply to all types of cross sections.

304.3 Slope Benches and Cut Widening

The necessity for benches, their width, and vertical spacing should be finalized only after an adequate materials investigation. Since greater user benefits are realized from widening a cut than from benching the slope, benches above grade should be used only where necessary. Benches above grade should be used for such purposes as installation of horizontal drains, control of surface erosion, or intercepting falling rocks. Design of the bench should be compatible with the geotechnical features of the site.

Benches should be at least 20 feet wide and sloped to form a valley at least 1 foot deep with the low point a minimum of 5 feet from the toe of the upper slope. Access for maintenance equipment should be provided to the lowest bench, and if feasible to all higher benches.

In cuts over 150 feet in height, with slopes steeper than 1½:1, a bench above grade may be desirable to intercept rolling rocks. The Division of Engineering Services – Geotechnical Services (DES-GS) should be consulted for assistance in recommending special designs to contain falling and/or rolling rocks.

Cut widening may be necessary:

(a) To provide for drainage along the toe of the slope.

(b) To intercept and store loose material resulting from slides, rock fall, and erosion.

(c) For snow storage in special cases.

(d) To allow for planting.

Where the widened area is greater than that required for the normal gutter or ditch, it should be flush with the edge of the shoulder and sloped upward or downward on a gentle slope, preferably 20:1 in areas of no snow; and downward on a 10:1 slope in snow areas.

304.4 Contour Grading and Slope Rounding

Contour grading, slope rounding and topsoil replacement are important factors in roadside design to help make highway improvements compatible with the surrounding environment while comply with National Pollutant Discharge Elimination System permits (NPDES). Smooth, flowing contours that tie gracefully into the existing adjacent roadside and landforms are visually appealing and conducive to safe vehicle recovery (see Index 304.1), reduce the potential for erosion and stormwater runoff, and reduce roadside maintenance activities while contributing to the long term success of revegetation planting.

Contour grading plans are to be prepared to facilitate anticipated roadside treatments and future maintenance activities. These plans should show flattened slopes where right of way permits. The tops and ends of all cut slopes should be rounded. Rock cut slopes should be irregular where possible to provide a natural appearance and the tops and ends should also be rounded. All slope designs should include consideration of an application of local or imported topsoil and duff to promote the growth of vegetation, improve stormwater pollutant filtration and control erosion. The calculation of the final grade for a project needs to take into account the reapplication of topsoil and duff.

Local topsoil and duff material within the grading limits should be identified on the plans, removed or excavated, stockpiled, and reapplied. This is to be performed on all projects that include grading or earthwork unless the materials are determined to be unsuitable. Refer to Index 904.2(2).

Coordinate the development of contour grading plans including, removal, stockpiling, suitability of material and application of topsoil and duff with the District Landscape Architect. See Index 904.2.

304.5 Stepped Slopes

Stepped cut slopes should be used to encourage material revegetation from the adjacent plants. Stepped slopes are a series of small benches 1 foot to 2 feet wide. Generally, stepped slopes can be used in rippable material on slopes 2:1 or steeper. Steps may be specified for slopes as flat as 3:1. Steps are provided to capture loose material, seed, and moisture. Topsoil should be reapplied to stepped slopes to encourage revegetation.

For appearance, steps on small cuts viewed from the roadway should be cut parallel to the road grade. Runoff is minimized on steps cut parallel to roads with grades up to 10 percent, as long as the natural ravel from construction is left on the steps. Steps less than one-half full should not be cleaned.

High cuts viewed from surrounding areas should be analyzed before a decision is made to form steps parallel to the roadway or horizontal. In some cases, horizontal steps may be more desirable. Special study is also necessary when a sag occurs in the vertical alignment within the cut. In all cases at the ends of cuts, the steps should wrap around the rounded transition.

The detail or contract special provisions should allow about a 20 percent variation, expressed in terms of tenths of a foot. Some irregularity will improve the appearance of the slope by making it appear more natural.

In designing step width, the material's weathering characteristics should generally be considered. Widths over approximately 2 feet should be avoided because of prominence and excessive time to achieve a weathered and natural appearance. Contact the DES-GS and the District Landscape Architect for more information about the width of steps.

Topic 305 – Median Standards

305.1 Width

Median width is expressed as the dimension between inside edges of traveled way, including the inside shoulder. This width is dependent upon the type of facility, costs, topography, and right of way. Consideration may be given to the possible need to construct a wider median than prescribed in Cases (1), (2), and (3), below, in order to provide for future expansion to accommodate:

a. Public Transit (rail and bus).

b. Traffic needs more than 20 years after completion of construction.

Median width as presented in Case (1) below applies to new construction, projects to increase mainline capacity and to reconstruction projects. Any recommendation to provide additional median width should be identified and documented as early as possible and must be justified in a project initiation document and/or project report. Attention should be given to such items as initial costs, future costs for outside widening, the likelihood of future needs for added mixed flow or High-Occupancy Vehicle (HOV) lanes, traffic interruption, future mass transit needs and right of way considerations. (For instance, increasing median width may add little to the cost of a project where an entire city block must be acquired in any event.)

Median pedestrian refuge areas at intersections lessen the risk of pedestrian exposure to traffic. See Index 405.4(3) and DIB 82 for pedestrian refuge guidance.

If additional width is justified, the minimum median widths provided below should be increased accordingly.

<u>Minimum median widths for the design year (as described below) should be used in order to accommodate the ultimate highway facility (type and number of lanes):</u>

(1) Freeways and Expressways.

(a) Urban Areas. Where managed lanes (HOV, Express, etc) or transit facilities are planned, the minimum median width should be 62 feet. Where there is little or no likelihood of managed lanes or transit facilities planned for the future, the minimum median width should be 46 feet. However, where physical and economic limitations are such that a 46-foot median cannot be provided at reasonable cost, <u>the</u>

minimum median width for multilane freeways and expressways in urban areas should be 36 feet.

(b) Rural Areas. The minimum median width for multilane freeways and expressways in rural areas should be 62 feet.

(2) *Conventional Highways.* Appropriate median widths for non-controlled access highways vary widely with the type of facility being designed. In Urban and Rural Main Street areas, the minimum median width for multilane conventional highways should be 12 feet. However, this width would not provide room for left-turn lanes at intersections with raised curb medians, nor left-turn lanes in striped medians with room for pedestrian refuge areas. Posted speed and left shoulder width can also affect median width. See Table 302.1.

Medians refuge areas at pedestrian crosswalks and bicycle path crossings provide a space for pedestrians and bicyclists. They allow these users to cross one direction of traffic at a time. Where medians are provided, they should allow access through them for pedestrians and bicyclists as necessary. Bicycle crossings through paved medians should line up with the bicycle path of travel and not require bicyclists to utilize the pedestrian crosswalk. See Index 405.4 for additional requirements.

Where medians are provided for proposed future two-way left-turn lanes, median widths up to 14 feet may be provided to conform to local agency standards (see Index 405.2). **In rural areas the minimum median width for multilane conventional highways shall be 12 feet.** This provides the minimum space necessary to accommodate a median barrier and 5-foot shoulders. Whenever possible, and where it is appropriate, this minimum width should be increased to 30 feet or greater.

At locations where a climbing or passing lane is added to a 2-lane conventional highway, a 4-foot median (or “soft barrier”) between opposing traffic lanes should be used.

(3) *Facilities under Restrictive Conditions.* Where certain restrictive conditions, including steep mountainous terrain, extreme right of way costs, and/or significant environmental factors are encountered, the basic median widths above may not be attainable. Where such conditions exist, a narrower median, down to the limits given below, may be allowed with adequate justification. (See Index 307.5.)

(a) Freeways and Expressways. **In areas where restrictive conditions prevail the minimum median width shall be 22 feet.**

(b) Conventional Highways. Median widths should be consistent with requirements for two-way left-turn lanes or the need to construct median barriers (as discussed in Index 305.1(2)), but may be reduced or eliminated entirely in extreme situations.

The above stated minimum median widths should be increased at spot locations to accommodate the construction of bridge piers or other planned highway features while maintaining standard cross section elements such as inside shoulder width and horizontal clearance. If a bridge pier is to be located in a tangent section, the additional width should be developed between adjacent horizontal curves; if it is to be located in a curve, then the additional width should be developed within the limits of the curve. Provisions should be made for piers 6 feet wide or wider. Median widths in areas of multilevel interchanges or other major structures should be coordinated with the Division of Engineering Services, Structures Design (DES-SD).

Consideration should also be given to increasing the median width at unsignalized intersections on expressways and divided highways in order to provide a refuge area for large trucks attempting to cross the State route.

In any case, the median width should be the maximum attainable at reasonable cost based on site specific considerations of each project.

See Index 613.4(2)(b) for paved median pavement structure requirements.

305.2 Median Cross Slopes

Unsurfaced medians up to 65 feet wide should be sloped downward from the adjoining shoulders to form a shallow valley in the center. Cross slopes should be 10:1 or flatter; 20:1 being preferred. Slopes as steep as 6:1 are acceptable in exceptional cases when necessary for drainage, stage construction, etc. Cross slopes in medians greater than 65 feet should be treated as separate roadways (see Index 305.6).

Paved medians, including those bordered by curbs, should be crowned at the center, sloping towards the sides at the slope of the adjacent pavement.

305.3 Median Barriers

See Traffic Safety Systems Guidance.

305.4 Median Curbs

See Topic 303 for curb types and usage in medians and Index 405.5(1) for curbs in median openings.

305.5 Paved Medians

(1) Freeways.

(a) 6 or More Lanes--Medians 30 feet wide or less should be paved.

(b) 4 Lanes--Medians 22 feet or less in width should be paved. Medians between 22 feet and 30 feet wide should be paved only if a barrier is installed. With a barrier, medians wider than 30 feet should not normally be paved.

Where medians are paved, each half generally should be paved in the same plane as the adjacent traveled way.

(2) Nonfreeways. Unplanted curbed medians generally are to be surfaced with minimum 0.15 foot of Portland cement concrete.

For additional information on median cross slopes see Index 305.2.

305.6 Separate Roadways

(1) *General Policy.* Separate grade lines are not considered appropriate for medians less than 65 feet wide (see Index 204.7).

(2) *Median Design.* The cross sections shown in Figure 305.6 include a clear recovery zone that provides maneuvering room for out-of-control users. See Index 309.1(2).

See Index 302.1 for shoulder widths and Index 302.2 for shoulder cross slopes.

Topic 306 – Right of Way

306.1 General Standards

The right of way widths for State highways, including frontage roads to be relinquished, should provide for installation, operation and maintenance of all cross section elements needed depending upon the type of facility, including median, traffic lanes, bicycle lanes, outside shoulders, sidewalks, recovery areas, slopes, sight lines, outer separations, ramps, walls, transit facilities and other essential highway appurtenances. For minimum clearance from the right of way line to the catch point of a cut or fill slope, see Index 304.2. Fixed minimum widths of right of way, except for 2-lane highways, are not specified because dimensions of cross-sectional elements may require narrow widths, and right of way need not be of constant width. The minimum right of way width on new construction for 2-lane highways should be 150 feet.

306.2 Right of Way Through the Public Domain

Right of way widths to be obtained or reserved for highway purposes through lands of the United States Government or the State of California are determined by laws and regulations of the agencies concerned.

Topic 307 – Cross Sections for State Highways

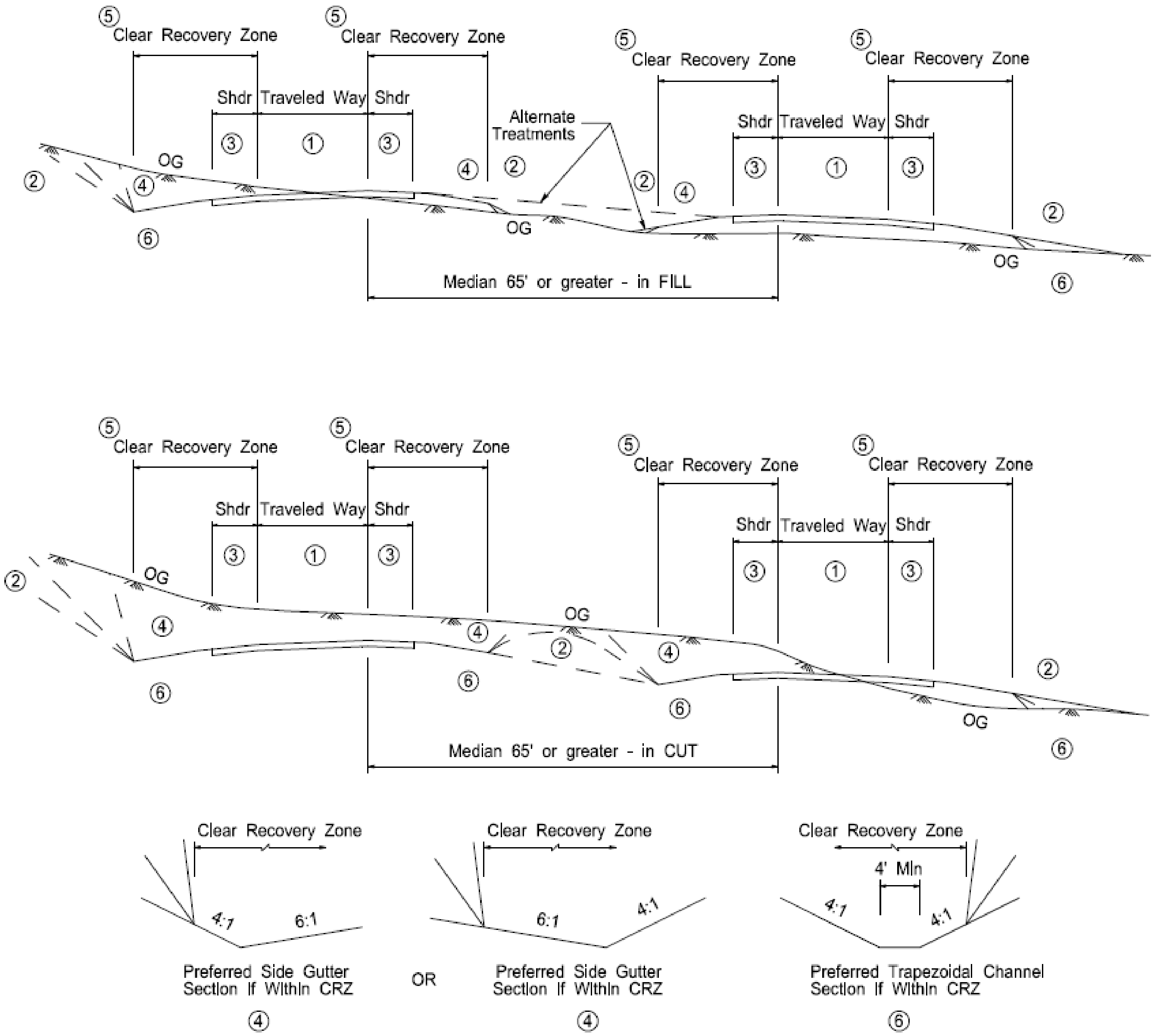
307.1 Cross Section Selection

The cross section of a State highway is based upon the number of vehicles, including trucks, buses, bicycles, and safety, terrain, transit needs and pedestrians. Other factors such as sidewalks, bike paths and transit facilities, both existing and future should be considered. For 2-lane roads the roadbed width is influenced by the factors discussed under Index 307.2. The roadbed width for multilane facilities should be adequate to provide capacity for the design hourly volume based upon capacity considerations discussed under Index 102.1.

When it becomes necessary to widen an existing cross section, e.g., add or widen the paved shoulder or lane, refer to Index 653.2 and Index 662.3 to ensure proper drainage of both the existing and widening structural sections. See also Chapter 680, Pavement Design for Widening Projects.

Figure 305.6

Optional Median Designs for Freeways with Separate Roadways



NOTES:

① CROSS SLOPES	See Index 302.2	④ SIDE GUTTERS	See Index 834.3(3)
② SIDE SLOPES	See Index 304.1	⑤ CLEAR RECOVERY ZONE	See Index 309.1(2)
③ SHOULDER WIDTH	See Index 302.1	⑩ ROADSIDE CHANNELS	See Topic 860

307.2 Two-lane Cross Sections for New Construction

These standards are to be used for highways on new alignment as well as on existing highways where the width, alignment, grade, or other geometric features are being upgraded.

A 2-lane, 2-way roadbed consists of a 24-foot wide traveled way plus paved shoulders. In order to provide structural support, the minimum paved width of each shoulder should be 2 feet. Shoulders less than 4 feet are not adequate for bicycles. Where 4-foot shoulders are not possible, consideration should be given to providing turnouts for bicycles. See Index 204.5(4) for turnout information. See Topic 1003 and Index 301.2 for information on bicycle design criteria and Figure 307.2 for typical 2-lane cross sections.

Shoulder widths based on design year traffic volumes shall conform to the standards given in Table 307.2.

Table 307.2

Shoulder Widths for Two-lane Roadbed New Construction Projects

Two-way ADT (Design Year)	Shoulder Width(1) (ft)
Less than 400	4(2)
Over 400	8(3)

NOTES:

(1) See Index 302.1 for shoulder requirements when bike lanes are present.

(2) Minimum bridge width is 32 feet (see Index 208.1).

(3) See Index 405.3(2)(a) for shoulder requirements adjacent to right-turn only lanes.

On 2-lane roads with 4-foot shoulders, the shoulder slope may be increased to 7 percent for additional drainage capacity where a dike is used. A design exception to Index 302.2 will be required to document the decision to increase the slope.

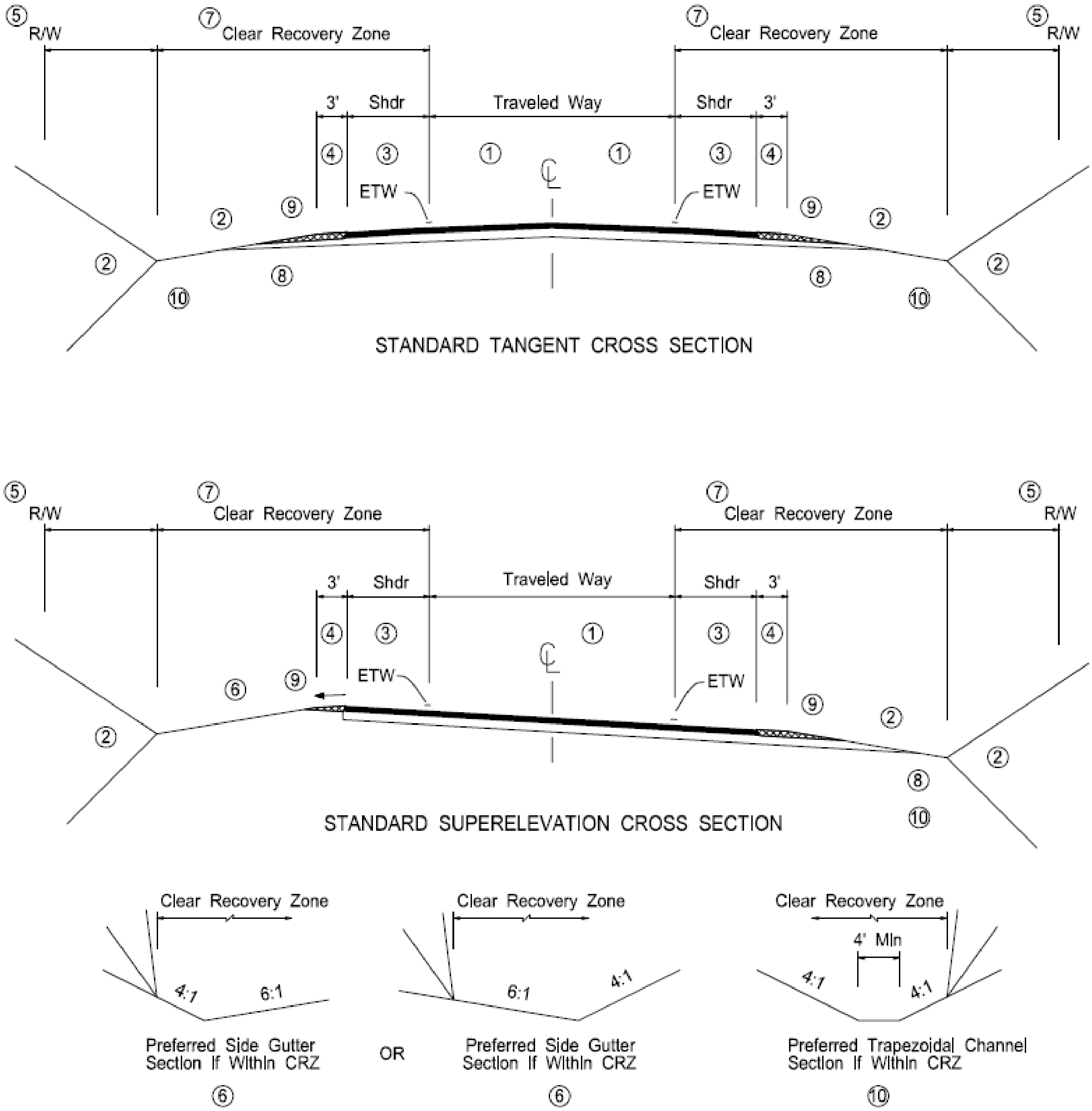
Bicycles are not prohibited on conventional highways: therefore, where the shoulder width is 4 feet, the gutter pan width should be reduced to 1 foot, so 3 feet is provided between the traffic lane and the longitudinal joint at the gutter pan. Whenever possible, grate type inlets should not be located in bicycle paths of travel. See Index 837.2(2) for further grate guidance.

307.3 Two-lane Cross Sections for 2R, 3R, and other Projects

Standards and guidelines for two-lane cross sections on resurfacing and restoration (2R) projects and resurfacing, restoration, and rehabilitation (3R) projects are found in DIB 79 and Index 603.4. DIB 79 also includes screening criteria to determining whether the project fits 2R or 3R.

Figure 307.2

Geometric Cross Sections for Two-lane Highways (New Construction)



NOTES:

① CROSS SLOPES	See Index 302.2	⑥ SIDE GUTTERS	See Index 834.3(3)
② SIDE SLOPES	See Index 304.1	⑦ CLEAR RECOVERY ZONE	See Index 309.1(2)
③ SHOULDER WIDTH	See Index 302.1	⑧ PAVEMENT DRAINAGE	See Indexes 653.1, 653.2, 662.3
④ DIKE PLACEMENT	See Index 303.3	⑨ SHOULDER BACKING	See Index 672
⑤ RIGHT OF WAY	See Index 306.1 and Index 304.2	⑩ ROADSIDE CHANNELS	See Topic 860

3R design criteria apply to all structure and roadway 3R projects on two-lane conventional highways and three-lane conventional highways not classified as multilane conventional highways.

3R design criteria also apply to certain storm damage, protective betterment, operational, and safety nonfreeway improvement projects that are considered spot locations as described in detail in DIB 79.

3R criteria apply to geometric design features such as lane and shoulder widths, horizontal and vertical alignment, stopping sight distance, structure width, cross slope, superelevation, side slope, clear recovery zone, curb ramps, pavement edge drop, dike, curb and gutter, and intersections. They may also apply to such features as bike lanes, sidewalk, and drainage.

307.4 Multilane Divided Cross Sections

The general geometric features of multilane divided cross sections are shown in Figures 307.4A and B.

Divided highways may be designed as two separate one-way roads where appropriate to fit the terrain. Economy, pleasing appearance, and safety are factors to be considered in this determination. The alignment of each roadway may be independent of the other (see Indexes 204.8 and 305.6). Optional median designs may be as shown on Figure 305.6. See Index 309.1 (2) for Clear Recovery Zone.

307.5 Multilane All Paved Cross Sections with Special Median Widths

A multilane cross section with a narrow median is illustrated in Figure 307.5. This section is appropriate in special circumstances where a wider median would not be justified. It should not be considered as an alternative to sections with the median widths set forth under Index 305.1. It may be used under the following conditions:

(a) Widening of existing facilities.

(b) Locations where large excavation quantities would result if a multilane roadway cross section with a basic median width were used. Examples are steep mountainous terrain and unstable mountainous areas.

(c) As an alternate cross section on 2-lane roads having frequent sight distance restrictions.

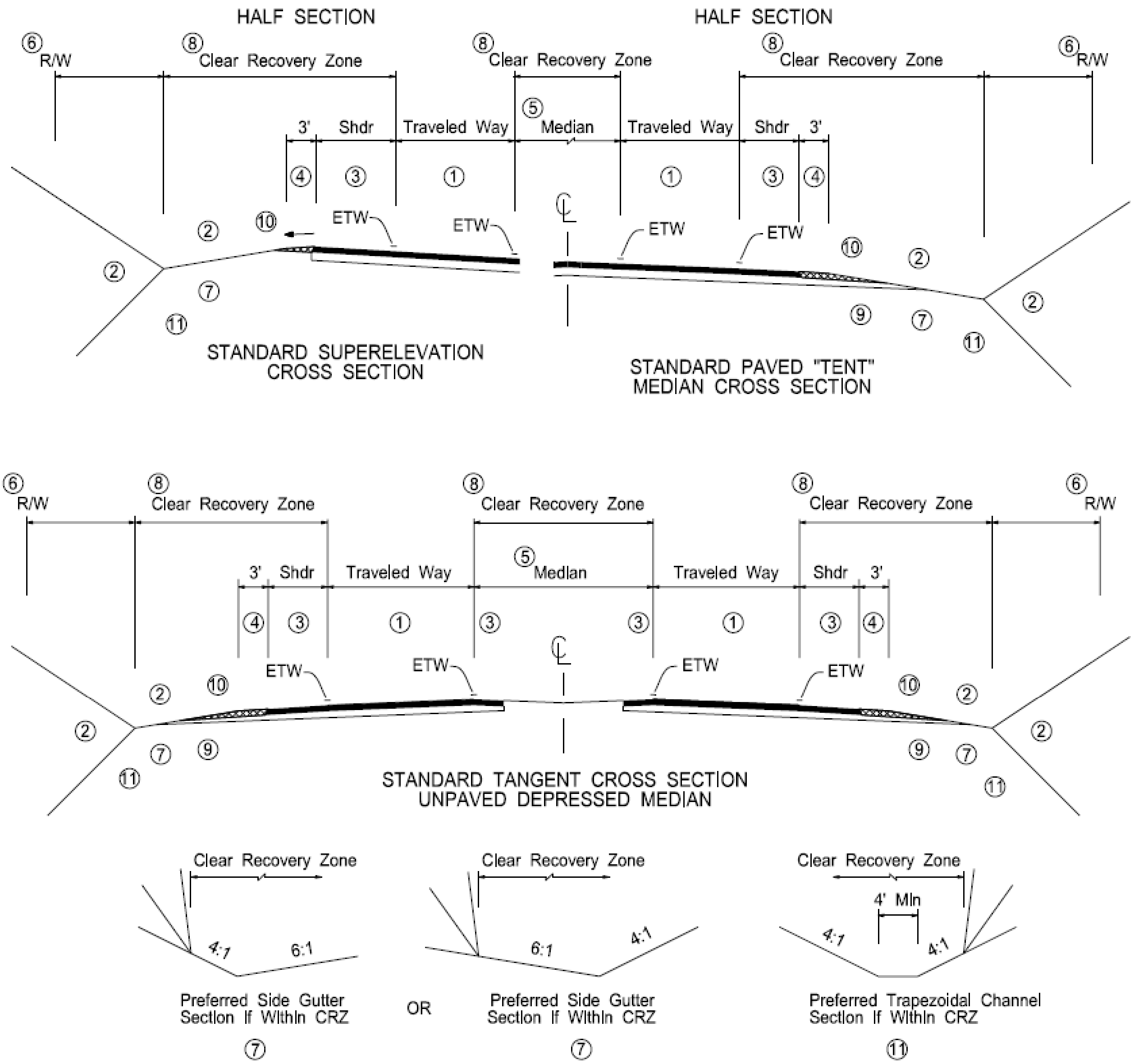
The median width should be selected in accordance with the criteria set forth in Index 305.1(3).

In general, the outside shoulder should be 8 feet wide (10 feet on freeways and expressways) as mandated in Table 302.1. Where large excavation quantities or other factors generate unreasonable costs, 4-foot shoulders may be considered.

However, a design exception is required except where 4-lane passing sections are constructed on 2-lane highways. Where the roadbed width does not contain 8-foot shoulders, emergency parking areas clear of the traveled way should be provided by using daylighted cuts and other widened areas which develop during construction.

Figure 307.4A

Geometric Cross Sections for Freeways and Expressways

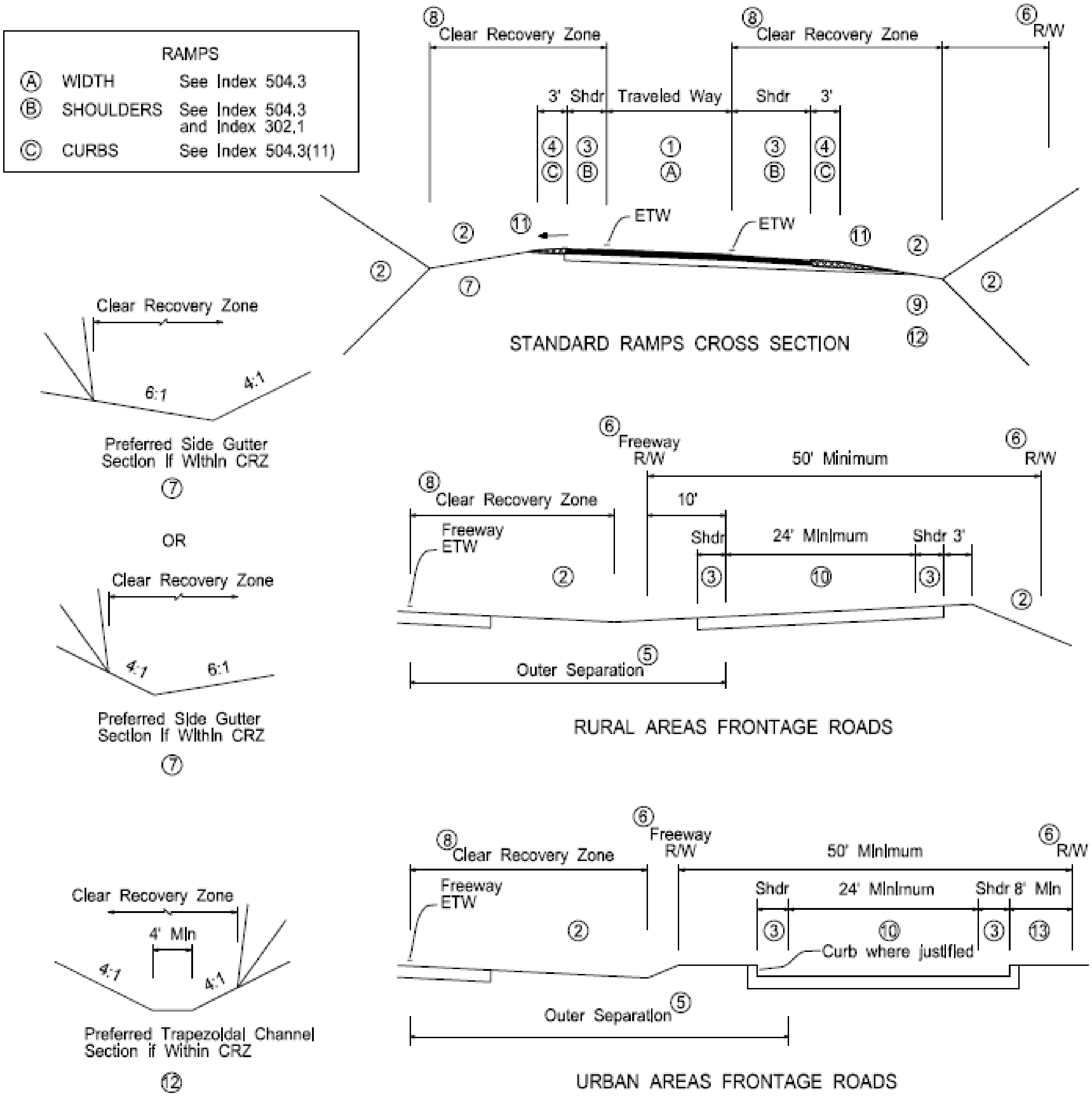


NOTES:

①	CROSS SLOPES	See Index 302.2	⑥	RIGHT OF WAY	See Indexes 306.1, 304.2
②	SIDE SLOPES	See Index 304.1 and Index 304.2	⑦	SIDE GUTTERS	See Index 834.3(3)
③	SHOULDERS WIDTH PAVING	See Index 302.1 See Index 613.5(2)	⑧	CLEAR RECOVERY ZONE	See Index 309.1(2)
④	DIKES	See Index 303.3	⑨	PAVEMENT DRAINAGE	See Indexes 653.1, 653.2, 662.3
⑤	MEDIANS WIDTH SLOPES PAVING SEPARATE ROADWAYS	See Index 305.1 See Index 305.2 See Index 305.5 See Index 305.6	⑩	SHOULDER BACKING	See Index 672
			⑪	ROADSIDE CHANNELS	See Topic 860

Figure 307.4B

Geometric Cross Sections for Freeways and Expressways

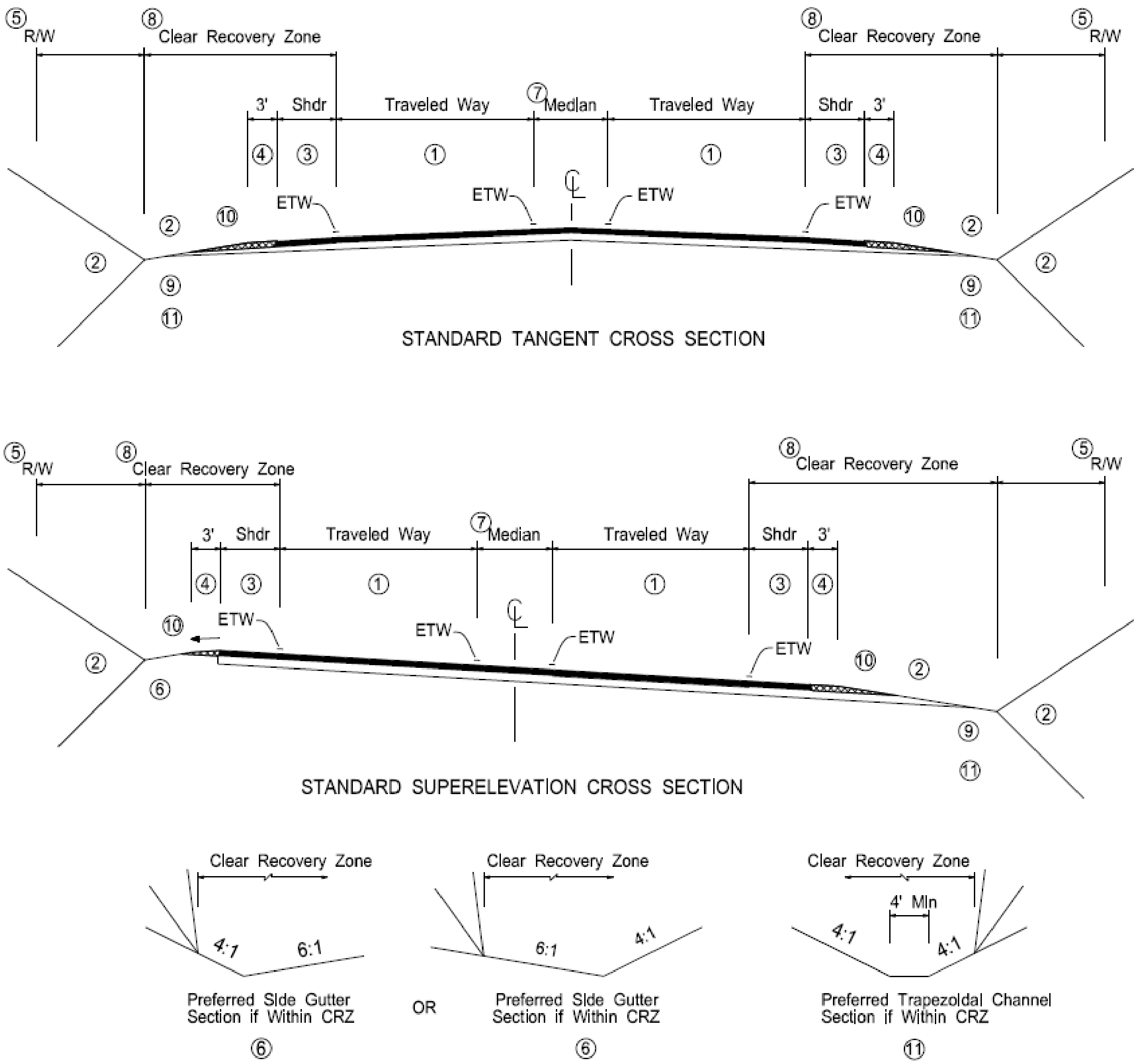


NOTES:

①	CROSS SLOPES	See Index 302.2
②	SIDE SLOPES	See Index 304.1 and Index 304.2
③	SHOULDERS WIDTH PAVING	See Index 302.1 See Index 613.5(2)
④	DIKES	See Index 302.2
⑤	OUTER SEPARATION	See Index 310.2
⑥	RIGHT OF WAY	See Indexes 306.1, 304.2
⑦	SIDE GUTTERS	See Index 834.3(3)
⑧	CLEAR RECOVERY ZONE	See Index 309.1(2)
⑨	PAVEMENT DRAINAGE	See Indexes 653.1, 653.2, 662.3
⑩	CROSS SECTION	See Index 310.1
⑪	SHOULDER BACKING	See Index 672
⑫	ROADSIDE CHANNELS	See Topic 860
⑬	SIDEWALKS	See Index 105.2

Figure 307.5

Geometric Cross Sections for All Paved Multilane Highways



	NOTES:				
①	CROSS SLOPES	See Index 302.2	⑥	SIDE GUTTERS	See Index 834.3(3)
②	SIDE SLOPES	See Index 304.1	⑦	MEDIANS	See Index 305.1(3)
③	SHOULDER WIDTH	See Index 302.1	⑧	CLEAR RECOVERY ZONE	See Index 309.1(2)
④	DIKES	See Index 303.3	⑨	PAVEMENT DRAINAGE	See Indexes 653.1, 653.2, 662.3
⑤	RIGHT OF WAY	See Index 306.1 and Index 304.2	⑩	SOULDER BACKING	See Index 672
			⑪	ROADSIDE CHANNELS	See Topic 860

307.6 Multilane Cross Sections for 2R and 3R Projects

3R projects on freeways, expressways, and multilane conventional highways are required to meet new construction standards. See Index 309.1 (2) for Clear Recovery Zone.

For additional information on 2R and 3R projects, see DIB 79.

307.7 Reconstruction Projects

Reconstruction projects on freeways, expressways, and conventional highways are required to meet new construction standards.

Topic 308 – Cross Sections for Roads Under Other Jurisdictions

308.1 City Streets and County Roads

The minimum width of local roads and streets that are to be reconstructed as part of a freeway or expressway project should conform to locally adopted standards except as described below.

Where a local facility, not on the NHS, within the State right of way crosses over or under a freeway or expressway but has no connection to the State facility, the minimum design standards for the cross section of the local facility within the State's right of way shall be the local agency adopted standards. If the local facility is on the NHS, AASHTO standards will apply**.** If the local agency has standards that exceed AASHTO standards, then the local agency standards can apply. See the Local Assistance Procedures Manual Chapter 11 for information on design guidance and documentation of design decisions for local assistance projects.

AASHTO standards for local roads and streets are given in AASHTO, A Policy on Geometric Design of Highways and Streets. These standards relate to the functional classification and system characteristics of the local roadway system. See Chapter 1 of these standards for information on the functional classification and system characteristics of roadways.

AASHTO, A Policy on Geometric Design of Highways and Streets, gives minimum lane and shoulder widths. When selecting a cross section, the effects on capacity of commercial vehicles and grades should be considered as discussed under Topic 102 and in the Transportation Research Board, Highway Capacity Manual.

The minimum width of 2-lane overcrossing structures shall not be less than 32 feet face of curb to face of curb.

If the local agency has definite plans to widen the local street either concurrently or within 5 years following freeway construction, the reconstruction to be accomplished by the State should generally conform to the widening planned by the local agency. Stage construction should be considered where the planned widening will occur beyond the 5-year period following freeway construction or where the local agency has a master plan indicating an ultimate width greater than the existing facility. Where an undercrossing is involved, the initial structure construction should provide for ultimate requirements.

Where a local facility crosses over or under a freeway or expressway and connects to the State facility (such as ramp terminal intersections), the minimum design standards for the cross section of the local facility shall be at least equal to those for a conventional highway with the exception that the outside shoulder width shall match the approach roadway, but not less than 4 feet, and as shown below.

Where the 2-lane local facility connects to a freeway within an interchange, the lane width of the local facility shall be 12 feet.

Where a multilane local facility connects to a freeway within an interchange, the outer most lane in each direction of the local facility shall be 12 feet.

Shoulder width shall not be less than 5 feet when railings or other lateral obstructions are adjacent to the right edge of shoulder.

If gutter pans are used, then the minimum shoulder width shall be 3 feet wider than the width of the gutter pan being used.

The minimum width for two-lane overcrossing structures at interchanges shall be 40 feet curb-to-curb.

Topic 309 – Clearances

309.1 Horizontal Clearances for Highways

(1) *General.* The horizontal clearance to all roadside objects should be based on engineering judgment with the objective of maximizing the distance between roadside objects and the edge of traveled way. Engineering judgment should be exercised in order to balance the achievement of horizontal clearance objectives and reduction of maintenance cost and exposure to workers, with the prudent expenditure of available funds.

Certain yielding types of fixed objects, such as sand filled barrels, guardrail, breakaway wood posts, etc. may encroach within the clear recovery zone (see Index 309.1(2)). While these objects are designed to reduce the severity of accidents, efforts should be made to maximize the distance between any object and the edge of traveled way.

Horizontal clearances are measured from the edge of the traveled way to the nearest point on the obstruction (usually the bottom). Consideration should be given to the planned ultimate traveled way width of the highway facility. **Horizontal clearances greater than those cited below under Subsection (3) - "Minimum Clearances" shall be provided where necessary to meet horizontal stopping sight distance requirements.** See subsection (4) for high speed rail clearance guidance. See discussion on "... technical reductions in design speed..." under Topic 101.

(2) *Clear Recovery Zone (CRZ).* The roadside environment can and should be made as safe as practical. A clear recovery zone is an unobstructed, relatively flat (4:1 or flatter) or gently sloping area beyond the edge of the traveled way which affords the drivers of errant vehicles the opportunity to regain control. For embankment slopes, a clear recovery zone of 4:1 or flatter should apply on all highways with distances referenced in Subsection (2)(a), except if guardrail or barrier is provided. Dike, curb and gutter are acceptable within the clear recovery zone, but there are limitations if used with guardrail. See the

Traffic Safety Systems Guidance for information on guardrail and barrier placement. The AASHTO Roadside Design Guide provides detailed design guidance for creating a forgiving roadside environment. See also Index 304.1 regarding side slopes.

See DIB 79 for 2R, 3R, certain storm damage, protective betterment, operational, and safety projects on two-lane and three-lane conventional highways.

The following clear recovery zone widths are the minimum desirable for the type of facility indicated. Consideration should be given to increasing these widths based on traffic volumes, operating speeds, terrain (e.g., steeper than 4:1), horizontal curvature, and costs associated with a particular highway facility:

- Freeways and Expressways – 30 feet
- Conventional Highways – 20 feet*

*On conventional highways with posted speeds less than or equal to 35 miles per hour and curbs, clear recovery zone widths do not apply. See minimum horizontal clearance, Index 309.1(3)(c).

(a) Necessary Highway Features.

Fixed objects, when they are necessary highway features, including, but not limited to, bridge piers, abutments, retaining walls, and noise barriers closer to the edge of traveled way than the distances listed above should be eliminated, moved, redesigned to be made yielding, or shielded in accordance with the following guidelines:

- Fixed objects, when they are necessary highway features, should be eliminated or moved outside the clear recovery zone to a location where they are unlikely to be hit.
- If necessary highway features such as sign posts or light standards cannot be eliminated or moved outside the clear recovery zone, they should be made yielding with a breakaway feature.
- If a fixed object, when they are necessary highway features, cannot be eliminated, moved outside the clear recovery zone, or modified to be made yielding, it should be shielded by guardrail, barrier or a crash cushion.

Shielding and breakaway features must be in conformance with the guidance found in Traffic Safety Systems Guidance. For input on the need for shielding at a specific location, consult District Traffic Operations.

Existing above-ground utilities and existing large trees as defined in Index 904.5(1) should conform to the guidance associated with necessary highway features stated above. When the planting of trees is being considered, see the additional discussion and standards in Chapter 900.

(b) Discretionary Fixed Objects.

Discretionary fixed objects are features or facilities that are not necessary for the safety, maintenance or operation of the highway, but may enhance livability and sustainability. These may include, but are not limited to, transportation art, gateway monuments, solar panels, and memorial/historical plaques or markers. See Subsection (4) for high speed rail clearance guidance. When discretionary fixed objects are constructed on freeways, expressways or conventional highways, they should be located beyond the clear recovery zone at a minimum of 52 feet horizontally or 8 feet vertically up-slope from the planned ultimate edge of traveled way. However, if discretionary fixed objects are to be placed less than the 52 feet horizontally or less than the 8 feet vertically up-slope, they should be made breakaway or shielded behind existing guardrail, barrier or other safety device.

Shielding and breakaway features must be in conformance with the guidance found in Traffic Safety Systems Guidance. For input on the need for shielding at a specific location, consult District Traffic Operations.

Where compliance with the guidelines stated in Subsections (2)(a) and (b) are impractical, the minimum horizontal clearance cited in Subsection (3) Minimum Clearances shall apply to the unshielded fixed object. These minimum horizontal clearances apply to yielding objects as well.

(3) *Minimum Clearances.* **The following minimum horizontal clearances shall apply to all objects that are closer to the edge of traveled way than the clear recovery zone distances listed above:**

(a) **The minimum horizontal clearance to all objects, such as bridge rails and safety-shaped concrete barriers, as well as sand-filled barrels, guardrail, etc., on all freeway and expressway facilities, including auxiliary lanes, ramps, and collector-distributor roads, shall be equal to the standard shoulder width of the highway facility as stated in Table 302.1. A minimum clearance of 4 feet shall be provided where the standard shoulder width is less than 4 feet. Approach rail connections to bridge rail may require special treatment to maintain the standard shoulder width.**

(b) **The minimum horizontal clearance to walls, such as abutment walls, retaining walls in cut locations, and noise barriers on all facilities, including auxiliary lanes, ramps and collector-distributor roads, shall not be less than 10 feet per Table 302.1.**

(c) **On conventional highways, frontage roads, city streets and county roads within the State right of way (all without curbs), the minimum horizontal clearance shall be the standard shoulder width as listed in Tables 302.1 and 307.2, except that a minimum clearance of 4 feet shall be provided where the standard shoulder width is less than 4 feet.** For RRR projects, widths are provided in DIB 79.

On conventional highways with curbs, typically in urban conditions, a minimum horizontal clearance of 1 foot 6 inches should be provided beyond the face of curbs to any obstruction. On curbed highway sections, a minimum clearance of 3 feet should be provided along the curb returns of intersections and near the edges of driveways to allow for design vehicle offtracking (see Topic 404). Where sidewalks are located immediately adjacent to curbs, fixed objects should be located beyond the back of sidewalk to provide an unobstructed area for pedestrians.

In areas without curbs, the face of Type 60 concrete barrier should be constructed integrally at the base of any retaining, pier, or abutment wall which faces traffic and is

15 feet or less from the edge of traveled way (right or left of traffic and measured from the face of wall). See Index 1102.2 for the treatment of noise barriers.

The minimum width of roadway openings between Temporary Barrier System on bridge deck widening projects should be obtained from the HQ Transportation Permit Program.

The HQ Transportation Permit Program must be consulted on the use of the route by overwidth loads.

See Traffic Safety Systems Guidance for other requirements pertaining to clear recovery zone, guardrail at fixed objects and embankments, and crash cushions.

(4) *High Speed Rail Clearances.* When a high speed rail corridor is to be constructed longitudinally to a freeway, expressway or a conventional highway with posted speeds over 40 miles per hour, the nearest fixed object or feature associated with the operation of the rail facility should be located a minimum of 52 feet horizontally from the planned ultimate edge of the traveled way. **The minimum shoulder width adjacent to barrier (longitudinal to the high speed rail) shall be 10 feet, in addition to the fixed objects in Table 302.1 Note (8).** See Index 62.10 for the definition of high speed rail. The terrain and the required highway features between the edge of traveled way and the rail facility to be constructed must be evaluated to determine on a case-by-case basis whether or not shielding behind guardrail, barrier or other safety device in conformance with the guidance found in Traffic Safety Systems Guidance is needed. For input on the need for shielding at a specific location, consult District Traffic Operations.

(5) *Other Transportation Facilities.* Contraflow BRT, light rail facilities, and heavy rail facilities are considered fixed objects and the clearances noted in Index 309.1 apply.

Parallel BRT facilities are preferred to have the following minimum separation between lanes:

- Freeways and Expressways** – 4 feet
- Conventional Highways (see also Index 108.5)
  - Posted Speeds over 40 miles per hour – 4 feet
  - Posted Speeds equal or greater than 25 miles per hour and up to 45 miles per hour in an urban environment –2 feet, with curbed separation, 4 feet with 2-foot curbed separation recommended.

**See "A Guide for HOT Lane Development", FHWA, and Caltrans High Occupancy Vehicle Guidelines for additional information.

309.2 Vertical Clearances

(1) *Major Structures.*

(a) Freeways and Expressways, All construction except overlay projects – **16 feet 6 inches shall be the minimum vertical clearance over the roadbed of the State facility (e.g., main lanes, shoulders, ramps, collector-distributor roads, speed change lanes, etc.).**

(b) Freeways and Expressways, Overlay Projects – **16 feet shall be the minimum vertical clearance over the roadbed of the State facility.**

(c) Conventional Highways, Parkways, and Local Facilities, All Projects – **15 feet shall be the minimum vertical clearance over the traveled way and 14 feet 6 inches**

shall be the minimum vertical clearance over the shoulders of all portions of the roadbed.

(2) *Minor Structures.* **Pedestrian over-crossings shall have a minimum vertical clearance 2 feet greater than the standard for major structures for the State facility in question. Sign structures shall have a vertical clearance of 18 feet over the roadbed of the State facility.**

(3) *Rural Interstates and Single Routing in Urban Areas:* This subset of the Interstate System is composed of all rural Interstates and a single routing in urban areas. Those routes described in Table 309.2B and Figure 309.2 are given special attention in regards to minimum vertical clearance as a result of agreements between the FHWA and the Department of Defense. **Vertical clearance for structures on this system shall meet the standards listed above for freeways and expressways.** In addition to the standards listed above, vertical clearances of less than 16 feet over any portion of this system must be approved by FHWA in coordination with Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA). Documentation in the form of a Design Standard Decision Document must be submitted to FHWA to obtain approval for less than 16 feet of vertical clearance. Vertical clearances of less than 16 feet over any Interstate will require FHWA/SDDCTEA notification. See http://www.fhwa.dot.gov/design/090415.cfm

(4) *General Information.* The standards listed above and summarized in Table 309.2A are the minimum allowable on the State highway system for the facility and project type listed. For the purposes of these vertical clearance standards, all projects on the freeway and expressway system other than overlay projects shall be considered to be covered by the "new construction" standard.

When approved by a design exception (see HDM Index 82.2) clearances less than the values given above may be allowed on a case by case basis given adequate justification based upon engineering judgment, economic, environmental or right of way considerations. Typical instances where lesser values may be approved are where the structure is protected by existing lower structures on either side or where a project includes an existing structure that would not be feasible to modify to the current standard. In no case should vertical clearance be reduced below 15 feet over the traveled way or 14 feet 6 inches over the shoulders over any portion of a State highway facility.

Table 309.2A

Minimum Vertical Clearances

	Traveled Way	Shoulder
Freeways and Expressways, New Construction, Lane Additions, Reconstruction and Modification	16½ ft	16½ ft
Freeways and Expressways, Overlay Projects	16 ft	16 ft
All Projects on Conventional Highways and Local Facilities	15 ft	14½ ft
Sign Structures	18 ft	18 ft
Pedestrian, Bicycle Overcrossings, and Minor Structures	Standard + 2 ft See 309.2(2)	
Structures on the Rural and Single Interstate Routing System	See 309.2(3)	

Figure 309.2

Department of Defense Rural and Single Interstate Routes

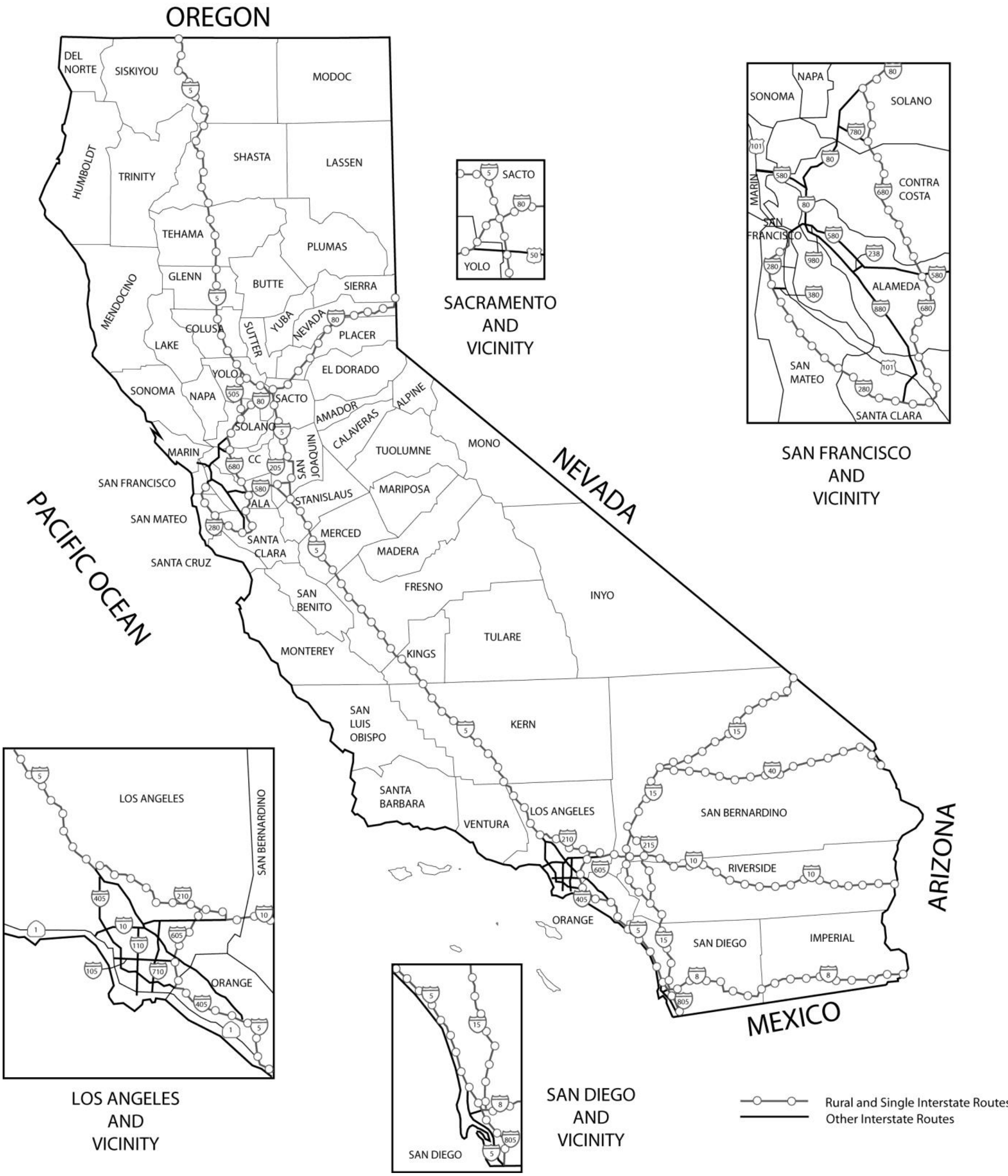


Table 309.2B

California Routes on the Rural and Single Interstate Routing System

ROUTE	FROM	TO
I-5	U. S. Border	I-805 just N. of U. S. Border
I-5	I-805 N. of San Diego	I-405 near El Toro
I-5	I-210 N. of Los Angeles	Oregon State Line
I-8	I-805 near San Diego	Arizona State Line
I-10	I-210 near Pomona	Arizona State Line
I-15	I-8 near San Diego	Nevada State Line
I-40	Junction at I-15 near Barstow	Arizona State Line
I-80	I-680 near Cordelia	Nevada State Line
I-205	Junction at I-580	Junction at I-5
I-210	I-5 N. of Los Angeles	I-10 near Pomona
I-215	I-15 near Temecula	I-15 near Devore
I-280	Junction at I-680 in San Jose	At or near south city limits of San Francisco to provide access to Hunter's Point
I-405	I-5 near El Toro	Palo Verde Avenue just N. of I-605
I-505	Junction at I-80	Junction at I-5
I-580	I-680 near Dublin	Junction at I-5
I-605	I-405 near Seal Beach	I-210
I-680	Junction at I-280 in San Jose	I-80 near Cordelia
I-805	I-5 just N. of U. S. Border	I-5 N. of San Diego

Efforts should be made to avoid decreasing the existing vertical clearance whenever possible and consideration should be given to the feasibility of increasing vertical clearance on projects involving structural section removal and replacement. Any project that would reduce vertical clearances below 16 feet 6 inches or lead to an increase in the vertical clearance should be brought to the attention of the Project Delivery Coordinator or District approval authority, depending upon the current District Design Delegation Agreement, the District Permit Engineer and the Regional Permit Manager at the earliest possible date.

The Regional Permit Manager should be informed of any changes (temporary or permanent) in vertical clearance.

(5) Federal Aid Participation. Federal-aid participation is normally limited to the following maximum vertical clearances unless there are external controls such as the need to provide for falsework clearance or the vertical clearance is controlled by an adjacent structure in a multi-structure interchange:

(a) Highway Facilities.

- 17 feet over freeways and expressways.
- 15 feet 6 inches over other highways (15 feet over shoulders).
- For pedestrian structures, 2 feet greater than the above values.

(b) Railroad Facilities.

- 23 feet 4 inches over the top of rails for non-electrified rail systems.
- 24 feet 3 inches over the top of rails for existing or proposed 25 kv electrification.
- 26 feet over the top of rails for existing or proposed 50 kv electrification.

These clearances include an allowance for future ballasting of the rail facility. The cost of reconstructing or modifying any existing railroad-highway grade separation structure solely to accommodate electrification will not be eligible for Federal-aid highway fund participation. Where a rail system is not currently electrified, the railroad must have a plan adopted which specifies the intent to electrify the subject rail segment within a reasonable time frame in order to provide clearances in excess of 23 feet 4 inches.

Any exceptions to the clearances listed above should be reviewed with the FHWA early in the design phase to ensure that they will participate in the structure costs. All excessive clearances should be documented in the project files. Documentation must include reasons for exception including the railroad's justification for increased vertical clearance based on an analysis of engineering, operational and/or economic conditions at a specific structure location with appropriate approval by the HQ Right of Way, Railroad Agreement Coordinator and concurrence by the FHWA.

See Index 1003.1(3) for guidance on Class I bikeway vertical clearance.

309.3 Tunnel Clearances

Cross sections for tunnels should match the full paved width of the approach roadways, including shoulders. See Topics 301 and 302.

(1) *Horizontal Clearances.* Tunnel construction is so infrequent and costly that the width should be considered on an individual basis. For the minimum horizontal clearance standards for freeway and expressway tunnels see Index 309.1.

A minimum emergency egress walkway width of 4 feet shall be provided on one side. The emergency egress walkway should be elevated a minimum of 6 inches or separated from the roadway with barrier.

In one-way tunnels on conventional highways the minimum side clearance from the edge of the traveled way shall be 4 feet on the left and 6 feet on the right. For two-way tunnels, this clearance shall be 6 feet on each side. This clearance provides space for bicycle lanes or for bicyclists who want to use the shoulder.

(2) *Vertical Clearances.* **For conventional highways the minimum vertical clearance listed in Index 309.2(1)(c) shall be used. On freeways and expressways, the vertical clearance listed in Index 309.2(1)(a) and (b) shall be used.** Cost weighed against the probability of over-height vehicles will be the determining factors.

309.4 Lateral Clearance for Elevated Structures

Adequate clearance must be provided for maintenance, repair, construction, or reconstruction of adjacent buildings and of the structure; to avoid damage to the structure from a building fire or to buildings from a vehicle fire; to permit operation of equipment for fire fighting and other emergency teams. **The minimum horizontal clearance between elevated highway structures, such as freeway viaducts and ramps, and adjoining buildings or other structures shall be 15 feet for single-deck structures and 20 feet for double-deck structures. Spot encroachments on this clearance shall be approved in accordance with Index 82.2.**

309.5 Structures Across or Adjacent to Railroads

Regulations governing clearances on railroads and street railroads with reference to side and overhead structures, parallel tracks, crossings of public roads, highways, and streets are established by the PUC. The PUC requirements are minimums for all grade separated structures. The railroad clearances are much greater due to operational requirements.

(1) *Normal Horizontal and Vertical Clearances.* Although General Order No. 26-D specifies a minimum vertical clearance of 22 feet 6 inches above tracks on which freight cars not exceeding a height of 15 feet 6 inches are transported, a <u>minimum of 23 feet 4 inches should be used in design to allow for reballasting and normal maintenance of track. Railroads on which freight cars are not operated, should have a minimum vertical clearance of 19 feet</u>. See Index 309.2(5)(b) for FHWA maximums. In establishing the grade line, the District should consult the DES to obtain the depth of structures and false work requirements, if any (see Index 204.8(4)).

Horizontal clearance from piers, abutments, and barriers shall be 25 feet minimum to centerline of track. For clearances less than 25 feet, the piers supporting bridges over the railroads are to be heavy construction or are to be protected by a reinforced concrete crash wall. Piers are to be considered heavy construction if they have a cross-sectional area equal to or greater than that required for the crash wall where the larger of its dimension is parallel to the track.

Crash walls for piers from 12 to 25 feet clearance from the centerline of track are to have a minimum height of 6 feet above the top of rail. Piers less than 12 feet clearance from the centerline of track are to have a minimum crash wall height of 12 feet above the top of rail. Horizontal clearances other than those stated above must be approved by the PUC and concurred by the affected railroad entity. Coordinate early in the design phase of the project with the District Railroad Coordinator when railroad agreements are required.

For future planned track expansion, a minimum horizontal clearance distance of 20 feet between existing and future track centerlines shall be provided for freight tracks and 25 feet for commuter tracks. See Figure 309.5A for typical horizontal railroad clearances and Figure 309.5B for limits of permanent vertical clearance envelope for grade separated structures.

Code of Federal Regulations 646.212(a)(2) provides that if the railroad establishes to the satisfaction of the Department and FHWA that it has definite demand and plans for installation of additional tracks within a reasonable time, for grade separation structures, Federal funds may be used to provide space for more tracks than are in place.

Vertical clearance greater than 23 feet 4 inches may be approved on a site by site basis where justified by the railroad to the satisfaction of the Department and the FHWA. A railroad's justification for increased vertical clearance should be based on an analysis of engineering, operational and/or economic conditions and the need for future tracks at a specific location. Contact the District Railroad Coordinator for further information.

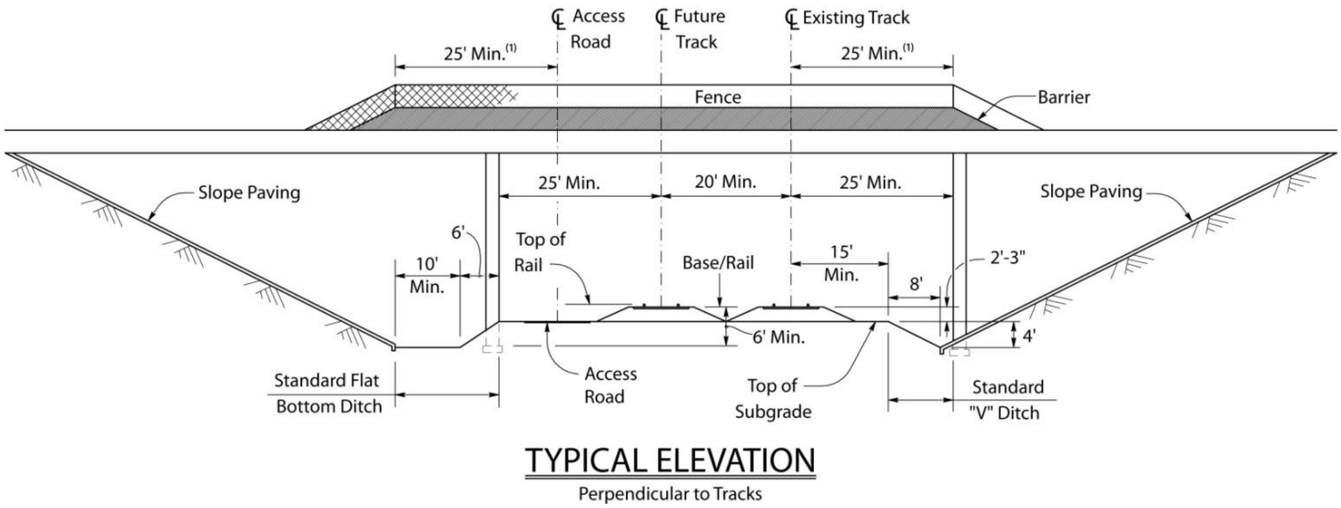
Table 309.5A

Minimum Vertical Clearances Above Highest Rail

Type of Structure	Type of Operation	
	Normal Freight	No Freight Cars Operated
Highway overhead and other structures including through railroad bridges.	23' – 4"	19' – 0"

Figure 309.5A

Typical Horizontal Railroad Clearance from Grade Separated Structures



NOTE:

The limits of the fence with barrier rail should extend to the limits of railroad right-of-way or a minimum of 25 feet beyond the centerline of the outermost existing track, future track or access roadway, whichever is greater.

Figure 309.5B

Permanent Railroad Clearance Envelope

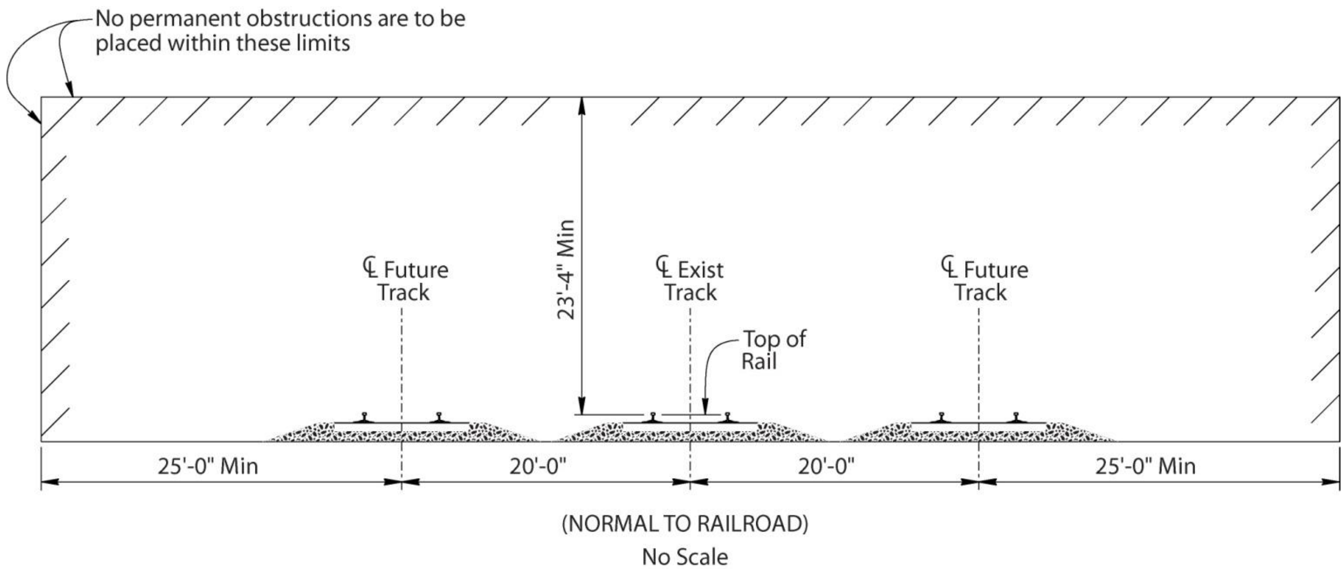


Table 309.5B

Minimum Horizontal Clearances to Centerline of Nearest Track

Type of Structure	Off-track Maintenance Clearance	Tangent Track Clearance	Normal Curved Track (1) Clearance	Curved Track Clearances When Space is Limited(1)	
				Curves of 0° to 12°	Curves of 12° or more
Through rail-road bridge	None	8' – 0"(2)(4)	9' – 0"(2)(4)		
Highway over- head and other structures	18' – 0" clear to face of pier or abutment on side railroad requires for equipment road.	8' – 6"(4)	9' – 6"(4)	8' – 6" (Min.)(3)	8' – 6" + ½"(3) per degree of curve.
Curbs		10' – 0"			

NOTES:

(1) The minimum, in general, is one foot greater than for tangent track.

(2) With approval of P.U.C.

(3) Greater clearance necessary if walkway is required.

(4) Collision walls may be required. See Index 309.5(1).

At underpasses, General Order No. 26-D establishes a minimum vertical clearance of 15 feet above any public road, highway or street. **However, the greater clearances specified under Index 309.2 shall be used.**

For at grade crossings, all curbs, including median curbs, should be designed with 10 feet of clearance from the track centerline measured normal thereto.

(2) *Off-track Maintenance Clearance.* The 18-foot horizontal clearance is intended for sections of railroad where the railroad company is using or definitely plans to use off-track maintenance equipment. This clearance is provided on one side of the railroad right of way.

On Federal-aid projects, where site conditions are such that off-track maintenance clearance at an overhead is obtained at additional cost, Federal-aid funds may participate in the costs of such overhead designs that provide up to 18 feet 2 inches horizontal clearance on one side of the track. In such cases, the railroad is required to present a statement that off-track maintenance equipment is being used, or is definitely planned to be used, along that section of the railroad right of way crossed by the overhead structure.

(3) *Walkway Clearances Adjacent to Railroads At Grade.* All plans involving construction adjacent to railroads at grade should be such that there is no encroachment on the walkway adjoining the track. Walkway requirements are set forth in General Order No. 118 of the PUC. Where excavations encroach into walkway areas, the contractor is required to construct a temporary walkway with handrail as set forth in the contract special provisions.

(4) *Approval.* All plans involving clearances from a railroad track must be submitted to the railroad for approval as to railroad interests. Such clearances are also subject to approval by the PUC.

To avoid delays, early consideration must be given to railroad requirements when the planning phase is started on a project.

Topic 310 – Frontage Roads

310.1 Cross Section

Frontage roads are normally relinquished to local agencies. When Caltrans and a county or city enter into an agreement (cooperative agreement, freeway agreement, or other type of binding agreement), the CTC may relinquish to the county or city any frontage or service road or outer highway within that city or county. The relinquished right of way (called a collateral facility) should be at least 40 feet wide and have been constructed as part of a State highway project. Index 308.1 gives width criteria for city streets and county roads. These widths are also applicable to frontage roads. **However, the minimum paved 2-lane cross section width including 4-foot shoulders without curb and gutter shall be:**

- **32 feet if 12-foot lanes are to be provided;**
- **30 feet if 11-foot lanes are to be provided.**

The minimum paved 2-lane cross section width, including 5-foot shoulders and curb and gutter shall be:

- **34 feet if 12-foot lanes are to be provided;**

- **32 feet if 11-foot lanes are to be provided.**

310.2 Outer Separation

In urban areas and in mountainous terrain, the width of the outer separation should be a minimum of 26 feet from edge of traveled way to edge of traveled way. A greater width may be used where it is obtainable at reasonable additional cost, for example, on an urban highway centered on a city block and paralleling the street grid.

In rural areas, other than mountainous terrain, the outer separation should be a minimum of 40 feet wide from edge of traveled way to edge of traveled way.

See Figure 307.4B for cross sections of outer separation and frontage road.

310.3 Headlight Glare

Care should be taken when designing new frontage roads to avoid the potential for headlight glare interfering with the vision of motorists, bicyclists, and pedestrians traveling in opposite directions on the frontage roads and in the outer freeway lanes. Consideration should also be given to bike and pedestrians paths. To prevent headlight glare interference on new construction, the preferred measures are for wider outer separations, revised alignment and raised or lowered profiles.