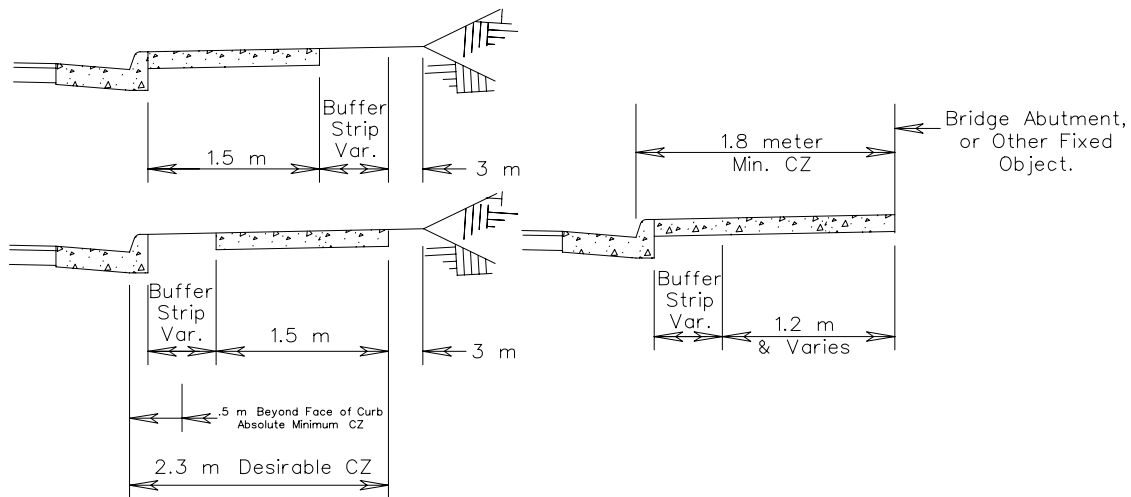


Determination of the width of the recovery area at the toe of slope should take into consideration right of way availability, environmental concerns, economic factors, safety needs, and accident histories. Also, the distance between the edge of the travel lane and the beginning of the 3:1 slope should influence the recovery area provided at the toe of slope. While the application may be limited by several factors, the fill slope parameters which may enter into determining a maximum desirable recovery area are illustrated in FIGURE A-2-4M .

Source: The 2002 AASHTO Roadside Design Guide and errata August 2001- February 2003.



**FIGURE A-2-1M
URBAN CLEAR ZONE WIDTH GUIDELINES**

CLEAR ZONE COST-EFFECTIVENESS ANALYSIS

For projects where the clear zone widths from the AASHTO Roadside Design Guide are under consideration, Freeways; Rural and Urban Arterials (with shoulders); and Rural and Urban Collectors (with shoulders) with design speeds of 80 kph or greater and with a design year ADT greater than 2000, an early cost-effectiveness analysis is required to determine the feasibility of providing the recoverable areas to meet the clear zone requirements shown in TABLE A-2-1M. This analysis should be done during the preliminary plan development process and should involve determining the additional construction and R/W costs to provide the desired clear zone.