

SECTION B – 5 – OTHER DESIGN CONSIDERATIONS

A. **CLEAR ZONE** (i.e. Setback for non-breakaway fixed objects)

Except as may be authorized by land use permit, the right of way along public streets and highways maintained by VDOT must remain clear of all obstacles that are not designed to break away under impact. For the purposes of this section, breakaway structures are defined as a single 4"x4" square or 4" diameter wooden post or a standard strength, metal pipe post no greater than a 2" diameter. When curbing is used, the clear zone is measured from the face of the curb, except where a bike lane or parking lane exists between the curb and the traveled way. In such a case, clear zone may be measured from the edge of the traveled way. For shoulder and ditch sections, clear zone is measured from the edge of pavement.

Mailboxes and newspaper boxes may be placed on VDOT right of way. Placement should not interfere with safety, maintenance and use of the roadway. Support structures for *multiple mailboxes shall be designed and constructed in accordance with VDOT's Road and Bridge Standard RFD-1 located at <http://www.virginiadot.org/business/locdes/road-and-bridge-standards.asp>. However, lightweight newspaper boxes may be mounted on the side of the support structure. Breakaway structures noted above will be acceptable as a mailbox post.

Traffic volume, operational or design speed of the street, and the typical cross section of the street determines the required clear zone. The geometric design Tables 1, 2 and 3 in Section B-3-Roadway Geometric Design Criteria provide clear zone requirements for subdivision streets. Any structures or landscaping, including fences, stone or brick mailbox posts, columns or walls that do not meet breakaway requirements may not be located within the clear zone and will require review by the Resident Engineer to be placed on the right of way. If approved by the Resident Engineer, a land use permit must be issued for any such obstacle. However, no obstacles, even if they meet breakaway requirements, will be placed within the 3-foot clear zone of a shared use path. For curb and gutter streets with parking lanes, the clear zone is accommodated within the parking lane. However, VDOT has established a 3' minimum setback requirement behind the curb. See note 6 on Table 1 in section B-3-Roadway Geometric Design Criteria.

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