

ROADWAYS WITH CURB

High-Speed Roadways with curb

For roadways with design speeds of ≥ 50 mph, curb should ONLY be utilized in special situations. These situations may include, but are not limited to the following:

- Drainage considerations
- Need for access control
- Right of way restrictions

Source: AASHTO Green Book, Chapter 4

When necessary to utilize curb on a roadway with a design speed ≥ 50 mph for one of the situations listed above, a clear zone distance commensurate with prevailing traffic volumes and vehicle speeds is to be provided. (See AASHTO's Roadside Design Guide, Chapter 3).

In situations where these clear zone widths are not practical, the greatest practical values should always be utilized. The lateral offset shall extend a minimum of 8' from the face of curb, or beyond the back of the sidewalk, whichever is greater (See Figure A-2-1, Case 3).

Low-Speed Roadways with curb

When curb is utilized on urban roadways with design speeds of ≤ 45 mph, the greatest practical lateral offset is to be provided, and shall extend a minimum of 8' from the face of curb, or beyond the back of the sidewalk, whichever is greater. See Figure A-2-1, Case 3.

In situations where space is restricted, the lateral offset distance may be reduced to an absolute minimum of 1.5' beyond the face of the curb, with wider distances provided where practical. See Figure A-2-1, Case 4. (Source: AASHTO Roadside Design Guide, Chapter 3 and 2004 AASHTO "Green Book", Chapters 4 and 5) The justification for not providing a minimum 8' lateral offset beyond the face of curb (or to the back of sidewalk) is to be documented in the project file (e.g. Preliminary Field Inspection Report, recommendation from Right of Way Division, etc.).*

* Rev. 7/08