

## PEDESTRIAN RAMPS

See Instructional and Informational Memoranda [IIM LD- 55](#).

## CURB AND CURB AND GUTTER

### Mountable Type Curb\*

Curb and/or curb and gutter should be utilized in special situations ONLY on highways with design speeds of 50 mph or greater. These situations may include, but are not limited to, drainage considerations, access control and right of way restrictions. Whenever necessary to utilize curb and/or curb and gutter on a highway with a design speed of 50 mph or greater, mountable type curb (Standard CG-3 / CG-7) shall be used. Because Urban Principal Arterial highways are typically free-flowing with higher operating speeds, mountable type curb (Standard CG-3 / CG-7) shall be used with design speeds of 45 mph or greater. (See AASHTO Green Book, Chapter 4)

### Barrier Type Curb

The use of barrier type curb (standard CG-2 / CG-6) is limited to low-speed highways (design speeds 45 mph or less) with the exception of urban principal arterials mentioned above. The same standard entrance gutter, street connection, median strip, etc. Is used for standard CG-3 / CG-7 and standard CG-2 / CG-6.

## GRADING CONTOURS

The need to provide proposed grading contours at interchange locations should be discussed at field inspection. Particular attention should be given to contouring gore areas and areas where drainage structures will be constructed to insure that the final design can be safely traversed by a vehicle within the established [clear zone](#) for a particular project. Gore areas at entrance ramps in cut situations should also be discussed to assure that adequate [horizontal sight distance](#) will be provided. Unless otherwise directed, as a result of field inspection or written recommendations, proposed grading contours are to be included in the plan assembly using 2 foot (1 meter) intervals. The proposed contours are to cover either all or portions of the interchange area where the design can more clearly be defined in order that the plans clearly reflect the limits of fill or cut construction. This will also be of benefit in the placement of guardrail, in the interest of safety and general final appearance of the proposed design.

## CONSTRUCTION OF CATTLE PASSES

Cattle passes will not be built on two-lane highways with right of way of 110 feet (33 m) or less; however, existing structures may be widened. If the property owner desires a cattle pass and pays the difference between such a structure and the structure that is required for drainage, then a cattle pass may be constructed.

---

\* Rev. 7/08