

Under urban conditions the minimum setback for any obstructions should be as close to the right of way line as possible or 1.5 feet behind the curb. Where sidewalks are to be included, it is desirable to locate all obstructions behind the sidewalk.

Safety items for reducing the severity of run-off-the-road accidents include traffic barriers (including bridge rails), flattening slopes to eliminate the need for either existing barrier or contemplated barrier placement, crash cushions, breakaway or yielding sign supports, and breakaway luminaire supports.

The priority for action relative to roadside hazards is to:

- Remove or redesign
- Relocate
- Make breakaway
- Redirect by using appropriate barrier
- Delineate

To enhance safety, all RRR projects should provide the following:

Evaluation of existing traffic barrier and end treatments to determine whether they are necessary and meet applicable guidelines and standards. The extent to which the barrier must be upgraded should be consistent.

Appropriate transition and connection of approach rail to bridge rail.

Mitered end sections for both parallel and cross-drain structures located in the clear zone.

Relocating, shielding, or providing breakaway features for sign supports and luminaires.

Protection for exposed bridge piers and abutments.

Drop inlets with traversable grates that are not a hazard to be used within the clear zone.