

## SUDAS Revision Submittal Form

**Status Date:** As of 5/17/2019      **Topic:** Clear zones in urban areas  
**Manual:** Design      **Manual Location:** Section 5C-1, Table 5C-1.05

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**Requested Revision:**

**Table 5C-1.05:** Clear Zone for Low-speed (40 mph or less Design Speed) Urban Roadways

Roadway Classification	Distance from the Edge of the Traveled Way, feet <sup>†</sup>	
	<i>Preferred</i>	<i>Acceptable</i>
Arterial	10	7
Collector	8	5.5
Local	8	5.5

<sup>†</sup> Values in the table are measured from the edge of the traveled way. Parking lane, bike lane, and curb offset widths may be included as part of the clear zone; however, a minimum clear zone behind the back of curb of 6 feet (preferred) or 4 feet (acceptable) should be provided regardless of roadway classification. Clear zone requirements also apply along medians of divided roadways.

Source: Maze et al., 2008

**Clear Zone for Low-speed (40 mph or less Design Speed) Urban Roadways with Curbs:** A minimum clear zone behind the back of curb of 6 feet (preferred) or 4 feet (acceptable) should be provided regardless of roadway classification. Clear zone requirements also apply along medians of divided roadways (Maze, 2008; AASHTO Roadside Design Guide, 4<sup>th</sup> Edition).

**Reason for Revision:** Set the preferred and acceptable clear zone on low speed urban roadways without consideration for the roadway classification.

**Comments:** None.

<b>District:</b>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input checked="" type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
<b>Comments:</b>	None.					
<b>Action:</b>	<input type="checkbox"/> Deferred		<input type="checkbox"/> Not Approved		<input checked="" type="checkbox"/> Approved	
<b>District:</b>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input checked="" type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
<b>Comments:</b>	None.					
<b>Action:</b>	<input type="checkbox"/> Deferred		<input type="checkbox"/> Not Approved		<input checked="" type="checkbox"/> Approved	
<b>District:</b>	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
<b>Comments:</b>	None.					
<b>Action:</b>	<input type="checkbox"/> Deferred		<input type="checkbox"/> Not Approved		<input checked="" type="checkbox"/> Approved	
<b>District:</b>	<input checked="" type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
<b>Comments:</b>	None.					
<b>Action:</b>	<input type="checkbox"/> Deferred		<input type="checkbox"/> Not Approved		<input checked="" type="checkbox"/> Approved	
<b>District:</b>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input checked="" type="checkbox"/> 6
<b>Comments:</b>	Rejected the proposed language. Suggested looking at the language to say what's allowed in the clear zone (what's breakaway). <i>Note - already defined by FHWA.</i>					
<b>Action:</b>	<input type="checkbox"/> Deferred		<input checked="" type="checkbox"/> Not Approved		<input type="checkbox"/> Approved	
<b>District:</b>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input checked="" type="checkbox"/> 5	<input type="checkbox"/> 6
<b>Comments:</b>	Reference the roadside design guide. Delete the first part of the first sentence ("parking lane, bike lane, and curb offset widths may be included as part of the clear zone; however"). <i>Note - done.</i>					
<b>Action:</b>	<input type="checkbox"/> Deferred		<input type="checkbox"/> Not Approved		<input checked="" type="checkbox"/> Approved	

**Final District Action Summary:** 5 out of the 6 districts approved; see comments above.

**Board of Directors Action:** Approved.