guidelines established in this topic and placed as shown on Figure 307.4. Local curb standards should be used when requested by local authorities for roads and streets that will be relinquished to them.

# Topic 304 - Side Slopes

## 304.1 Side Slope Standards

Slopes should be designed as flat as is reasonable. For new construction, widening, or where slopes are otherwise being modified, embankment (fill) slopes should be 4:1 or flatter. Factors affecting slope design are as follows:

*(a) Safety.* Flatter slopes provide better recovery for errant vehicles that may run off the road. A cross slope of 6:1 or flatter is suggested for high speed roadways whenever it is achievable. Cross slopes of 10:1 are desirable.

Recoverable slopes are embankment slopes 4:1 or flatter. Motorists who encroach on recoverable slopes can generally stop their vehicles or slow them enough to return to the traveled way safely.

A slope which is between 3:1 and 4:1 is considered traversable, but not recoverable. Since a high percentage of vehicles will reach the toe of these slopes, the recovery area should be extended beyond the toe of slope. The AASHTO Roadside Design Guide should be consulted for methods of determining the preferred extent of the runout area.

Embankment slopes steeper than 3:1 are considered non-recoverable and non-traversable. District Traffic, and the AASHTO Roadside Design Guide should be consulted for methods of determining the preferred treatment.

Regardless of slope steepness, it is desirable to round the top of slopes so an encroaching vehicle remains in contact with the ground. Likewise, the toe of slopes should be rounded to prevent vehicles from nosing into the ground.

*(b) Erosion Control.* Slope designs steeper than 4:1 must be approved by the District Landscape Architect in order to assure compliance with the regulations affecting Stormwater Pollution contained in the Federal Clean Water Act (see Index 82.4). Slope steepness and length are two of the most important factors affecting the erodability of a slope. Slopes should be designed as flat as possible to prevent erosion. However, since there are other factors such as soil type, climate, and exposure to the sun, District Landscape Architecture and the District Stormwater Coordinator must be contacted for erosion control requirements.

A Storm Water Data Report (SWDR) documents project information and considerations pertaining to Storm Water Best Management Practices (BMPs) and Erosion Control methods. The SWDR is prepared and signed by key personnel (including the District Landscape Architect) at the completion of each phase of a project. By signing the SWDR, the District Landscape Architect approves compliance with the proposed slope designs.

*(c) Structural Integrity.* Slopes steeper than 2:1 require approval of District Maintenance. The Geotechnical Design Report (See Topic 113) will recommend a minimum slope required to prevent slope failure due to soil cohesiveness, loading, slip planes and other global stability type failures. There are other important issues found in the Geotechnical Design Report affecting slope design such as the consistency of the soil likely to be exposed in cuts, identification of the presence of ground water, and recommendations for rock fall.

*(d) Economics.* Economic factors such as purchasing right of way, imported borrow, and environmental impacts frequently play a role in the decision of slope length and steepness. In some cases, the cost of stabilizing, planting, and maintaining steep slopes may exceed the cost of

additional grading and right of way to provide a flatter slope.

(e) *Aesthetics*. Flat, gentle, and smooth, well transitioned slopes are visually more satisfying than steep, obvious cuts and fills. In addition, flatter slopes are more easily revegetated, which helps visually integrate the transportation improvement within its surrounding environment. Contact the District Landscape Architect when preparing a contour grading plan.

In light grading where normal slopes catch in a distance less than 18 feet from the edge of the shoulder, a uniform catch point, at least 18 feet from the edge of the shoulder, should be used. This is done not only to improve errant vehicle recovery and aesthetics, but also to reduce grading costs. Uniform slopes wider than 18 feet can be constructed with large production equipment thereby reducing earthwork costs.

Transition slopes should be provided between adjoining cuts and fills. Such slopes should intersect the ground at the uniform catch point line.

In areas where heavy snowfall can be expected, consideration should be given to snow removal problems and snow storage in slope design. It is considered advisable to use flatter slopes in cuts on the southerly side of the roadway where this will provide additional exposure of the pavement to the sun.

## 304.2 Clearance From Slope to Right of Way Line

The minimum clearance from the right of way line to catch point of a cut or fill slope should be 10 feet for all types of cross sections. When feasible, at least 15 feet should be provided.

Following are minimum clearances recommended for cuts higher than 30 feet:

(a) Twenty feet for cuts from 30 feet to 50 feet high.

(b) Twenty-five feet for cuts from 50 feet to 75 feet high.

(c) One-third the cut height for cuts above 75 feet, but not to exceed a width of 50 feet.

The foregoing clearance standards should apply to all types of cross sections.

## 304.3 Slope Benches and Cut Widening

The necessity for benches, their width, and vertical spacing should be finalized only after an adequate materials investigation. Since greater traffic benefits are realized from widening a cut than from benching the slope, benches above grade should be used only where necessary. Benches above grade should be used for such purposes as installation of horizontal drains, control of surface erosion, or intercepting falling rocks. Design of the bench should be compatible with the geotechnical features of the site.

Benches should be at least 20 feet wide and sloped to form a valley at least 1 foot deep with the low point a minimum of 5 feet from the toe of the upper slope. Access for maintenance equipment should be provided to the lowest bench, and if feasible to all higher benches.

In cuts over 150 feet in height, with slopes steeper than 1½:1, a bench above grade may be desirable to intercept rolling rocks. The Division of Engineering Services – Geotechnical Services (DES-GS) should be consulted for assistance in recommending special designs to contain falling and/or rolling rocks.

Cut widening may be necessary:

(a) To provide for drainage along the toe of the slope.

(b) To intercept and store loose material resulting from slides, rock fall, and erosion.

(c) For snow storage in special cases.

(d) To allow for planting.

Where the widened area is greater than that required for the normal gutter or ditch, it should be flush with the edge of the shoulder and sloped upward or downward on a gentle slope, preferably 20:1 in areas of no snow; and downward on a 10:1 slope in snow areas.

### 304.4 Contour Grading and Slope Rounding

Smooth, flowing contours that tie gracefully into the existing roadside help make highway improvements compatible with the surrounding environment. Contour grading is an important factor in roadside design, safe vehicle recovery (see Index 304.1), erosion control, planting, and maintenance of planting and vegetation. Contour grading plans should be prepared to facilitate anticipated roadside treatment. These plans should show flattening of slopes where right of way permits. The tops and ends of all cut slopes should be rounded where the material is other than solid rock. A layer of earth overlying a rock cut also should be rounded.

### 304.5 Stepped Slopes

Stepped cut slopes should be used to encourage material revegetation from the adjacent plants. Stepped slopes are a series of small benches 1 foot to 2 feet wide. Generally, stepped slopes can be used in rippable material on slopes 2:1 or steeper. Steps may be specified for slopes as flat as 3:1. Steps are provided to capture loose material, seed, and moisture. Topsoil should be reapplied to stepped slopes to encourage revegetation.

For appearance, steps on small cuts viewed from the roadway should be cut parallel to the road grade. Runoff is minimized on steps cut parallel to roads with grades up to 10 percent, as long as the natural ravel from construction is left on the steps. Steps less than one-half full should not be cleaned.

High cuts viewed from surrounding areas should be analyzed before a decision is made to form steps parallel to the roadway or horizontal. In some cases, horizontal steps may be more desirable. Special study is also necessary when a sag occurs in the vertical alignment within the cut. In all cases at the ends of cuts, the steps should wrap around the rounded transition.

The detail or contract special provisions should allow about a 20 percent variation, expressed in terms of millimeters. Some irregularity will improve the appearance of the slope by making it appear more natural.

In designing step width, the material's weathering characteristics should generally be considered. Widths over approximately 2 feet should be avoided because of prominence and excessive time to achieve a weathered and natural appearance. Contact the DES-GS and the District Landscape Architect for more information about the width of steps.

## Topic 305 - Median Standards

### 305.1 Width

Median width is expressed as the dimension between inside edges of traveled way, including the inside shoulder. This width is dependent upon the type of facility, costs, topography, and right of way. Consideration may be given to the possible need to construct a wider median than prescribed in Cases (1), (2), and (3), below, in order to provide for future expansion to accommodate:

(a) Other modes of transportation.

(b) Traffic needs more than 20 years after completion of construction.

Any recommendation to provide additional median width should be identified and documented as early as possible and must be justified in a Project Study Report and/or Project Report. Attention should be given to such items as initial costs, future costs for outside widening, the likelihood of future needs for added mixed flow or High-Occupancy Vehicle (HOV) lanes, traffic interruption, future mass transit needs and right of way considerations. (For instance, increasing median width may add little to the cost of a project where an entire city block must be acquired in any event.)

If additional width is justified, the minimum median widths provided below should be increased accordingly.

<u>Minimum median widths for the design year (as described below) should be used in order to accommodate the ultimate highway facility (type and number of lanes):</u>

*(1) Freeways and Expressways.*

(a) Urban Areas. Where HOV lanes or transit facilities are planned, the minimum median width should be 62 feet. Where