

ROAD DESIGN MANUAL REVISIONS
November, 2015

APPENDIX “A”

- Page A-147 – Revised the following language in the third paragraph under “ITEMS TO BE ADDRESSED UNDER MAINTENANCE OF TRAFFIC INCLUDE” from: “Barrier, attenuator service and truck mounted attenuator guidelines and standards are contained in the Construction Zone Safety IIM LD-93. Standards/Special Design Section will be contacted to design the Impact Attenuators. The location of drums, barriers, or barricades, as means of channelizing traffic, should be detailed in the temporary traffic control plans when special conditions exist. Channelizing devices are addressed in the Virginia Work Area Protection Manual (Page 50). Concrete barrier placement is important. There will be instances when construction access in runs of traffic barrier service will be necessary for the contractor to access with materials and equipment. These locations should be reviewed to determine if attenuators or a transition is needed, or time restrictions and use of surface treatment to prevent debris on public travelway. Runs of traffic barrier should be properly transitioned on either end, in the clear zone, as indicated in the Virginia Work Area Protection Manual, for the operating speed during construction.”

To:

“*Concrete*” Barrier, attenuator service and truck mounted attenuator guidelines and standards are contained in the Construction Zone Safety IIM LD-93. Standards/Special Design Section will be contacted to design the Impact Attenuators. The location of drums, barriers, or barricades, as means of channelizing traffic, “*shall*” be detailed in the temporary traffic control plans when special conditions exist. “*Concrete barrier and*” Channelizing devices “*requirements*” are addressed in the Virginia Work Area Protection Manual. Concrete barrier placement is important. There will be instances when construction access in runs of traffic barrier service will be necessary for the contractor to access materials and equipment. These locations should be reviewed to determine if attenuators or a transition is needed. Runs of traffic barrier should be properly transitioned on either end, in the clear zone, as indicated in the Virginia Work Area Protection Manual, for the operating speed during construction. “*For additional information see Appendix I.*”

APPENDIX ‘T’

Page I-6 – Revised the following language in the first paragraph from; “Traffic Barrier Service Concrete Parapet (Single Face) MB-10A or VDOT approved minimum deflection steel barrier is for temporary installation on bridge decks.

Traffic Barrier Service Concrete Parapet (Double Face) MB-11A is for temporary installation on bridge decks. If the traffic is only on one side of the barrier, then that side will have the four (4) bolts. If traffic is on both sides of barrier, then both sides will have four (4) bolts. MB-11A can also be used when the barrier must be anchored to the roadway using steel stakes; one at each corner of the barrier section.”

To;

Temporary Concrete Barriers are referred to as Traffic Barrier Service Concrete (TBSC) and are used to prevent errant vehicles from entering a work zone when site conditions warrant their use. Requirements for anchoring TBSC are described in Appendix A of the Virginia Work Area Protection Manual. When a project requires the use of an anchored barrier the designer shall label and quantify the barrier as Standard MB-10A or MB-11A. The Standard MB-10A Traffic Barrier Service Concrete Parapet (Single Face) is for use on bridge decks only. The Standard MB-11A Traffic Barrier Service Concrete (Double Face) is intended for use on bridge decks and roadway pavements. See the current Road & Bridge Standards MB-10A and MB-11A for installation details.