

- Page A-13M (GS-7M) – Revised the language in the fifth paragraph under “General Notes” from; “*A minimum 9.2m width of surfacing or a minimum 9.2m face to face of curb is to be used within incorporated cities or towns to qualify for maintenance payments.*” To “*For minimum widths for roadway and right of way used within incorporated cities or towns to qualify for maintenance funds see Code of Virginia Section 33.1-41.1.*”

Revised language in “FOOTNOTE” No. 5 from “3:1 and flatter slopes *may* be used...” to “3:1 and flatter slopes *shall* be used...”

Revised language in “FOOTNOTE” No. 7 to delete the following language; “*or provide 1 m wide paved shoulders when the graded shoulder is 1.2 m wide.*”

Revised language in “FOOTNOTE” No. 10 from “see IIM-LD-55” to “see *Appendix A, Section A-5 Bicycle & Pedestrian Facility Guidelines.*”

Added “FOOTNOTE” reference (12) to “Minimum Width Graded Shoulder”.

- Page A-14M (GS-8M) – Revised the language in the sixth paragraph under “General Notes” from; “*A minimum 9.2m width of surfacing or a minimum 9.2m face to face of curb is to be used within incorporated cities or towns to qualify for maintenance payments.*” To “*For minimum widths for roadway and right of way used within incorporated cities or towns to qualify for maintenance funds see Code of Virginia Section 33.1-41.1.*”

Revised language in “FOOTNOTE” No. 4 from “see IIM-LD-55” to “see *Appendix A, Section A-5 Bicycle & Pedestrian Facility Guidelines.*”

Revised language in “FOOTNOTE” No. 6 from “3:1 and flatter slopes *may* be used...” to “3:1 and flatter slopes *shall* be used...”

Revised language in “FOOTNOTE” No. 7 to delete the following language; “*or provide 1 m wide paved shoulders when the graded shoulder is 1.2 m wide.*”

Added “FOOTNOTE” reference (11) to “Minimum Width Graded Shoulder”.

- Page A-17M – Added the following language under “INTRODUCTION”; “*When establishing a full-width clear zone in an urban area is not practical due to right of way constraints, consideration should be given to establishing a reduced clear zone or incorporating as many clear zone concepts as practical such as removing roadside objects or making them crashworthy.*”