

CULVERT EXTENSIONS

The extension of an existing culvert can result in significant changes to the hydraulic performance. Extending the inlet of a culvert operating in inlet control establishes a higher inlet flow line, which will raise the inlet headwater elevation an equal amount. Extending a culvert which operates under outlet control may also increase the headwater because of head losses associated with the longer barrel.

Culvert extensions can cause the approach or the exit flow alignment to be unacceptable. This can usually be corrected by either extending the culvert on a skew angle that will fit the channel alignment or modifying the channel.

Long culvert extensions could cause the culvert to switch from inlet control to barrel (outlet) control, which will result in an increase in headwater.

In addition to the above noted changes, a long culvert extension may also create problems with fish passage through the culvert that should be addressed during the design.

SIGNING, SIGNALS AND PAVEMENT MARKINGS

Traffic control devices such as signing, signals, and pavement markings shall be reviewed for conformance with the [Manual on Uniform Traffic Control Devices \(MUTCD\)](#), [Virginia Supplement to the MUTCD](#) and VDOT's [Road and Bridge Standards](#).

While traffic control devices cannot fully mitigate all problems associated with substandard geometric features, they are a relatively low cost measure that can compensate for certain operational deficiencies.

Where roadway geometry or other roadway or roadside features are less than standard, do not meet the driver's expectancy, and reconstruction is not feasible, additional signs, markings, delineation and other devices beyond normal requirements of the [MUTCD](#) should be considered.

Judicious use of special traffic regulations, positive guidance techniques, and traffic operational improvements can often forestall expensive reconstruction by minimizing or eliminating adverse safety and operational features on or along existing highways.

Traffic signals should be installed where they are determined to be both warranted and justified in accordance with IIM-TE-387, (Requirements for Signal Justification Reports (SJR) For New and Reconstructed Signals).
http://www.virginia.gov/business/resources/IIM/TE-387_Signal_Justification_Reports.pdf

PLAN REVIEWS

Preliminary Plan Reviews and Field Inspections are to be held in accordance with the standard procedures. The Federal Highway Administration (FHWA) is to be notified of each and invited to attend.

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