

These processes have been structured and oriented to include stakeholders and citizens in the design of transportation systems that improve public mobility, while reflecting the community's values, preserving the scenic, aesthetic, historic and environmental resources, and without compromising safety and mobility

This policy emphasizes the importance of recognizing the flexibility within established standards, especially AASHTO's *Policy on Geometric Design of Highways and Streets* (Green Book), AASHTO's *A Guide for Achieving Flexibility in Highway Design and AASHTO's Guidelines for Geometric Design of Low-Volume Local Roads (ADT ≤ 400)*. While practicable and innovative approaches to using the flexibility inherent in existing standards is encouraged by this policy, individual project development decisions on specific applications of flexibility ultimately rest with the responsible person working with the project manager and the project team. These decisions are made after carefully processing input from all project stakeholders as well as the project team, and evaluating this input with respect to project goals as well as safety and mobility concerns.

For applicable projects, the following note shall be placed on the title sheet under the Functional Classification and Traffic Data Block: NOTE: THESE PLANS WERE DESIGNED IN ACCORDANCE WITH THE AASHTO GUIDELINES FOR GEOMETRIC DESIGN OF VERY LOW-VOLUME LOCAL ROADS (ADT ≤ 400).

SECONDARY PROJECT IMPROVEMENTS

The Special Session II of the 2008 General Assembly passed HB 6016, which amended and reenacted [§33.2-326](#) of the Code of Virginia relating to improvements to the state secondary highway system components. The intent of this Bill is to ensure that the Department provides flexibility in the use of design criteria for improvements to any secondary highway system component(s) by not requiring the Department to comply with all design and engineering standards that would be applicable if the project involved new construction.

The Department currently utilizes the following flexible design Guidelines:

- **RRR Design Guidelines**, which involves the use of minimal improvements to extend the service life and safety for the existing roadway at a fraction of the cost. On Secondary projects that have a 15 year traffic projection of 750 vpd or less, the RRR guidelines are the design concept of choice.
- **Rural Rustic Road Design Guidelines**, which are used on the secondary highway system that have 1500 vpd or less to pave unpaved secondary roads with no or little geometric improvements.

In addition to the above mentioned practices that follow their own set of guidelines, the Department also encourages roadway designers to identify context sensitive solutions to project issues. It is the responsibility of the roadway design Engineer working with the project manager to identify areas where flexibility can be introduced into the design process without compromising safety and mobility.

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