

B. GUARDRAIL

Guardrail shall be provided and installed by the developer as necessary for the safety of the traveling public as determined by the Resident Engineer. Plans should indicate proposed guardrail location. Generally, when fill slopes are 3:1 or flatter, a barrier is not required unless there are hazardous obstacles within the clear zone limits. The developer is encouraged to examine alternatives that eliminate potential hazards in order to avoid the need for guardrail.

In urban and suburban settings with speeds of 45 mph or less that include curb or curb and gutter, the use of guardrail is not recommended. Standard CG-6 is normally used in these areas and is referred to as barrier curb because it has a 6" vertical face and is intended to discourage motorists from deliberately leaving the roadway. Even when mountable curb is used in suburban settings, it is impractical to install guardrail in an attempt to protect pedestrians walking along sidewalks due to the lack of accessibility caused when placing guardrail and terminals adjacent to accessible routes. Sometimes hazards, such as ponds or steep embankments, which need to be shielded, exist on subdivision streets with sidewalk/ sidewalk space. In situations like this, guardrail can be placed behind the sidewalk.

The use of guardrail types that are aesthetically compatible with the surrounding areas should be considered. One acceptable type is "Corten" or weathering steel rail with treated timber post. Alternate types may be considered provided they (i) conform to applicable VDOT standards or the criteria prescribed in the National Cooperative Highway Research Program Report 350, (ii) blend in with their surroundings and (iii) do not create an undue maintenance problem.

C. TRAFFIC CONTROL

All plans should indicate appropriate traffic control signage and devices as designated by the Manual for Uniform Traffic Control Devices (MUTCD) and the Virginia supplement to the MUTCD.

D. STREETScape

Development trends promote the use of trees, sidewalks, bicycle facilities, and shared paths adjacent to but typically set back from vehicle corridors. Trees may also be proposed within unpaved medians and center islands in cul-de-sac designs. Landscaping within the right of way is often allowed by land use permit and maintained by the permittee.