

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 3’ wide paved shoulders when the graded shoulder is 4’ 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-15(GS-8) – Revised the language in the sixth paragraph under “General Notes” from; “*A minimum 30’ width of surfacing or a minimum 30’ 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; “*Provide 4’ wide paved shoulders when the graded shoulder is 5’ wide or greater or provide 3’ wide paved shoulders when the graded shoulder is 4’ wide.*”

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

- Page A-18 – 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.*”
- Page A-19 – Added the following language at the top of the page; “*In an urban environment, right of way is often extremely limited and in many cases it is not practical to establish s full width clear zone using the guideline in the Roadside Design Guide.*”

Revised the following language in the second and third paragraphs under “ROADWAYS WITH CURB” from;

“When necessary to utilize curb on a roadway with a design speed  $\geq$  50 mph for one of the situations listed above, *a clear zone distance commensurate with prevailing traffic volumes and vehicle speeds is to be provided. (See AASHTO’s Roadside Design Guide, Chapter 3).*