- Page F-34 – Added the following language at the end of the second paragraph under "Stopping Sight Distance"; "*Crest vertical curves shall meet or exceed AASHTO design criteria for Stopping Sight Distance, not the "k" Values. Sag vertical curves shall meet or exceed the AASHTO design criteria for headlight sight distance and "k" Values."*

  Deleted the third paragraph under "Stopping Sight Distance"; "*For the minimum lengths of vertical curves for the recommended stopping sight distance for each design speed, and corresponding "K" values, see the AASHTO "Green Book"*.

- Page F-36 – Added the following language at the bottom of the page; "*The reference to 18' median in Table 2-7 applies to medians up to 18' in width (18' or less). For medians up to this width there is not sufficient room to stop so more sight distance is needed. For wider medians, there would be room to stop in the middle of the highway so sight distance can be less."*

- Page F-41 – Added the second sentence in the second paragraph; "*As a minimum, the roundabout alternative shall be reviewed to determine conceptual project impacts including safety, land impacts and construction. If the roundabout appears to be a feasible alternative, then a traffic analysis and preliminary layout should be created and analyzed in further detail."*

  Deleted the last sentence in the second paragraph; "*The documentation shall include, at a minimum, the criteria outlined in this section."*

- Page F-48 – Added the following language in "FIGURE 3-1 LEFT AND RIGHT TURN LANE CRITERIA" under "Tapers"; "Tapers are to be straight-line unless local policy requires reverse curves. In congested areas the taper length may be reduced to increase storage length. "*However, a design waiver shall be required"."*

- Page F-65 – Replaced the following language in detail; "*For Design Speeds ≤35 MPH*" with "*For Design Speeds ≤30 MPH*".

- Page F-74 – Replaced the following language in the second sentence; "Acceleration lanes should be designed so that a turning vehicle "*will reach a speed between 75 and 80 percent of*" the highway posted speed at the point where the full -width lane ends and transition taper begins." with "Acceleration lanes should be designed so that a turning vehicle will "*obtain*" the highway posted speed at the point where the full -width lane ends and transition taper begins."

  Replaced the following language under "Acceleration Lane"; "*A stop condition should be assumed when determining the length of an acceleration lane for an at-grade access. The length of an acceleration lane is the same for a right-turn acceleration lane or for a left-turn acceleration lane."* with "*See AASHTO Green Book Exhibit 10-70 Minimum Acceleration Lengths for Entrance Terminals with Flat Grades of 2% or Less."*