

- Pages A-75 – Revised AASHTO Bicycle Guide from 1999 to 2012.
- Pages A-110 – Relocated the language above to page A-106.
- Page A-118 – Revised the following language in the first paragraph under “Widths” from; *Buffer strip shall be 48” (1220 mm) wide to provide the lateral offset for the placement of conventional signs in accordance with the MUTCD, Part 2 (See detail below). Buffer strip less than 48” (1220 mm) wide may be utilized; however...* To;

Buffer strips shall be 48” (1220 mm) wide to provide the lateral offset for the placement of conventional signs “((36”x36” (914 mm) wide)) for Posted Speeds 25 mph and greater)” in accordance with the MUTCD, Part 2 (See details below). Buffer strips less than 48” (1220 mm) wide may be utilized. “*Buffer strips 36” (914 mm) wide may be utilized to provide the lateral offset for the placement of smaller signs ((24”x24” (609 mm) wide)) for Posted Speeds 25 mph and less.*” However, a Design Waiver will be required “*for buffer strips less than 48” (1220 mm) for Posted Speeds 25 mph and greater and for buffer strips less than 36” (914 mm) for Posted Speeds 25 mph and less.*”

- Page A-126 – Revised the following language to the second bullet under “Detectable warnings surface shall be provided only at the following locations:” from;
“Where a rail system crosses pedestrian facilities that are not shared with vehicular ways. (See 1108.2 of the Access Board Draft Guidelines for Accessible Public Rights-of-Way for information) Guidelines concerning detectible warning locations at rail systems are contained in Section 1108.2.2 of the Access Board Draft Guidelines for Accessible Public Rights-of-Way (See References).” To; *“At pedestrian at-grade rail crossings, boarding platforms and boarding and alighting areas see R305.2.5 thru R305.2.7 of current reference dated July 26, 2011.”*

Added the following language to the forth bullet under “Detectable warnings surface shall be provided only at the following locations:” from; *“Pedestrian access routes that cross medians and refuge islands. See Roads and Bridge Standards.”* To;
Pedestrian access routes that cross medians and refuge islands. A cut through less than 6 feet in width shall not have Detectable Warning Surfaces installed. See Roads and Bridge Standards.

- Page A-139 – Added the following paragraph to the beginning of “MINIMUM PLAN PROJECTS”; *A “Minimum Plan” project requires survey and topo to provide sufficient right of way plans necessary for the acquisition of right of way by the Right of Way Division and plan, profile and cross section sheets are to be provided. In the establishment of such projects, attention should be given to determine that the project location and selection is in an area where disruption due to construction can be tolerated by the users of that particular roadway for a reasonable period of time.*