AUTHORITY

The Transportation Research Board's *Special Report 214, Designing Safer Roads, Practices for Resurfacing, Restoration, and Rehabilitation, 1987*, was the result of a study on safety cost-effectiveness of highway geometric design standards for RRR projects. Virginia has developed and adopted this guideline for non-NHS RRR projects.

In the planning and design of any Secondary System improvements in rural areas, Virginia's RRR Guidelines shall be utilized to the extent possible.

Reconstruction under AASHTO design guidelines should be proposed on these projects only when the preliminary study report documents either:

1. The needed improvement is ineligible for development under the RRR concept.
   or
2. Extenuating circumstances preclude the use of the RRR Design concept.

Virginia RRR Guidelines may be utilized in improvements to urban streets for which the localities receive maintenance payments.

DEFINITIONS

These definitions apply to RRR projects and are not an attempt to be all-inclusive of other related activities.

Maintenance - This work is directed toward preservation of the existing roadway and related appurtenances as necessary for safe and efficient operation. Design improvements are not normally the intent of maintenance operations. Seal coats, overlays less than 2 inches* thick, crack sealing, etc., are considered maintenance items, and are not RRR activities.

Resurfacing - The addition of a layer, or layers, of paving material to provide additional structural integrity or improved serviceability and ride ability.

Restoration - Work performed on pavement, or bridge decks, to render them suitable for an additional stage of construction. This may include supplementing the existing roadway by increasing surfacing and paving courses to provide structural capability, and widening up to a total of ten feet. Restoration will generally be performed within the existing right of way.

Rehabilitation - Similar to "Restoration", except the work may include restoring structural integrity or correcting major safety defects of bridges, reworking or strengthening the base or subbase, recycling or reworking existing materials to improve their structural integrity, adding underdrains, improving or widening shoulders, and shifts in both vertical and horizontal alignment involving less than 50 percent of the project length. Rehabilitation may require acquisition of additional right of way.

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* Rev. 1/10