

ROAD DESIGN MANUAL REVISIONS January, 2021

CHAPTER 2E

- Page 2E-15 - Revised to add the following language: “Limited Access Control Fence shall be placed either on the right of way and limited access line or inside the right of way line. See Figures 2E-19 and 2E-20.”
- Page 2E-17 - Revised to add the following language: “For those roadway and/or bridge plans that require retaining walls that are under the bridge and within 100 ft. as shown in Part 2 of the Manual of the Structure and Bridge Division, Chapter 18.03, Note 23, the retaining wall shall be included in the bridge plan set.”
- Page 2E-48 - Revised the following language **From:** “The CTB shall take action on all Limited Access Changes (LACCs) prior to granting Design Approval” **To:** “The CTB shall take action on establishing all New Limited Access Control prior to granting Design Approval.”
- Page 2E-49 - Revised to add the following language: “The CTB shall take action on all Limited Access Control Changes (LACCs) prior to granting Design Approval.”
- Page 2E-50 - Revised to add the following language: **Note: The Willingness and/or Public Hearing Advertisement shall include the following language: “This project will involve a change and/or break in limited access control.” See VDOT Public Involvement Advertisement Flow Charts.**
- Page 2E-51 - Revised to add the following language: “In accordance with the Code of Virginia Section 33.2-401,”
- Page 2E-52 - Revised to replace “should” with “shall”.

APPENDIX A, SECTION 1

- Page A1-24 - Revised to add the following General Notes: Standard TC-5.11U (Urban) superelevation based on 4% maximum. Standard TC-5.11ULS (Urban Low Speed) superelevation based on +2% maximum may be used with a design speed of 45 mph or less. For Standard TC-5.11 ULS superelevation based on -2%, please refer to Road and Bridge Standards 803.23.
- Page A1-27 - Revised GS-11 Standard to add detail for Shoulders for Normal Crown – Tangent Section depicting shoulder slope requirements for a tangent section and minimum shoulder slope for a superelevated section. Revised the following language **From:** “7% Alg. Diff.” **To:** “7% Max. Alg. Diff.”.

APPENDIX A, SECTION 2

- Page A2-2 - Revised to add the following language: “The AASHTO *Roadside Design Guide*, Chapter 10 states:”
- Page A2-5 - Revised Slope on **Figure A2-1 Shoulder and Ditch Section - Case 1** **From:** “Slope: See Figure A-2-4” **To:** “Slope: See Figure A2-7”.

APPENDIX A, SECTION 4

- Page A4-23 - Revised to replace “26 inches” with “27 ³/₄ inches”.

APPENDIX B(1)

- Page B(1)-7 - Revised Note to replace the “AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT<400)” with the “AASHTO Guidelines for Geometric Design of Low-Volume Roads”.
- Page B(1)-8 - Revised Note to replace the “AASHTO Guidelines for Geometric Design of Very Low-Volume Roads (ADT<400)” with the “AASHTO Guidelines for Geometric Design of Low-Volume Roads”.
- Page B(1)-9 - Revised Notes to replace the “AASHTO Guidelines for Geometric Design of Very Low-Volume Roads (ADT<400)” with the “AASHTO Guidelines for Geometric Design of Low-Volume Roads”, and revised Stopping and Intersection Sight Distance values in chart.
- Page B(1)-18 - Revised to replace “Minimum 30 feet Right of Way as required” with “Minimum 40 feet Right of Way”.
- Page B(1)-27 - Revised to add the following language: ..”3 feet minimum buffer strip graded at 1/4 inch per foot (2% Max.) shall...” and “See Appendix A(1) Buffer Strip for additional information.”

APPENDIX F

- PREFACE - Revised to add the following language: “state maintained” and added the link to the VDOT Functional Classification web site.
- TABLE OF CONTENTS - SECTION 4 - ENTRANCE DESIGN – Revised to replace “Entrance” with “Access Point(s) or Access”.
- LIST OF FIGURES - Section 4 - Figure 4-6 – Revised to replace “Entrance Connections” with “Access Points”.

- Page F-1 - DEFINITIONS – Revised to replace “Entrance” with “Access”.
- Page F-2 - DEFINITIONS – Revised definition of Conflict Point to delete the word “intersecting”, revised definition of Entrance to delete the word “street”, and revised the definition of Full Access Entrance to delete the word “Entrance” and to replace “Entrance” with “Access point”.
- Page F-10 - Revised to replace “should” with “shall”.
- Page F-10 - Revised to add the following language: “If access control of 100 ft. minimum in urban areas and 300 ft. minimum in rural areas **cannot** be extended beyond the ramp terminal an LD-448 Form (Design Waiver Request) is required.” and “Alternate spacing standards for use in highly urbanized areas that have gone through the appropriate planning process are available in Appendix B-2 (Multimodal Design Standards For Mixed-Use Urban Centers).”
- Page F-16 - Revised to replace “Separate lanes” with “On higher speed roadways, separate turn lanes...”
- Page F-18 - Revised to replace “Entrance” with “Access point”.
- Page F-26 - Revised the following language **From:** “Two additional factors that should be considered when locating an access are corner clearance and right turn lanes.” **To:** “Three additional factors that should be considered when locating an access are corner clearance, right turn lanes, and the functional area of the intersection.”
- Page F-26 - Revised to add the following language: “Access points must avoid being located within the functional area of a signalized intersection. See Commercial Entrance Separation from an Intersection in Section 4 for more information.”
- Page F-28 - Revised to add the following language: “on two-lane roads”.
- Page F-42 - Revised to replace “entrances” with “access points”.
- Page F-43 - Revised to replace “IIM-TMPD-2.0” with “IIM-TMPD-2 (Corridor Planning Studies – Arterial Management Plans)”.
- Page F-47 - Revised to add the following language: ...”an adjacent significant segment of”...
- Page F-51 - Revised to replace “entrance” with “access point”.
- Page F-54 - Revised to replace “Department's” with “Department of Motor Vehicles”, Revised to replace “Permit Office” with “VDOT Structure and Bridge Division”, and added the following language: ...” over-height”...
- Page F-55 - Revised to delete the following language: “In commercial and industrial areas where property values are high and rights-of-way for wide medians are difficult to acquire, a paved flush traversable median 10’ to 16’ wide is the optimum design”, and added the following language: ...“for the crossover”...

- Page F-97 - Revised to replace “Entrance” with “Access point” in various locations, replaced “entrance” with “access”, and deleted the following language in the 1st paragraph: ...”that occur at entrances”...
- Page F-98 - Revised to replace “entrance” with “access point” in various locations, replaced “entrance” with “access”, replaced “entrance” with “entering”, and added the following language: ...”utilizing the access point”...
- Page F-104 - Revised to replace “Entrance” with “Access points” and deleted the following language: “(for example 12.5 ft. curb radius plus 8 ft. wide parking lane resulting in an effective radius of 20.5 ft.)
- Page F-108 - Revised to replace “entrance(s)” with “access point(s)”.
- Page F-110 - Revised to replace “entrance” with “access point”.
- Page F-111 - Revised to replace “entrance” with “access point”.
- Page F-112 - Revised to replace “Entrance Connections” with “Access Points”, replaced “entrances” with “access points”, and added the following language: “access points”.
- Page F-113 - Revised to replace “entrance” with “access” and “entrance(s)” with “access point(s)”.
- Page F-115 - Revised to add the following language: ..., “if that mainline highway is limited access,...the frontage road”....
- Page F-116 - Revised to replace “contract” with “contact”.

APPENDIX H

- Page H-5 - Revised the following language **From:** “A Value Engineering study shall be completed for all Design-Build projects with an estimated cost of \$15 million or greater, unless a waiver is granted by the VDOT Commissioner. The Value Engineering study shall be in accordance with the Value Engineering Administration Manual” **To:** “Value Engineering studies do **not** apply to Design-Build projects.”

APPENDIX I

- This information has been incorporated into Appendix J.

APPENDIX J

- Revised to incorporate information from Appendix I.