

ROAD DESIGN MANUAL REVISIONS July, 2020

CHAPTER 2A

- Page 2A-1 – Revised to delete the following language under **URBAN PROJECTS**: “... (and other selected urban areas under 3,500)...”
- Page 2A-1- Revised to add the following language under **URBAN PROJECTS**: “.....as specified in the Code of Virginia § 33.2-319 and outlined on the Local Assistance Division website...” and “Additional guidance regarding eligibility and resolution requirements can be found in the Urban Manual Chapter 3.2 – Programming and Inclusion in the Six Year Improvement Program.” and “...coordination between the District, Infrastructure and Investment Division (IID), Federal Programs Management Division (FPMD) and Fiscal Division (FD) is required to authorize the phase ready to be opened to charges.” and “ New projects may be added to the SYIP through one or more application based programs through coordination with the District Program Office, IID and Special Program Divisions as necessary.”
- Page 2A-2 – Revised to delete the following language under **INTERSTATE AND PRIMARY PROJECTS**: “ Requests for initiation of projects on the Interstate and Primary Systems originate within VDOT as recommended by the Commonwealth Transportation Board (CTB) and District Engineer/Administrator in accordance with established schedules, for future planning purposes and in some instances at the request of local governments. The Project Sponsor will work with the District Project Management Office to enter the appropriate information in the “Project Pool” to establish a “New” project, obtain a Temporary UPC number and a Partial state base number. The Project Manager or Project Coordinator will initiate a request for the project to be a “Candidate” in the “Project Pool”, obtain a permanent UPC number and a complete state base number. Once the project is included in a “Live” Six Year Improvement Program (SYIP) a Form PD4 will be submitted by the Federal Programs Management Division to Fiscal Division to authorize preliminary engineering. On Federally Funded Projects the Federal Authorization must be in place to open the project to charges.”
- Page 2A-2 – Revised to add the following language under **INTERSTATE AND PRIMARY PROJECTS**: “The program, referred to as the SYIP, is the method for allocating funds for rail, public transit, and highway projects.” and “The CTB reviews the SYIP each year. Working with localities, it prioritizes funds for projects proposed for construction, development or funding over the next six fiscal years. See www.virginiadot.org/projects/syp-default.asp.” and “New projects may be added to the SYIP through one or more application based programs through coordination with the District Program Office, IID and Special Program Divisions as necessary.” and “Local governments work with citizens and Virginia's transportation agencies to develop a plan that anticipates land use changes and travel patters more than two decades into the future.”

- Page 2A-5 – Revised to add the following language: “Revisions to a project’s scope could impact application based program requirements which may require coordination with the District Program Office, IID and Special Program Divisions as necessary.”
- Page 2A-5 – Revised to add “Lidar” and Revised scale of 1” = 200’ **To:** “scale of 1” = 50’ and scale of 1” = 100’ **To:** scale of 1” = 25’ and scale of 1” = 50’ **To:** scale of 1” = 25’.
- Page 2A-5 – Revised to add the following language: “All requests must be approved by the State Photogrammetrist or Geospatial Program Manager.”
- Page 2A-7 – Revised See Survey Manual, Chapter 5 **To:**Chapter “6”.
- Page 2A-11 - Revised to add the following language: “Revisions to a project’s scope could impact application based program requirements which may require coordination with the District Program Office, IID and Special Program Divisions as necessary.”

CHAPTER 2C

- Page 2C-2 – Revised to replace Integrated Project Management (iPM) with “Project Pool”.
- Page 2C-3 – Revised to replace iPM Project Document Section with “ProjectWise”.
- Page 2C-4 – Revised to replace iPM with “Project Pool”.
- Page 2C-5 – Revised language under **IDENTIFICATION**.
- Page 2C-7 – Revised to replace **REFERENCE** with “**CONTROL**”, so now it reads: “**CONTROL POINTS**”.
- Page 2C-7 – Revised language under **TOPOGRAPHY**.
- Page 2C-7 – Revised language under **UTILITIES**.
- Page 2C-8 – Revised language under **RIGHT OF WAY**.
- Page 2C-9 – Revised language under **IDENTIFICATION OF ITEMS ON THE PROFILE SHEETS**.
- Page 2C-10 – Revised to replace **ALIGNMENT** with “**TRAVERSE**”, so now it reads: “**HORIZONTAL TRAVERSE AND VERTICAL CONTROL DATA**”.
- Page 2C-10 – Revised language under **HORIZONTAL TRAVERSE AND VERTICAL CONTROL DATA**.
- Page 2C-10 – Revised to delete “No Plan” in 4th bullet.

CHAPTER 2D

- Page 2D-4 – Revised to replace **PUBLIC AFFAIRS SECTION** with “**COMMUNICATIONS DIVISION**” and Public Affairs with “Communications”.
- Page 2D-7 – Revised to replace Public Affairs with “Communications”.
- Page 2D-8 – Revised to replace Public Affairs with “Communications”.

CHAPTER 2E

- Page 2E-64 – Revised to add the following language: “When determining the extents for placing project number flags on the title sheet and appropriate plan and profile sheets, see Chapter 2D - Showing Project Termini on Plans.”

APPENDIX A

APPENDIX A, SECTION A-1

- Page A-12 – Revised to add the following language under the **GS-INT GENERAL NOTES**: “Standard TC-5.11R superelevation based on 8% maximum is to be used for all Interstates.”
- Page A-22 – Revised the following language under the **GS-R FOOTNOTE (2)** **From:** Paved shoulder widths on ramps with a design speed of 40 mph or less may be reduced to 6’ right, or 3’ left, when justifiable. **To:** “.... may be reduced to 6’ right, or “2’ “ left, when justifiable.”

APPENDIX A(1)

- Page A(1)-39 – Revised Note below SEE INSET A of **FIGURE A(1)-1-10** **From:** “See Appendix A, Figure A-5-5” **To:** “See Appendix A(1), Figure A(1)-1-5.”
- Page A(1)-59 – Revised the following language **From:** “Single diagonal curb ramps are not recommended for new construction” **To:** “Single diagonal parallel curb ramps shall not be used for new construction.”
- Page A(1)-59 – Revised to deleted the following language: “However, the Enlarged Landing Area layout above may be considered for new construction when the curb radius is 15 feet and less.”
- Page A(1)-60 - Revised the following language **From:** “Single diagonal curb ramps are not recommended for new construction” **To:** “Single diagonal parallel curb ramps shall not be used for new construction.”
- Page A(1)-60 – Revised to delete the following language: “However, the layout above may be considered for new construction when the curb radius is between 25 and 35 feet only.”

- Page A(1)-74 – Revised Note (1) under **Sidewalks Along Curb and Gutter and/or Curb Streets** and Note (1) under **Sidewalks Along Shoulder and Ditch Streets** to add “(same slope as sidewalk, 2% max.)”.
- Page A(1)-81 – Revised to replace the word “adjacent” with “perpendicular”.

APPENDIX F

- Page F-1 – Revised to add the definition of “Access”.
- Pages F-26 thru F-41 – Revised and/or Added information regarding General Intersection and Access Spacing Criteria and Innovation Intersection and Interchange Spacing Considerations.
- Pages F-37 thru F-41 - Revised the graphics for Median U-Turns (MUTs), Restricted Median U-Turns (RCUTs), Displaced Left Turns (aka Contra-Flow Intersection (CFI)) and Quadrant Roadways. Also added a note regarding Loons to the MUT and RCUT graphics.