Note:
Volume 2 Metric no longer exists. All information related to metric projects can now be found in Volume 1.

APPENDIX “A” METRIC

- Page A-5 – Revised “Footnote” number 5 to read “4.2m Shoulders may be reduced to 3.0m”.

- Page A-6 – Revised column in chart from; “Min. Width of Graded Shoulders” to “Min. Width of Total Shoulders (Graded & Paved)”. Deleted column for “Passing Sight Distance” and added the following note; For Passing Sight Distance Criteria See Current AASHTO Green Book.

- Page A-7 – Revised “Footnote No. 4” to add the following language; “with ADT >2000”. Deleted column for “Passing Sight Distance” and added the following note; For Passing Sight Distance Criteria See Current AASHTO Green Book.

- Page A-8 – Revised “Footnote No. 3” to add the word “by” after “decreased”. Deleted column for “Passing Sight Distance” and added the following note; For Passing Sight Distance Criteria See Current AASHTO Green Book.

- Page A-9 – Revised column in chart from; “Min. Width of Graded Shoulders” to “Min. Width of Total Shoulders” and from “Paved Shoulder Width” to “Buffer Strip Width”. Also deleted Footnote No. 15.

- Page A-10 – Revised column in chart from; “Paved Shoulder Width” to “Buffer Strip Width”. Also deleted Footnote No. 13.

- Page A-11 – Revised column in chart from; “Paved Shoulder Width” to “Buffer Strip Width”. Also deleted Footnote No. 12.

- Page A-13 - Deleted column for “Passing Sight Distance” and added the following note; For Passing Sight Distance Criteria See Current AASHTO Green Book.

- Page A-31 – Revised second paragraph to include the following information: “If possible, to provide maximum offset, the guardrail should be placed 3.3m or more behind the curb for high speed (80 km/h or more) roadways and 1.8m or more behind the curb for low speed (72 km/h or less) roadways. The guardrail height when placed at the curb is measured from the roadway surface. When offset from the curb, it is measured from the ground beneath the rail.”

APPENDIX “C” METRIC

- Page C-4 – Added the following language to “LEFT-TURN LANES”: “In general, when left-turn volumes are higher than 100 vph, an exclusive left-turn lane shall be considered.”

- Page C-5 – Revised taper length for 55 km/h or less from 60m to 30m.

- Page C-47 – Revised “Accessible Route” width from 915mm to 1220mm in the ACCESSIBLE PARKING AND PASSENGER LOADING ZONES detail.