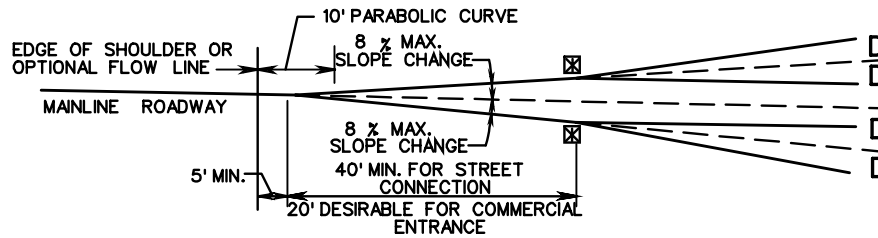


SECTION C-C



SECTION A - A
GUIDELINES FOR GRADE CHANGE D

ENTRANCE VOLUME	DESIRABLE	MAXIMUM
HIGH (MORE THAN 1500 VPD)	0 %	3 %
MEDIUM (500-1500 VPD)	≤ 3 %	6 %
LOW (LESS THAN 500 VPD)	≤ 6 %	8 %

☒ CONSTRUCT GRADE CHANGES WITH A PARABOLIC CURVE.

⊗ WHEN THE ENTRANCE RADIICANNOT ACCOMMODATE THE TURNING REQUIREMENTS OF ANTICIPATED HEAVY TRUCK TRAFFIC, THE DEPTH FOR SIDEWALK & CURB RAMPS WITHIN THE LIMITS OF THE RADIISHOULD BE INCREASED TO 7".

WHEN ST'D. CG-11 IS USED FOR ENTRANCES BUILT IN CONJUNCTION WITH VDOT PROJECTS, PLEASE NOTE THE FOLLOWING:

✕✕ MAINLINE PAVEMENT SHALL BE CONSTRUCTED TO THE R/W LINE (EXCEPT ANY SUBGRADE STABILIZATION REQUIRED FOR MAINLINE PAVEMENT WHICH CAN BE OMITTED IN THE ENTRANCE.)

⚠ RADIAL CURB OR COMBINATION CURB AND GUTTER SHALL NOT BE CONSTRUCTED BEYOND THE R/W LINE EXCEPT FOR REPLACEMENT PURPOSES.

WHEN USED IN CONJUNCTION WITH STANDARD CG-3 OR CG-7, THE CURB FACE ON THIS STANDARD IS TO BE ADJUSTED TO MATCH THE MOUNTABLE CURB CONFIGURATION.

SEE STANDARD CG-12 FOR CURB RAMP DESIGN TO BE USED WITH THIS STANDARD.

✕ PLANS ARE TO INDICATE WHEN CONSTRUCTION OF A FLOW LINE IS REQUIRED TO PROVIDE POSITIVE DRAINAGE ACROSS THE ENTRANCE.

OPTIONAL FLOWLINE MAY REQUIRE WARPING OF A PORTION OF GUTTER TO PRECLUDE PONDING OF WATER.

SPECIFICATION REFERENCE

502

METHOD OF TREATMENT- CONNECTION FOR STREET INTERSECTIONS AND COMMERCIAL ENTRANCES

VIRGINIA DEPARTMENT OF TRANSPORTATION