

1. Whenever plans have been prepared for a proposed improvement and submitted to the district for field inspection, the plans will show the entrances in place as called for by the engineering information at the time the plans were prepared. The field inspection team shall make a close inspection of all entrances on the project and a determination will be made as to which entrances are to be replaced based on the entrance spacing standards in Table 2-2, 2-3, or 2-4 in order to protect the safety, integrity, and operational characteristics of the highway.
2. In reviewing the plans, there may be instances where a landowner now has access to his property by reason of the fact that he is able to drive from the highway surface to this adjoining property, particularly in farming operations, in order to obtain access to various fields within the farm. This must be carefully studied and, if the farm is so arranged that this is found to be true, the provisions are to be made to provide field entrances as conditions would require.
3. No additional entrances are to be called for or shown on the plans and certain entrances may need to be consolidated or relocated.
4. The right of way is to be appraised and acquired in accordance with the approved plans and the entrances that are shown thereon. (Should it be discovered at the appraising or negotiating stage that an existing entrance has been overlooked or added by the owner since the time of field inspection, then, of course, this entrance will be replaced.) There will, of course, be instances when the owner requests the construction of an entrance to a property where no access exists or for the construction of an additional entrance. When this occurs, the owner's request can be complied with if it is determined that construction of the entrance is economically justified and the District Engineer/Administrator and responsible District Traffic Engineer give their approval for the construction thereof.
5. The type of entrance (Type I, II, III, IV) to be constructed will be determined by the existing conditions at the time of construction. The applicable details shown as CADD Cell "PCENTR" are to be placed on the typical section sheet, see http://www.virginiadot.org/business/locdes/vdot_cadd_manual.asp.
6. For exceptions or waivers to spacing standards or other entrance criteria on highway construction projects, please see pages F-30 and F-31 of this Appendix.