

SECTION B(1) – 4 – ELEMENTS OF TYPICAL SECTION

A. PAVEMENT DESIGN

1. Pavement design for new subdivision streets shall be developed using the Pavement Design Guide for Subdivision and Secondary Roads in Virginia.
2. “Normal” crown” means the cross slope of the roadway pavement and should be 1/4 inch per foot (2%), unless otherwise increased by the District Administrator’s Designee. Blot and seal pavements should have a crown of 3/8 inch per foot.

B. PAVEMENT WIDTH

1. Except as may be permitted in this subsection, the minimum pavement widths shall be as shown in Tables 1 through 3. Also see Typical Sections Figures 1.1 through 1.7.
2. Unless otherwise indicated, the use of curb and gutter anticipates on street parking. Parking along streets with shoulder and ditch design is not desirable. However, if the locality desires to allow parking on a shoulder and ditch design, a minimum 15 ft of clear roadway width for emergency vehicles must be maintained at all times.
3. Designated parking widths may be utilized in lieu of shoulders; however, the minimum width of travel way must be maintained.
4. Pavement width (Travelway) does not include the gutter pan when used.

C. PARALLEL PARKING LANE WIDTHS (SEE [APPENDIX C](#) FOR MORE DETAILS)

Parallel parking is the preferred arrangement for on-street parking. Provisions for on-street parallel parking are allowed on roadways where the posted speed limit is 35 mph or less.

The use of curb and gutter and/or shoulder and ditch designs for on-street parking will be accommodated, using the following widths for the parking lane:

Residential and mixed-use local streets – 7 feet in width measured from the face of curb. Commercial and industrial – 8 feet in width measured from the face of curb

D. PERPENDICULAR AND ANGLE PARKING (SEE [APPENDIX C](#) FOR MORE DETAILS)

Perpendicular and angle parking along streets is normally prohibited. However, perpendicular and angle parking may be allowed on low-speed (25 mph and less), low volume collector and local streets with ground floor commercial uses, primarily those serving as main streets and local streets in Traditional Neighborhood Development (TND) or similar higher-density developments.

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