

then: consideration may be given to using one of the other Standard entrances. However, this exception requires a Design Waiver which shall be approved by\* the District Location and Design Engineer.

In those rare instances when the District Location and Design Engineer has given approval to use the Standard CG-9D entrance gutter for a commercial entrance, use the Standard CG-13 entrance design if heavy truck traffic is anticipated.

The minimum entrance radii outlined in the current Minimum Standards of Entrances To State Highways should be adhered to in the design of **ALL** entrances. For Commercial Entrances where a high percentage of trucks are anticipated, consideration should be given to increasing the entrance radii to accommodate the turning requirements of those vehicles.

If the Standard CG-11 entrance design is used and there is insufficient right of way to construct the full curb return using the minimum entrance radii outlined as stated above, a partial curb return should be constructed to the right of way line. Radial curb or combination curb and gutter shall not be constructed beyond the right of way line except for replacement purposes.

Any sidewalk constructed in conjunction with the Standard CG-11 or CG-13 entrance design is to be paid for as Hydraulic Cement Concrete Sidewalk 7" (175 mm) in S.Y. (m<sup>2</sup>).

The current insertable sheets for the Standard CG-9A, CG-9B, CG-9D, CG-11, CG-12 and CG-13 are available at <http://www.virginiadot.org/business/locdes/road-and-bridge-standards.asp>.

For entrances at new locations, a centerline with bearing, delta and tie-in station is required.

**Site plans** for developments adjacent to a proposed project will be reviewed by the designer and proposed entrances will be shown on the site plan. A note reading as follows is to be placed on the roadway plans on the parcels of land affected by the site plan:

"ALERT: SITE PLAN PROPOSED FOR THIS AREA. CHECK FOR THE SITE PLAN CONSTRUCTION AT EACH STAGE OF PROJECT DEVELOPMENT AND ORDER ADDITIONAL SURVEY WHEN CONSTRUCTED. STATUS OF ANY PROFFERED R/W SHOULD BE CHECKED AT R/W STAGE."

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\* Rev. 7/08

## **APPLICATION OF STIPPLING**

Stippling is to be applied, as deemed necessary by the designer, to depict proposed pavement areas by applying dots to the pavement area in accordance with the CADD Manual. Stippling is not necessary for showing proposed pavement on a new location; however, to depict widening of an existing roadway, stippling should be used.

## **DETERMINING PROJECT LIMITS**

Beginning and ending points of projects are generally determined by the first and last full width points of construction. Temporary construction beyond these points is to be flagged showing beginning and end construction and applicable stations. Any deviation from the sketch in Figure 2D – 6 (there may be many) should be discussed at the Preliminary Field Inspection.\*

## **DETERMINING RIGHT OF WAY AND UTILITY LIMITS**

Proposed Right of Way Lines and Easements (Permanent and Temporary) should be projected, whenever practical, to allow for any anticipated future construction. Right of Way and Easement should also be projected to any property line within a reasonable distance. This should minimize the need for negotiations with the same property owner on a future project. The Right of Way Project Limits should encompass all proposed, and projected, Right of Way and Easement on the project. Any deviation from the sketch in Figure 2D – 6 (there may be many) should be discussed at the Preliminary Field Inspection.

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\* Rev. 7/08