

SECTION 2D- 10 PAVEMENT, ENTRANCES, PROJECT LIMITS

PLOTTING EDGES OF PAVEMENT

All edges of pavement are to be plotted on plans, using care to properly apply "TC" standards where applicable. For ramp terminal treatment, see [IIM LD -20](#).

PLOTTING ENTRANCES AND CROSSOVERS

All proposed entrances are to be designed in accordance with VDOT's Road Design Manual, Appendix F.

Additional guidance may be obtained in the Land Development Document, Volume II – “Traffic Engineering Consideration” available from Local Assistance Division.

All entrances and crossovers impacted by construction are to be shown on plans to proper tie-ins and labeled as to width, type, material, and grade. Grades for entrances are to be depicted as shown in Figure [2D-3](#).^{*} Procedures shown in [APPENDIX F, Section 2](#) are to be followed.

The Standard CG-9D entrance gutter is to be used for most single family residential entrances with curb and gutter.

The Standard CG-9A and 9B entrance gutters should be considered only as a last resort in situations where the access into the property is too narrow to accommodate a Standard CG-9D, or if it is known that the lane adjacent to the curb will be used as a parking lane **AT ALL TIMES**.

If “accessible routes” are being provided for pedestrians, see [IIM-LD-55](#). Additional right of way is **NOT** required for entrance construction except in cases where the limits of the “accessible route” extend beyond existing or proposed VDOT right of way.

For situations where the difference in elevation between pavement and adjacent property is such that a desirable entrance grade cannot be provided, it is recommended that a Standard CG-11 entrance design be used with the grade beginning at the flow line. Care shall be exercised to provide adequate drainage.

The Standard CG-11 entrance design is the required method of treatment for **ALL** entrances with curb and gutter except for single family residential entrances. If the use of Standard CG-11 will result in:

- 1 - Major drainage problems or excessive drainage costs,
- 2 - Driver confusion due to the close proximity of an adjacent intersection, or
- 3 - Closely adjacent entrances on a road with a design speed < 35 mph (50 km/h),

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