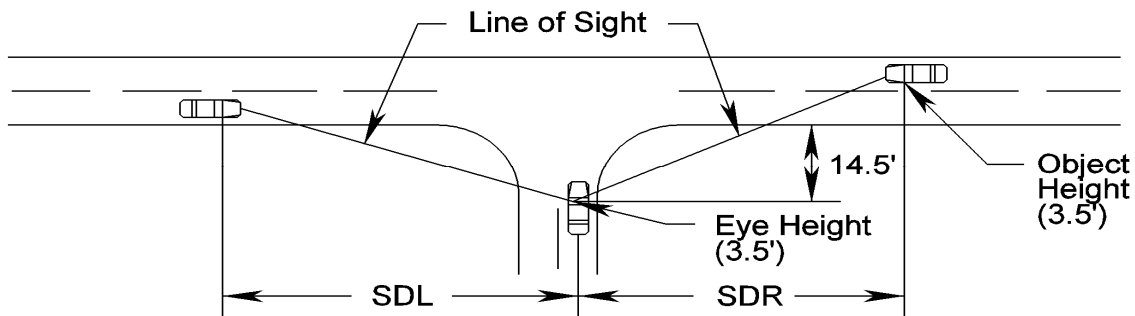


## Commercial Entrance Sight Distance

Entrances shall be located to provide adequate intersection sight distance. Intersection sight distance criteria are illustrated below and the sight distance requirements are presented in Table 2-7.\* The line of sight establishes the boundary of a sight triangle within which there should be no sight obstruction. At any location where the sight line leaves the right-of-way, a permanent easement must be maintained, and the area must be graded and landscaped such that sight distance is not compromised, for a commercial entrance to be approved. (For an Appeals Process, see Access Management Regulations: (24VAC30-72-50 B & 24VAC30-73-50 B).

**Offsets:** Improvements on public or private property adjacent to the right-of-way should be located so that parking, stopping, and maneuvering of vehicles within the highway right-of-way will not occur. The minimum distance from the right-of-way line for all structures and sight obstructions should be the clear zone. At all entrances and intersections, an adequate sight triangle shall be provided. The minimum setback point for the sight triangle should be 14.5 feet from the near-side extended highway edge of pavement.



SDR = Sight Distance Right (For a vehicle making a left turn)  
 SDL = Sight Distance Left (For a vehicle making a right or left turn)

All site plans for proposed developments shall show the location of all proposed and existing entrances within the area of the proposed development. The location of all of the proposed entrances shall be reviewed to determine if proper spacing will be maintained.

## Restricting Left Turn Movements at Commercial Entrances

The most effective way to prevent left turn movements at entrances is through the use of restrictive medians. Where space for a raised median is available within the road (AASHTO recommends a minimum median width of 4 feet), it can be installed along the front of the entrance for a sufficient distance to prevent left turns (see Medians in section 3 for additional information). Another alternative when there is not enough space for a raised median is the use of flexible traffic posts with reflective striping to serve as a visual and physical barrier to left turn ingress and egress at an entrance. Finally, although less effective than restrictive medians, channelization islands can be installed within the commercial entrance throat to prevent left turn ingress and/or egress movements to create a right-in and/or right-out entrance on an undivided highway. Figure 4-5 presents illustrations of commercial entrance channelization island options

\* Rev. 7/10