

SECTION B(2) – 2 – ROADWAY GEOMETRIC DESIGN CRITERIA

The following geometric design criteria have been determined to be appropriate for the implementation of the Multimodal System Design Guidelines and establishment of multimodal design standards.

GEOMETRIC DESIGN STANDARDS

See [APPENDIX A](#) and [APPENDIX B\(1\)](#)

INTERSECTION SPACING STANDARDS

Intersection spacing standards have been modified from the standards found in the [APPENDIX F](#), TABLE 2-2 for Multimodal Mixed-Use Urban Centers (P4, P5 and P6) with an urban connected network that provide alternate routes and diversions of traffic as shown in the following table.

Intersection Spacing Standards for P5 and P6 with Urban Connected Network

Minimum Access Point Spacing within P5 and P6 Multimodal Activity Centers				
Street Typology	Speed (MPH)	Signalized Intersections	Roundabouts or Unsignalized Intersections or Crossovers	Right-in / Right-out Intersections
Through Corridor	≥ 35	1000	500	300
Transit Boulevard	30 - 35	600	400	300
Boulevard & Major Avenue	30 - 35	600	300	200
Avenue	25-30	500	250	150
Local Street	25 ≥	See RDM, Appendix B(1) and Appendix F		

Notes:

- (1) "Intersection" may be a public or private street intersection or a commercial entrance.
- (2) Spacing may be reduced based upon the results of a site specific traffic engineering operational analysis conducted by a licensed PE and if agreed to by VDOT.
- (3) Signalized intersection may only be permitted by VDOT after a signal warrant analysis conducted in accordance with the MUTCD by a licensed PE and an evaluation showing that the installation of a roundabout or other alternate treatment is not appropriate for that location.
- (4) Any proposed signalized intersection within 600 feet of a connection to an NHS highway must be analyzed to determine if the proposed signal negatively impacts operation of the NHS highway.