

- ④ **Partial Access One or Two Way Entrances** – Left turn movements are limited. Spacing for this type of entrance, e.g. right in/right out with/without left in movement, on arterials is based on the length of a right auxiliary turn lane (entering taper, deceleration length, storage length) needed for a safe deceleration from the full design speed of the highway for turning into an entrance. A Policy on Geometric Design of Highways and Streets 2004, AASHTO, pages 713 to 716. Calculations: (30 mph, 270 ft); (35 mph, 325 ft); (40 mph, 375 ft); (45 mph, 440 ft); (50 mph, 510 ft); (55 mph, 585 ft). **Note:** Spacing shown in Table 2-2 for Partial Access one or two way entrances does not include perception-reaction time (PRT).*
- ⑤ **Urban Principal Arterials** – “Urban” is an abbreviation of “urban area” as defined in the Introduction to this document. On older, established business corridors of a locality where existing entrances and intersections did not meet the above spacing standards prior to the effective date of the Access Management Regulations (24 VAC 30-72) for highways with a functional classification as an urban principal arterial, spacing for new entrances and intersections may be allowed by the District Administrator or designee that is consistent with the established spacing along the highway, provided that reasonable efforts are made to comply with the access management requirements in 24 VAC 30-72-120 of the Access Management Regulations including restricting entrances within the functional areas of intersections, sharing entrances with and providing vehicular and pedestrian connections between adjacent properties, and physically restricting entrances to right-in or right-out or both movements.
- ⑥ **Rural Principal Arterials** – “Rural” is an abbreviation for “rural area” as defined in the Introduction to this document. Rural Unsignalized Intersection/Full Access Entrance spacing standards are one fraction of a mile greater than their urban counterparts (1/4 vs. 1/8 mile). Partial Access Entrance spacing standards are based on the right auxiliary turn lane length and stopping sight distance for the higher speed in the Speed (mph) column (45 mph vs. 35 mph, 55 mph vs. 50 mph). Speed and efficiency of mobility is emphasized for rural highways.

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