

Commercial Entrances

Commercial entrances shall be designed according to the entrance design diagrams Figures 4-8 to 4-15 to promote safe and efficient movement of vehicles in the entrance and on state highways (*a low volume commercial entrance is not a commercial entrance*)*.

To assure that commercial entrances are designed to provide for safe and efficient movements, it is necessary to pay attention to critical dimensions and design features listed below.

- Radius of curved approach/exit of entrance.
- Flare size of angled approach/exit of entrance.
- Entrance distance or spacing between entrances.
- Corner clearance measured from a major intersection.
- Angle of entrance.
- Sight distance length of roadway visible to the driver required for vehicles to make safe movements.
- Entrance location in relation to other traffic features such as intersections, neighboring entrances, and median crossovers.
- Entrance throat distance needed into site to transition vehicles to the internal circulation system of the site.
- Right turn lanes to separate through and turning traffic on roadways to facilitate right turns into the entrance.

Entrance Sight Distance: Commercial entrances shall be placed at locations that provide adequate intersection sight distance. In hilly areas, proper locations can be at a premium, and shared access may be necessary. For more information see the Commercial Entrance Intersection Sight Distance section below.

Entrance to Parking Areas: An access shall not be approved for parking areas that require backing maneuvers within state highway right-of-way. All off-street parking areas must include on-site maneuvering areas and aisles to permit vehicles to enter and exit the site in forward drive without hesitation. For Parking Space Guidelines See [Appendix "C"](#).

Entrance Throat: The entrance throat is designed to facilitate the movement of vehicles off the highway to prevent the queuing of vehicles on the traveled way. Entrance throats apply to commercial entrances, corner clearance establishes the "Throat" of a minor street intersecting a major street.

The throat length is based on the traffic a development will generate, not the characteristics of the abutting highway. The more traffic using the commercial entrance, the greater the number of ingress/egress lanes will be needed within the entrance, which determines the length of the entrance throat.

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