

- (5) Intersections or entrances on Avenues or Local Streets must be at least 200' from the intersection of that facility with a higher order highway, unless a reduced spacing is justified by a site specific traffic engineering operational analysis conducted by a licensed PE and agreed to by VDOT.
- (6) Connections other than right -in/right-out on any highway within 600 feet of an interchange ramp connection may only be allowed based upon the results of a site specific traffic engineering operational analysis conducted by a licensed PE and if agreed to by VDOT.
- (7) Minimum access point spacing on Local Streets may be found in the Road Design Manual, [Appendix B\(1\)](#) (Figure 3) and [Appendix F](#) (Table 2-2 and Figure 4-11).

**Intersection Spacing Standards for P4 through P6 without an Urban Connected Network and for all P1 thru P3 shall be in accordance with the [APPENDIX F, TABLE 2-2 MINIMUM SPACING STANDARDS FOR COMMERCIAL ENTRANCES, INTERSECTIONS AND CROSSOVERS](#)**

## **STOPPING SIGHT DISTANCE**

**Stopping Sight Distance may be used for intersection design for P5 and P6 with Urban Connected Network for streets with design speeds of 35 mph or less as shown in [CHAPTER 2D, TABLE 2D-1 STOPPING SIGHT DISTANCE AND TABLE 2D-2 STOPPING SIGHT DISTANCE ON GRADES](#). However, Intersection Sight Distance shall be used for all Multimodal Through Corridors.**

**If stopping sight distance cannot be obtained, a Design Exception shall be submitted in accordance with IIM-LD-227, which can be accessed at [http://www.extranet.vdot.state.va.us/locdes/electronic\\_pubs/iim/iim-table-of-contents.pdf](http://www.extranet.vdot.state.va.us/locdes/electronic_pubs/iim/iim-table-of-contents.pdf)**

Stopping sight distances exceeding those shown in the Tables 2-5 and 2-6 mentioned above should be used as basis for design wherever and whenever practical.

In computing and measuring stopping sight distances, the height of the driver's eye is estimated to be 3.5 feet and the height of the object to be seen by the driver is 2 feet, equivalent to the taillight height of a passenger car. The "K Values" shown are a coefficient by which the algebraic difference in grade may be multiplied to determine the length in feet of the vertical curve that will provide minimum sight distance. Crest vertical curves shall meet or exceed AASHTO design criteria for Stopping Sight Distance, not the "k" Values. Sag vertical curves shall meet or exceed the AASHTO design criteria for headlight sight distance and "k" Values.