

Footnotes to Table 2-2

- ① **Legal Speed Limit** – Use legal speed limit unless the design speed is available and approved for use by VDOT.
- ② **Signalized Intersection/Crossover Spacing** – Minor arterial and divided collector spacing is allocated in fractions of a mile: (1/2 mile, 2,640 ft); (1/3 mile, 1,760 ft); (1/4 mile, 1,320 ft); (1/5 mile, 1,050 ft); (1/6 mile, 880 ft), (1/8 mile, 660 ft). It is based on (i) the Signalized Intersection Spacing section and Table 2-1 and (ii) *Transportation and Land Development* by Vergil Stover and Frank Koepke, Institute of Transportation Engineers: “Traffic signal control applied in a sequential pattern according to specific spacing criteria optimize traffic efficiency” ...”to reduce fuel consumption, reduce delay, reduce vehicular emissions and improve safety.” Undivided collector spacing is based on stopping sight distance to assure motorists have sufficient distance to see/react to a vehicle exiting an entrance or to a vehicle slowing down to turn into an entrance and stop in time to avoid a collision.
- ③ **Unsignalized Intersection/Crossover and Full Access Entrance Spacing** –These operate in a similar manner so the spacing standards can apply to these intersections/entrances equally. Minor arterial and divided collector spacing is allocated in fractions of a mile (see Footnote 2) or the length of a right auxiliary turn lane needed for a safe deceleration to turn into an entrance from *Geometric Design of Highways and Streets 2004*, AASHTO, pages 713 to 716. Undivided collector spacing is based on stopping sight distance (see Footnote 2).
- ④ **Partial Access One or Two Way Entrance Spacing** – Left turn movements are limited (right in/right out with or without left in movement). Spacing is based on sufficient stopping sight distance for motorists to be able to see/react to a vehicle slowing down to turn into an entrance or a vehicle exiting an entrance and stop in time to avoid a collision. Note: Spacing shown in Table 2-2 for Partial Access one or two way entrances does not include perception-reaction time (PRT).
- ⑤ **Urban Minor Arterials and Collectors**– “Urban” is an abbreviation of “urban area” as defined in the Introduction to this document.
- ⑥ **Rural Minor Arterials and Collectors**– “Rural” is an abbreviation for “rural area” as defined in the Introduction to this document. Rural minor arterial and collector spacing standards are greater than their urban counterparts. Rural areas generally have lower land use density, larger parcel sizes, and higher speed limits. Distances between destinations are longer requiring greater mobility.
- ⑦ **Divided and Undivided Collectors** – Spacing between intersections is greater on median divided multi-lane collectors because they carry higher traffic volumes, offer opportunities for greater mobility, and as a result are more likely to evolve to minor arterial status.
- ⑧ **Local Street Spacing** – For commercial entrances on local streets (not individual private entrance driveways to homes), a spacing distance of 50 ft between entrance radii is specified to assure a minimum separation between such entrances (illustrated in Figure 4-1).
- ⑨ **Corner Clearance** - Corner clearance is the minimum distance entrances on a minor side street need to be separated from an intersection to prevent queued vehicles from backing up into the highway or blocking entrances near the intersection. This separation protects the functional area of the intersection. The greater of the Table 2-2 spacing standards and the corner clearance standard will apply. See the Corner Clearance section for more information.