

Exceptions to the Spacing Standards

The Access Management Regulations for Principal Arterials ([24VAC30-72-120](#)) and for Minor Arterials, Collectors, and Local Streets ([24VAC30-73-120](#)) identify potential exceptions to the spacing standards for commercial entrances, intersections, and crossovers found in Tables 2-2 through 2-4 in this Appendix. See the VDOT Access Management web page for the regulations at www.virginiadot.org/projects/accessmgt.

For new commercial entrances proposed for land development projects,* the Access Management Regulations specify the documentation to be submitted to justify an exception to the spacing standards. A request for an exception to the spacing standards shall be submitted to the District Administrator or designee using [Form AM-1](#) or [AM-2](#). These forms are available on the VDOT web site at <http://vdotforms.vdot.virginia.gov/>.

For highway construction or reconstruction projects on roadways maintained by VDOT, or on roadways maintained by localities which will be designed using VDOT standards, a request for a waiver to the spacing standards shall be submitted to the District Location and Design Engineer using Form AM-3. This form is available on the VDOT web site at <http://vdotforms.vdot.virginia.gov/>.

If the spacing standard exception also involves the addition or closing of a crossover, refer to the Crossover Location Approval Process included in this Appendix.

Exceptions to the spacing standards are referenced in sections [24VAC30-72-120](#) and [73-120](#) of the Access Management Regulations and include the following:

- The specific location of an entrance is shown on a plan of development or described in a condition proffered as part of a rezoning approved by the locality prior to October 14, 2009 or is shown on a site plan, preliminary or final subdivision plat submitted by the locality to VDOT and received by VDOT prior to October 14, 2009.
- The location of the entrance or intersection will meet spacing standards in a VDOT and locality approved access management highway corridor plan that differs from those in Table 2-2.
- The proposed entrance or intersection will be located on an older, established business section of an urban highway corridor where existing entrances and intersections did not meet the spacing standards prior to October 14, 2009.
- The proposed public street intersection will be located within a new urbanism, traditional neighborhood mixed use type development.
- Where a development's second or additional entrances do not meet the spacing standards but are necessary for the streets in the development to be eligible for acceptance into the secondary system of state highways in accordance with the Secondary Street Acceptance Requirements ([24VAC30-92](#)).

* Rev. 7/10