PREFACE

The access management regulations and standards do not apply in cities, towns of more than 3,500 and in counties (Henrico and A rlington) that maintain their secondary roads (they do apply on primary routes in these two counties). Such localities, though, may choose to apply them to roads they maintain.

The 2007 General Assembly unanimously approved legislation *(Chapter 863)* proposed by the Governor to direct VDOT's commissioner to develop, solicit public input on, and publish access management regulations and s tandards by December 31, 2007 to become effective July 1, 2008. The legislative goals for access management are to:

- Reduce traffic congestion,
- Enhance public safety by decreasing traffic crash rates,
- Support economic development by promoting the efficient movement of people and goods,
- Reduce the need for new highways and road widening by maximizing the performance of the existing state highways, and
- Preserve the public investment in new highways.

To assure that a wide variety of viewpoints were considered, multiple techniques were used to gain public input on t he draft regulations and s tandards. The commissioner approved and published the regulations and standards in December 2007.

The access management* regulations and s tandards were implemented in phases. The first phase applied to VDOT highways classified as principal arterials taking effect July 1, 2008 and second phase applies to minor arterials, collectors and local streets which became effective October 14, 2009.

For regulatory efficiency and s treamlining on D ecember 5, 2013 the two sets of access management regulations were consolidated into one: the Access Management Regulations 24VAC30-73, applying to all highways.

This Appendix, therefore, contains the standards for the design of intersections, turning lanes, and entrances and for the spacing of entrances, intersections, traffic signals, median crossovers that apply to all state highways: pr incipal arterials, minor arterials, collectors, and l ocal streets. If a design standard cannot be met a design exception or waiver is required. If a spacing standard cannot be met, a spacing exception is required. F or more information, see "Exceptions to the Spacing Standards" and "Exceptions/Waivers to the Design Standards" in Section 2.

NOTE:
1. Maps of state highways by functional classification and information on the access management program are on the VDOT web site.
2. The standards do n ot apply to proposed VDOT minor arterials, collectors and l ocal streets if the construction design plans were presented at a VDOT public hearing prior to October 14, 2009 or principal arterials prior to July 1, 2008.

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