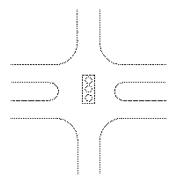


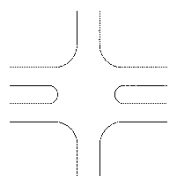
**Footnotes to Table 2-2**

① **Legal Speed Limit** – The speed limit set forth on signs lawfully posted on a highway or in the absence of such signs the speed limit established by Article 8 (§46.2-870 et seq.) of Chapter 8 of Title 46.2 of the Code of Virginia.

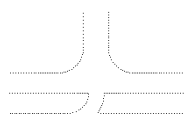
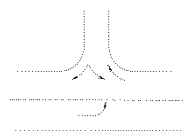


② **Signalized Intersection**– Spacing is allocated in fractions of a mile: (1/2 mile, 2,640 ft); (1/3 mile, 1,760 ft); (1/4 mile, 1,320 ft); (1/5 mile, 1,050 ft); (1/6 mile, 880 ft), (1/8 mile, 660 ft). It is based on (i) the Signalized Intersection Spacing section and Table 2-1 and (ii) *Transportation 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.”

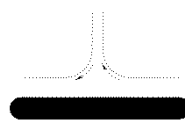
③ **Unsignalized Intersection/Full Median Crossover** – Intersections and full median crossovers need ample spacing to accommodate the complex situations faced by motorists from vehicular deceleration, acceleration, and numerous conflict points associated with vehicular movements such as crossing and left and right turns. At a four way intersections, these traffic movements’ create 32 conflicts (collision) points (see Figure 2-1). Intersections and full median crossovers also may become signalized over time. Spacing is allocated in fractions of a mile (see footnote 2). **Note:** Roundabouts are separated from signalized and unsignalized intersections/median crossovers by this spacing standard.



④ **Full Access Entrance or Directional Median Crossover Spacing** – Spacing can be less than unsignalized intersection and full median crossover spacing. Full access entrances have only 11 potential conflict (collision) points and directional crossover only 6. However, studies have demonstrated that the majority of access related vehicular crashes involve multiple left turn movements. The spacing is based on intersection sight distance for both four and two lane highways to assure that motorists approaching an entrance and those turning out of the entrance have sufficient time to react to highway and entrance traffic and to merge safely when making right and left turns. Again the purpose is to maintain the capacity and safety of the highway.



⑤ **Partial Access One or Two Way Entrance Spacing** – Left turn movements are limited (right in/right out with or without left in only movement). If a directional median crossover is involved the directional median crossover spacing applies to the entrance. The focus is on making sure motorists have sufficient time to be able to see/react to a vehicle slowing down to turn into the entrance or to a vehicle exiting the entrance, and stop in time to avoid a collision. Stopping sight distance can be used for this purpose. See Figure 4-4 for illustrations of right in/right out with or without left in commercial entrance channelization island options. Also see “Restricting Left Turn Movements at Commercial Entrances” for additional information. **Note:** Roundabouts are separated from other roundabouts by the partial access entrance spacing standard.



\* Rev. 7/14