

**Deceleration Lane:** A speed-change lane including tapered areas that enables a turning vehicle to exit a through lane and slow to a safe speed to complete its turn.

**Design Speed:** The selected speed used to determine the geometric design features of the highway.

**Divided Highway:** A highway on which traffic traveling in opposite directions is physically separated by a median.

**Engineer:** The Engineer representing the Virginia Department of Transportation.

**Entrance:** Any driveway, street or other means of providing for the movement of vehicles to or from the state highway system.

**Entrance Throat:** The distance parallel to the centerline of an entrance to the first on-site location at which a driver can make a right turn or a left turn, measured on highways with curb and gutter, from the face of the curb, and on highways without a curb and gutter, from the edge of the shoulder.

**Entrance Width:** The distance edge-to-edge of an entrance measured at the right-of-way line.

**Egress:** The exit of vehicular traffic from a property to a highway.

**Exception:** Permission to depart from standards because of the unique circumstances of the site or project.

**Frontage Road:** A road that generally runs parallel to a highway between the highway right-of-way and the front building setback line of the abutting properties and provides access to the abutting properties for the purpose of reducing the number of entrances to the highway and removing the abutting property traffic from through traffic on the highway.

**Full Access Entrance:** Entrance which allows left-in and left-out movements and right-in and right-out movements.

**Functional Area of an Intersection:** The area beyond the physical intersection that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and connection spacing standards.

**Functional Classification:** The federal system of classifying groups of highways according to the character of service they are intended to provide. Each highway is assigned a functional classification based on the highway's intended purpose of providing priority to through traffic movement or adjoining property access. The functional classification system groups highways into three basic categories identified as (1) arterial, with the function to provide through movement of traffic; (2) collector, with the function of supplying a combination of through movement and access to property; and (3) local, with the function of providing access to property.

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