

**VDOT RESPONSE TO DEPARTMENT OF PLANNING & BUDGET  
ECONOMIC IMPACT ANALYSIS FOR STREAMLINING OF ACCESS  
MANAGEMENT REGULATIONS (24VAC30-72 and 24VAC30-73)**

VDOT concurs with the Economic Impact Analysis prepared by the Department of Planning & Budget on Action #3762, Stage #6275, which repeals 24VAC30-72 applying to principal arterials, and amends 24VAC30-73 so that the latter regulation applies to both principal arterials, as well as minor arterials, collectors, and local streets. DPB highlighted the benefits of allowing low volume commercial entrances to meet minimum intersection sight distance criteria as well as minimum stopping sight distance criteria. This change provides more flexibility in meeting standards, such as in mountainous areas, where traditional stopping sight distance provisions may not be able to be met, while preserving motorist safety. This amendment also allows applicants who are covered by this provision the ability to avoid additional costs of approximately \$1,000 for documentation costs that would be required without the relaxed requirement. In addition to the cost savings identified related to the sight distance provision, this regulatory action will eliminate redundant regulations by repealing the Chapter 72 Access Management Regulations to create one regulation on highway access management. The public (including regulated parties) will benefit from having a single, updated regulation that covers all classifications of highways rather than two regulations. VDOT will benefit by reducing the time associated with administering and applying two sets of regulations.