

**761—112.2 (306A) Definitions.** The following terms, when used in this chapter, shall have the following meanings unless the context otherwise requires:

*“Access.”* A means of ingress or egress between a primary highway and abutting property or an intersecting local public road or street.

*“Acquisition.”* To receive title by gift, purchase or condemnation.

*“Bridge.”* Any structure, including supports, that is erected over a depression or obstruction, has a track or passageway for carrying traffic or other moving loads, and has a length measured along the center of the driveway of more than 20 feet between undercopings of abutments or extreme ends of openings for multiple boxes.

*“Built-up area.”* An area adjacent to a primary road that meets the following general criteria:

1. The lots or area abutting the primary road does not have sufficient setback for the construction of a frontage road, and the development in depth precludes the establishment of a frontage-type road to the rear of the lots or area.

2. When a “built-up area” exists on one side of a primary road, the other side of the road is also considered to be “built-up” for the purpose of determining access requirements.

*“Clear zone.”* The roadside border area, starting at the edge of the traveled way, available for use by errant vehicles.

*“Concrete box culvert.”* A concrete structure not classified as a bridge, that provides an opening under a roadway or driveway, is either precast or cast in place, and has vertical sidewalls, a top slab and a floor.

*“Controlled access highway.”* All primary highways are controlled access facilities.

*“District representative.”* A department employee who processes requests for access in an assigned geographical area.

*“Entrance.”* A physical connection between a primary highway and abutting property or an intersecting local public road or street.

*“Entrance type.”* Entrances are divided into the following three classes according to their normal usage:

1. Type “A” entrance. An entrance developed to carry sporadic or continuous heavy concentrations of traffic. Generally, a Type “A” entrance carries in excess of 150 vehicles per hour. An entrance of this type would normally consist of multiple approach lanes and may incorporate a median. Possible examples include racetracks, large industrial plants, shopping centers, subdivisions, or amusement parks.

2. Type “B” entrance. An entrance developed to serve moderate traffic volumes. Generally, a Type “B” entrance carries at least 20 vehicles per hour but less than 150 vehicles per hour. An entrance of this type would normally consist of one inbound and one outbound traffic lane. Possible examples include service stations, small businesses, drive-in banks, or light industrial plants.

3. Type “C” entrance. An entrance developed to serve light traffic volumes. Generally, a Type “C” entrance carries less than 20 vehicles per hour. An entrance of this type would not normally accommodate simultaneous inbound and outbound vehicles. Possible examples include residential, farm or field entrances.

*“Entrance width.”* See subrule 112.4(7).

*“Fringe area.”* A suburban-type area adjacent to a primary road that meets the following general criterion: The layout of the lots or area abutting the primary road, including intermittent or unrelated development, permits construction of a frontage road in front of, or a frontage-type road to the rear of, the development.

*“Frontage.”* The length along a public road right-of-way of a single property tract. A corner property at an intersection of two public roads has separate frontage along each roadway.

*“Frontage road.”* A public road or street auxiliary to and usually located alongside and parallel to a primary highway for maintaining local road continuity and for control of access.

*“Fully controlled access highway.”* A highway for which the rights of ingress and egress from abutting properties have been legally eliminated by the roadway jurisdiction. Permanent access to the facility is allowed only at interchange locations. No permanent at-grade access is allowed.

*“Highway,” “street” or “road.”* A public way for the purpose of vehicular travel, including the entire area between the right-of-way lines.

*“Interchange.”* A system that provides for the movement of traffic between intersecting roadways via one or more grade separations.

*“Median.”* The portion of a divided highway or divided entrance separating traffic moving in opposite directions. Medians may be depressed, raised or painted. Openings in the primary highway median to accommodate entrances are governed by the following:

1. New median openings should not be permitted except to accommodate intersecting local public roads or streets or large traffic-generating facilities such as large shopping centers or industrial plants. Median openings may be permitted in these instances if satisfactorily justified and in the public interest.
2. If a median opening exists prior to the construction of a driveway or local public road or street, the opening may be modified to accommodate the turning movements of the traffic expected.
3. Costs incurred for adding or modifying median openings shall not be borne by the department.
4. The department reserves the right to close an existing median opening when the department deems it is necessary.

*“Normal peak hour traffic.”* The highest number of vehicles found to be entering and leaving an entrance during 60 consecutive minutes in a 24-hour period, excluding holidays.

*“Pavement.”* The portion of a roadway used for the movement of vehicles, excluding shoulders.

*“Predetermined access location.”* A location of access reserved for the adjacent property at the time access rights are acquired.

*“Primary road” or “primary highway.”* A road or street designated as a “primary road” in accordance with Iowa Code subsection 306.3(6). This definition includes primary road extensions in cities and primary roads under construction.

*“Priority I highway.”* A primary highway constructed as a fully controlled access highway. Permanent access to the facility is allowed only at interchange locations. No permanent at-grade access is allowed.

*“Priority II highway.”* A primary highway constructed as a two-lane or multilane (more than two lanes) facility with a high degree of access control. Access to the facility is allowed only at interchanges and selected at-grade locations.

The minimum allowable spacing between access locations is one-half mile. Limiting primary highway access to existing public road intersections at intervals of one mile is preferable.

*“Priority III highway.”* A primary highway constructed as a two-lane or multilane facility. Access to the facility is allowed at interchanges and at-grade locations.

The minimum allowable spacing between access locations is 1,000 feet. Spacing of one-quarter mile is preferable.

*“Priority IV highway.”* A primary highway constructed as a two-lane facility; however, the definition may include a multilane facility. Priority IV is divided into Priority IV(a) and Priority IV(b).

1. For highways designated as Priority IV(a), the minimum allowable spacing between access locations is 600 feet.

2. For highways designated as Priority IV(b), the minimum allowable spacing between access locations is 300 feet.

*“Priority V highway.”* A primary highway where access rights to it were acquired between 1956 and 1966, entrances were reserved at that time with no spacing limitations, and the department has subsequently determined that a higher degree of access control is desirable. The definition also includes a highway where access rights have not been acquired, but the department anticipates acquiring access rights in the future.

In rural areas, entrances to the highway are generally restricted to one entrance for contiguous highway frontage not exceeding 1,000 feet, two entrances for contiguous highway frontage exceeding 1,000 feet but not exceeding 2,000 feet, and so on.

*“Priority VI highway.”* A primary highway where the acquisition of access rights or additional access rights is not anticipated. This definition may also include a highway where access rights were acquired between 1956 and 1966, entrances were reserved at that time with no spacing limitations, and the department has subsequently determined that restricting access to the facility is no longer necessary.

Access locations are approved based on safety and need.

*“Ramp bifurcation.”* The point where the baseline of the ramp intersects the centerline of the adjacent roadway.

*“Recreational trail.”* A trail established for biking, pedestrian, snowmobiling, cross-country skiing, or equestrian use.

*“Right-of-way line.”* The boundary line between the land acquired for or dedicated to public road use and the adjacent property.

*“Roadway.”* The portion of a highway used for the movement of vehicles, including shoulders and auxiliary lanes. A divided highway has two or more roadways.

*“Rural area.”* An area clearly not meeting the criteria set forth for a built-up or fringe area. Rural area also includes agricultural land within the corporate limits of a city.

*“Rural-designed area.”* An area in which the predominant cross section accommodates surface drainage from the roadway and adjacent terrain via an open ditch.

*“Shoulder.”* The portion of a public road contiguous to the traveled way for the accommodation of disabled vehicles and for emergency use.

*“Sight distance.”* The distance of clear vision along a primary highway in each direction from any given point of access where a vehicle must stop before entering the highway.

1. Sight distance at an access location is measured from the driver’s height of eye (3.5 feet) to the height of an approaching vehicle (4.25 feet).

2. An access location should be established where desirable sight distance is available and shall not be authorized in a location providing less than minimum sight distance, as shown below.

POSTED DAYTIME SPEED LIMIT (mph)	DESIRABLE SIGHT DISTANCE (feet)	MINIMUM SIGHT DISTANCE (feet)
70	910	730
65	820	645
60	730	570
55	645	495
50	570	425
45	495	360
40	425	305
35	360	250
30	305	200

3. On a four-lane divided primary highway where access is proposed at a location that will not be served by a median crossover, sight distance is required only in the direction of the flow of traffic.

*“Special access connection.”* An access location authorized to the primary road system in an area where access rights were previously acquired.

*“Traveled way.”* The portion of a roadway used for the movement of vehicles, excluding shoulders and auxiliary lanes.

*“Turning lane.”* An auxiliary lane, including taper areas, primarily used for the deceleration or storage of vehicles leaving the through traffic lanes.

*“Urban-designed area.”* A built-up or fringe area in which the predominant cross section accommodates roadway surface drainage by means of a curbed roadway.