

Subdivision Street Requirements

1 CHAPTER 91.

2 SUBDIVISION STREET REQUIREMENTS

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73

74 PART I.

75 GENERAL PROVISIONS.

76 **24 VAC 30-91-10. Definitions.**

77 The following words and terms when used in these regulations shall have the following meanings unless  
78 the context clearly indicates otherwise:

79 "AASHTO" means the American Association of State Highway and Transportation Officials.

80 "Abandon" in all its forms means the legislative action reserved [for and granted to] the local governing  
81 body to extinguish the public's right to a roadway under the jurisdiction of the Virginia Department of  
82 Transportation, pursuant to §§ 33.1-151 and 33.1-155 of the Code of Virginia.

83 ["Accessible route" means a continuous unobstructed, stable, firm and slip-resistant path connecting all  
84 accessible elements of a facility (may include parking access aisles, curb ramps, crosswalks at vehicular  
85 ways, walks, ramps and lifts) that can be approached, entered and used by persons with disabilities. An  
86 accessible route shall, to the maximum extent feasible, coincide with the route for the general public.]

87 "ADT" means average daily traffic count (see "Projected Traffic").

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88 ~~["Apartment building" means a building for residential occupancy containing more than two dwelling~~  
89 ~~units that may be rented or occupied by the owner. For the purposes of this regulation, the term shall~~  
90 ~~include townhouse and condominium buildings.]~~

91 "Board" means the Commonwealth Transportation Board.

92 ["Clear zone" means the total border area of a roadway or shared use path that is sufficiently wide for an  
93 errant vehicle to avoid a serious accident. (See the Subdivision Street Design Guide (24 VAC 30-91-160)  
94 for details.)]

95 "Commissioner" means the chief executive officer of the Virginia Department of Transportation ~~and the~~  
96 ~~Vice Chairman of the Commonwealth Transportation Board for the Commonwealth of Virginia].~~

97 "Complete development (land)" means the utilization of the available areas in a manner as to realize its  
98 highest density for the best potential use based on zoning, pending rezoning, the adopted comprehensive  
99 plan of the governing body, or the customary use of similar parcels of land.

100 "Complete development (streets)" means the development of a subdivision street in full compliance with  
101 all applicable provisions of these regulations to the necessary standards of design and construction for the  
102 effective and efficient accommodation of the traffic generated by the complete development of the land,  
103 both internal and external to the subdivision.

104 ["County controlled grade separation structure" means a grade separation structure, which does not  
105 qualify for maintenance by the department, but was established within the right of way of a street  
106 intended for state maintenance.]

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107 "County official" means the representative of the governing body appointed to serve as its agent in  
108 matters relating to subdivisions.

109 "Cul-de-sac" means a street with only one outlet and having an appropriate turnaround for a safe and  
110 convenient reverse traffic movement and more specifically the turning area.

111 "Dam" means an embankment or structure intended or used to impound, retain, or store water, either as a  
112 permanent pond or as a temporary storage facility.

113 "Department" means the Virginia Department of Transportation.

114 "Design manual" means the department's Road Design Manual (effective July 1, 199824 VAC 30-91-  
115 160), Location and Design Division.

116 "Design speed" means a speed selected for purposes of design and correlation of those features of a street  
117 such as curvature, super elevation, and sight distance, upon which the safe operation of vehicles is  
118 dependent.

119 "Developer" means an individual, corporation, or registered partnership engaged in the subdivision of  
120 land.

121 ~~"Director of the Asset Management Division" means the department employee responsible for the~~  
122 ~~maintenance program of the State Highway System and the secondary system of state highways or his~~  
123 ~~designee.]~~

124 "Director of the Local Assistance Division" means the department employee responsible for  
125 administering-overseeing all programs administered by the Local Assistance Division, including] these

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126 requirements and the final acceptance of streets as part of the secondary system of state highways  
127 maintained by the department or his designee.

128 "Discontinue," in all its forms, means the legislative act of the Commonwealth Transportation Board,  
129 pursuant to § 33.1-150 of the Code of Virginia, that determines that a road no longer serves public  
130 convenience warranting its maintenance with funds at the disposal of the department.

131 "District administrator" means the department employee assigned the overall supervision of the  
132 departmental operations in each of the Commonwealth's nine construction districts.

133 "Drainage manual" means the department's Drainage Manual ([effective April 2002] 24 VAC 30-91-160),  
134 Location and Design Division.

135 "Dwelling unit" means a structure or part of a structure containing sleeping, kitchen, and bathroom  
136 facilities that is suitable for occupancy as a home or residence by one or more persons.

137 "Easement" means a grant of a right to use property of an owner for specific, limited use or purpose.

138 ~~["Extrinsic structure" means any structure whose primary mission is not essential for the operation of a~~  
139 ~~subdivision street. Customarily, an extrinsic structure is intended to separate the movement of people or~~  
140 ~~products (e.g., utilities, unlicensed motor vehicles, golf carts, pedestrians, etc.) from those using the street.~~  
141 ~~The term is primarily intended to identify grade separation structures that are not essential for the~~  
142 ~~purposes of the street but may also apply to other structures within the right of way. Pedestrian or bicycle~~  
143 ~~facilities that are accepted for maintenance as part of the street are exempt from the term.]~~

144 "Functional classification" means the process by which streets and highways are grouped into classes, or  
145 systems, according to the character of service they are intended to provide.

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146 "Governing body" means the board of supervisors of the county but may also mean the local governing  
147 body of a town or city, if appropriate, in the application of these requirements.

148 "Intersection" means the juncture of two or more streets at which point there are three or more legs.

149 "Level of service" means a qualitative measure describing operational conditions within a traffic stream,  
150 and their perception by motorists and passengers. For the purposes of these requirements, the applicable  
151 provisions of the Highway Capacity Manual[, Transportation Research Board, (24 VAC 30-91-160)]shall  
152 serve as the basis for determining "levels of service."

153 "Level terrain" means that condition where highway sight distances, as governed by both horizontal and  
154 vertical restrictions, are generally long or could be made so without construction difficulty or major  
155 expense.

156 "Loop street" means a street whose two outlets are to the same street.

157 ~~["Minimum entrance standards" means the department's Minimum Standards of Entrances to State~~  
158 ~~Highways (24 VAC 30 71), Mobility Management Division.]~~

159 "Mountainous terrain" means that condition where longitudinal and traverse changes in the elevation of  
160 the ground with respect to the road or street are abrupt and where benching and side hill excavation are  
161 frequently required to obtain acceptable horizontal and vertical alignment.

162 "Neotraditional development" means a type of subdivision that creates a neighborhood or community  
163 design with qualities of a traditional small town, combining a mix of uses that may include retail  
164 establishments, offices, civic buildings, public squares, and multi-family and single-family housing, all  
165 within walking distance of one another[, as well as a mix of transportation facilities that focuses on the



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166 needs of pedestrians and bicyclists in addition to the needs of motorists]. These developments may  
167 include a variety of buildings and land use densities along the same street. Street layout may follow a grid  
168 pattern using narrow streets and having multiple connections to surrounding neighborhoods. These  
169 developments may be referred to as "villages" or "hamlets" within the ordinances of the governing body.

170 "Nonresidential street" means a subdivision street adjacent to property that is anticipated to develop for  
171 purposes other than residential use.

172 "Office building" means a building that is used primarily for conducting business transactions other than  
173 retail sales.

174 "Parking bay" means an [off-street] area for parking two or more vehicles that are served by a short  
175 driveway connecting the parking area and the public street [or the parking space on a street needed by a  
176 vehicle or vehicles.]

177 "Parking lane" means an area, generally seven or eight feet in width, adjacent to and parallel with the  
178 travel lane of a roadway that is used for parking vehicles.

179 "Pavement Design Guide" means the [edition of the] Pavement Design Guide for Subdivision and  
180 Secondary Roads in Virginia ([effective August 1, 2000), Materials Division and Transportation Research  
181 Council]24 VAC 30-91-160].

182 "Permit Manual" means the department's Land Use Permit Manual (24 VAC 30-150)[, Local Assistance  
183 Division Division].

184 "Phased development" (streets) means the method outlined in [24 VAC 30-91-130-24 VAC 30-91-70  
185 (Phased development of subdivision streets)] whereby the acceptance of certain subdivision streets into

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186 the secondary system of state highways may be considered before being completely developed in  
187 accordance with all applicable requirements (e.g., two lanes of a four-lane facility are considered for  
188 acceptance in advance of lanes 3 and 4 being finished).

189 "Plans" means the standard drawings, including profile and roadway typical section, that show the  
190 location, character, dimensions and details for the proposed construction of the subdivision street.

191 "Plat" means the schematic representation of the land divided or to be divided.

192 "Private streets" means subdivision streets that have not been dedicated to public use or that require the  
193 permission or invitation of a resident or owner to use the street. Such streets are not intended to be  
194 included in the secondary system of state highways maintained by the department.

195 "Privately maintained streets" means any public or private street that is not maintained by the department  
196 or the local governing body.

197 "Projected traffic" means the number of vehicles, normally expressed in average daily traffic (ADT),  
198 forecast to travel over the segment of the subdivision street involved.

199 "Public street" means a street dedicated to public use and available to the public's unrestricted use without  
200 regard to the jurisdictional authority responsible for its operation and maintenance.

201 ["PUD" means planned unit development, which is a form of development characterized by unified site  
202 design for a variety of types and densities of development and as more specifically defined in § 15.2-2201  
203 of the Code of Virginia.]

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204 "Requirements" means the design, construction, and related administrative considerations herein  
205 prescribed for the acceptance of a subdivision street for maintenance by the department as part of the  
206 secondary system of state highways.

207 "Resident engineer" means the department employee assigned to supervise departmental operations  
208 within a specified geographical portion of the Commonwealth, consisting of one to four counties, or his  
209 designee. [In the context of either this regulation or the Subdivision Street Design Guide (24 VAC 30-91-  
210 160), the term can also refer to:

211 1. In districts having centralized functions for the review and approval of subdivision plans,  
212 either:

213 a. The district land development manager for functions related to plan approval; or

214 b. The residency permit manager for functions related to construction, inspection, and  
215 acceptance of streets

216 c. or any other position specifically designated to perform these functions.

217 2. In cities and towns that maintain and operate their own system of streets and elect to use the  
218 pavement and right-of-way width requirements of the Subdivision Street Design Guide (24 VAC  
219 30-91-160) as a basis for street maintenance payments under the provisions of §33.1-41.1, Code  
220 of Virginia, as well as the Counties of Arlington and Henrico, the local official responsible for the  
221 review and approval of subdivision street design.]

222 "Residential street" means a subdivision street adjacent to property that is anticipated to develop as  
223 single-family residences, apartment buildings, or other similar dwelling structures.

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224 "Right-of-way" means the land, property, or interest therein, usually in a strip, acquired for or devoted to  
225 a public street designated to become part of the secondary system of state highways.

226 "Roadway" means the portion of the road or street within the limits of construction and all structures,  
227 ditches, channels, etc., necessary for the correct drainage thereof.

228 "Secondary system of state highways" means those public roads, streets, bridges, etc., established by a  
229 local governing body pursuant to § 33.1-229 of the Code of Virginia and subsequently accepted by the  
230 department for supervision and maintenance under the provisions of Articles 6 (§ 33.1-67 et seq.) and 11  
231 (§ 33.1-150 et seq.) of Chapter 1 of Title 33.1 of the Code of Virginia.

232 "Shared [use] path" means a facility[, as defined in §46.2-100, Code of Virginia,] that is [set apart from  
233 the travelway and] intended to be used by pedestrians and bicyclists [~~and that is set apart from the~~  
234 roadway intended for motor vehicles].

235 "Shopping center" means a building or buildings containing two or more stores that are used primarily for  
236 retail sales but may include commercial trade or professional uses.

237 "Single-family residence" means a structure, other than an apartment building, maintained and used as a  
238 single dwelling unit or any dwelling unit that has direct access to a street and shares neither heating  
239 facilities, hot water equipment, nor any other essential facility or service with any other dwelling unit.

240 "Specifications" means the department's Road and Bridge Specifications (~~effective 2002~~[24 VAC 30-91-  
241 160]), including related supplemental specifications and special provisions.

242 "Standards" means the applicable drawings and related criteria contained in the department's Road and  
243 Bridge Standards (~~effective February 2001~~[24 VAC 30-91-160]).

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244 "Subdivision" means the division of a lot, tract, or parcel into two or more lots, plats, sites, or other  
245 divisions of land for the purpose, whether immediate or future, of sale or of building development. Any  
246 resubdivision of a previously subdivided tract or parcel of land shall also be interpreted as a  
247 "subdivision." The division of a lot or parcel permitted by § 15.2-2244 of the Code of Virginia will not  
248 be considered a "subdivision" under this definition, provided no new road or street is thereby established.  
249 However, any further division of such parcels shall be considered a "subdivision."

250 "Subdivision street" means a public way for purposes of vehicular travel that results from the subdivision  
251 of land, including the entire area within the right-of-way. Public streets developed in accordance with  
252 these requirements and meeting the necessary public service provisions established herein shall be  
253 eligible for addition to the secondary system of state highways maintained by the department. Streets  
254 primarily intended to access property abutting or in the immediate vicinity of the street are deemed  
255 "local" subdivision streets.

256 "Subdivision Street Design Guide" means Appendix B of the Road Design Manual (~~effective July 1,~~  
257 ~~1998~~24 VAC 30-91-160)].

258 "Swale" means a broad depression within which storm water may drain during inclement weather, but  
259 which does not have a defined bed or banks.

260 "Through street" means a street that provides access between two other streets.

261 "Traveled way" means the portion of the subdivision street designated for the movement of vehicles,  
262 exclusive of shoulders, parking areas, turn lanes, etc.

263 "VDOT" means the Virginia Department of Transportation.

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264 "VPD" means vehicles per day.

265 "VPH" means vehicles per hour.

266 "Watercourse" means a definite channel with bed and banks within which water flows, either  
267 continuously or in season.

268 **24 VAC 30-91-20. Applicability[, effective date, and transition].**

269 [A. Applicability.] This regulation is intended to govern subdivision street development and the criteria  
270 for acceptance of these streets [by the department for subsequent maintenance]. The Subdivision Street  
271 Design Guide [(24 VAC 30-91-160)] offers guidance on the design and construction features of  
272 subdivision street development [~~that may differ from highway construction projects~~, and sets out design  
273 parameters deemed appropriate for most land development scenarios. However, the business of land  
274 development is fluid and the department, in consultation with local government officials, is prepared to  
275 consider innovative transportation approaches associated with land development proposals that are  
276 consistent with the geometric requirements of the Subdivision Street Design Guide (24 VAC 30-91-160).]  
277 However, when not specifically addressed in one of these documents, the relevant requirements of the  
278 Road Design Manual (~~effective July 1, 1998~~24 VAC 30-91-160)], standards, specifications, Pavement  
279 Design Guide (~~effective August 1, 2000~~24 VAC 30-91-160)] and associated instructions shall govern.

280 These requirements apply to all subdivision streets designated to [~~become~~be maintained by the  
281 Department as] part of the secondary system of state highways. The department's review and approval  
282 shall apply only to streets proposed for addition to the secondary system of state highways maintained by  
283 the department. Any plans submitted for review that contain only streets proposed for maintenance by

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284 others may be reviewed for general guidance at the discretion of the resident engineer but will not be  
285 officially approved. However, any such review shall not represent the department's commitment to accept  
286 such streets for maintenance irrespective of the quality of the construction of the street or streets.

287 If a subdivision plan with streets proposed for VDOT acceptance include[s] any streets that are not  
288 initially intended to be accepted [~~into~~for maintenance by the department as part of] the secondary system,  
289 the plan must include a notation identifying these streets. In the absence of this notation, the plans will not  
290 be approved. It is also recommended that any streets proposed to be privately maintained also have a  
291 notation on the plat and impacted deeds that clearly indicate that as a prerequisite for the streets future  
292 acceptance, the streets must be improved to the department's prevailing standards for acceptance at no  
293 cost to the department.

294 [B. Effective date. These requirements are effective 30 days from publication of the final regulation in  
295 The Virginia Register of Regulations or January 1, 2005, whichever date is later. All streets proposed for  
296 acceptance by the department after the effective date of this regulation shall be accepted in accordance  
297 with these provisions, except as may be waived by the Commissioner or his designee.

298 C. Transition. Prior to July 1, 2005, the department will allow the design of streets developed in  
299 accordance with either the former requirements (1996) or these requirements. Any street design initially  
300 submitted to the department for consideration after June 30, 2005, however, shall be in accordance with  
301 these requirements.]

302 **[24 VAC 30-91-30. Local subdivision ordinances ]**

303 A. [Precedence of local subdivision ordinance.] Pursuant to § 33.1-229 of the Code of Virginia, new  
304 streets are established by the governing body of the locality in which they are located. Any requirements

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305 of the subdivision ordinance adopted by the governing body that are equal to or greater than these  
306 provisions shall become the department's requirements in that locality and govern unless the local  
307 governing body concurs with an exception to their higher standards.

308 [B. Exemptions in local ordinances. The department does not recognize any provision of an ordinance  
309 adopted by the governing body that exempts the development of streets from these requirements based on  
310 its definition of the term subdivision. Consequently, any street proposed for addition to the secondary  
311 system of state highways maintained by the department shall comply with applicable requirements as  
312 herein provided or, if greater than these provisions, the requirements of the local ordinance.]

313 [~~24 VAC 30-91-3024 VAC 30-91-40~~]. Continuity of public street system.

314 The continuity of a publicly maintained street system is a prerequisite to the addition of any subdivision  
315 street into the secondary system of state highways. A street may only be accepted for state maintenance if  
316 it is the continuation of the network of public streets whose maintenance has been officially accepted by  
317 the department or, if appropriate, a city, town or county.

318 [~~24 VAC 30-91-40. Large lot size subdivision.~~

319 ~~Notwithstanding any provision of an ordinance adopted by the governing body that exempts certain large-~~  
320 ~~lot size subdivisions from its definition of subdivision, any street proposed for addition to the secondary~~  
321 ~~system of state highways shall comply with applicable requirements as herein provided.]~~



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322 **24 VAC 30-91-50. Service requirements.**

323 A. Service consideration. A street may only be accepted by the department for maintenance as part of the  
324 secondary system of state highways if it renders sufficient public service to justify expending public funds  
325 for its subsequent maintenance.

326 In the event the governing body requests the addition of a street before it meets these public service  
327 provisions, the resident engineer will review each request on an individual case basis and determine if the  
328 acceptance of a street prior to normal service requirements is justified. However, [prior to deferring  
329 acceptance based solely on service requirements,] the resident engineer shall confer with the Director of  
330 the Local Assistance Division [prior to deferring acceptance based solely on service requirements or other  
331 designee appointed by the Commissioner].

332 [However, the-The] public service requirements of this subsection may be waived for cul-de-sac streets  
333 less than 0.25 miles in length when [required to the acceptance of the street or streets will] complete the  
334 acceptance of all [other-] streets within the subject section of the subdivision.

335 B. Criteria. For the purpose of these requirements, public service may include, but is not necessarily  
336 limited to, streets meeting one or more of the following situations:

337 1. Serves three or more occupied units of varied proprietorship with a unit being a single-family  
338 residence, owner-occupied apartment, owner-occupied residence in a qualifying manufactured home  
339 park, a stand-alone business, or single business entity occupying an individual building, or other  
340 similar facility. However, streets providing service in settings similar to an apartment building setting  
341 will only be considered for acceptance if the street is well defined and appears to be a street rather  
342 than a travel way through a parking lot.

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343 2. Constitutes a connecting link between other streets that qualify from the point of public service.

344 3. Provides an extension of a street to the subdivision boundary to facilitate the continuity of possible  
345 adjacent development, if required by local ordinance. Such streets shall normally incorporate an  
346 adequate means for vehicles to turn around and reverse direction [if greater than 0.01 miles in length].

347 4. Serves as access to schools, churches, public sanitary landfills, [transfer stations,] public  
348 recreational facilities, or similar facilities open to public use.

349 5. Serves at least 100 vehicles per day generated by an office building, industrial site, or other similar  
350 nonresidential land use in advance of the occupancy of three or more such units of varied  
351 proprietorship. Any addition under this provision shall be limited to the segment of a subdivision  
352 street that serves this minimum projected traffic and has been developed in compliance with these  
353 requirements.

354 6. Constitutes a part of the network of streets envisioned in the transportation plan or element of a  
355 county's comprehensive plan that, at the time of acceptance, serves an active traffic volume not less  
356 than 100 vehicles per day.

357 C. Apartment and retail shopping complexes. A through street that serves a shopping center or rental  
358 apartment building may be considered for maintenance as part of the secondary system of state highways  
359 if it is deemed by the department to provide a public service. However, internal streets [in these  
360 complexes] do not normally qualify for addition to the system because their operation and maintenance  
361 are considered to be a responsibility of the owner, who stands to profit, rather than the tenant or customer.

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362 1. However, a street that serves as the principal access to rental apartment buildings may be  
363 considered to provide public service if unrestricted public use is permitted and maintenance  
364 continuity is practical.

365 2. Entrance streets and the internal traffic circulation system of shopping centers and apartment  
366 complexes qualify only if more than three property owners are served and the street is separated from  
367 the parking areas.

368 3. Streets serving manufactured home parks may only be considered if the residents of the park own  
369 the land occupied in fee simple.

370 D. Special exceptions. There may be other sets of circumstances that could constitute public service.  
371 Consequently, any [~~question~~ request for clarification] regarding unclear situations should be [~~referred~~  
372 ~~through~~ made in writing to] the resident engineer [~~to the Director of the Local Assistance Division for~~  
373 ~~resolution~~. The resident engineer should then consult the Director of the Local Assistance Division or  
374 other designee appointed by the Commissioner for resolution.]

375 **24 VAC 30-91-60. Administrative procedure.**

376 A. Conceptual subdivision sketch. Prior to [~~preparation of plats or plans, or both, the developer shall~~  
377 ~~prepare a preliminary subdivision plat or conceptual plan of the entire development. The conceptual plat~~  
378 ~~or plan shall provide sufficient information for VDOT to determine the functional classification of each~~  
379 ~~street in the subdivision, depicting as a minimum, in conformance with the applicable provisions of the~~  
380 ~~governing body's zoning and subdivision regulations: preparing detailed construction plans for review, the~~  
381 Resident Engineer shall be provided a preliminary plan of the entire development, prepared by the  
382 developer, that shows sufficient information for VDOT to review and concur with the functional

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383 classification proposed for each street in the subdivision. Any preliminary or conceptual plat, plan or  
384 sketch that conforms to the locality's zoning requirements or subdivision ordinance is acceptable if the  
385 required information is shown. The submittal should include:]

386 1. The general location and configuration, including the terminus, of each street, including the traffic  
387 volume anticipated when the land served is fully developed in accordance with the land uses  
388 anticipated.

389 2. The location and area of each type of permitted land use within the subdivision.

390 3. The location of any proposed transportation facility, within the subdivision's boundaries, included  
391 in the comprehensive plan of the governing body.

392 4. [The proposed functional classification for each street in the subdivision.]

393 [5.] Other available information pertinent to the intended development of the subdivision[, including  
394 but not limited to any proposed phased development of streets pursuant to 24 VAC 30-91-70 (Phased  
395 development of subdivision streets).]

396 The resident engineer [shall provide written notice to will review the layout and functional classification  
397 of streets shown in the concept plan and notify] the appropriate county official [and in writing, as well as]  
398 the developer, if applicable, [regarding the approved functional classification, as defined in the  
399 Subdivision Street Design Guide, for each street in the subdivision. of his concurrence or  
400 recommendations. Approval of the conceptual plan or subdivision sketch shall be considered concurrence  
401 only in the functional classifications and layout of the streets and is deemed to satisfy any requirement for

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402 notification to the county official.] This approval [~~shall or concurrence will~~] be valid as long as the basic  
403 concept for the subdivision's development, as submitted for review, remains unchanged.

404 [~~For subdivisions having more than 20 residential lots or a commercial or an industrial subdivision~~  
405 ~~expected to generate more than 200 vehicles per day, a meeting of the developer, the planning staff of the~~  
406 ~~locality in which the development is proposed, and the resident engineer is encouraged prior to the~~  
407 ~~development of plans for submission.]~~

408 B. Plan submission. Plats or plans, or both, together with other pertinent data as herein prescribed, shall  
409 be submitted to appropriate officials in the local government and to the responsible resident engineer in  
410 accordance with the practices of the local government for all proposed subdivisions whose streets are  
411 intended to be added to the secondary system of state highways maintained by the department. The  
412 resident engineer may, subject to the availability of staff and upon the request of a county, cooperate in  
413 the review of proposed subdivisions to be developed to these standards but not initially intended for  
414 addition to the secondary system of state highways maintained by the department. [VDOT may recover  
415 the costs for this service in accordance with 24 VAC 30-91-140 (Surety and fees).]

416 C. Plan review. Upon receipt of the plats or plans, or both, the resident engineer will arrange for the  
417 appropriate review to determine compliance with all applicable requirements. The general procedure for  
418 this review is described in [~~24 VAC 30-91-280~~ 24 VAC 30-91-150 (Subdivision street development, plan  
419 review, and acceptance)].

420 D. Plan approval. The resident engineer will advise the appropriate county official and the developer, if  
421 applicable, as to the results of the review.

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422 1. If the street development proposed by the plats or plans, or both, is determined to be in compliance  
423 with these requirements, the resident engineer will provide written confirmation of this finding. This  
424 action signifies the resident engineer's approval of the street design shown on the plats or plans, as  
425 submitted. Any subsequent revision, additions, or deletions thereto shall require specific written  
426 approval of the resident engineer for each such change.

427 2. ~~Where the~~ If a) revision of the submitted plats or plans is determined necessary, the resident  
428 engineer will list the required changes in a written response to the county official and the  
429 developer, if applicable. Upon completion of the specified revisions, the plats or plans will be  
430 resubmitted for review and approval by the resident engineer as prescribed in ~~[24 VAC 30-91-~~  
431 ~~28024~~ VAC 30-91-150 (Subdivision street development, plan review, and acceptance)].

432 The department's approval of a [subdivision street] construction plan shall constitute its commitment to  
433 accept the streets depicted thereon when all applicable provisions of these requirements are satisfied and  
434 the streets have been constructed according to the approved construction plan and supporting  
435 specifications. However, during VDOT's inspection of construction, if a situation is discovered that was  
436 not addressed on the approved plan that could, in the opinion of the resident engineer, adversely affect  
437 public safety[ or the integrity of either the roadway or the adjacent property,] acceptance of the street shall  
438 be deferred until the situation is corrected.

439 The department's approval of a [subdivision street] construction plan shall expire after a period of three  
440 years if construction has not commenced, in which case the [subdivision street construction] plan shall be  
441 resubmitted for subsequent review and approval., [This shall not affect the adequacy of the approved  
442 concept plan as depicted on a recorded final plat, as provided for under §15.2-2241, Code of Virginia.]

## Subdivision Street Requirements

443 E. Street acceptance. Upon the satisfactory completion of construction of the subdivision street, the  
444 department will advise the local governing body regarding the street's readiness for acceptance and the  
445 governing body, in consultation with the resident engineer, will initiate its acceptance into the secondary  
446 system of state highways maintained by the department provided:

447 1. The developer dedicates the prescribed right-of-way to public use.

448 2. The street has been constructed in accordance with the applicable specifications, standards and the  
449 plats or plans approved by the department.

450 3. The street renders a public service as prescribed in 24 VAC 30-91-50 [(Service requirements)] or  
451 as may otherwise be approved under those provisions.

452 4. The street has been properly maintained since its completion.

453 5. The developer furnishes the surety and fees in accordance with [~~24 VAC 30-91-160~~24 VAC 30-91-  
454 140 (Surety and fees)].

455 6. The governing body has executed all agreements prescribed by these requirements, unless  
456 specifically waived on an individual case basis by the Director of the Local Assistance Division[, or  
457 other designee appointed by the Commissioner].

458 7. The governing body[, by proper resolution,] requests[~~, by proper resolution that includes the~~  
459 department to accept the street or streets for maintenance as part of the secondary system of state  
460 highways under its jurisdiction. Said resolution shall include the governing body's] guarantee of an  
461 unrestricted and unencumbered right-of-way as dedicated, [~~the department's acceptance of the street~~

## Subdivision Street Requirements

462 into the secondary system of state highways under its maintenance plus any necessary easements for  
463 fills, drainage, or sight distance].

464 Upon the department's determination that the requested addition is in compliance with the applicable  
465 provisions of these requirements, the governing body will be officially advised of the street's acceptance  
466 into the secondary system of state highways and the effective date of such action. This notification serves  
467 as the resident engineer's authority to begin maintenance thereon.

468 **[24 VAC 30-91-70. Phased development of subdivision streets.**

469 A. Policy. Certain subdivision streets that require four or more travel lanes to accommodate the projected  
470 traffic may be accepted by the department for maintenance after completion of the first two lanes to an  
471 acceptable, initial phase of construction, upon the request of the governing body. It is recognized that  
472 there is a distinction between those streets that benefit the overall transportation network and those that  
473 primarily serve the development of land and, therefore, the criteria for phased construction for each  
474 situation differs as described in subsection B of this section.

475 However, in all cases, the right-of-way required for the road at its complete stage of construction shall be  
476 dedicated and accepted as part of the initial street acceptance. In addition, the initial phase of construction  
477 shall be designed and constructed to facilitate construction of the remaining phase in a manner that will  
478 avoid the need to reconstruct the initial two lanes.

479 Consideration for the acceptance of any street under the provisions of this section shall be limited to the  
480 phased development of only the street's roadway. All other applicable requirements, e.g., public service,  
481 drainage easements, and administrative procedures shall apply.



## Subdivision Street Requirements

482 B. Criteria.

483 1. For streets included in the transportation element of the county's comprehensive plan that serve  
484 diverse areas of the region or county, no special agreement or acknowledgement is needed as a  
485 prerequisite to acceptance, provided:

486 a. The street is part of a transportation corridor that was formally adopted as a part of the county's  
487 comprehensive transportation plan prior to the local governing body's approval of the plat or plan  
488 for the development of the adjacent land.

489 b. The transportation corridor is a major thoroughfare planned primarily to move through traffic.

490 c. When fully developed the street must satisfy the department's functional classification criteria  
491 as a major collector or higher.

492 d. The street has a projected traffic volume of 8,000 vehicles per day or less for a period of 10  
493 years following the date of the acceptance for maintenance by the department.

494 2. For all other streets, the local governing body's resolution requesting acceptance of the initial two  
495 lane section must include provisions that acknowledge:

496 a. The local governing body agrees that all costs incurred in the street's complete construction,  
497 including right-of-way, engineering, utility adjustment, etc., shall be provided from funds other  
498 than those derived from state revenue sources administered by VDOT, except as may be  
499 expressly authorized by the department's Director of the Local Assistance Division.

## Subdivision Street Requirements

500           b. The local governing body agrees that it is their responsibility to ensure that the roadway is  
501           completed as needed to accommodate the traffic. However, the county also acknowledges that a  
502           determination that the street needs to be completed to its ultimate section will be made by the  
503           resident engineer or his designee once it is determined that the first two lanes will not sustain an  
504           acceptable level of service for the function classification of the roadway in accordance with the  
505           Highway Capacity Manual (24 VAC 30-91-160).

506    C. Procedures.

507           1. Plats or plans, or both, for the street's complete development, in accordance with all applicable  
508           provisions of these requirements, shall be submitted for approval.

509           2. The plats or plans shall also delineate the street's initial development as proposed pursuant to this  
510           section. In no case shall this design provide less than one-half of the roadway typical section required  
511           by the applicable requirements for the street's complete development.

512           3. Unless waived by the resident engineer, a capacity analysis shall be submitted to document that an  
513           acceptable level of service will be maintained for the intended duration of the initial phase of  
514           development. In determining an acceptable level of service, the beneficial effect of the proposed  
515           street on the overall transportation network will be considered. The resident engineer or his designee  
516           may waive this requirement for a traffic capacity analysis.

517           4. A determination will be made by VDOT in consultation with the locality whether the street can be  
518           approved for phased development and which criterion in subsection B of this section applies.

## Subdivision Street Requirements

519 5. Upon the resident engineer's determination that the proposal is in compliance with the applicable  
520 provisions of this section, the plans may be approved accordingly.

521 6. Upon completion of the street's initial phase in accordance with approved plans, its compliance  
522 with all other applicable provisions of this section, and the inclusion of the appropriate language in  
523 the resolution, the street may be accepted for maintenance by the department as part of the secondary  
524 system of state highways.

525 **24 VAC 30-91-80. Connections to or work within streets maintained by the department.**

526 A. Connections to streets maintained by the department. A land use permit issued by the department is  
527 required for new connections of any kind to existing streets maintained by the department. Due to the  
528 wide variation in prevailing conditions, each location shall be evaluated individually to determine exact  
529 requirements. Therefore, it is incumbent upon the developer or his designee to apply for a land use permit  
530 at the appropriate time to ensure the desired completion of the development. Such application shall be  
531 made to the resident engineer and be consistent with the approved plats or plans for the subdivision or the  
532 document reviewed for the connection of a street that is to remain privately maintained.

533 B. Relocations, adjustments, and improvement of streets maintained by the department. All work  
534 performed within the existing right of way of streets maintained by the department, including pavement  
535 widening, the addition of turn lanes, realignments and relocations of existing streets, shall be coordinated  
536 with and approved by VDOT as follows:

537 1. All such work shall be accomplished pursuant to a land use permit issued by the department after  
538 the required right-of-way has been dedicated to public use or as otherwise required by the department.

## Subdivision Street Requirements

539 2. All work, including the relocation, adjustment, and improvement of existing streets under VDOT  
540 jurisdiction shall be subject to the department's direction rather than these requirements. Such work  
541 should include overlaying and re-striping the old and new portions of the roadway.

542 3. The relocation of streets maintained by the department shall only be accomplished with the consent  
543 of the local governing body.

544 4. Traffic should be maintained on streets under the department's jurisdiction until the new portion  
545 has been accepted by the department for maintenance unless the department authorizes a closure of  
546 the road to traffic.

547 5. No street or roadway maintained by the department and actively used by the public shall be  
548 abandoned or vacated unless a new street serving the same citizens has been constructed and accepted  
549 for maintenance by the department.

550 6. Streets previously discontinued exist as a public way under the jurisdiction of the local governing  
551 body and should be abandoned or vacated prior to the development of land associated with such  
552 streets.

553 ~~24 VAC 30-91-70-24 VAC 30-91-90~~. Discretionary authority.

554 The department's resident engineers are authorized considerable discretionary authority regarding the  
555 [development design] of subdivision streets functionally classified as "local." Such judgments should  
556 take into consideration the individual situation, but in no instance are the safety features, structural  
557 integrity, or traffic capacities prescribed by these requirements to be sacrificed. Meandering alignment

## Subdivision Street Requirements

558 and rolling grades are satisfactory, provided adequate stopping sight distances and reasonable alignment  
559 and gradients are provided to safely accommodate the projected traffic at the design speed.

560 ~~[24 VAC 30-91-80. Entrance permits.~~

561 ~~An entrance permit is required by the general rules and regulations of the Commonwealth Transportation~~  
562 ~~Board for any form of access to state maintained roads, including the connection of a subdivision street~~  
563 ~~whether the street is intended for acceptance by the department or will remain the responsibility of others.~~  
564 ~~Such a connection shall comply with applicable commercial entrance requirements of the department's~~  
565 ~~Land Use Permit Manual (24 VAC 30-150) and Minimum Standards of Entrances to State Highways (24~~  
566 ~~VAC 30-71).~~

567 ~~Due to the wide variation in prevailing conditions, each location shall be evaluated individually to~~  
568 ~~determine exact requirements. Therefore, it is incumbent upon the developer or his designee to apply for~~  
569 ~~any required entrance permit at the appropriate time to ensure the desired completion of the development.~~  
570 ~~Such application shall be made to the resident engineer and be consistent with the approved plats or plans~~  
571 ~~for the subdivision or the document reviewed for the connection of a street that is to remain privately~~  
572 ~~maintained.~~

573 ~~24 VAC 30-91-90~~**24 VAC 30-91-100]. Appeal to district administrator.**

574 The district administrator is authorized to consider and render a ruling on unresolved differences of  
575 opinion between the developer and the resident engineer that pertain to the interpretation and application  
576 of these requirements.

## Subdivision Street Requirements

577 To obtain this review, the developer shall provide the district administrator, the resident engineer and the  
578 county official a written request for such action, describing any unresolved issue. After reviewing all  
579 pertinent information, the district administrator will advise the developer in writing regarding the decision  
580 of the appeal, with a copy to the county official and the resident engineer. The developer may further  
581 appeal the district administrator's decision to the [commissioner or his Commissioner's] designee. All  
582 correspondence requesting an appeal should include copies of all prior correspondence regarding the issue  
583 or issues with the county officials and department representatives.

584 [24 VAC 30-91-100. Precedence of local subdivision ordinance.

585 Pursuant to § 33.1-229 of the Code of Virginia, new streets are established by the governing body of the  
586 locality in which they are located. Any requirements of the subdivision ordinance adopted by the  
587 governing body that are equal to or greater than these requirements shall become the department's  
588 requirements in that locality and govern unless the local governing body concurs with an exception to  
589 their higher standards.

590 24 VAC 30-91-110. Applicable requirements of other regulatory agencies.

591 Should a subdivision street proposed for acceptance into the secondary system of state highways be  
592 subject to provisions of any regulatory agency pertaining to the maintenance, control, or operation of the  
593 completed street, the developer shall provide the resident engineer with a copy of such requirements at the  
594 time its addition is requested.]

## Subdivision Street Requirements

595

PART II.

596

SPECIFIC PROVISIONS.

597

~~[24 VAC 30-91-120.]~~ **24 VAC 30-91-110. Design [and agreement] requirements.**

598

A. [General requirements.] Most criteria addressing the design of new subdivision streets can be found in

599

the Subdivision Street Design Guide [(24 VAC 30-91-160)]. However, the following provisions are

600

provided for guidance[, concerning particularly in regard to] features that require agreements or formal

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acknowledgements of the governing body before VDOT's acceptance of the street or streets within a

602

subdivision.

603

When an agreement is required between the local governing body and the department as a prerequisite to

604

the acceptance of a subdivision street, nothing in these requirements shall preclude the local governing

605

body from entering into separate agreements with other entities to fulfill its responsibilities. However, if

606

the provisions are intended to ensure the safety of the public using the street, the department reserves the

607

right to approve the involvement of the other party or parties.

608

B. ~~[New streets. 1.]~~ Geometric requirements. Geometric requirements for new subdivision streets are

609

established in the ~~[Supplemental-Subdivision Street] Design Guide [for Subdivision Streets of the Road~~

610

Design Manual (24 VAC 30-91-160)]. ~~[In the event a reduced pavement width is proposed, the reduced~~

611

roadway will only be considered at the request of the local governing body, which by formal resolution,

612

shall express its commitment to require sufficient off street parking to accommodate the land served. In

613

certain circumstances the Subdivision Street Design Guide (24 VAC 30-91-160) allows reduced

614

pavement widths for curb and gutter sections. Any such reduction must be specifically requested by the

615

governing body in writing and be approved by the resident engineer. Sufficient off-street parking must be

## Subdivision Street Requirements

616 provided by the local governing body as indicated in the Subdivision Street Design Guide (24 VAC 30-  
617 91-160) to accommodate any request for reduced pavement widths. However, no special request from the  
618 local governing body shall be required in the event the department has approved a design standard for use  
619 throughout that county that includes street width reductions for a specific type of subdivision, such as a  
620 Neotraditional subdivision.]

621 [2C]. Turn lanes. Left or right turn lanes shall be provided at intersections when the department  
622 determines that projected turning movements warrant their installation. These facilities shall be designed  
623 in accordance with the [appropriate provisions of the department's Minimum Standards of Entrances to  
624 State Highways Subdivision Street Design Guide (24 VAC 30-91-160)] and, if necessary, additional  
625 right-of-way shall be provided to accommodate these facilities.

626 [3-Cul de sacs and turnarounds. An adequate turnaround facility shall be provided at the end of each cul-  
627 de sac or stub street accepted to permit the safe and convenient maneuvering by service vehicles. Various  
628 configurations of turnarounds are illustrated in the Subdivision Street Design Guide; however, alternative  
629 configurations may be approved by the resident engineer. Additional right of way shall be provided as  
630 required by the design of the turnaround. Normally, any nontraveled way areas within the turnaround,  
631 such as an island, shall be included in the dedicated right of way of the facility.

632 For circular turnarounds, a well defined, identifiable street segment, equal to the normal lot width along  
633 the intersected street that serves the cul de sac or 50 feet, whichever is greater, shall extend from the  
634 intersected street to the turning area.

635 4D]. Pavement structure.



## Subdivision Street Requirements

636 [a1]. Pavement design. The pavement structure for new subdivision streets shall be in accordance  
637 with the Pavement Design Guide ([effective August 1, 2000]24 VAC 30-91-160)], including any  
638 prescribed underdrains. Prior to construction of the pavement sub-base and finish courses, the resident  
639 engineer shall approve the proposed pavement design.

640 [b2]. Special pavement surfaces. The resident engineer may approve special pavement surfaces, such  
641 as the use of stamped pavement or the use of paving blocks or bricks. However, if the pavement  
642 design is a type not addressed by the Pavement Design Guide ([effective August 1, 2000]24 VAC 30-  
643 91-160]) or otherwise not in general use by the department, an agreement shall be provided by the  
644 governing body that addresses the future maintenance of such pavement.

645 [e3]. Pavement additions to existing streets. When an existing VDOT maintained roadway is to be  
646 widened to accommodate additional lanes or the addition of turn lanes, the necessary pavement  
647 design shall be obtained from the resident engineer and the entire surface of the roadway (old and  
648 new portions) shall be overlaid and re-striped as required by the resident engineer.

649 [E. Parking.

650 1. Perpendicular and angle parking along subdivision streets is normally prohibited. However,  
651 perpendicular and angle parking along subdivision streets may be considered if the features along the  
652 street cause the street to readily appear to be a street rather than a travel way through a parking lot. In  
653 addition, additional pavement width may be necessary between the travel lanes and the parking  
654 spaces to allow a car to back from its normal parked position, orient itself for entering the travel lanes  
655 and stop without either encroaching into the travel lanes or having the driver's vision of oncoming  
656 traffic obscured by adjacent, parked vehicles.

## Subdivision Street Requirements

657 Street designs that anticipate the restriction of on-street parking shall only be approved with the  
658 consent of the county official and the resident engineer.

659 2. Localities are encouraged to adopt local ordinances to appropriately address adequate off street  
660 parking in subdivisions. In the absence of local regulations that are deemed acceptable by the  
661 department, the following criteria shall apply for the design of subdivision streets:

662 a. A minimum of two off-street parking spaces per dwelling unit, exclusive of garage facilities  
663 associated with the unit, shall be provided in the proximity of the unit they are intended to serve.  
664 Additional off-street parking space shall be provided when the width of any residential curb and  
665 gutter roadway is proposed for reduction as permitted in the Subdivision Street Design Guide (24  
666 VAC 30-91-160). Except as may be associated with corner dwellings, the availability of on-street  
667 parking along other streets will not normally be considered as additional off-street parking.

668 b. If parking bays are provided, they shall be located off the street's right-of-way and designed to  
669 prevent vehicles from backing into the adjacent subdivision street.

670 c. Entrances to parking bays shall be separated by at least 50 feet and designed in accordance with  
671 the appropriate provisions of the standards or Land Use Permit Manual.

672 F. Cul-de-sacs and turnarounds. An adequate turnaround facility shall be provided at the end of each cul-  
673 de-sac or stub street to permit the safe and convenient maneuvering by service vehicles. Various  
674 configurations of turnarounds are illustrated in the Subdivision Street Design Guide (24 VAC 30-91-160);  
675 however, alternative configurations may be approved by the resident engineer. Additional right-of-way

## Subdivision Street Requirements

676 shall be provided as required by the design of the turnaround. Normally, any nontraveled way areas  
677 within the turnaround, such as an island, shall be included in the dedicated right-of-way of the facility.

678 For circular turnarounds, a well-defined, identifiable street segment, equal to the normal lot width along  
679 the intersected street that serves the cul-de-sac or 50 feet, whichever is greater, shall extend from the  
680 intersected street to the turning area.

681 G. Curb and gutter. For the purpose of these requirements, the use of curb and gutter is an acceptable  
682 roadway design alternative, rather than a requisite. However, when used, curb and gutter shall be  
683 designed in accordance with the Subdivision Street Design Guide (24 VAC 30-91-160) and only one curb  
684 and gutter design may be used along the length of a street.

685 1. Driveway entrance requirements. Without regard to the curb design used, the curb shall  
686 incorporate a driveway entrance apron, as illustrated in the Subdivision Street Design Guide (24 VAC  
687 30-91-160) to provide a smooth transition from the gutter invert or roadway surface onto the  
688 driveway. However, exceptions may be granted by the resident engineer when roll top curb is used if  
689 requested by the local official.

690 2. Curb ramps. All streets that incorporate accessible routes for pedestrian use shall, without regard  
691 to the curb design used, include curb ramps at intersections for use by persons with disabilities and  
692 shall incorporate other applicable provisions of the Americans with Disabilities Act.

693 H. Private entrances. All private entrances shall be designed and constructed in accordance with the  
694 Subdivision Street Design Guide (24 VAC 30-91-160).

## Subdivision Street Requirements

695 I. Pedestrian, bicycle, and shared use path facilities. The CTB’s “Policy for Integrating Bicycle and  
696 Pedestrian Accommodations” emphasizes accommodating pedestrian and bicycle traffic as an essential  
697 part of any VDOT financed transportation project. While separate pedestrian and bicycle facilities are not  
698 mandated for local subdivision streets, unless required by local ordinance, any street proposed for VDOT  
699 acceptance should accommodate the anticipated pedestrian and bicycle traffic. When separate pedestrian  
700 and bicycle facilities are deemed appropriate, they should be included in the initial construction of the  
701 street, prior to VDOT acceptance. These facilities are eligible for VDOT acceptance based on the criteria  
702 of this section.

703 1. Compliant facilities. Pedestrian and bicycle facilities, including shared use paths as defined under  
704 §46.2-100, code of Virginia, shall be accepted as part of subdivision streets, unless otherwise  
705 requested by the governing body, provided they are located fully within the dedicated right of way of  
706 the street and they are constructed in accordance with applicable criteria and standards of the  
707 department.

708 The department’s responsibility for maintaining pedestrian facilities, including combined bicycle  
709 pedestrian facilities separated from the roadway, shall be in accordance with the CTB’s “Policy for  
710 Integrating Bicycle and Pedestrian Accommodations” and department standards for such facilities.

711 a. Sidewalk criteria. Sidewalks shall be constructed in accordance with the Subdivision Street  
712 Design Guide (24 VAC 30-91-160). However, sidewalks that meander vertically in comparison to  
713 the grade of the roadway may be considered noncompliant sidewalks.

## Subdivision Street Requirements

714 b. Bicycle facility criteria. Bicycle facilities contiguous with the street shall be in accordance  
715 with the department's design and construction criteria set forth in the Road Design Manual (24  
716 VAC 30-91-160).

717 c. Shared use path criteria. Shared use paths shall be constructed in accordance with the Road  
718 Design Manual (24 VAC 30-91-160) and closely follow the vertical alignment of the roadway  
719 without meandering on and off the right-of-way.

720 2. Noncompliant sidewalk, bicycle, and shared use paths. Noncompliant sidewalk, bicycle and shared  
721 use paths that fail to meet requirements of the department's standards for construction, alignment, or  
722 placement within the dedicated right of the street shall be deemed to be non-compliant and not qualify  
723 for maintenance. However, such facilities may co-exist within the dedicated right-of-way of the street  
724 under a land use permit issued by the resident engineer to the local governing body responsible for  
725 having established the facility through its subdivision process.

726 Such permits will clearly specify the responsibility for maintenance of the facility and related  
727 activities to the extent the facility occupies the street's right-of-way. The permit applicant should be a  
728 county, incorporated town, or other entity that has perpetual maintenance capability. Noncompliant  
729 sidewalks and shared use paths may be constructed of bituminous concrete, hydraulic concrete,  
730 gravel, or other stabilizer convenient to the applicant.

731 €J]. Bridge, [~~and~~]drainage[, and other grade separation] structures. Bridges, [~~and~~]drainage[, and other  
732 grade separation structures] structures shall be designed and constructed in accordance with all  
733 [applicable] department criteria and standards. The resident engineer may require special review of the  
734 plans and construction inspection. [~~In addition, pursuant to subsection D of this section, certain structures~~

## Subdivision Street Requirements

735 ~~may require the execution of an agreement between the local governing body and the department as a~~  
736 ~~prerequisite for the acceptance of the street.~~

737 The department will accept grade separation structures as part of new subdivision streets provided the  
738 structure is a drainage structure or is intended to separate the movement of registered motor vehicles. In  
739 addition, the department will accept grade separation structures intended to separate pedestrians or  
740 bicyclists or any combination thereof from traffic using the roadway, provided:

741 1. The structure is available for unrestricted public use; and

742 2. The structure is accessible to pedestrian facilities, if any, situated along the street; and

743 3. The projected traffic volume of the street is not less than 4000 vpd or, if the structure otherwise  
744 serves as part of the principle pedestrian access to a school and a peak hour traffic volume of 450 vph  
745 is projected.

746 In all other instances, the grade separation structure shall be deemed to be a county controlled grade  
747 separation structure within the right-of-way of the street, in which case the street will only be accepted as  
748 part of the secondary system of state highways maintained by the department after the local governing  
749 body and the department have executed an agreement acceptable to the department that (a) acknowledges  
750 the department has no responsibility or liability due to the presence of the structure and (b) assures the  
751 costs of inspection, maintenance, and future improvements to the structure are provided from sources  
752 other than those administered by the department.

## Subdivision Street Requirements

753 In all cases, whether the structure is accepted as an integral part of the roadway for maintenance by the  
754 department or it remains a county controlled structure, the responsibility for lighting, safety, and security  
755 of those using such facilities shall remain a responsibility of local government.

756 D. Crossings of dams. Except as otherwise provided in this subsection, subdivision streets that occupy  
757 embankments that create a dam may be eligible for acceptance into the secondary system of state  
758 highways subject to the following criteria:

759 1. Criteria.

760 a. The right of way across the dam is recorded as either an easement for public road purposes or is  
761 dedicated specifically to the governing body. Right of way that includes a dam and that is dedicated in  
762 the name of the Commonwealth or any of its agencies is not acceptable and roads through such right of  
763 way will not be accepted as a part of the secondary system of state highways.

764 b. An appropriate alternate roadway facility for public ingress and egress, with suitable provisions to  
765 assure its perpetual maintenance, is provided.

766 c. An engineer, licensed to practice in the Commonwealth of Virginia, certifies that the dam's hydraulic  
767 and structural design is in accordance with national engineering practice.

768 d. Applicable federal and state permits are secured prior to VDOT acceptance of the street.

769 e. Protection of the roadway from inundation shall be provided as herein prescribed by these  
770 requirements. Flow of water over the roadway is not acceptable as an emergency spillway.

## Subdivision Street Requirements

771 ~~f. VDOT maintenance responsibilities shall be limited to the roadway surface and related elements. The~~  
772 ~~maintenance of the dam shall be the responsibility of the owner, other than VDOT, as established by §~~  
773 ~~33.1-176 of the Code of Virginia.~~

774 ~~g. The governing body shall provide the department with an acceptable agreement, which acknowledges~~  
775 ~~that the department's liability is limited to the maintenance of the roadway and its related elements and~~  
776 ~~that the department has no responsibility or liability due to the presence of the dam.~~

777 ~~2. Exceptions — waiver of agreement. For the purposes of this subsection, if the roadway does not share~~  
778 ~~the embankment of the dam, even if the area between the embankments is filled in, the roadway will not~~  
779 ~~be considered to occupy a dam, provided the impoundment includes an overflow facility sufficient to~~  
780 ~~prevent the street from being inundated as the result of a 100-year storm.~~

781 ~~Otherwise, the street will be considered to cross a dam if any part of the roadway embankment and that of~~  
782 ~~the dam overlap, in which case the acceptance of the road for maintenance by the department will be~~  
783 ~~subject to all provisions of subdivision 1 of this subsection.~~

784 K. Dams. The department will only consider accepting subdivision streets for maintenance that occupy  
785 dams when all of the following provisions are satisfied. For the purpose of this section, a roadway will be  
786 considered to occupy a dam if any part of the fill for the roadway and the fill for the dam overlap or if the  
787 area between the two embankments is filled in so that the downstream face of the dam is obscured or if a  
788 closed drainage facility from a dam extends under a roadway fill.

789 1. Agreements with the governing body. Except as exempt under D.6, the governing body  
790 acknowledges by formal agreement the department's liability is limited to the maintenance of the



## Subdivision Street Requirements

791 roadway and that the department has no responsibility or liability due to the presence of the dam, the  
792 maintenance of which shall remain the responsibility of an owner, other than VDOT, as established  
793 by § 33.1-176 of the Code of Virginia.

794 2. Design review. An engineer, licensed to practice in the Commonwealth of Virginia, shall certify  
795 that the hydraulic and structural design of any dam, as described below, is in accordance with current  
796 national and state engineering practice and that all pertinent provisions of the Subdivision Street  
797 Design Guide (24 VAC 30-91-160) have been considered. Prior to approval of the roadway  
798 construction plans, the hydraulic and structural design of a proposed dam shall be reviewed by and  
799 meet the department's satisfaction if:

800 a. A roadway is considered to occupy a dam; or

801 b. A roadway is located below but sufficiently close to the dam that a catastrophic breach could  
802 endanger the roadway or the safety of those using the roadway.

803 3. Right of way requirements. The right of way of roads considered to occupy dams shall be recorded  
804 either as an easement for public road purposes or as a dedication specifically to the governing body.  
805 Right of way dedicated in the name of the Commonwealth or any of its agencies is not acceptable if it  
806 includes a dam and roads through such right of way will not be accepted as a part of the secondary  
807 system of state highways maintained by the department.

808 4. Supplemental, alternative access. To be considered for VDOT maintenance, roadways that occupy  
809 a dam must be supplemented by an appropriate alternative roadway facility for public ingress or  
810 egress, having suitable provisions that ensure perpetual maintenance.

## Subdivision Street Requirements

811 5. Permits. All applicable federal and state permits associated with dams shall be secured and filed  
812 with the county prior to VDOT's acceptance of any street that occupies a dam.

813 6. Dams exempt from agreements. The acceptance of roadways that occupy dams shall be exempt  
814 from the requirements for an agreement with the governing body, as required by subsection 1 of this  
815 provision, if all of the following is satisfied:

816 a. The dam is used to create a stormwater detention or retention facility; and

817 b. The maximum depth of the water retained by the impoundment at its 100-year storm flood  
818 elevation is not greater than four feet; and

819 c. The surface area of the impoundment at full flood is not greater than two acres and is beyond  
820 the right of way dedicated to public use.

821 L]. Roadway drainage.

822 1. Policy and procedures. All drainage facilities shall be designed in accordance with the  
823 department's Drainage Manual ([effective April 2002]24 VAC 30-91-160) and supplemental  
824 directives. All drainage computations supporting a proposed drainage design shall be submitted to the  
825 department for review as part of the documents necessary for the approval of a construction plan.

826 2. Storm water management. [The Whereas the] department considers matters regarding storm water  
827 management associated with the construction of new subdivision streets to be under the authority of  
828 the local governing body]. ~~Consequently, the department does not require storm water management in~~  
829 ~~the construction of subdivision streets, decisions regarding storm water management in the~~  
830 construction of subdivision streets are deferred to the locality]. However, storm water management,

## Subdivision Street Requirements

831 including the construction of detention or retention facilities, or both, is recognized as an available  
832 design alternative. Where the developer is required by regulations promulgated by an agency or  
833 governmental subdivision other than the department or the developer chooses to use storm water  
834 management facilities in the design of a subdivision, the governing body shall, by formal agreement,  
835 and as a prerequisite for the transfer of jurisdiction over the street to the department, acknowledge  
836 that the department is ~~[neither responsible nor liable for the storm water detention facility]~~not  
837 responsible for the operation, maintenance, or liability of the storm water management facility or  
838 facilities associated with the subdivision. However, in the event the governing body has executed a  
839 comprehensive, county-wide agreement with the department addressing these matters, a specific  
840 agreement addressing stormwater management controls in the subdivision will not be required as a  
841 condition for street acceptance.]

842 Stormwater management controls for VDOT projects are designed in accordance with the VDOT  
843 Erosion and Sediment Control and Stormwater Management Program Specifications Manual  
844 (~~[effective March 1, 2004]~~24 VAC 30-91-160), the Virginia Erosion and Sediment Control  
845 Regulations, 4 VAC 50-30, and the Virginia Stormwater Management Regulations, 4 VAC 3-20.  
846 While ~~[these controls may be necessary whenever a street maintained by VDOT is widened or~~  
847 relocated,] the department ~~[cannot~~ does not] require ~~[these controls to be used them]~~ in the  
848 development of new subdivision streets, because such activity is regulated by the local governments],  
849 ~~rather than by VDOT~~ However,] developers and counties may find these controls useful in managing  
850 land development activity.

851 Devices and treatments intended to mitigate the impact of storm water shall be placed off of the right-  
852 of-way and shall be designed to prevent the backup of water against the roadbed.

## Subdivision Street Requirements

853 Where development activity results in increased runoff to the extent that adjustment of an outfall  
854 facility is required, such adjustment shall be at the developer's expense and be contained within an  
855 appropriate easement.

856 ~~[3. Storm water management impoundments. For the purposes of this subsection, a street proposed~~  
857 ~~for acceptance as part of the secondary system maintained by the department will not be considered to~~  
858 ~~cross a dam if the purpose of the impoundment is exclusively for managing storm water runoff, in~~  
859 ~~which case the aforementioned agreement shall not be required provided:~~

860 ~~a. The maximum depth of the water retained at its flood elevation (100 year storm) is not greater than~~  
861 ~~three feet;~~

862 ~~b. The surface area of the impoundment at full flood is not greater than two acres;~~

863 ~~c. The surface area of the impoundment at full flood is outside of the limits of the right of way~~  
864 ~~dedicated to public use;~~

865 ~~d. The materials retaining the impoundment are impervious and designed to prevent leakage that might~~  
866 ~~otherwise undermine the adjacent roadway fill;~~

867 ~~e. An emergency spillway is provided that will ensure the roadway will not be inundated as the result of a~~  
868 ~~100 year storm; and~~

869 43]. Drainage easements.

## Subdivision Street Requirements

870 a. An acceptable easement shall be provided from all drainage outfalls to a natural watercourse,  
871 as opposed to a swale. (Non-regulatory Note: Image of swale and watercourse deleted.) (See 24  
872 VAC 30-91-10 [for definitionsDefinitions].)

873 b. The department normally accepts and maintains only that portion of a drainage system that  
874 falls within the limits of the dedicated right-of-way for a street. [However, the-The] department's  
875 responsibility to enter drainage easements outside of the dedicated right-of-way shall be limited  
876 to undertaking corrective measures to alleviate problems that may adversely affect the safe  
877 operation or integrity of the roadway.

878 c. In the event drainage to a natural watercourse is not accomplished or is interrupted, an  
879 acceptable agreement from the governing body [that acknowledges that the department is neither  
880 responsible nor liable for drainage from the roadway] may be considered as an alternative to  
881 providing an easement to a natural watercourse[, provided the agreement acknowledges that the  
882 department is neither responsible nor liable for drainage from the roadway].

883 [M. Other design considerations.

884 1. Guardrail. Guardrail shall be used when required by the resident engineer consistent with the Road  
885 Design Manual (24 VAC 30-91-160). For placement considerations, see the Subdivision Street  
886 Design Guide (24 VAC 30-91-160).

887 2. Landscaping and erosion control. All disturbed areas within the dedicated right-of-way and  
888 easements of any subdivision street shall be restored with vegetation compatible with the surrounding  
889 area. Where there is visual evidence of erosion or siltation, acceptance of the street as part of the  
890 secondary system of state highways maintained by the department will be postponed until appropriate

## Subdivision Street Requirements

891 protective measures, in accordance with VDOT's construction practices, are taken. Except as  
892 otherwise approved by the resident engineer, planting of trees or shrubs on the right-of-way shall be  
893 in accordance with the Subdivision Street Design Guide (24 VAC 30-91-160).

894 3. Lighting. Roadway, security, or pedestrian lighting, when required by the governing body or  
895 desired by the developer, shall be installed in accordance with the Subdivision Street Design Guide  
896 (24 VAC 30-91-160). However, VDOT shall not be responsible for the maintenance or replacement  
897 of lighting fixtures or the provision of power for lighting.

898 4. Railroad crossings.

899 a. Short-arm gates with flashing signals, flashing signals alone, or other protective devices as  
900 deemed appropriate by the department, shall be provided at any at-grade crossing of an active  
901 railroad by a subdivision street.

902 b. Crossings of railroad right of way are subject to the requirements of the railroad. Subdivision  
903 streets to be accepted by the department for maintenance as part of the secondary system of state  
904 highways that cross railroad right of way will only be considered if the protective measures  
905 outlined under this section have been fully installed and an agreement between the railroad, the  
906 developer and the local governing body has been executed. Prior to execution, such agreements  
907 shall be presented to the department for consideration in consultation with the Department of Rail  
908 and Public Transportation.

909 5. Utilities. Local governments, the development community, and the utility community are  
910 encouraged to coordinate and consolidate their interests as part of the initial development plan.

## Subdivision Street Requirements

911 a. Underground utilities. The department allows the placement of underground utilities within the  
912 dedicated right-of-way of streets, but normally restricts placement to areas outside of the travel  
913 lanes and desirably beyond pavement areas. However, if the governing body has established  
914 adequate requirements for the design, location, and construction of underground utilities within  
915 the right-of-way of subdivision streets, including provisions that ensure that adequate testing and  
916 inspection is performed to minimize future settlement, those requirements shall become the  
917 department's requirements and govern unless those requirements conflict with a requirement of  
918 the department.

919 When location of the utilities outside of the pavement area is not practical and is endorsed by the  
920 local government through its requirements, such installations:

921 (1). Are acceptable within the shoulders along the street or within the parking area adjacent to  
922 curb and gutter roadways.

923 (2). May be acceptable beneath the travel lanes of the street when provisions are made to  
924 ensure adequate inspection and compaction tests and

925 (a) Longitudinal installations and manholes are located outside of the normal travel lanes,  
926 or

927 (b) Longitudinal installations and manholes are placed in the center of an undivided  
928 roadway out of the wheel path.

929 However, manholes shall not be placed in sidewalk or shared us path facilities within five (5) feet  
930 of curb ramps or within driveway entrances.

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931 b. Open-cutting of hard-surfaced roadways. The department usually prohibits the open-cutting of  
932 hard-surfaced roads except in extenuating circumstances. Therefore, all underground utilities  
933 within the right-of-way, as determined necessary by good engineering practice to serve the  
934 complete development of adjacent properties, shall be installed during the street's initial  
935 construction and prior to the application of its final pavement surface course. This shall include  
936 extensions of all necessary cross-street connections or service lines to an appropriate location  
937 beyond the pavement and preferably the right-of-way line.

938 In the event it is necessary to open the street pavement to work on utilities after the surface has  
939 been placed, additional compaction tests and paving as necessary to restore the integrity and  
940 appearance of the roadway may be required at the discretion of the resident engineer.

941 c. Cross-street conduits. To facilitate the placement of future underground utilities, cross-street  
942 conduits are encouraged; with placement of such conduits occurring on each street at  
943 intersections and approximate every 1,000 feet along the length of a street.

944 d. Above ground utilities. All above ground utilities shall be installed behind the sidewalk or as  
945 close as possible to the limits of the street's right-of-way but shall not encroach on the sidewalk,  
946 the shared use path, or any clear zone.

947 To assure the unencumbered dedication of the right-of-way for subdivision street additions, easements or  
948 other interests within the platted right-of-way shall be quitclaimed of any prior rights therein. In  
949 exchange, a permit may be issued by the department for a utility to occupy the area involved. This permit  
950 will be processed by the resident engineer upon acceptance of the street into the secondary system of state  
951 highways maintained by the department. No inspection fee is required for permits so issued. However,



## Subdivision Street Requirements

952 ~~the approval of the permit shall be contingent upon the utility's compliance with applicable provisions of~~  
953 ~~the Land Use Permit Manual.~~

954 ~~24 VAC 30-91-130. Phased development of subdivision streets.~~

955 ~~A. Policy. Certain subdivision streets that would require four or more travel lanes to accommodate the~~  
956 ~~projected traffic may be accepted by the department for maintenance after completion of the first two~~  
957 ~~lanes to an acceptable initial phase of construction, upon the request of the governing body. It is~~  
958 ~~recognized that there is a distinction between those streets that benefit the overall transportation network~~  
959 ~~and those that primarily serve the development of land and, therefore, the criteria for phased construction~~  
960 ~~for each situation differs as described in subsection B of this section.~~

961 ~~However, in all cases, the right-of-way required for the road at its complete stage of construction will be~~  
962 ~~dedicated and accepted as part of the initial street acceptance. In addition, the initial phase of construction~~  
963 ~~shall be designed and constructed to facilitate construction of the remaining phase in a manner that will~~  
964 ~~avoid the need to reconstruct the initial two lanes.~~

965 ~~Consideration for the acceptance of any street under the provisions of this section shall be limited to the~~  
966 ~~phased development of only the street's roadway. All other applicable requirements, e.g., public service,~~  
967 ~~drainage easements, and administrative procedures shall apply.~~

968 ~~B. Criteria.~~

969 ~~1. For streets included in the county's transportation element of its comprehensive plan that serve~~  
970 ~~diverse areas of the region or county, no special agreement or acknowledgement is needed as a~~  
971 ~~prerequisite to acceptance, provided:~~

## Subdivision Street Requirements

972 ~~a. The street is part of a transportation corridor that was formally adopted as a part of the county's~~  
973 ~~comprehensive transportation plan prior to the local governing body's approval of the plat or plan for~~  
974 ~~the development of the adjacent land.~~

975 ~~b. The transportation corridor is a major thoroughfare planned primarily to move through traffic.~~

976 ~~c. When fully developed the street must satisfy the department's functional classification criteria as a~~  
977 ~~major collector or higher.~~

978 ~~d. The street has a projected traffic volume of 8,000 vehicles per day or less for a period of 10~~  
979 ~~years following the date of the acceptance for maintenance by the department.~~

980 ~~2. For all other streets, the local governing body's resolution requesting acceptance of the initial two~~  
981 ~~lane section will include provisions that acknowledge:~~

982 ~~a. The local governing body agrees that all costs incurred in the street's complete construction,~~  
983 ~~including right of way, engineering, utility adjustment, etc., shall be provided from funds other~~  
984 ~~than those derived from state revenue sources administered by VDOT, except as may be~~  
985 ~~expressly authorized by the department's Director of the Local Assistance Division.~~

986 ~~b. The local governing body agrees that it is their responsibility to ensure that the roadway is~~  
987 ~~completed as needed to accommodate the traffic. However, the county also acknowledges that a~~  
988 ~~determination that the street needs to be completed to its ultimate section will be made by the~~  
989 ~~resident engineer or his designee once it is determined that the first two lanes will not sustain a~~  
990 ~~minimum level of service of "D."~~

991 C. Procedures:

## Subdivision Street Requirements

992 ~~1. Plats or plans, or both, for the street's complete development, in accordance with all applicable~~  
993 ~~provisions of these requirements, shall be submitted for approval.~~

994 ~~2. The plats or plans shall also delineate the street's initial development as proposed pursuant to this~~  
995 ~~section. In no case shall this design provide less than one half of the roadways typical section required~~  
996 ~~by the applicable requirements for the street's complete development.~~

997 ~~3. A capacity analysis shall normally be submitted to document that an acceptable level of service will~~  
998 ~~be maintained for the intended duration of the initial phase of development. In determining an~~  
999 ~~acceptable level of service, the beneficial effect of the proposed street on the overall transportation~~  
1000 ~~network will be considered. The resident engineer or his designee may waive this requirement for a~~  
1001 ~~traffic capacity analysis.~~

1002 ~~4. A determination will be made by VDOT in consultation with the locality whether the street can be~~  
1003 ~~approved for phase development and which criterion in subsection B of this section applies.~~

1004 ~~5. Upon the resident engineer's determination that the proposal is in compliance with the applicable~~  
1005 ~~provisions of this section, the plans may be approved accordingly.~~

1006 ~~6. Upon completion of the street's initial phase in accordance with approved plans, its compliance with~~  
1007 ~~all other applicable provisions of this section and the inclusion of the appropriate language in the~~  
1008 ~~resolution, the street may be accepted into the secondary system of state highways.~~

1009 ~~24 VAC 30-91-140. Relocations, adjustments, and improvements to streets maintained by the department.~~

1010 ~~Relocations of streets currently maintained by the department shall be coordinated with and approved by~~

1011 ~~VDOT as follows:~~

## Subdivision Street Requirements

1012 ~~1. All such work shall be accomplished pursuant to a land use permit issued by the department after the~~  
1013 ~~required right of way has been dedicated to public use or as otherwise required by the department.~~

1014 ~~2. All work, including the relocation, adjustment, and improvement of existing streets under VDOT~~  
1015 ~~jurisdiction shall be subject to the department's direction rather than these requirements. Such work~~  
1016 ~~shall normally include overlaying and re-striping the old new portions of the roadway.~~

1017 ~~3. The relocation of streets maintained by the department shall only be accomplished with the consent~~  
1018 ~~of the local governing body.~~

1019 ~~4. Traffic shall normally be maintained on streets under the department's jurisdiction until the new~~  
1020 ~~portion has been accepted by the department for maintenance unless the department authorizes a~~  
1021 ~~closure of the road to traffic.~~

1022 ~~5. No street or roadway maintained by the department and actively used by the public shall be~~  
1023 ~~abandoned or vacated unless a new street serving the same citizens has been constructed and accepted~~  
1024 ~~for maintenance by the department.~~

1025 ~~6. Streets previously discontinued exist as a public way under the jurisdiction of the local governing~~  
1026 ~~body and should be abandoned or vacated prior to the development of land associated with such streets.~~

1027 ~~24 VAC 30-91-150. Right of way.~~ **24 VAC 30-91-120. Right-of-way width, spite strips, and**  
1028 **encroachments.**

1029 A. [Right-of-way] Width. A clear and unencumbered right-of-way shall be dedicated to public use for  
1030 any subdivision street proposed for addition to the secondary system of state highways maintained by the  
1031 department. [However, in certain, rare extenuating circumstances involving a party beyond the influence

## Subdivision Street Requirements

1032 of the developer, an easement for transportation purposes may be approved by the resident engineer in  
1033 lieu of dedicated right-of-way. In all other cases, any easement that might interfere with the public's  
1034 unencumbered use of the street shall be quitclaimed in exchange for a land use permit, as outlined in  
1035 Section 24 VAC 30-91-110.M.5 (Design and agreement requirements - Utilities.)

1036 The width of right-of-way shall be as indicated in the [~~Supplemental~~]Subdivision Street Design Guide  
1037 [(24 VAC 30-91-160)] and shall be sufficient to include all essential elements of the roadway [intended to  
1038 be maintained by the department], including [~~the safe~~pedestrian, bicycle, or shared use path facilities  
1039 and] clear zone [~~and pedestrian/bicycle facilities intended to be maintained by the department~~]. However,  
1040 supplemental easements may be used to accommodate sight distance requirements and slopes for cuts and  
1041 fills. The right of way [~~line shall be not less than three feet behind any roadway facility to be maintained~~  
1042 by the department]requirements are defined in the Subdivision Street Design Guide [(24 VAC 30-91-  
1043 160)].

1044 When an existing state maintained road is widened, additional right-of-way should be dedicated as  
1045 follows:

1046 1. If the existing right-of-way consists of a prescriptive easement, to the degree that the developer  
1047 controls the land, the right-of-way shall be dedicated to public use from the centerline of the  
1048 alignment.

1049 2. If the existing right-of-way is dedicated to public use, the additional right-of-way shall be dedicated  
1050 to public use.

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1051 3. If the existing right-of-way is titled in the name of the department or the Commonwealth, the  
1052 additional right-of-way shall be deeded to the department or to the Commonwealth, consistent with  
1053 the title of the existing right-of-way.

1054 ~~[B. Utilities. Local governments, the development community, and the utility community are encouraged~~  
1055 ~~to coordinate and consolidate their interests as part of the initial development plan.~~

1056 ~~To assure the unencumbered dedication of the right of way for subdivision street additions, easements or~~  
1057 ~~other interests within the platted right of way shall be quitclaimed of any prior rights therein. In~~  
1058 ~~exchange, a permit may be issued by the department for a utility to occupy the area involved. This permit~~  
1059 ~~will be processed by the resident engineer upon acceptance of the street into the secondary system of state~~  
1060 ~~highways maintained by the department. No inspection fee is required for permits so issued. However,~~  
1061 ~~the approval of the permit shall be contingent upon the utility's compliance with applicable provisions of~~  
1062 ~~the Land Use Permit Manual (24 VAC 30-150).~~

1063 ~~1. Underground utilities. The department allows the placement of underground utilities within the~~  
1064 ~~dedicated right of way of streets.~~

1065 ~~Underground utilities should normally be located outside of the travel lanes and desirably beyond the~~  
1066 ~~pavement. However, if the governing body has established adequate requirements for the design,~~  
1067 ~~location, and construction of underground utilities within the right of way of subdivision streets,~~  
1068 ~~including provisions that ensure that adequate testing and inspection is performed to minimize future~~  
1069 ~~settlement, those requirements shall become the department's requirements and govern unless those~~  
1070 ~~requirements conflict with a requirement of the department.~~

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1071 ~~When location of the utilities outside of the pavement area is not practical and is endorsed by the local~~  
1072 ~~government through its requirements, such installations:~~

1073 ~~a. Are acceptable within the parking area and the shoulders along the street.~~

1074 ~~b. May be acceptable beneath the travel lanes of the street when provisions are made to ensure~~  
1075 ~~adequate inspection and compaction tests and~~

1076 ~~(1) Longitudinal installations and manholes are located outside of the normal travel lanes, or~~

1077 ~~(2) Longitudinal installations and manholes are placed in the center of an undivided roadway out of~~  
1078 ~~the wheel path.~~

1079 ~~2. Open cutting of hard surfaced roadways. The department usually prohibits the open cutting of hard-~~  
1080 ~~surfaced roads except in extenuating circumstances. Therefore, all underground utilities within the~~  
1081 ~~right of way, as determined necessary by good engineering practice to serve the complete development~~  
1082 ~~of adjacent properties, shall be installed during the street's initial construction and prior to the~~  
1083 ~~application of its final pavement surface course. This shall include extensions of all necessary cross-~~  
1084 ~~street connections or service lines to an appropriate location beyond the pavement and preferably the~~  
1085 ~~right of way line.~~

1086 ~~In the event it is necessary to open the street pavement to work on utilities after the surface has been~~  
1087 ~~placed, additional compaction tests and paving as necessary to restore the integrity and appearance of~~  
1088 ~~the roadway may be required at the discretion of the resident engineer.~~

## Subdivision Street Requirements

1089 ~~3. Cross street conduits. To facilitate the placement of future underground utilities, cross street~~  
1090 ~~conduits are encouraged with placement of such conduits occurring on each street at intersections and~~  
1091 ~~approximate every 1,000 feet along the length of a street.~~

1092 ~~4. Above ground utilities. All above ground utilities shall be installed behind the sidewalk or as close~~  
1093 ~~as possible to the limits of the street's right of way.~~

1094 ~~CB]. "Spite strips." Plans that include a reserved or "spite" strip that prohibits otherwise lawful vehicular~~  
1095 ~~access to a street from the adjacent properties, whether within or outside the subdivision, will not be~~  
1096 ~~approved.~~

1097 ~~DC]. [Extrinsic structures and encroachments Encroachments] within the right-of-way. Recording of a~~  
1098 ~~plat causes the fee title interest of areas dedicated to public use to transfer to the local governing body.~~  
1099 ~~Therefore, objects installed within the right-of-way for purposes other than transportation may be~~  
1100 ~~considered an unlawful encroachment in the right-of-way and prevent the right-of-way from being~~  
1101 ~~considered clear and unencumbered.~~

1102 ~~Posts, walls, signs, or similar ornamental devices that do not interfere with roadway capacity or encroach~~  
1103 ~~into [the safe-a] clear zone or interfere with prescribed sight distance requirements may be permitted~~  
1104 ~~within the right-of-way. However, specific authorization by the resident engineer or as authorized under~~  
1105 ~~the Land Use Permit Manual [(24 VAC 30-150)] is a requisite for these devices or any other~~  
1106 ~~encroachment located within the right-of-way. For the purposes of this subsection, mailboxes installed on~~  
1107 ~~breakaway posts may occupy the right-of-way without permit. Otherwise[, such-]encroachments that do~~  
1108 ~~not [encroach into-fall within] the safe clear zone may be allowed [under within the right-of-way pursuant~~  
1109 ~~to] a land use permit issued by the resident engineer[ or other designee.~~



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1110 ~~The department will accept grade separation structures as part of new subdivision streets if the structure is~~  
1111 ~~not considered to be an extrinsic structure and is intended to separate the movement of pedestrians or~~  
1112 ~~cyclists from traffic using the roadway provided:~~

1113 ~~1. The structure is available and unrestricted to public use;~~

1114 ~~2. The structure is accessible to pedestrian facilities, if any, situated along the street; and~~

1115 ~~3. The projected traffic volume of the street is not less than 4000 vpd or, if the facility provides the~~  
1116 ~~principle pedestrian access to a school, a peak hour traffic volume of 450 vph is projected.~~

1117 ~~In all other instances where an extrinsic structure exists within the right of way of the street, the street~~  
1118 ~~will only be accepted as part of the secondary system of state highways maintained by the department if~~  
1119 ~~the local governing body and the department have executed an agreement acceptable to the department~~  
1120 ~~that acknowledges the department has no responsibility or liability due to the presence of the structure and~~  
1121 ~~assures the costs of inspection, maintenance, and future improvements to the structure are provided from~~  
1122 ~~sources other than those administered by the department.~~

1123 ~~In all cases, the responsibility for lighting, safety, and security of those using such facilities shall remain a~~  
1124 ~~responsibility of local government.~~

1125 **24 VAC 30-91-130. Neotraditional developments.**

1126 ~~Streets maintained with public transportation funds should be able to safely accommodate the effective~~  
1127 ~~and efficient movement of those expected to use those streets. Consequently, the design of streets~~  
1128 ~~intended for maintenance by the department within neotraditional or other unique developments also must~~

## Subdivision Street Requirements

1129 comply with all applicable provisions of these requirements and the department's applicable design  
1130 criteria.

1131 The Subdivision Street Design Guide (24 VAC 30-91-160) offers additional guidance on neotraditional  
1132 developments and acceptable unique features typically seen in these type developments. The utilization of  
1133 many neotraditional concepts and traffic calming features can normally be accomplished within the  
1134 flexibility available within VDOT's subdivision street design criteria, and specific requests for exceptions  
1135 when requests cannot be accommodated should be in writing to the resident engineer.

1136 ~~24 VAC 30-91-160~~ **24 VAC 30-91-140]. Surety and fees.**

1137 A. [Policy.] Except as otherwise provided herein, the developer shall provide surety to guarantee the  
1138 satisfactory performance of the street, a maintenance fee to offset the department's maintenance costs,  
1139 and an administrative cost recovery fee to recover the department's costs associated with the review of  
1140 subdivision plans, the inspection of new subdivision streets, and the administrative processing of the  
1141 acceptance of new streets as determined in this section. All surety and fees collected under this section  
1142 shall be based on the date of the local governing body's request and the aggregate mileage of new  
1143 subdivision streets in that request, rounded up to the next tenth. In the event of extenuating circumstances  
1144 beyond the developers control, the commissioner or his designee may waive all or a portion of any of the  
1145 surety and fees.

1146 B. Surety.

1147 1. Type of surety and expiration. ~~[The developer shall furnish an~~An] acceptable surety, in accordance  
1148 with this section, [shall be provided by the developer] to guarantee the satisfactory performance of the

## Subdivision Street Requirements

1149 street for a period of one year from the date of its acceptance into the secondary system of state  
1150 highways. In the event the developer fails to provide surety [~~and development~~ or any of the] fees  
1151 [described in this section] within the 30-day period following the local governing body's request for  
1152 the department to accept the maintenance of a street, the department's previous final inspection of the  
1153 street shall be considered void and a new inspection shall be required. [~~The surety~~Surety] may be in  
1154 the form of a performance bond, cash deposit, certified check, irrevocable letter of credit, third party  
1155 escrow account, or other form mutually satisfactory to the department and the developer. Under no  
1156 circumstances shall the department or any agency of the Commonwealth be named the escrow agent  
1157 nor shall funds deposited with the department as surety be subject to the payment of interest.

1158 2. Alternatives to surety.

1159 a. In jurisdictions where the staff of the governing body administers a comprehensive subdivision  
1160 construction inspection program that has been approved by the department, the surety may be  
1161 waived upon certification by the governing body that the proposed addition has been constructed  
1162 in accordance with approved plans and specifications.

1163 b. If requested by the developer and subject to availability of departmental personnel, VDOT may  
1164 perform the construction inspection of subdivision streets proposed to be added to the secondary  
1165 system of state highways. In such cases, the developer shall bear all costs incurred by the department  
1166 and the surety shall be waived.

1167 3. Amount of surety. Surety shall be calculated at the rate of \$2,000 per lane per tenth mile of street,  
1168 or portion thereof, to be accepted by the department for maintenance as part of the secondary system  
1169 of state highways.

## Subdivision Street Requirements

1170 C. Maintenance fee.

1171 A maintenance fee[~~will, provided by the developer, shall~~] be required for the acceptance of any street as  
1172 part of the secondary system of state highways. The maintenance fee shall be calculated at the rate of  
1173 \$150 per lane per tenth mile or portion thereof.

1174 D. Administrative cost recovery fee.

1175 1. Application of the administrative cost recovery fee. To recover a portion of the department's direct  
1176 costs associated with the review of subdivision plans, the inspection of new subdivision streets, and  
1177 the administrative processing of the acceptance of new streets, an administrative cost recovery fee  
1178 shall be required from the developer at the time the streets are accepted by the department. The  
1179 amount of this cost recovery fee shall be based on the following:

1180 a. For streets shown on subdivision construction plans approved prior to (the effective date of the  
1181 regulation):

1182 (1) No cost recovery fee will be collected for street additions requested by the local  
1183 government before July 1, 2005; and

1184 (2) The cost recovery fee structure described in subdivision 1 c of this subsection shall apply  
1185 until July 1, 2007, after which the department's prevailing cost recovery fee structure will  
1186 apply.

1187 b. For streets shown on subdivision construction plans approved after the effective date of the  
1188 regulation, the department's cost recovery fee structure in effect at the time of construction plan

## Subdivision Street Requirements

1189 approval shall apply and be fixed for a period of three years from the date of said approval, after  
1190 which the prevailing cost recovery fee structure shall apply.

1191 c. The administrative cost recovery fee shall be computed at a base rate of \$250 per lane, without  
1192 regard to street length, plus \$100 per lane per tenth mile, or portion thereof. However, in the  
1193 event the surety for new streets is waived under the provisions of subdivision A 2 of this section,  
1194 the administrative cost recovery fee shall be reduced 50%.

1195 2. Alternatives to the administrative cost recovery fee. As an alternative to the administrative cost  
1196 recovery fee, the department may use one of the following approaches to recover its direct costs:

1197 a. For any subdivision, at the developer's request, the department may establish an account for the  
1198 purpose of tracking these costs and billing the developer not more often than every 30 days;

1199 b. For large, complex, multi-use developments, the department, at its option, may establish an  
1200 account for the purpose of tracking these costs and billing the developer not more often than  
1201 every 30 days. However, the cost recovery fee assessed under this provision shall not be greater  
1202 than two times the prevailing cost recovery fee structure; or

1203 c. If requested to provide plan review or inspection services or both for subdivision streets that  
1204 are not intended for maintenance by the department, the department may establish an account for  
1205 the purpose of tracking these costs and billing the developer not more often than every 30 days.

1206 3. Administrative cost recovery fee, annual adjustments. The department shall have the option of  
1207 adjusting the annual cost recovery fee, in which case it shall compile information regarding its costs  
1208 for the review of subdivision plans, the inspection of new subdivision streets, and the administrative

## Subdivision Street Requirements

1209 processing of the acceptance of new streets during the previous fiscal year and report this information  
1210 to the commissioner by January 1 of each year. The commissioner may adjust the administrative cost  
1211 recovery fee by not more than 25% of the fee structure in effect on July 1 of the previous calendar  
1212 year but not greater than the department's average direct cost as established in the report.

1213 If the commissioner deems that a change in the cost recovery fee structure is warranted,  
1214 implementation of the change shall be made as follows:

1215 a. Notice of the adjusted fee structure, including the report on which it is based or information  
1216 about where the report may be viewed, will be published in the Virginia Register of Regulations  
1217 in April of that year, and

1218 b. The adjusted fee structure shall become effective on July 1 of that year.

1219 ~~[24 VAC 30-91-170. Pedestrian and bicycle facilities.~~

1220 ~~A. Pedestrian and bicycle facilities may be accepted as part of subdivision streets when constructed in~~  
1221 ~~accordance with applicable criteria and standards when located within the dedicated right of way.~~

1222 ~~However, the department's responsibility for maintaining pedestrian facilities, including combined~~  
1223 ~~bicycle pedestrian facilities separated from the roadway, shall normally be limited to the replacement of~~  
1224 ~~the facility. Routine ordinary maintenance of such facilities (e.g., removal of snow and leaves) shall~~  
1225 ~~normally be the responsibility of others.~~

1226 ~~B. Sidewalk criteria. Sidewalks shall be constructed in accordance with the Subdivision Street Design~~  
1227 ~~Guide. However, sidewalks that meanders vertically in comparison to the grade of the roadway may be~~  
1228 ~~considered noncompliant sidewalks.~~

## Subdivision Street Requirements

1229 ~~C. Bicycle facility criteria. Bicycle facilities contiguous with the portion of the street intended for motor~~  
1230 ~~vehicles shall be in accordance with the department's design and construction criteria set forth in the~~  
1231 ~~Road Design Manual (effective July 1, 1998).~~

1232 ~~D. Multi use pedestrian and bicycle trail criteria. Multi use pedestrian and bicycle trails that are~~  
1233 ~~separated from the roadway pavement may be accepted for maintenance as part of the street if constructed~~  
1234 ~~in accordance with the Road Design Manual (effective July 1, 1998) and provided they closely follow the~~  
1235 ~~vertical alignment of the roadway without meandering on and off the right of way.~~

1236 ~~E. Noncompliant sidewalk and noncompliant multi use pedestrian and bicycle trails. Noncompliant~~  
1237 ~~sidewalk and multi use pedestrian and bicycle trails will not be accepted for maintenance, but may be~~  
1238 ~~located on the dedicated right of way under a permit issued by the department to the local governing~~  
1239 ~~body.~~

1240 ~~Such permits will clearly specify the responsibility for maintenance of the facility and related activities to~~  
1241 ~~the extent the facility occupies the street's right of way. The permit applicant shall normally be a county,~~  
1242 ~~incorporated town, or other entity that has perpetual maintenance capability. Noncompliant sidewalks and~~  
1243 ~~trails may be constructed of bituminous concrete, hydraulic concrete, gravel, or other stabilizer~~  
1244 ~~convenient to the applicant.~~

1245 ~~24 VAC 30-91-180. Guardrail.~~

1246 ~~A guardrail shall be used when required by the resident engineer consistent with the Road Design Manual~~  
1247 ~~(effective July 1, 1998).~~

## Subdivision Street Requirements

1248 ~~24 VAC 30-91-190. Curb and gutter.~~

1249 ~~A. For the purpose of these requirements, the use of a curb and gutter is an acceptable alternative, rather~~  
1250 ~~than a requisite, for the acceptance of subdivision streets. However, when used, curb and gutter shall be~~  
1251 ~~designed in accordance with the Subdivision Street Design Guide and only one curb and gutter design~~  
1252 ~~may be used along the length of a street.~~

1253 ~~B. Driveway entrance requirements. Without regard to the curb design used, the curb shall incorporate a~~  
1254 ~~driveway entrance apron, as illustrated in the Subdivision Street Design Guide to provide a smooth~~  
1255 ~~transition from the gutter invert or roadway surface onto the driveway. However, exceptions may be~~  
1256 ~~granted by the resident engineer when roll top curb is used if requested by the local official.~~

1257 ~~C. Curb cut ramps. All streets that incorporate accessible routes for pedestrian use, such as existing or~~  
1258 ~~proposed sidewalks, shall, without regard to the curb design used, include curb cut ramps at intersections~~  
1259 ~~for use by persons with mobility impairments and other applicable provisions of the Americans with~~  
1260 ~~Disabilities Act.~~

1261 ~~24 VAC 30-91-200. Neotraditional developments.~~

1262 ~~Streets maintained with public transportation funds should be able to safely accommodate the effective~~  
1263 ~~and efficient movement of those classes of motor vehicles expected to utilize those streets. Consequently,~~  
1264 ~~the design of streets intended for maintenance by the department within neotraditional or other unique~~  
1265 ~~developments also must comply with all applicable provisions of these requirements and the department's~~  
1266 ~~applicable design criteria.~~



## Subdivision Street Requirements

1267 ~~The Subdivision Street Design Guide offers additional guidance on neotraditional developments and~~  
1268 ~~acceptable unique features typically seen in these type developments. The utilization of many~~  
1269 ~~neotraditional concepts and traffic calming features can normally be accomplished within the flexibility~~  
1270 ~~available within VDOT's subdivision street design criteria, and specific requests for exceptions when~~  
1271 ~~requests cannot be accommodated should be in writing to the resident engineer.~~

1272 ~~All plans that include neotraditional characteristics or traffic calming measures should have those features~~  
1273 ~~clearly identified on the plans for review and approval by the resident engineer in consultation with other~~  
1274 ~~disciplines within the department as deemed necessary, as a prerequisite of plan approval, construction, or~~  
1275 ~~acceptance of the street as part of the secondary system of state highways maintained by the department.~~

1276 ~~24 VAC 30-91-210. Railroad crossing.~~

1277 ~~Railroad crossings will only be accepted by the department for maintenance pursuant to an agreement~~  
1278 ~~with the rail company that, before being executed by the railroad and the developer or the governing~~  
1279 ~~body, has been reviewed and approved by the department in consultation with the Department of Rail and~~  
1280 ~~Public Transportation. Such agreements shall be fully executed before the initiation of procedures for the~~  
1281 ~~acceptance of the street as part of the secondary system of state highways maintained by the department.~~

1282 ~~All at-grade railroad crossings to be maintained by the department shall be protected with short arm gates~~  
1283 ~~with flashing signals, flashing signals alone, or other protective devices deemed appropriate by the~~  
1284 ~~department.~~

## Subdivision Street Requirements

1285 ~~24 VAC 30-91-220. Private entrances.~~

1286 ~~All private entrances shall be designed and constructed in accordance with the applicable standard of the~~  
1287 ~~department's Minimum Standards of Entrances to State Highways (24 VAC 30-71). All entrance pipe~~  
1288 ~~culverts shall be sized to accommodate the runoff expected from a 10 year frequency storm. On streets~~  
1289 ~~with curb and gutter, the appropriate entrance gutter, as prescribed by 24 VAC 30-91-190, shall be~~  
1290 ~~provided.~~

1291 ~~24 VAC 30-91-230. Parking.~~

1292 ~~A. Perpendicular and angle parking along subdivision streets shall normally be prohibited. However,~~  
1293 ~~perpendicular and angle parking along subdivision streets may be considered provided features along the~~  
1294 ~~street cause the street to readily appear to be a street rather than a travel way through a parking lot. In~~  
1295 ~~addition, additional pavement width may be necessary between the travel lanes and the parking spaces to~~  
1296 ~~allow a car to back from its normal parked position, orient itself for entering the travel lanes and stop~~  
1297 ~~without either encroaching into the travel lanes or having the driver's vision of oncoming traffic obscured~~  
1298 ~~by adjacent, parked vehicles.~~

1299 ~~Street designs that anticipate the restriction of on-street parking shall only be approved with the consent~~  
1300 ~~of the county official and the resident engineer.~~

1301 ~~B. In the absence of local regulations that are deemed acceptable by the department, the following criteria~~  
1302 ~~shall apply for the design of subdivision streets:~~

1303 ~~1. A minimum of two off-street parking spaces per dwelling unit, exclusive of garage facilities~~  
1304 ~~associated with the unit, shall be provided in the proximity of the unit they are intended to serve.~~

## Subdivision Street Requirements

1305 ~~Additional off street parking space shall be provided when the width of any residential curb and gutter~~  
1306 ~~roadway is proposed for reduction as permitted in the Subdivision Street Design Guide. Except as may~~  
1307 ~~be associated with corner dwellings, the availability of on street parking along other streets will not~~  
1308 ~~normally be considered as additional off street parking.~~

1309 ~~2. If parking bays are provided, they shall be located off the street's right of way and designed to~~  
1310 ~~prevent vehicles from backing into the adjacent subdivision street.~~

1311 ~~3. Entrances to parking bays shall be separated by at least 50 feet and designed in accordance with the~~  
1312 ~~appropriate provisions of the standards or Land Use Permit Manual (24 VAC 30-150).~~

1313 ~~24 VAC 30-91-240. Landscaping.~~

1314 ~~All disturbed areas within the dedicated right of way and easements of any subdivision street shall be~~  
1315 ~~restored with vegetation compatible with the surrounding area. No street will be accepted as part of the~~  
1316 ~~secondary system of state highways maintained by the department where there is visual evidence of~~  
1317 ~~erosion or siltation unless appropriate protective measures, in accordance with VDOT's construction~~  
1318 ~~practices, have been taken. Except as otherwise approved by the resident engineer, planting of trees or~~  
1319 ~~shrubs on the right of way shall be in accordance with the Subdivision Street Design Guide.~~

1320 ~~24 VAC 30-91-250. Lighting.~~

1321 ~~Roadway, security, or pedestrian lighting, when required by the governing body or desired by the~~  
1322 ~~developer, shall be installed in accordance with the Subdivision Street Design Guide. However, VDOT~~  
1323 ~~shall not be responsible for the maintenance or replacement of lighting fixtures or the provision of power~~  
1324 ~~for lighting.~~

## Subdivision Street Requirements

1325 ~~24 VAC 30-91-260. Noise abatement.~~

1326 ~~Where applicable, the governing body and the developer are reminded of the board's adoption, on August~~  
1327 ~~18, 1988, of the State Noise Abatement Policy (24 VAC 30-80), which applies to nonfederal aid highway~~  
1328 ~~construction and improvement projects.~~

1329 ~~24 VAC 30-91-270. Effective date and transition.~~

1330 ~~These requirements are effective 30 days from publication of the final regulation in The Virginia Register~~  
1331 ~~of Regulations. However, the department will consider approval of streets designed in accordance with~~  
1332 ~~either the former requirements (1996) or with these requirements during the six month period following~~  
1333 ~~the effective date of these requirements. Any street design initially submitted for approval after that~~  
1334 ~~period shall be in accordance with these requirements.]~~

1335 PART III.

1336 REFERENCE SECTION.

1337 ~~[24 VAC 30-91-280~~**24 VAC 30-91-150]. Subdivision street development, plan review, and**  
1338 **acceptance.**

1339 A. The county-state partnership governing VDOT acceptance of new streets for maintenance. Section  
1340 33.1-229 of the Code of Virginia (a Byrd Act provision) creates the authority under which local  
1341 governments establish new roads as part of the secondary system of state highways. Sections 15.2-2240 and  
1342 15.2-2241 of the Code of Virginia establish the authority of local subdivision ordinances and the authority  
1343 of counties to set the standards for new streets within their territories.

## Subdivision Street Requirements

1344 VDOT's participation in the development and acceptance of subdivision streets for maintenance is a  
1345 cooperative commitment of the Commonwealth Transportation Board.

1346 VDOT's concurrence with or approval of a construction plan represents VDOT's commitment to accept the  
1347 streets ~~depicted shown on the plan upon their satisfactory construction~~ when satisfactorily constructed] and  
1348 [the satisfaction of] all other requirements governing the [department's] acceptance of streets [are satisfied,  
1349 including upon the county's the governing body's] request for the [acceptance of or department to accept a]  
1350 transfer of [the maintenance and operational] jurisdiction over the street, as outlined in these requirements.

1351 Pursuant to these principles:

1352 1. Local government controls land development activity and establishes new streets, the relocation of  
1353 existing streets, and the criteria governing the development of such streets.

1354 2. VDOT establishes the minimum standards that must be satisfied for new subdivision streets to be  
1355 considered for maintenance by the department as part of the secondary system of state highways  
1356 under its jurisdiction.

1357 3. ~~The department's resident engineer or designee represents VDOT to the localities served by the~~  
1358 ~~residency office listed in 24 VAC 30-91-290. Within each locality, VDOT is represented by a resident~~  
1359 ~~engineer or comparable designee.~~

1360 ~~The department's Subdivision Street Design Guide sets out design parameters deemed appropriate for~~  
1361 ~~most land development scenarios. However, the business of land development is fluid and the department~~  
1362 ~~is prepared to consider innovative transportation approaches associated with a proposed land development~~

## Subdivision Street Requirements

1363 ~~approach that are consistent with the geometric requirements of the Subdivision Street Design Guide in~~  
1364 ~~consultation with local government officials.]~~

1365 B. Street development and acceptance of maintenance process.

1366 1. Concept and construction plan approval phase. The proposed construction plan shall be considered  
1367 incomplete in the absence of a preliminary pavement design based on the Pavement Design Guide  
1368 ([effective August 1, 2000]24 VAC 30-91-160) and the presumed values therein.

1369 2. Construction phase. Upon approval of the construction plan and prior to construction, the resident  
1370 engineer should advise the developer regarding inspection of the construction phases and the  
1371 scheduling of those inspections. VDOT approval of each of the following phases of construction is  
1372 recommended.

1373 a. Installation of any enclosed drainage system before it is covered.

1374 b. Installation of any enclosed utility placements within the right-of-way before being covered.

1375 c. Construction of the cuts and fills, including field density tests, before placement of roadbed  
1376 base materials.

1377 d. A final pavement design, based on actual soil characteristics and certified tests, shall be  
1378 completed and approved before the pavement structure is placed.

1379 e. Placement of base materials, including stone depths, consistent with the approved pavement design,  
1380 prior to placement of the paving course or courses, followed by field density and moisture tests and  
1381 the placement of a paving course as soon as possible.

## Subdivision Street Requirements

1382 f. Construction of pavement, including depth and density, upon completion as part of the final  
1383 inspection.

1384 3. Street acceptance process. In the absence of any other formal acceptance, the governing body's  
1385 resolution requesting the department to accept a street for maintenance as part of the secondary  
1386 system of state highways completes the dedication [of a street for public purposes] process and is  
1387 deemed to constitute the governing body's acceptance of the street].

1388 4. Post acceptance phase.

1389 [~~24 VAC 30-91-290~~ **24 VAC 30-91-160**]. Listing of documents (publications) incorporated by  
1390 reference.

1391 [The effective date shown for the following engineering reference documents and policies is that which  
1392 was in effect at the time this regulation was developed. In practice, the most current version shall be  
1393 consulted and, in the event of conflict with this regulation, the resident engineer shall determine the  
1394 governing document.]

1395 Information pertaining to the availability and cost of any of these publications should be directed to the  
1396 address indicated below the specific document. Requests for documents available from the department  
1397 may be obtained from the department's division and representative indicated; however, department  
1398 documents may be available over the Internet at [www.VirginiaDOT.org](http://www.VirginiaDOT.org).

1399 1. Drainage Manual, effective April 2002.

1400 Location and Design Division (VDOT)

Subdivision Street Requirements

1401 Location and Design Engineer

1402 1401 E. Broad Street

1403 Richmond, Virginia 23219

1404 2. Land Use Permit Manual, 24 VAC 30-150, effective November 15, 1983.

1405 Local Assistance Division (VDOT)

1406 Director of the Local Assistance Division

1407 1401 E. Broad Street

1408 Richmond, Virginia 23219

1409 [3. Minimum Standards of Entrances to State Highways, 24 VAC 30-71, effective December 3, 2003.

1410 Mobility Management Division (VDOT)

1411 Director of Mobility Management

1412 1401 E. Broad Street

1413 Richmond, Virginia 23219

1414 43]. Pavement Design Guide for Subdivision and Secondary Roads in Virginia, effective August 1, 2000.

1415 Materials Division (VDOT)

1416 State Materials Engineer



Subdivision Street Requirements

- 1417 1401 E. Broad Street
- 1418 Richmond, Virginia 23219
- 1419 [54]. Road and Bridge Specifications, effective 2002.
- 1420 Construction Division (VDOT)
- 1421 State Construction Engineer
- 1422 1401 E. Broad Street
- 1423 Richmond, Virginia 23219
- 1424 [65]. Road Design Manual, effective [~~July 1, 1998~~January 1, 2005].
- 1425 Location and Design Division (VDOT)
- 1426 Location and Design Engineer
- 1427 1401 E. Broad Street
- 1428 Richmond, Virginia 23219
- 1429 [6. Subdivision Street Design Guide (Appendix B: Road Design Manual, effective January 1, 2005)
- 1430 Location and Design Division (VDOT)
- 1431 Location and Design Engineer
- 1432 1401 E. Broad Street

Subdivision Street Requirements

- 1433 Richmond, Virginia 23219]
- 1434 7. Road and Bridge Standards, effective February 1, 2001.
- 1435 Location and Design Division (VDOT)
- 1436 Location and Design Engineer
- 1437 1401 E. Broad Street
- 1438 Richmond, Virginia 23219
- 1439 8. Standard Specifications for Highway Bridges, effective 1996.
- 1440 American Association of State Highway and Transportation Officials
- 1441 North Capital Street, Suite 225
- 1442 Washington, DC 20001
- 1443 VDOT Modifications to document above
- 1444 Structure and Bridge Division (VDOT)
- 1445 Structure and Bridge Engineer
- 1446 1401 E. Broad Street
- 1447 Richmond, Virginia 23219
- 1448 9. Virginia Erosion and Sediment Control Handbook, effective 1992.

Subdivision Street Requirements

- 1449 Division of Soil and Water Conservation with The Virginia Erosion and Sediment Control Law and
- 1450 Regulations
- 1451 Division of Soil and Water Conservation
- 1452 Governor Street, Suite 206
- 1453 Richmond, Virginia 23219
- 1454 10. Highway Capacity Manual, effective 2000.
- 1455 Transportation Research Board
- 1456 Keck Center of the National Academies
- 1457 Transportation Research Board
- 1458 500 Fifth Street, NW
- 1459 Washington, DC 20001
- 1460 Attn: TRB Publications Sales & Affiliate Services
- 1461 11. VDOT Erosion and Sediment Control and Stormwater Management Program Specifications Manual
- 1462 (effective March 1, 2004).
- 1463 Location and Design Division (VDOT)
- 1464 Location and Design Engineer

Subdivision Street Requirements

1465 1401 E. Broad Street

1466 Richmond, Virginia 23219

1467 [13. "Policy for Integrating Bicycle and Pedestrian Accommodations" - Commonwealth Transportation

1468 Board (effective March 18, 2004.) Note: This policy reference is included in the regulation only for

1469 informational purposes and is not considered a regulatory provision. Applicable elements of this policy

1470 are stated in the regulation itself.]