

FUNCTIONAL CLASSIFICATION

The characteristics and magnitude of the service to be provided will be the basis for the department's determination of the functional classification for each subdivision street intended for acceptance into the secondary system. AASHTO's Geometric Design of Highways and Streets provides guidance in the classification of roads.

The hierarchy of the functional systems consists of principal arterials (for main movement), minor arterials (distributors), collectors and local roads and streets.

Local streets are defined as those streets that provide direct access to adjacent land and serve travel of short distances as compared to the higher systems. Service to through traffic is discouraged. Most subdivision streets fall in the Local Street classification. The geometric design standards contained in this guide should be used for streets classified as local roads. All other street classifications should use VDOT's Road Design Manual for geometric design.

1. Criteria

Urban and rural areas have fundamentally different characteristics. Consequently, urban and rural functional systems are classified separately. Most subdivision streets function similar to an urban area; therefore, the urban classification can be used for high-density development with the concurrence of the locality and Resident Engineer.

2. Procedures

The department's concurrence of the functional classification for each street within a subdivision should be made prior to departmental approval of a subdivision concept plan. To facilitate the effective development of the plats or plans and permit an expeditious review, this concurrence is recommended prior to the initiation of a detail design for the subdivision. To initiate the functional classification process, the developer should submit the following information:

- a. A sketch accurately depicting the general concept for the proposed development of the subdivision, in conformance with the applicable provisions of the governing body's zoning and subdivision regulations. This sketch should include:
 - (1.) The general location and configuration of each street proposed within the subdivision, including the terminus and right of way, including but not limited to anticipated average daily traffic volumes, anticipated percentage of trucks, peak hour traffic volumes, and any proposed phased development of streets.
 - (2.) The location and area of each type of permitted land use within the subdivision.