

## Urban Street Acceptance Criteria

There are many criteria that can be used by a municipality to qualify a street for urban maintenance payments.

### **Code of Virginia (33.2-319)**

The following criteria are established in the Code of Virginia (Section [33.2-319](#)):

#### General:

- 50' unrestricted right of way and 30' hard surface width
- 80' unrestricted right of way, 24' hard surface width, approved plans for additional hard surface width of 24'
- 40' unrestricted right of way on cul-de-sacs with any standard turnaround including T-turns (must be accessible by emergency vehicles)
- 16' pavement width if part of secondary system prior to annexation or incorporation – which includes anything in secondary system that VDOT was maintaining

#### Situational:

- For streets established prior to July 1, 1950 - 30' unrestricted right of way and 16' hard surface width. They do not have to be built but established on paper (mapped or platted).
- For local streets constructed after January 1, 1996 – varies from 18' to 29' pavement width depending on type of roadway (curb and gutter, ditches, etc.) based on the Secondary Street Acceptance Requirements or Subdivision Street Requirements in effect at the time streets were constructed.
- For areas with mountainous terrain - 40' of right of way and 18' pavement width if 70% or more of developable land has a natural grade of at least 20%

#### Waivers:

- The Commissioner may waive the requirements as to hard-surface pavement width or right-of-way width at the request of the local governing body to protect the quality of the drinking water supply or for highways constructed after July 1, 2004 to accommodate any other special circumstance without compromising the health, safety, or welfare of the public.

### Urban Policy (CTB)

In addition to the criteria established by Code, the Commonwealth Transportation Board adopted an Urban Policy in December 2006. This policy provides guidance in those areas where the Code is silent or determination of eligibility is necessary based on Department policy. These criteria are as follows:

- Toll facilities that meet the unrestricted right-of-way and hard-surface criteria are eligible for payment

- 40' right of way and 16' pavement width is required for one way streets, loop roads, school bus entrances, and frontage/service roads adjacent to interstate, primary, or urban routes
- Pavement widths of less than 14' qualify for one moving lane mile, even if the roadway carries two-way traffic

### Waivers by the Commissioner

Both the Code of Virginia and the CTB's Urban Policy provide for the opportunity to seek a waiver of pavement width or right-of-way criteria by the Commonwealth Transportation Commissioner. The Code establishes basic parameters under which a waiver can be granted.

- Protection of drinking water supply
- For roads constructed after July 1, 1994 – the criteria was expanded to allow consideration of special circumstances where such action would not compromise the health, safety, or welfare of the public.

The Department's Urban Manual establishes a process for requesting a waiver. Each case is considered on its own merits and should be site specific. The following items are required to submit a waiver request:

- Formal request from the local governing body
- Map or site plan showing the layout of the proposed/existing street(s)
- Proposed/existing pavement and right-of-way widths
- Forecasted traffic volumes
- Reasons for requesting a waiver

Waiver requests should be submitted through your designated local VDOT Manager to VDOT's Local Assistance Division for consideration.