

## **APPENDIX: ROADWAY CLASSIFICATION SYSTEM**

Every roadway improvement constructed in James City County must conform to standards set forth in the County Zoning Ordinance and Subdivision Ordinance. Additionally, new streets will also be regulated by the Virginia Department of Transportation's (VDOT) Secondary Streets Acceptance Requirements and other VDOT policies. Specific roadway engineering specifications and right-of-way needs will be determined by VDOT. Generally improvements needed to accommodate new developments shall be paid for by the developers. Developers will be encouraged to submit innovative and visually attractive roadway improvement plans that are best suited to serve their developments and the surrounding area. It is recommended that all developers work with James City County staff and VDOT to provide the most efficient transportation system.

### **County Roadway Classification System**

The James City County Roadway Classification System is established with planning and design standards for road improvements which promote an efficient transportation system, increase public safety and improve visual quality. All future development proposals with roadway improvements are expected to meet these standards.

### **Definitions and General Design Standards**

#### *Local*

These roadway facilities will be designed to handle only lower levels of local or subdivision traffic and will be designed to collect traffic from local subdivision roads and carry these vehicles to adjacent neighborhoods and arterial roads. The primary function is to provide direct access to properties. However, the design of the roadway and adjacent development should minimize vehicular and pedestrian conflicts in order to maintain roadway efficiency.

#### *Minor Collector*

These facilities are typically two-lane collector roads designed to collect non-subdivision local traffic and are assumed to have frequent intersection and access points to abutting property.

#### *Major Collector*

These are typically two-lane facilities designed to provide a link from local streets and residential areas to higher classified routes and major traffic generators. The primary function is to serve local through traffic; direct access to properties is a secondary function. Although the provision for direct access to adjacent properties is considered a secondary function of collector roads, access to properties is typically more prevalent and more important than on higher classified roads, particularly for minor arterials.

#### *Minor Arterial*

These facilities are generally four-lane divided signalized roadways that serve through traffic between activity centers and connect freeways to major traffic generators. The primary function of arterials is to convey through traffic.

### *Major Arterial*

These facilities are generally four-lane divided unsignalized roadways. The primary function of arterials is to convey through traffic. Direct access to adjacent property is a secondary function. Some facilities are limited access with interchanges or widely spaced street intersections.

### *Principal Arterial*

These facilities are generally four to six-lane divided roadways. These facilities are typically limited access facilities with interchanges. Direct access from individual properties to arterial roads will be discouraged. Property access is to be achieved through the use of access management techniques including: internal, frontage, or service roads; shared entrances; and limitations on the number, location, and spacing of entrances.