



# Town of Georgia Private Road and Driveway Policy

Approved 24 April, 2023

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## 1 Residential Driveway Standards

- 1.1.1 All residential driveways servicing one or two single family residential dwelling units or lots with non-residential structures shall be constructed using the current Vermont B-71 Standards. (See attached)
- 1.2 Conditions
- 1.2.1 A [Town of Georgia Application for Town Road Access Right of Way Permit](#) shall be approved by the Georgia Road Commissioner prior to the start of any driveway within the town right-of-way.
- 1.2.2 All driveways shall have a hammerhead type turnaround to eliminate vehicles backing onto private or public roads. A waiver may be granted for driveways off private roads.
- 1.2.3 A letter by a licensed engineer, Vermont licensed Site Technician or the excavating contractor responsible for the construction of the residential driveways, shall be submitted to the zoning office, prior to the issuance of a Certificate of Occupancy. A Certificate of Insurance shall be attached to certification letters by excavating contractors to assure warranty of work for a one-year period from the date of the letter.
- 1.2.4 Driveways shall be a minimum 12' in width with additional 2' shoulders.
- 1.2.5 Culverts required within the town right-of-way shall be steel corrugated pipe, minimum of 30' in length and 18" inches in diameter. A waiver of the required culvert diameter may be requested, and granted by, the Select Board. (Applicant shall attach a waiver request to the [Town of Georgia Application for Town Road Access Right of Way Permit](#).) Other types of culverts may be approved by the road foreman.
- 1.2.6 All culverts required for private roads and driveways, shall be installed and maintained solely at the property owners' expense. In the event a culvert located within the town right-of-way fails, the cost for replacement or repair of the culvert shall be the property owner's responsibility. Prior to the repair or replacement of said culvert the property owner shall complete and submit a [Town of Georgia Application for Town Road Access Right of Way Permit](#) for approval by the Town Road Commissioner. All work within the town right-of-way shall meet the standards provided within the Georgia Road and Driveway Standards.
- 1.2.7 If the installation of a driveway requires disrupting or damaging an existing sidewalk, the applicant shall be responsible for restoring or replacing the sidewalk in conformance with this standard.
- 1.2.8 Driveway site distances shall meet requirements as listed within the Vermont B-71 Sight Distance Chart. Applicants may request a waiver of the site distance standards from the Georgia Selectboard. All driveway waivers approved by the Selectboard require an advanced warning sign, to be installed and maintained at the property owners' expense. Location of said sign shall be determined by the Georgia Road Commissioner.
- 1.2.9 All construction shall meet current "Vermont Low Risk Site Handbook" requirements.
- 1.2.10 No driveway shall be constructed with a grade greater than 10%. A waiver may be granted by the Select Board to allow 11-12%. Any section of driveways approved by said waivers shall be paved with a minimum of 2" of asphalt pavement.
- 1.2.11 All common or shared driveways shall be protected by an easement recorded in the deeds of each lot involved. Language outlining the construction and maintenance of the shared portion of the driveway shall be included in the said deed.

- 1.2.12 There shall be a 40,000 lb rating on all bridges and culverts.
- 1.2.13 All private driveways shall include curb cut openings with a minimum 30' radius at all intersections.
- 1.2.14 Driveways shall be 800' maximum length; or 500' maximum length if driveway is curvy and/or uphill.
- 1.2.15 All driveways greater than 400' in length shall have a Pull-off greater than 14' in additional driveway width and 60' in length. Said pull off shall meet the required B-71 driveway constructed materials standards.

## 2 Private Road Standards

- 2.1.1 All accesses servicing three (3) or more single-family dwellings, or lots with nonresidential structures, shall be considered "Private Roads" and shall be constructed using the current Vermont A-76 Standards. (See attached)
- 2.1.2 All private roads shall be designed by a licensed engineer.
- 2.1.3 All private roads shall be 24' in width.
- 2.1.4 Private roads shall be approved by the DRB. The DRB may require private roads to be paved with a minimum of 2" of asphalt pavement. Additional paving requirements may be required by the DRB.
- 2.1.5 A private road length limit may be requested of the DRB.
- 2.1.6 All Private roads shall have 15' height clearance of trees and other overhead items.
- 2.1.7 A line of sight of at least 100' in both directions is necessary if a narrow bridge or culvert is approved for a private road. There shall be a 40,000 lb rating on bridges and culverts.
- 2.1.8 Prior to the issuance of a Certificate of Occupancy, a letter by a licensed engineer shall be submitted to the zoning office, certifying the road was constructed to the required A-76 standards and meets the plans as approved by the DRB.
- 2.1.9 All private road construction shall meet current "Vermont Low Risk Site Handbook" requirements.
- 2.1.10 All private roads must be constructed within a 60' wide right-of-way easement.
- 2.1.11 All private roads in a development will require a cul-de-sac with a 35' radius/70' diameter and shall be located within a right-of-way.
- 2.1.12 All private roads shall include curb cut openings with a 30' radius at all road and driveway intersections.
- 2.1.13 No road or driveway construction shall take place within the town right-of-way without required DRB, Selectboard and or Georgia Road Commissioner signed approvals.
- 2.1.14 Private roads maintenance agreements shall meet the current Georgia Development Regulations.

3 VTRANS A-76 Standard Town & Developed Roads

### ROADWAY TYPICALS

TYPICAL - CURBED SECTION WITH 5' SIDEWALKS

TYPICAL - NON-CURBED SECTION WITH DITCH

### GENERAL NOTES FOR LOCAL ROADS

- SUBBASE, SAND CUSHION AND SUBGRADE SHOULD BE CONSTRUCTED AND COMPACTED TO THE DIMENSIONS SHOWN IN ACCORDANCE WITH VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION. WHERE LOCAL ORDINANCES HAVE BEEN ADOPTED RELATIVE TO ROAD DIMENSIONS AND CONSTRUCTION THEY SHOULD GOVERN. THE DIMENSIONS SUGGESTED ARE INTENDED TO BE APPLIED ONLY IN LOW TRAFFIC VOLUME CONDITIONS (AVERAGE DAILY TRAFFIC LESS THAN 250 VEHICLES PER DAY), AND WHERE HEAVY TRUCK TRAFFIC IS INFREQUENT.
- EXPOSED EARTH SLOPES SHOULD BE SEED, FERTILIZED AND MULCHED IN ACCORDANCE WITH VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
4. DRAINAGE:

ROADWAY - 18" MINIMUM DIAMETER, OF METAL, REINFORCED CONCRETE OR POLYETHYLENE PIPE, WITH DROP INLETS OR CATCH BASINS, AS REQUIRED. HYDRAULIC ANALYSIS TO DETERMINE APPROPRIATE PIPE DIAMETER IS RECOMMENDED FOR ALL LIVE STREAM CROSSINGS AND ELSEWHERE WHERE LARGE STORM FLOWS MAY BE EXPECTED.

DRIVES - 15" MINIMUM DIAMETER, OF METAL, REINFORCED CONCRETE OR POLYETHYLENE PIPE.

UNDERDRAIN - 6" MINIMUM DIAMETER, OF METAL, PVC PLASTIC OR POLYETHYLENE PIPE.

LOCATION, DEPTH AND CONSTRUCTION DETAILS SHOULD FOLLOW PRACTICE SPECIFIED BY LOCAL ORDINANCE OR THE VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
4. HORIZONTAL CURVATURE - THE FOLLOWING WILL APPLY:

DESIGN SPEED	MINIMUM RADIUS RURAL ①	MINIMUM RADIUS URBAN ②
25 MPH	165 FT.	180 FT.
30 MPH	275 FT.	300 FT.
35 MPH	380 FT.	460 FT.
40 MPH	50 FT.	675 FT.
45 MPH	660 FT.	945 FT.
50 MPH	835 FT.	1280 FT.

① BASED ON CROSS SLOPE = 6.0 %  
② BASED ON MAINTAINING NORMAL CROWN SECTION THROUGHOUT CURVE : EFFECTIVE CROSS SLOPE = 2.0 %

FOR OTHER SUPERELEVATION RATES, SEE CHAPTER 111 OF THE AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" FOR APPROPRIATE CURVE RADI.
- GRADIENT OF ROADS - 10% MAXIMUM GRADE SUGGESTED, ALTHOUGH GRADES UP TO 16 % MAY BE ALLOWED IN MOUNTAINOUS TERRAIN.
- GUARD RAIL - PROVIDE GUARD RAIL WITH TREATED WOOD OR STEEL POSTS, OF A DESIGN IN ACCORDANCE WITH VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, THE AASHTO ROADSIDE DESIGN GUIDE, AND VAOT STANDARD DRAWINGS. GENERALLY, WHERE SLOPES ARE 1:3 OR STEEPER, AND THE HEIGHT OF DROPOFF AT EDGE OF SHOULDER EXCEEDS 5', GUARD RAIL SHOULD BE INSTALLED. ALSO, WHERE SLOPES ARE 1:3 OR FLATTER, GUARD RAIL MAY NOT BE NEEDED IF THE AREA AT THE BOTTOM OF THE SLOPE IS FREE OF HAZARDS. THE LOCAL VAOT DISTRICT TRANSPORTATION ADMINISTRATOR MAY BE CONTACTED FOR ASSISTANCE.
- PAVING - ROADS WITH GRADES EXCEEDING 7% SHOULD BE PAVED UNLESS WAIVED BY THE LOCAL GOVERNING BODY. FOR TRAFFIC VOLUMES GREATER THAN, OR EQUAL TO, 250 VEHICLES PER DAY, OR WHERE HEAVY TRUCKS ARE COMMON, A PAVEMENT DESIGN SHOULD BE PERFORMED TO DETERMINE APPROPRIATE THICKNESSES OF SUBBASE AND PAVEMENT.
- TRAVELED WAY AND SHOULDER WIDTHS - WIDTHS SHOWN ON THIS STANDARD ARE FOR LOW SPEED/LOW TRAFFIC VOLUME CONDITIONS. FOR ADDITIONAL GUIDANCE IN THE DESIGN OF LOCAL ROADS AND STREETS, SEE THE LATEST EDITION OF AASHTO'S PUBLICATION "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS", OR THE VAOT "VERMONT STATE STANDARDS".
- UTILITY LINE LOCATION TO CONFORM TO LOCAL REQUIREMENTS.

### CUL-DE-SAC FOR DEAD END ROADS

### INTERSECTION OF THROUGH ROAD AND SIDE ROAD

FOR THROUGH ROADS WITH SIDEWALKS & CURBING, SEE STANDARDS C2 & C3. PROVIDE DROP INLETS ON EACH SIDE OF SIDE ROAD AT INTERSECTION AS NECESSARY.

### PROFILE OF INTERSECTION (CUT SECTION) SHOWING 5" DEPRESSION

### PROFILE OF INTERSECTION (FILL SECTION)

REVISIONS AND CORRECTIONS

JAN. 21, 1971 - ORIGINAL DATE OF ISSUE

MAR. 12, 1971 - DIMENSIONS CHANGED ON TURN-A-ROUND

JULY 13, 1973 - INTERSECTION PROFILES ADDED

DEC. 7, 1993 - REVISED TO REFLECT CURRENT DESIGN CRITERIA

JUNE 4, 1994 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.

MAR. 10, 1995 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.

MARCH 3, 2003 - REVISED TO REFLECT CURRENT DESIGN CRITERIA

APPROVED

*[Signature]*  
DIRECTOR OF PROGRAM DEVELOPMENT

*[Signature]*  
CHIEF OF UTILITIES

*[Signature]*  
FEDERAL HIGHWAY ADMINISTRATION

## STANDARDS FOR TOWN & DEVELOPMENT ROADS

# STANDARD A-76

4 VTRANS B-71A Standard Residential Drives

**DETAIL A RESIDENTIAL DRIVE**

**DETAIL B PROFILE OF DRIVE INTERSECTION (FILL SECTION)**

1. THIS SHEET IS INTENDED FOR USE BY DESIGNERS ON HIGHWAY PROJECTS AND IN CONJUNCTION WITH A PERMIT FOR WORK WITHIN HIGHWAY RIGHTS OF WAY. ALL CONSTRUCTION REQUIRED BY THE PERMIT AND INDICATED ON THIS SHEET SHALL BE THE RESPONSIBILITY OF THE APPLICANT AND IS SUBJECT TO THE APPROVAL OF THE VERMONT AGENCY OF TRANSPORTATION. WHEN USED WITH THE PLANS FOR A HIGHWAY CONSTRUCTION PROJECT, THIS SHEET IS INTENDED TO BE A GUIDE FOR THE DESIGNER CONCERNING DRIVE WIDTHS, HORIZONTAL, VERTICAL AND GEOMETRIC CHARACTERISTICS.
2. DEPTH OF SUBBASE AND PAVEMENT TO BE THE SAME AS HIGHWAY OR AS SHOWN IN DETAIL D WITHIN THE LIMITS OF THE HIGHWAY RIGHT-OF-WAY.
3. VEHICULAR ACCESS FROM PARKING AREAS TO THE RIGHT-OF-WAY AT OTHER THAN APPROVED ACCESS POINTS WILL BE PREVENTED BY THE CONSTRUCTION OF CURBING OR OTHER SUITABLE PHYSICAL BARRIER.
4. IF CURB IS PRESENT, SEE APPROPRIATE CURB DETAIL STANDARD.
5. CIRCULAR DRAINAGE CULVERTS UNDER DRIVES SHALL HAVE A MINIMUM INSIDE DIAMETER (I.D.) OF 15" OR AS OTHERWISE SHOWN ON THE PLANS. PIPE ARCHES USED UNDER DRIVES SHALL HAVE A MINIMUM INSIDE CROSS-SECTIONAL AREA EQUIVALENT TO THAT PROVIDED BY A 15" CIRCULAR PIPE. IF A CULVERT LARGER THAN 15" IS LOCATED UPSTREAM OF THE PROPOSED CULVERT THEN THE NEW CULVERT SHALL, AT A MINIMUM, MATCH THE SIZE OF THE UPSTREAM CULVERT.
6. THE OFFSET BETWEEN THE PROPERTY LINE AND THE EDGE OF THE DRIVEWAY MAY BE GOVERNED BY LOCAL ZONING LAWS. DRIVEWAY WIDTH RESTRICTIONS SHOWN PERTAIN ONLY TO THE AREA WITHIN THE HIGHWAY R.O.W. OR THE END OF THE TURNING RADIUS WHICHEVER IS GREATEST.
7. DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR THE VEHICLE TO PAUSE BEFORE ENTERING THE HIGHWAY.
8. THIS STANDARD APPLIES TO FIELD DRIVES, LOGGING DRIVES, AND RESIDENTIAL ACCESSES SERVING UP TO TWO SINGLE FAMILY HOMES OR A DUPLEX. FOR LARGER RESIDENTIAL DEVELOPMENTS, SUBDIVISIONS AND OTHER COMMERCIAL ACCESSES SEE VTRANS STANDARD B-71B.
9. INTERSECTION SIGHT DISTANCES, AND STOPPING SIGHT DISTANCE, EQUAL TO OR GREATER THAN THOSE SHOWN BELOW, SHOULD BE PROVIDED IN BOTH DIRECTIONS FOR ALL DRIVES ENTERING ON PUBLIC HIGHWAYS, UNLESS OTHERWISE APPROVED BY THE AGENCY OF TRANSPORTATION. INTERSECTION SIGHT DISTANCE IS MEASURED FROM A POINT ON THE DRIVE AT LEAST 15 FEET FROM THE EDGE OF TRAVELED WAY OF THE ADJACENT ROADWAY AND MEASURED FROM A HEIGHT OF EYE OF 3.5 FEET ON THE DRIVE TO A HEIGHT OF 3.5 FEET ON THE ROADWAY. STOPPING SIGHT DISTANCE IS MEASURED FROM AN EYE HEIGHT OF 3.5 FEET TO AN OBJECT HEIGHT OF 2.0 FEET ON THE ROADWAY.
10. FOR DRIVEWAY AND INTERSECTION SPACING DISTANCES REFER TO THE "VERMONT AGENCY OF TRANSPORTATION ACCESS MANAGEMENT PROGRAM GUIDELINES" LATEST REVISION.

**DETAIL C PROFILE OF DRIVE INTERSECTION SHOWING 5" DEPRESSION (CUT SECTION)**

**SIGHT DISTANCE TABLE**

POSTED SPEED OR DESIGN SPEED (MPH)	MINIMUM STOPPING SIGHT DISTANCE (FT)	MINIMUM INTERSECTION SIGHT DISTANCE (FT)
25	155	280
30	200	335
35	250	390
40	305	445
45	360	500
50	425	555
55	495	610

THE ABOVE VALUES ARE TAKEN FROM THE 2011 AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS & STREETS."

**DETAIL D DRIVE SIDE SLOPES TABLE**

LOCATION OF SLOPE	SLOPE RATE
DESIGN SPEED > 40 MPH	1:6 OR FLATTER
URBAN AREAS, OR DESIGN SPEED < 40 MPH	1:4 DESIRABLE 1:2 ALLOWABLE
OUTSIDE CLEAR ZONE	1:2 OR FLATTER

**DETAIL D DRIVE SIDE SLOPES TABLE**

REV.	DATE	DESCRIPTION
0	JUL. 1, 2019	ORIGINAL APPROVAL

OTHER STANDARDS REQUIRED:

**RESIDENTIAL DRIVES**

**STANDARD B-71A**



**6 Town of Georgia Roadway Agreement & Waiver**

AGREEMENT by and between \_\_\_\_\_ hereinafter referred to as “Owner” and the Town of Georgia, hereinafter referred to as “Municipality.”

WITNESSETH:

WHEREAS, Owner has received final subdivision approval from the Municipality’s Development Review Board for the construction and development of \_\_\_\_\_ (\_\_\_\_) residential units in a development to be known as \_\_\_\_\_ as depicted on a final plat plan (mylar) entitled “\_\_\_\_\_” dated \_\_\_\_\_, prepared by \_\_\_\_\_ and recorded in Slide \_\_\_\_\_ Map \_\_\_\_\_ of the Town of Georgia Land Records; and

WHEREAS, the subdivision will be serviced by a private roadway as depicted on the final plat; and

WHEREAS, by decision dated \_\_\_\_\_, the Municipality has approved the final subdivision application with said private roadway subject to certain conditions; and

WHEREAS, the parties desire to record a confirmation of said conditions to the effect that by granting said approval and otherwise authorizing said project, the Municipality has not assumed, but rather has specifically disavowed any intention or obligation to plow, repair or otherwise maintain said roadway or to accept the same as a public street.

NOW THEREFORE, in consideration of the final approval of the Municipality’s Development Review Board and other good and valuable consideration, it is covenanted and agreed as follows:

1. The Owner will not apply to the Municipality to have said roadway accepted as a public street.
2. The Owner waives any rights it may have or claim by virtue of the Municipality’s approval of said roadway to request the Municipality to accept the same as a public street.
3. The Owner will not in the future change the location of said roadway nor extend said roadway without the prior approval of the Municipality’s Development Review Board, nor shall it permit said roadway to serve more than \_\_\_\_\_ (\_\_\_\_) dwelling units without prior approval of the Municipality’s Development Review Board.
4. The Owner, for itself and its successors and assigns, hereby waives any rights it may now have or may hereafter acquire to seek plowing, repair or maintenance from the Municipality with regard to said roadway.



5. The Owner, and its successors and assigns, shall plow, repair and maintain said roadway at its own expense and keep the same in good order and repair.

6. Nothing contained in this Agreement shall be construed as obligating the Owner to dedicate said roadway as a public street, and, similarly, nothing contained in this Agreement shall be construed as obligating the Municipality to accept any such proffered dedication.

7. This Agreement may only be amended or revoked upon written consent and approval by the Municipality.

8. This Agreement shall not only be binding upon the parties hereto, but also upon their respective successors and assigns.

Dated this \_\_\_ day of \_\_\_\_\_, 20\_\_.

IN THE PRESENCE OF:

\_\_\_\_\_

Owner

\_\_\_\_\_

Witness

\_\_\_\_\_

Printed Name:

\_\_\_\_\_

Printed Name:

STATE OF VERMONT

FRANKLIN COUNTY, SS.

Signed or attested before me on \_\_\_\_\_ by \_\_\_\_\_

Date \_\_\_\_\_, 20\_\_, (Name of individual) \_\_\_\_\_.

Before me,

Notary Public

My Commission Expires: