RESIDENTIAL DRIVEWAYS

Residential Driveway Permits are administered by the GDOT Area Engineer. The Area Permit Inspector for commercial driveways is usually the same person who handles residential driveways. The Permit Inspector will advise the Applicant regarding location of the drive, the size pipe, if required, to be placed under the driveway, and approve the grading plan from the outer edge of the shoulder of the road to the R/W line.

Locations for residential drives should be based on existing conditions. While separation from existing drives is desirable, residential drives should be located to provide the safest possible ingress and egress based on sight distance and roadway characteristics. Individual drives shall not be approved for newly subdivided lots of less than 5 acres. Subdivision streets or shared drives shall be used to provide access to smaller lots or subdivided properties.

Residential driveways are, as the name implies, driveways to private residences. Normally they are 14 to 16 feet wide. It is recommended that turnarounds be provided to avoid vehicles backing into the highway. Under special circumstances, certain design vehicles require more width to safely negotiate a turn into or out of the drive without stopping and/or backing on the roadway. The Area Engineer may approve a driveway up to 20 feet wide.

If the driveway is paved, but without curb and gutter, at least a two (2) foot shoulder along the drive and around the radii before beginning the slope down to the drainage ditch is desirable. The front slope, back slope and the slope around the end of the drain pipe under the drive, if present, should be the same as if it were a commercial driveway.

Where the ends of side drain pipe are exposed to traffic inside the clear zone, safety slope end sections are required. Flared end sections may be used behind guardrail or outside the clear zone. All side drain pipes larger than 48 inches must have an inlet and an outlet headwall. Only safety headwalls or those specifically approved by the District Engineer are allowed. Refer to the current Georgia Standard.

On residential driveways this can be accomplished in several ways. If the pipe is corrugated metal and the applicant chooses to cut the end off to provide a 6:1 or flatter slope, he may install a concrete “collar” around the pipe end to provide stability and control erosion.

It is the responsibility of the property owner to provide routine maintenance of the pipe and driveway up to the roadway edge of pavement without making improvements to it as governed by the permit process.

District No._____
State Highway No._____
Milepost No._____
County:_____
Permit No.:

Department of Transportation

Residential Driveway Permit Request

I,_____, of _____
Name of Applicant P.O. Box and Address
_____request permission to construct a residential driveway on S.R. _____ U.S. _____in the
Phone No.
City of _____in_____County. The driveway will be constructed on the
(If Applicable)
_____ Side of the highway at a point _____ft._____ of the centerline of _____St. (Rd.) and at
NSEW NSEW Nearest street or road
milepost_____.

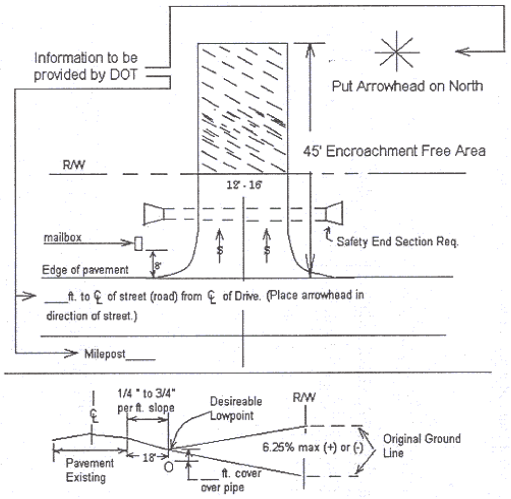
By signing this request I agree to construct or have constructed this driveway as described below. I also agree that I will be responsible for the maintenance of this driveway including pipe, surface course, and slopes.

Date _____ Signature _____

Above information is to be provided by the owner prior to issuance.

This drive to serve a single family dwelling only and may not be converted to any other use without approval of DOT.

Typical Plan & Profile for Drive



Other requirements:_____

_____

cc:

Special Requirements

1. Extend pipe as necessary to obtain a 4:1 or flatter slope.
2. The pipe shall be GA DOT standard 1030D____ ft. long ____ Inches in diameter.
3. Existing surface flow to remain. Water cannot be diverted to DOT right-of-way.
4. No headwalls to be constructed on pipe. Safety End Sections required as a minimum.
5. No brick or other hazardous mailbox supports allowed on right–of-way. (mailbox shall be located on exit side) All driveways should have turn around pad off right-of-way to prevent backing into the highway.
6. All disturbed right-of-way to be regrassed to DOT specifications.
7. Driveway must be stabilized with 4" of stone as a minimum.
8. The orange permit poster must be displayed at the site in plain view until work is inspected and accepted by DOT.
9. All work to be completed in 90 days. Applicant to give area Engineer 24-hour notice before work begins.
10. Advance warning signs shall be required while working on DOT right-of-way.

Approved by:_____

Title: _____

This_____day of_____, 19_____

8A SIDE DRAIN PIPES

Applicants may choose to use reinforced concrete, corrugated aluminum, corrugated galvanized metal, asphalt coated galvanized metal, HDPE, or, along low volume roads (less than 1,500 ADT) smooth lined corrugated PVC pipe, when used in accordance with the Department's current guidelines. As stated above, safety end treatments will be required on all side drain pipes on all State Routes, unless they are located outside the clear zone or behind guardrail. This is required primarily for safety reasons. This enables an errant vehicle to travel across and over the end of the side drain pipe instead of coming to an abrupt halt, usually resulting in serious injury to the occupant(s) of the vehicle. It also helps control erosion and makes grass mowing easier and safer.

8B UTILITY DRIVEWAYS

Utility driveways for access to utility sites such as power substations, water tanks, or telephone service sites are to be permitted by the Area Engineer and should be treated much the same as a residential drive for design and sight distance. The Area Engineer should bear in mind that the drive must function in a manner which will allow the utility vehicle to pull completely off the roadway without stopping and backing into the drive or having to back out into the roadway when exiting the driveway. The vehicle must not reduce sight distance for driveways located along the same section of roadway. A utility driveway will normally not count as one allowed access point along an applicant's frontage, depending on the length of frontage and safety considerations. A typical utility driveway layout is shown in Figure 8-1.

The most important aspect of granting a permit for a utility driveway is coordination with the Utility before they purchase the site or obtain an easement. If the Area Engineer needs assistance before granting access to a Utility, they should call the District Traffic Operations Engineer.

8C FARM USE, LOGGING & MINING DRIVEWAYS

These driveways are to be permitted by the Area Engineer in a manner similar to a Utility Driveway. A logging driveway will usually be a temporary drive which will either be removed when the logging operation is completed or left in to become a farm use driveway. A mining operation may require a more substantial design to function properly.

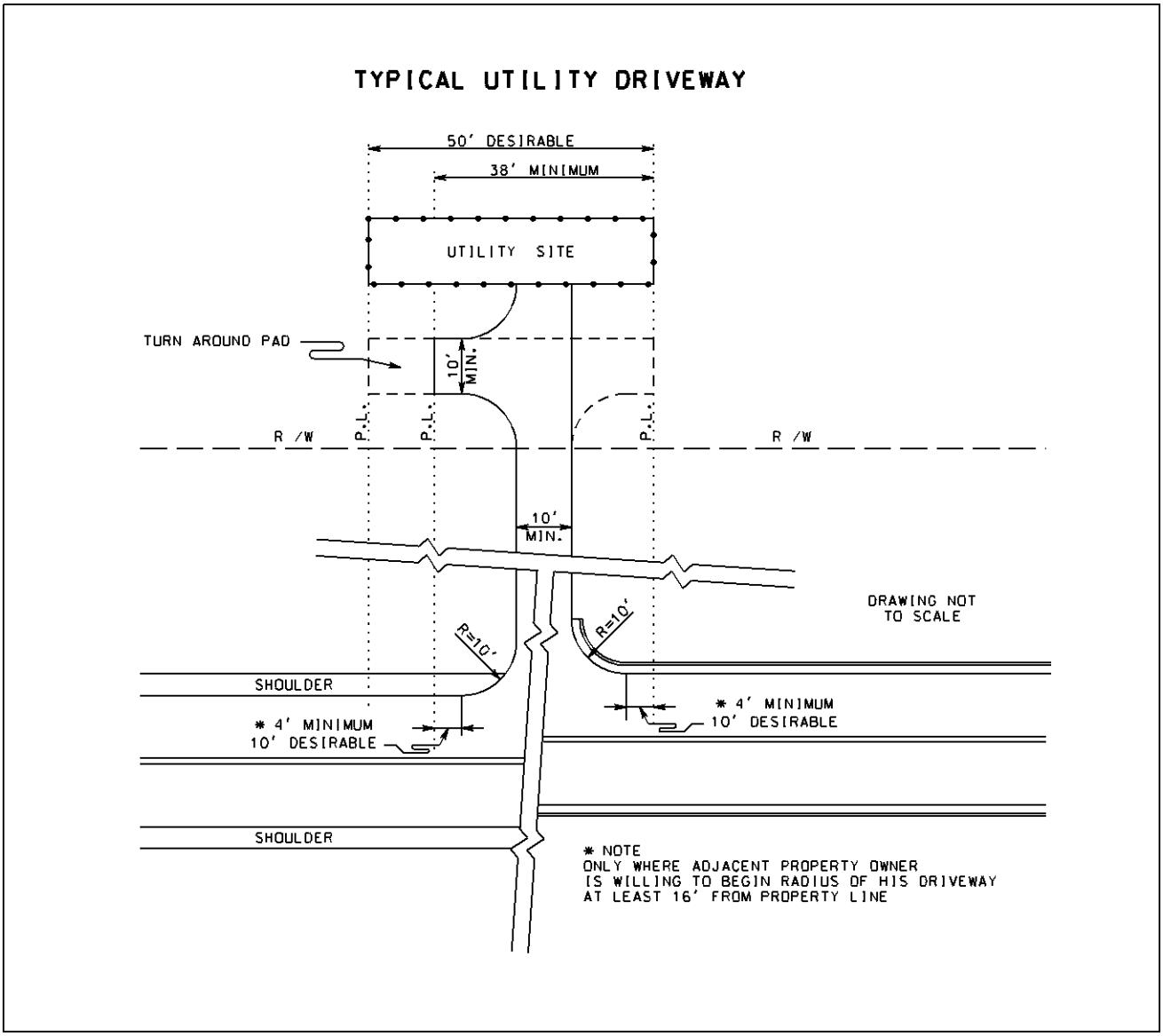


FIGURE 8-1 TYPICAL UTILITY DRIVEWAY