

**EFFINGHAM COUNTY**  
**POLICY NO. 05-22**

**FRONTAGE LOTS ON COUNTY MAINTAINED ROADS**

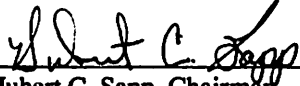
Purpose: This policy is intended to provide guidance as to suggested conditions of re-zoning under the Effingham County Zoning Ordinance, Section 3.7A, Conditional Zoning. The safety and efficiency of the County Road System are affected by the amount and character of intersecting street and driveways. While it is recognized that property owners have certain rights of access, the public also had the right to travel on the road system with relative safety and freedom from interference. The purpose of this policy is to manage access on the County Road System. Access regulations are necessary in order to preserve the functional integrity of the County Road System for the motoring public and for school and emergency vehicles and to promote the safe and efficient movement of people and goods.

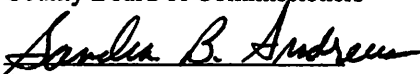
1. Effingham County will apply all requirements as outlined in Chapter 3 "Access Criteria" of the *Georgia Department of Transportation Regulations for Driveway and Encroachment Control*, as attached, to all lots subdivided subsequent to the ratification of this policy to the following County Roads:

- Blue Jay Road
- Clio-Kildare Road
- Clio-Shawnee Road
- Courthouse Road
- Egypt-Ardmore Road
- Fort Howard Road
- Georgia Highway 17
- Georgia Highway 21
- Georgia Highway 30
- Georgia Highway 80
- Georgia Highway 119
- Georgia Highway 275
- Goshen Road
- Hodgeville Road
- Interstate 16
- Kolic Helmey Road
- Lexington Avenue Extension
- Little McCall Road
- Long Bridge Road
- Low Ground Road
- Midland Road
- McCall Road
- Nease Road
- Oliver-Kildare Road
- Old Louisville Road
- Old River Road
- Old Augusta Road
- Rahn Station Road
- Rincon-Stillwell Road
- Sandhill Road
- Shawnee-Egypt Road
- Shearwood Road
- Springfield-Egypt Road
- Springfield Road/Old Dixie Highway
- Springfield-Tusculum Road
- Stillwell-Clio Road

- Zittrouer Road

2. All other County Maintained Roads will be treated on a case by case basis and may be subject to all requirements outlined in Chapter 3 "Access Criteria" of the *Georgia Department of Transportation Regulations for Driveway and Encroachment Control*.
3. Two lots may construct a shared driveway which must comply with the attached "Shared Driveway Detail". Each shared drive will represent a single access point as defined in Chapter 3 "Access Criteria" of the *Georgia Department of Transportation Regulations for Driveway and Encroachment Control*.
4. Subdivision of lots on an unimproved county road will require improvement of said road by the subdivider as to be determined by the Effingham County Board of Commissioners.
5. Subdivision of land with frontage on the following roads or subdivision of land contiguous to the following roads may require either the dedication or construction of frontage roads, internal streets, acceleration and deceleration lanes, other improvements, or strict adherence to the *Georgia Department of Transportation Regulations for Driveway and Encroachment Control* as to be determined by the Effingham County Board of Commissioners:
  - Blue Jay Road
  - Clio-Kildare Road
  - Clio-Shawnee Road
  - Courthouse Road
  - Egypt-Ardmore Road
  - Goshen Road
  - Hodgeville Road
  - Lexington Avenue Extension
  - Little McCall Road
  - Low Ground Road
  - McCall Road
  - Nease Road
  - Oliver-Kildare Road
  - Old Louisville Road
  - Old River Road
  - Old Augusta Road
  - Rahn Station Road
  - Sandhill Road
  - Shawnee-Egypt Road
  - Shearwood Road
  - Springfield-Egypt Road
  - Springfield Road/Old Dixie Highway
  - Springfield-Tusculum Road
  - Stillwell-Clio Road
  - Zittrouer Road
  - Effingham Parkway
  - North Connector (275 extension to Effingham Parkway)
  - South Connector (Old Augusta Road to Effingham Parkway)

  
Hubert C. Sapp, Chairman  
Effingham County Board of Commissioners

ATTEST:   
Sandra B. Andrews, Clerk

APPROVED:   
Date

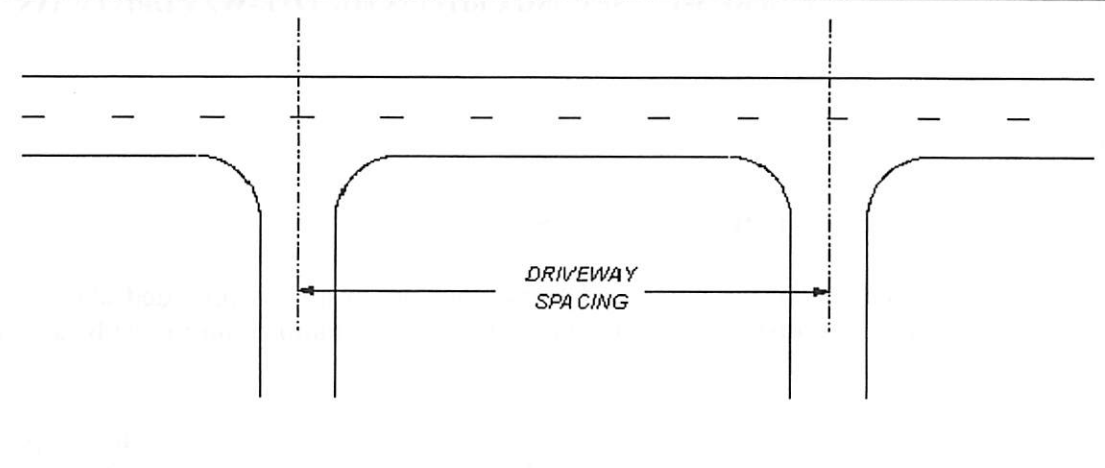
SPACING OF DRIVEWAYS

**3A SPACING OF DRIVEWAYS**

As drivers approach each intersection along a highway, they are often presented with decisions and may be required to stop or make various maneuvers. When exiting the highway, it is necessary to decelerate and in some cases, to change lanes. It may also be necessary to adjust speeds in reaction to other vehicles entering into the arterial traffic stream. Driveways should be spaced so that drivers can perceive and react to the conditions at each intersection in succession. Spacing between driveways should be at least equal to the distance traveled, at the posted speed limit, during the normal perception and reaction time plus the distance traveled as the vehicle decelerates to a stop.

Each intersection also requires a certain amount of storage space for vehicles waiting to enter. The distance between intersections should be great enough to provide this storage, allowing each intersection to have its functional boundary separated from those of the next intersection. Crash data also indicate that as the number of driveways along a highway increases so do accident rates. **Meeting the spacing criteria is not, in itself an indication that driveways will be allowed.**

Guidelines for driveway spacing, associated with the construction of new driveways, are provided in Table 3-1. Driveways should be separated from any other facility, which accesses a State Highway, whether it is another driveway or a public street. Minimum spacing requirements also apply to driveways on the opposite side of undivided roadways. Variances are defined in Section 2E-1. Requirements for the length of right and left turn lanes, as shown in Table 4-8 and Table 4-9, may increase the minimum allowable spacing shown in Table 3-1.



POSTED SPEED, MPH	DRIVEWAY SPACING MINIMUM, Ft
25	125
30	125
35	150
40	185
45	230
50	275
55	350
60	450
65	550

**Table 3-1 Driveway Spacing Criteria**

### 3A-1 SPACING OF ONE-WAY DRIVEWAYS

Figure 3-1 shows a typical layout of one-way driveways. The spacing criteria presented in Table 3-1 does not apply to the distance between the two one-way driveways (driveway pair).

A driveway pair must be separated from another driveway pair by the distance as shown in Table 3-1. A driveway pair must also be separated from an adjacent two-way driveway in accordance with the spacing criteria in Table 3-1.

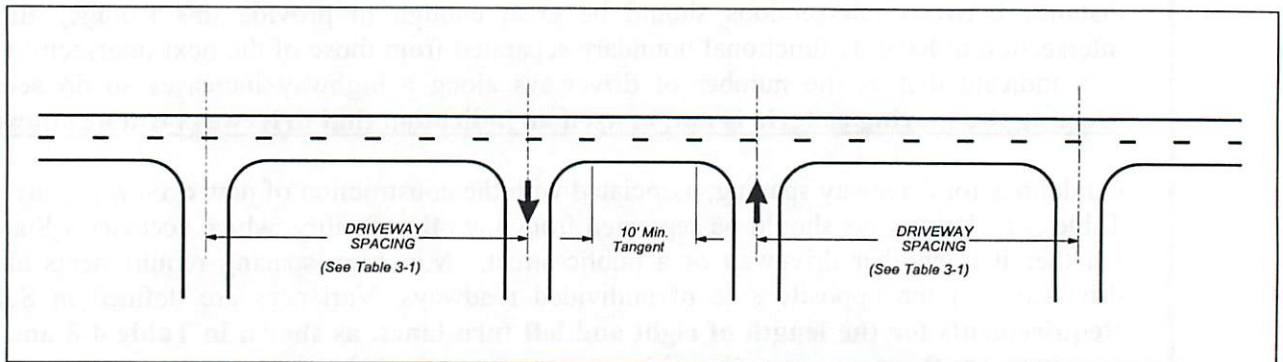


FIGURE 3-1 SPACING CRITERIA FOR ONE-WAY DRIVEWAYS

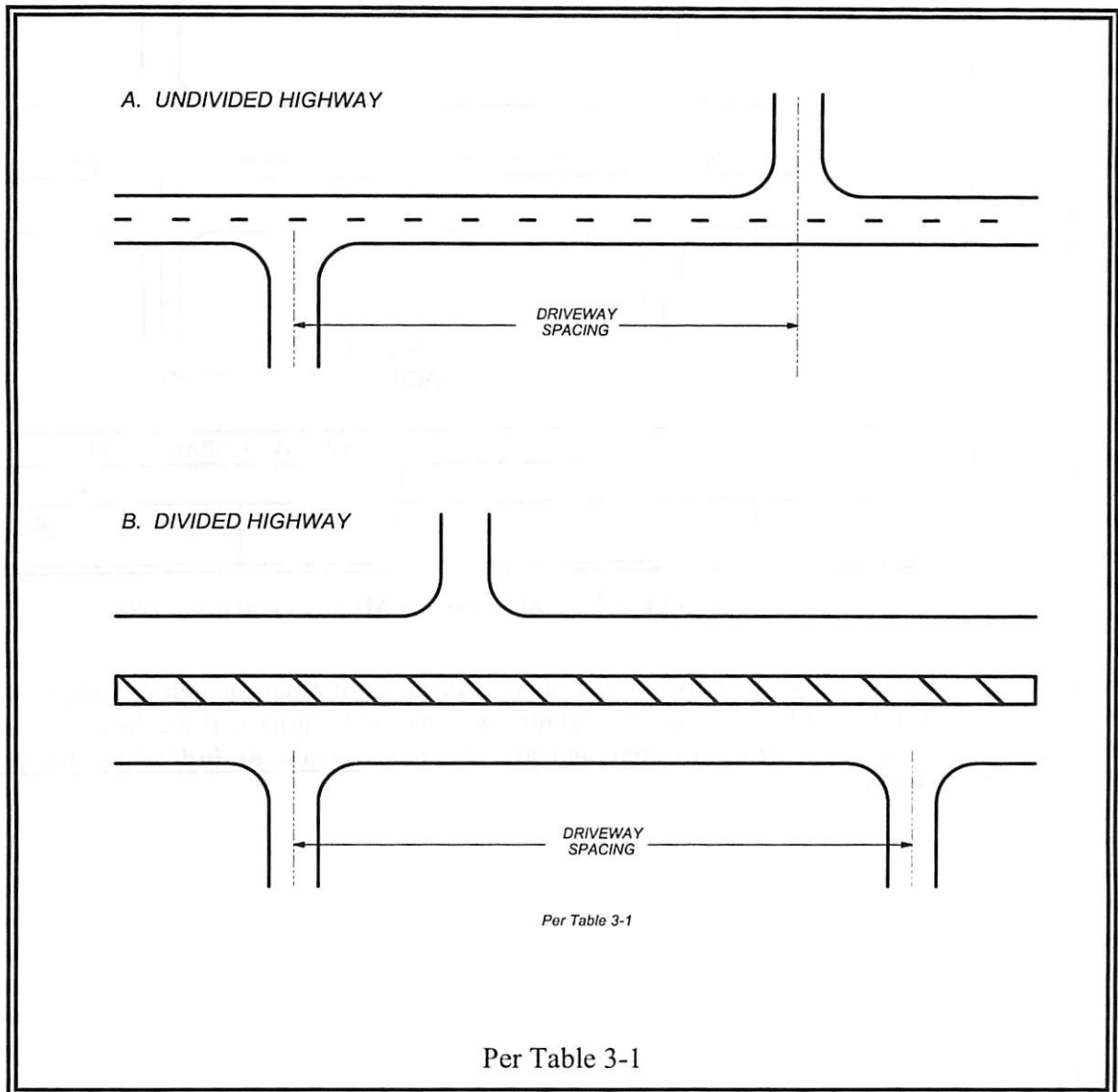
### 3A-2 PLACEMENT OF DRIVEWAYS

Not only must driveways be spaced from other driveways as provided above, they must also be located a minimum distance from the property line. The radius return must be a minimum of 4' from the property line.

When driveways are to be jointly used by two or more property owners, the property line separation requirements given in the above paragraph can be waived. However, a joint use agreement signed by the affected property owners must be provided to the Access Management Engineer. Either property owner may apply for the driveway permit.

**3B DRIVEWAY ALIGNMENT**

Driveways should align with other driveways located on the opposite side of the State Highway. If offset driveways cannot be avoided, the same driveway spacing criteria as given in Table 3-1 should be provided, to provide space for left turns. Figure 3-2 shows how the spacing is measured for spacing offset driveways onto undivided highways. Spacing is from Center to Center.

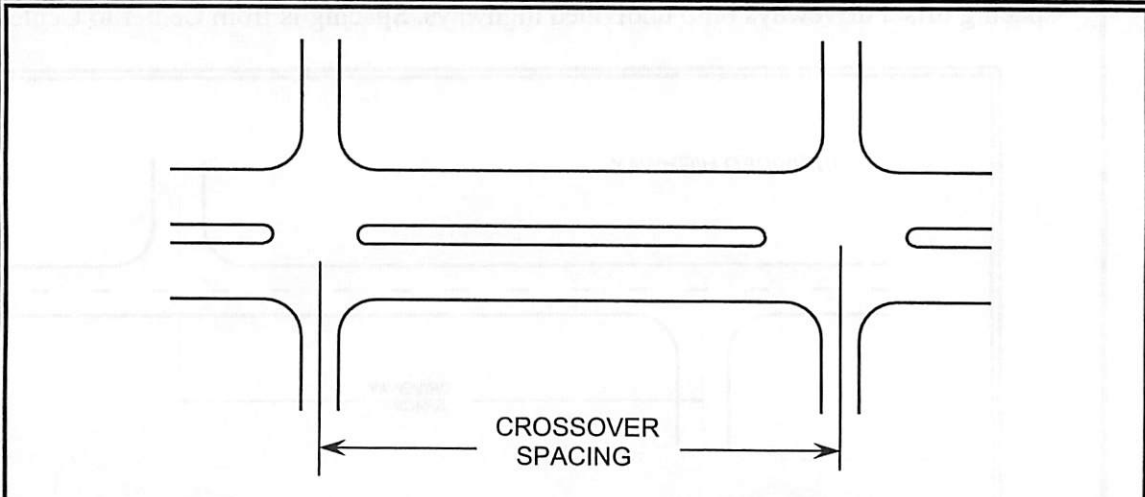


**FIGURE 3-2 SPACING OF OFFSET DRIVEWAYS**

If the State Highway involved is a divided facility and the driveways do not align with a median crossover the driveway spacing would only apply to the adjacent driveway located on the same side of the Highway as shown above in Figure 3-2 (B).

### 3C SPACING OF MEDIAN CROSSOVERS

When the applicant is requesting a median crossover on a divided highway, the spacing standards shown in Table 3-2 apply.



CONDITION	CROSSOVER SPACING, Ft	
	Desirable	Minimum
RURAL	2640	1320
URBAN	1320	660

TABLE 3-2 SPACING OF MEDIAN CROSSOVERS

Other factors will also be considered, such as distance to other median openings, adjacent land use, expected traffic volumes, and the resulting volume of U-turns that are likely to occur without the median opening. **Meeting the spacing criteria is not, in itself, an indication that median openings will be allowed.**

### 3D SPACING OF SIGNALIZED INTERSECTIONS

This section is provided to assist the applicant's engineer in designing sites that may need signalized points of access to the State Highway System. Table 3-3 contains guidelines for the spacing that should be provided between signalized intersections.

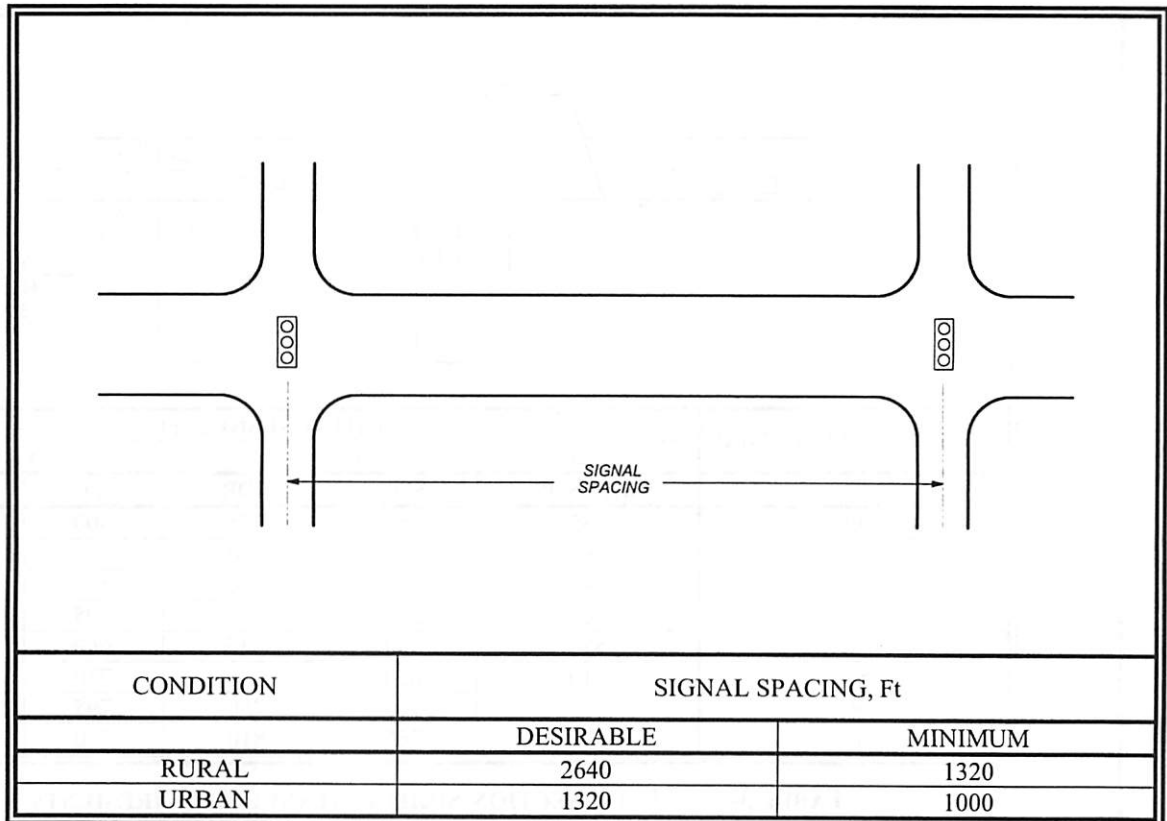


TABLE 3-3 SPACING OF SIGNALIZED INTERSECTIONS

The spacing guidelines provided above are indicative of conditions that normally offer better signal progression for arterial traffic flow. It is recognized that under certain conditions, better operation may result from the introduction of signals with less spacing if the alternative forces high volumes of traffic to an adjacent intersection.

When the applicant can show, through an alternatives analysis, that better operations can be achieved with less spacing, the Department will consider an exception to the provisions of Table 3-3.

### 3E SIGHT DISTANCE

Driveways should be located to provide adequate sight distance. Minimum intersection sight distance criteria are provided in Table 3-4. The line of sight establishes the boundary of a sight triangle, within which there should be no sight obstruction.

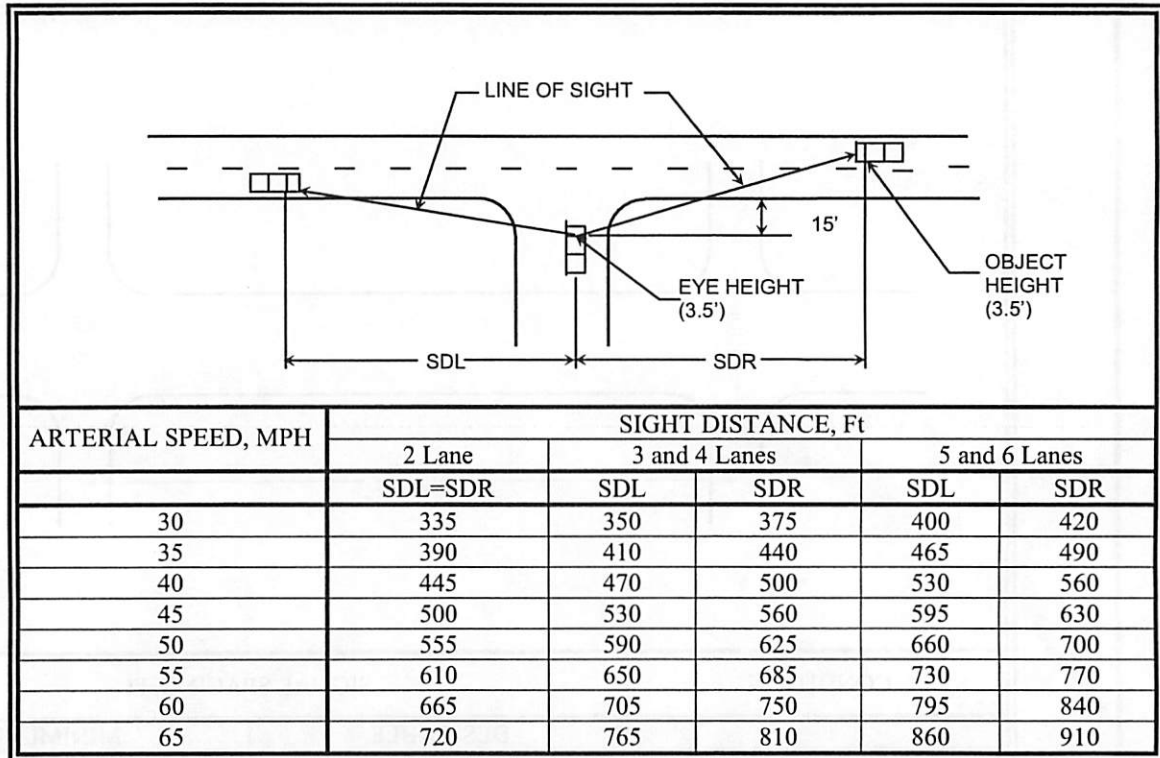
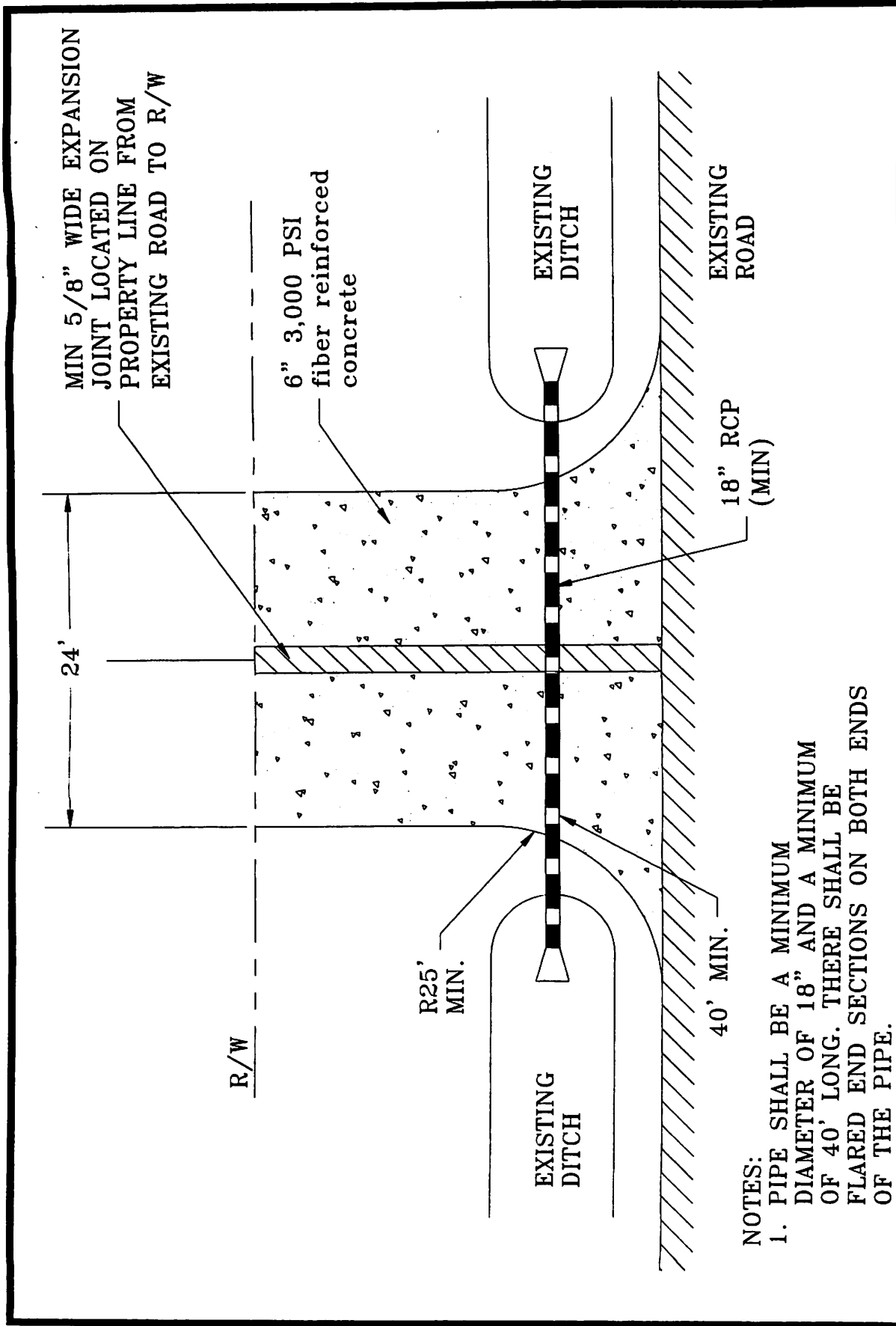


TABLE 3-4 INTERSECTION SIGHT DISTANCE REQUIREMENTS

The sight distance criteria are based on the time required for a vehicle to make a left turn from a stop-controlled approach to the State Highway (AASHTO Case B1). The time to execute the maneuver is based on recommendations contained in NCHRP Report 383, *Intersection Sight Distance*. The sight distances, for a two-lane road, are the distances traveled at the arterial speed during 7.5 seconds. The time is increased by 0.5 seconds for each additional lane to be crossed.

The sight distances given in Table 3-4 are for undivided highways. If the highway is divided, the effect of the median should be considered in determining the required sight distance. Based on the conditions, it may be feasible for the crossing maneuver to be done in two stages with a stop in the median. However, the intersection should only be treated in this manner if the signing and marking is accordingly provided. Otherwise, the sight distance requirements should be increased to account for the additional width that must be crossed. See AASHTO Green Book, Chapter 9 Intersections, for adjustments due to grades greater than 3% and design vehicles other than passenger cars.





EFFINGHAM COUNTY	SHARED DRIVEWAY DETAIL		P-19
	SCALE: N.T.S.	DATE: July 2005	