Town of Fayston
Highway Access Permit Ordinance
Updated July 2025

Authority and Purpose:

Under 19 V.S.A. Sections 303 and 1111, the Fayston Selectboard has the authority to regulate access onto public roads. The Rules contained in this policy shall guide the Fayston Selectboard in providing reasonable and safe access onto public roads and preventing unsafe conditions from developing as a result of poor construction and maintenance practices.

In addition to the minimum standards in this ordinance, the Town of Fayston will be guided by two most recent Vermont Agency of Transportation standard sheets: B-71, standards for residential and commercial drives, and A-76, standards for Town and Development Roads.
The Fayston Selectboard may impose various conditions on the permit form to promote safety.

General Provisions

Applicants must submit a completed application for Access Permit Form (Form can be found on the Fayston website or at the Municipal Building) to the Selectboard, attaching a map showing the location of the access point and distance to the nearest driveway and intersections.
No construction shall take place until the Town has issued a highway access permit and notification has been received as provided for below under "Notification".

Notification

The property owner or owner's agent shall notify the Town of Fayston a minimum of three days in advance of construction taking place so that the Town has an opportunity to inspect during installation.
Upon completion of work, the property owner or owner's agent shall notify the Town of Fayston within a reasonable time, not to exceed ten days, that the intended work has been completed.

Liability

The property owner shall save and hold harmless the Town of Fayston from any damages as may occur to others as a consequence of work performed.
Any damage to utilities, property, or appurtenance as a consequence of work performed shall be repaired by the Town at the expense of the property owner, unless otherwise formally agreed to.

Permit System

A completed application consists of all responses to questions on the application and the payment of the administrative fee of fifty dollars.
Permits shall expire one year from the date of approval, unless otherwise stated.

Inspection

The applicant will be expected to arrange three site visits with the Selectboard, or its agent, to review the project: before the permit is issued, during construction, and on the completion of construction.
The Fayston Selectboard may require a deposit of the applicant paid to the Town. Upon inspection of the completed project, if the Selectboard deem the project satisfactory, it will process a voucher for a full

refund. If there are deficiencies, the Road Foreman will write an inspection report and negotiate the return of the deposit. The applicant may appeal the Road Foreman's decision to the Fayston Selectboard.

Forms

The Town will provide the necessary forms to apply for an access permit.

Design of Driveway and Access to Roads

In difficult cases, the Town may require professionally engineered designs.

Base of the Driveways and Access Road

Driveways within the limits of the right-of-way should have a minimum of 12 inches of sub-base material; access roads a minimum of 15 inches.

Surface

Gravel drives should have a minimum aggregate surface course of six inches.

Crown

A crown of ½" per foot of road width is desirable on driveways and roads.

Gradient of Driveways and Access Roads

All driveways and access roads shall be constructed so as not to impair drainage within the right-of-way, alter the stability of the improved area, or change the drainage of adjacent areas.
The maximum gradient of driveways and the side roads should not exceed 10%. Steeper grades may be allowed but with more stringent erosion control, sight distance, and other requirements.

Width

Recommended entrance widths for a residential driveway should be between 25 and 35 feet measured at the edge of the traveled way.
The minimum and maximum widths of the traveled surface of a residential driveway should be 12 feet and 24 feet measured at the edge of the Town right-of-way.
The minimum throat width for a development road is in the range of 20 to 24 feet.

Approach to Public Road

Entrances should be constructed with no more than 3% grade away from the road for a distance of at least 20 feet.
The Town may require a paved apron on a gravel access entering a paved road.

Angle of Approach

Driveways should intersect the road at a preferred angle of 90 degrees but no less than 60 degrees.

Turning Radius

The turning radius should be a minimum of 15 feet, but the Selectboard may specify larger.

Sight Distance

A vehicle operator preparing to exit the access point should be able to see without obstruction a minimum of 150 feet in either direction.
No access shall be constructed closer than 275 feet to a sharp curve, hill, or other blind area.

Distance between Driveways and Intersections

Driveways or access roads should be constructed according to the Fayston Land Use Regulations. The Selectboard may designate greater distances.

Turn-Around

All new driveways should be constructed so that a vehicle can turn on the property and enter local roads in a forward direction.

Culverts

Size: Diameter and Length

The Selectboard will determine the length, placement, type, and depth of cover for all culverts in the right-of-way. Culverts will be a minimum of 24 inches in diameter unless otherwise approved by the Selectboard. The Selectboard may require larger.
The Town may require an engineering analysis to determine the appropriate culvert size for a specific location.
The Town will require that the applicant seek advice from the State Stream Alteration Engineer when stream crossings are involved.

Location

Culverts under the driveways and access roads should be placed away from the road as far as practical while maintaining good drainage.

Compaction During Installation

Backfill for culverts should be compacted in lifts to prevent or minimize settling in the surface, shoulders, or slopes and to prevent seepage along the outside of the culvert.

Depth of Cover

The Town will determine the adequate amount of cover.

Culvert Replacement

Repair and/or replacement of existing driveway culverts or private road culverts in the Town right-of-way are the financial responsibility of the property owner.
The Selectboard will determine if the Town or developers will bear the cost for replacing or upgrading culverts due to a development upstream or due to road improvements.

In the event of an emergency, the Town of Fayston may replace one or more driveway culverts as necessary to expedite the reopening or reconstruction of Town roads. This action may be taken at the Town's discretion to ensure public safety and restore road access.

The Town may pass some or all of the expense on to the property owner.

Culvert and Ditch Maintenance

The Town of Fayston will be responsible for regular maintenance and repair of Town roads, ditches, and culverts.

The property owner shall be responsible for maintaining their access, ditches, culverts, and other structures.

If damage to a Town highway is caused by improper construction, maintenance, or grading, it is the responsibility of the property owner to make necessary repairs at his/her expense. Repairs must be made within thirty days of notice.

Ditches

A Long Driveway or Access Road

Landowners should "daylight" driveway ditches onto their own property, if possible, before intersecting with the Town right-of-way, conducting water into absorption areas before it reaches Town road ditches. Ditches adjacent to roads and driveways should be a minimum of six inches below the gravel sub-base or eighteen inches below the finished grade of the road. Ditches shall be shaped to prevent erosion of the ditch fore slope and shoulders.

Along Public Road

No access will be permitted which will result in drainage washing directly onto a Town highway.

Rip Rap and Other Protection

Driveways and roads intersecting with public roads must be constructed so that water flowing from them does not damage structures within or outside of the right-of-way.

suitable geotextile designed for erosion control.
Any disturbed or bare soil shall be stabilized by the end of each construction day with erosion control blankets, vegetation, or other methods approved by the Town. If permanent vegetation cannot be established by September 1st, the Town may require alternate erosion control methods.

Bank Stabilization

The Town will require that all banks and slopes adjacent to driveways and access roads be stabilized by seeding and mulching. The Town may require other methods for stabilizing soils.

Head Walls and Tail Walls

The Town may require the installation of head walls and/or tail walls.
When head walls are required, they shall be installed at the inlet of all culverts and may be either reinforced concrete eight inches thick, large flat rock tightly placed, or a large cemented rock.

Logging Roads and Farm Roads

Logging roads and landings must meet State regulations under the State of Vermont publication "Acceptable Management Practices for Maintaining Water Quality on Logging Jobs in Vermont". Property owners must obtain a permit when altering landings, loading areas, logging roads, and farm roads which intersect a Town right-of-way.

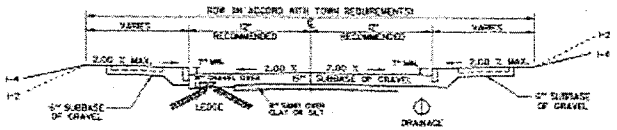
Adopted this 22 day of July, 2025

Chuck Martel, Selectboard Chair

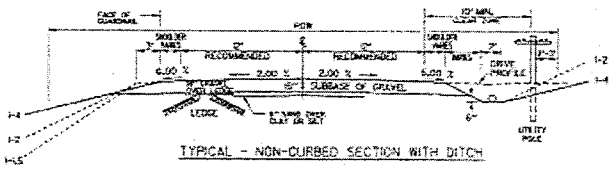
Michael Jordan, Selectboard Member

Ron Graves, Selectboard Member

ROADWAY TYPICALS

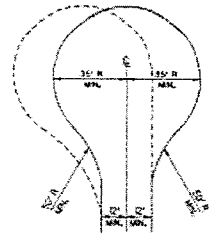


TYPICAL - CURBED SECTION WITH 5' SIDEWALKS

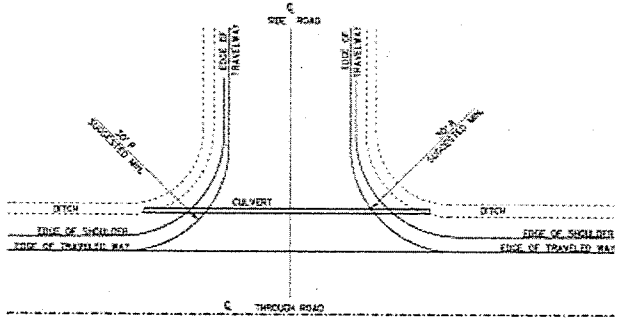


TYPICAL - NON-CURBED SECTION WITH DITCH

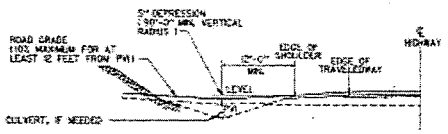
CUL-DE-SAC FOR DEAD END ROADS



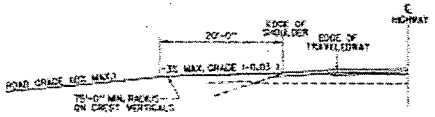
INTERSECTION OF THROUGH ROAD AND SIDE ROAD



FOR THROUGH ROADS WITH SIDEWALKS & CURBING, SEE STANDARDS C2 & C5.
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)

GENERAL NOTES FOR LOCAL ROADS

1. 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.

2. EXPOSED EARTH SLOPES SHOULD BE SEEDED, FERTILIZED AND MULCHED IN ACCORDANCE WITH VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.

3. 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 RADII RURAL ①	MINIMUM RADII URBAN ②
25 MPH	185 FT.	180 FT.
30 MPH	275 FT.	500 FT.
35 MPH	380 FT.	460 FT.
40 MPH	510 FT.	675 FT.
45 MPH	680 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 III OF THE AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" FOR APPROPRIATE CURVE RADII.

5. GRADIENT OF ROADS - 10% MAXIMUM GRADE SUGGESTED, ALTHOUGH GRADES UP TO 16 % MAY BE ALLOWED IN MOUNTAINOUS TERRAIN.

6. 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.

7. 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.

8. 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".

9. UTILITY LINE LOCATION TO CONFORM TO LOCAL REQUIREMENTS.

REVISIONS AND CORRECTIONS
JAN. 21, 1971 - ORIGINAL DATE OF ISSUE
MAR. 12, 1971 - DIMENSIONS CHANGED ON TURN-A-ROUND
JULY 15, 1973 - INTERSECTION PROFILES ADDED
DEC. 7, 1993 - REVISED TO REFLECT CURRENT DESIGN CRITERIA
JUNE 1, 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

DIRECTOR OF PROGRAM DEVELOPMENT

CHIEF OF UTILITIES

FEDERAL HIGHWAY ADMINISTRATION

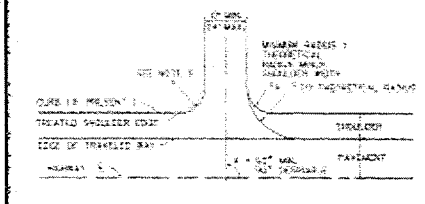
STANDARDS FOR TOWN & DEVELOPMENT ROADS

VERMONT AGENCY OF TRANSPORTATION

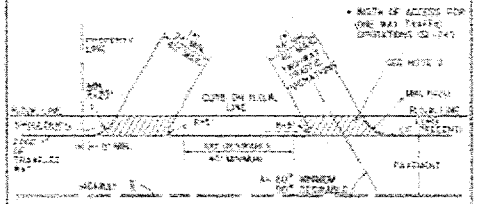
STANDARD A-76

Town of Fayston

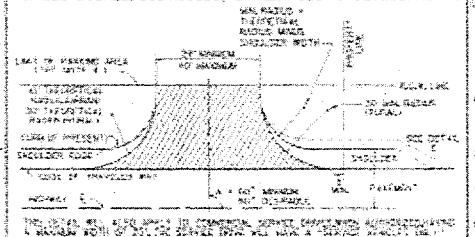
DETAIL A — RESIDENTIAL DRIVE



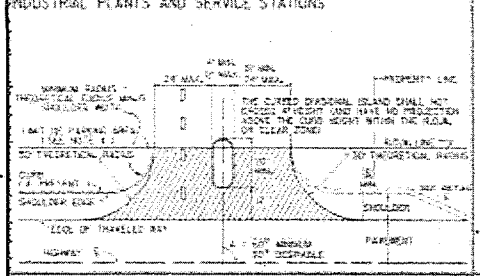
DETAIL B — DUAL COMMERCIAL DRIVE TO BE USED ONLY UNDER SPECIAL CONDITIONS



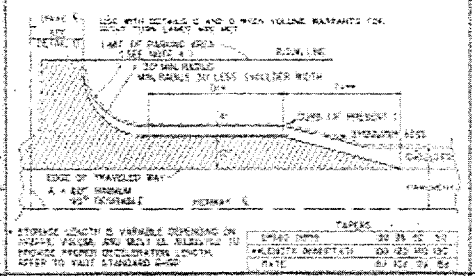
DETAIL C — TWO-WAY UNDIVIDED COMMERCIAL DRIVE FOR SINGLE STORES, BUSINESSES, SMALL HOUSING DEVELOPMENTS



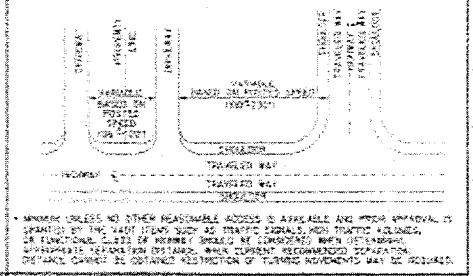
DETAIL D — TWO-WAY COMMERCIAL DRIVE WITH DIVISIONAL ISLAND FOR SHOPPING CENTERS, LARGE HOUSING DEVELOPMENTS, INDUSTRIAL PLANTS AND SERVICE STATIONS



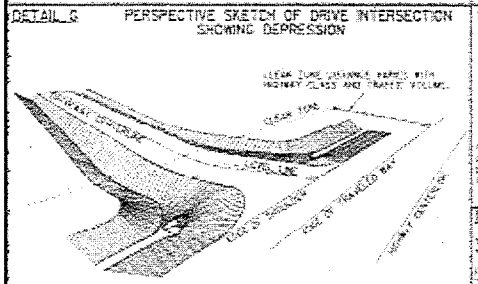
DETAIL E — RIGHT TURN LANE FOR COMMERCIAL DRIVE (UNSIGNALIZED INTERSECTIONS ONLY)



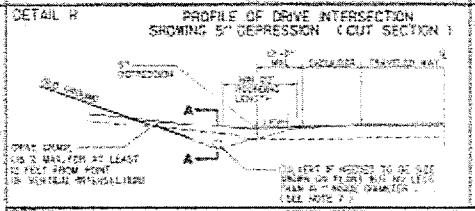
DETAIL F — MINIMUM HORIZONTAL SEPARATION BETWEEN DRIVEWAYS AND INTERSECTING SIDEROADS



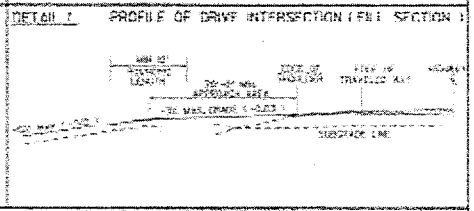
DETAIL G — PERSPECTIVE SKETCH OF DRIVE INTERSECTION SHOWING DEPRESSION



DETAIL H — PROFILE OF DRIVE INTERSECTION SHOWING 5" DEPRESSION (CUT SECTION)



DETAIL I — PROFILE OF DRIVE INTERSECTION (FILL SECTION)



DETAIL J

DRIVE SIDE SLOPES

LOCATION OF SLOPE	SLOPE RATE
ALL AREAS	3:1 OR FLATTER
URBAN AREAS OR V ≤ 40 MPH	1:1 DESIRABLE 1/2:1 ALLOWABLE
VERTICAL CLEAR ZONE	1/2:1 OR FLATTER

NOTES

1. THIS SHEET IS INTENDED FOR USE BY CONTRACTORS ON HIGHWAY PROJECTS AND IN CONNECTION WITH A PERMIT FOR WORK WITHIN HIGHWAY RIGHTS OF WAY WHERE TO FOR A COMMERCIAL DRIVE. REQUIREMENTS IN THE PERMIT AND INDICATED ON THIS SHEET SHALL BE THE RESPONSIBILITY OF THE APPLICANT AND IS SUBJECT TO THE APPROVAL OF THE AGENCY OF TRANSPORTATION WHEN USED WITH THE PERMIT. FOR A HIGHWAY CONSTRUCTION PROJECT, THIS SHEET IS INTENDED TO BE USED IN CONJUNCTION WITH THE CONTRACT PLANS AND SPECIFICATIONS.
2. ALL COMMERCIAL SERVICE SHALL BE CONFINED FROM THE EDGE OF THE TRAVELED WAY TO THE HIGHWAY RIGHT-OF-WAY, TO THE PARTICULAR POINT OF ENCROACHMENT ON THE HIGHWAY EDGE OF AS DIRECTED BY THE DISTRICT TRANSPORTATION ADMINISTRATOR. NO PARKING IS INDICATED IN DETAILS OR THRU SUCH NOTICING.
3. DEPTH OF SUBBASE AND PAVEMENT TO BE THE SAME AS HIGHWAY OR AS SHOWN IN DETAIL 2 WITHIN THE LIMITS OF THE HIGHWAY CONSTRUCTION.
4. VEGETABLE ACCESS FROM PARKING AREAS TO THE HIGHWAY-WAY A DISTANCE OTHER APPROVED ACCESS POINTS MAY BE PROVIDED BY THE CONSTRUCTION OF CURBING OR OTHER SUITABLE DEVICES, BARRIERS.
5. IF CURB IS REQUIRED USE APPROPRIATE CURB DETAIL (STANDARD TO WATER TOWN-CITY STANDARD CURB TREATMENT.
6. PEAK TRAFFIC VOLUME FOR A PROJECT IS CONSIDERABLE, THE DISTRICT MAY INSTRUCT SPECIAL LANES FOR TURNING MOVEMENTS OR OTHER MANIPULATIONS, SUCH AS TRAFFIC CONTROL SIGNALS, AND TRAFFIC CONTROL DEVICES. THE AGENCY WILL WORK WITH THE APPLICANT TO DETERMINE CHANGES TO THE STATE HIGHWAY.
7. CURBS AT DRAINAGE INLETS (NORTH ENTRY) SHALL HAVE A MINIMUM THROAT OPENING OF 12" (30 CM). CURBS (SOUTH ENTRY) SHALL HAVE A MINIMUM THROAT OPENING EQUIVALENT TO TWO DEPRESSED 4" (10 CM) CIRCULAR HOLES.
8. THE DISTANCE BETWEEN THE PROPERTY LINE AND THE EDGE OF THE ROADWAY SHALL BE CONSIDERED SUFFICIENT WHERE THE ROADWAY WIDTH RESTRICTIONS SHOWN HEREIN ONLY TO THE AREA WITHIN THE HIGHEST FLOW OF THE DAY OF THE TURNING RADIUS MOVEMENT IS GREATEST.
9. UNDERWAY DRAINS, STRAIGHT OPEN THROUGH SYSTEM MAY BE ALLOWED AS LONG AS A 24" (610 MM) AREA IS ASSURED FOR THE VEHICLE TO PASS BEFORE ENTERING THE UNDERWAY. (PIPING SUBBASE & BEDDING, SEE STANDARD C-124 & C-125)
10. INTERSECTION SIGHT DISTANCE EQUAL TO OR GREATER THAN THOSE SHOWN IN SIGHT DISTANCE CHART SHALL BE PROVIDED 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 HIGHWAY AND 3.5 FEET FROM A HEIGHT OF 4.25 FT. TO A POINT ON THE CENTER OF THE APPROACHING LANE OF TRAFFIC.

SIGHT DISTANCE CHART

POSTED SPEED OR DESIGN SPEED (MPH)	MINIMUM STOPPING SIGHT DISTANCE (FT)	MINIMUM INTERSECTION SIGHT DISTANCE * (FT)
25	150	280
30	200	335
35	250	390
40	300	445
45	360	500
50	425	555
55	495	610
60	570	665
65	645	720
70	730	775
75	820	830

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

NOTE * ADVANCE WARNING SIGNS WILL BE REQUIRED IF OBTAINABLE INTERSECTION SIGHT DISTANCES ARE BELOW MINIMUM STOPPING SIGHT DISTANCES.

THE CHART IS ENTERED TO SELECT DESIGN VALUES BASED ON THE POSTED SPEED LIMIT OR SPEED VALUES FOR DESIGN ARE CALCULATED BASED ON THE DESIGN SPEED OF HWY.

* ASSUMES A GAP OF 10.5 SECONDS IN THE TRAFFIC STREAM IN THE HIGHWAY WHICH IS ACCEPTED BY THE MINOR STREAM DRIVER. IT MAY THUS ALLOW A STANDING PASSENGER VEHICLE TO ENTER THE HIGHWAY FROM THE DRIVE WITHOUT UNDUE INTERFERENCE WITH THE HIGHWAY OPERATIONS.

REVISIONS AND CORRECTIONS

DEC. 14, 1992 - THIS STANDARD SUPERSEDES B-71/7-73/8089, B-74 (5/83-PRS), AND B-81 12/14/93.
JUNE 1, 1994 - REVISED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
MAR. 01, 1995 - REVISED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
NOV. 16, 2000 - CHANGES MADE TO CONFORM WITH LANGUAGE AND DIMENSIONS IN ACCESS MANAGEMENT PROGRAM GUIDELINES.
FEB 1, 2004 - CHANGES MADE TO SIGHT DISTANCE CHART TO CONFORM WITH NEWEST AASHTO CRITERIA.
JULY 6, 2005 - CHANGE MADE TO SELECT HEIGHT TO CONFORM WITH NEWEST AASHTO CRITERIA.

APPROVED

DIRECTOR OF HIGHWAY DEVELOPMENT

CHIEF OF STANDARDS AND PERMITS

FEDERAL HIGHWAY ADMINISTRATION

STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES

STANDARD B-71