

Technical Standards for Driveways & Aprons

Based on Technical Standards for the Town of Stonington, Section 5, March 21, 2011
(https://www.stonington-ct.gov/sites/g/files/vyhlif3851/f/uploads/tos_technical_standards_document_final_3.21.11.pdf)

1 PURPOSE.

These guidelines provide standards for residential driveway location and construction, including driveway aprons.

2 CURB CUT PLACEMENT AND DRIVEWAY WIDTH.

2.1 Number of Curb Cuts. One (1) curb cut shall be allowed as a right for each property. Additional curb cuts shall require approval of the MIFD Manager of Roads.

2.2 Proximity to Road Intersections. The outside edge of a driveway apron should be located a minimum of fifty (50) feet from the outside paved edge of a road intersection. The MIFD Manager of Roads may reduce this requirement for preexisting conditions.

2.3 Sight Line. Grading and clearing at driveway entrances shall ensure adequate sight distance for exiting vehicles. Refer to Section 2.3 (Town of Stonington Minimum Roadway Geometric Standards) for specific sightline distances based on functional classification of the road that intersects the driveway. Vertical stop sight distance is defined as the minimum distance an observer whose eye level is 3.5 feet above the road surface can observe an object 0.5 feet above the road surface. Horizontal stop sight distance is defined as the minimum distance an observer can see an object in the center line of the inside lane while not requiring a line of sight outside of the road right-of-way.

2.4 Residential Driveway Curb Cut Width. The driveway curb cut width shall not be less than ten (10) feet nor greater than sixteen (16) feet without approval from the MIFD Manager of Roads.

3 DRIVEWAY APRON INSTALLATION GUIDELINES.

3.1 Definition. The apron is defined as that portion of a driveway extending perpendicular from the edge of roadway pavement to the right-of-way line, or a minimum distance of ten (10) feet in from the edge of road pavement, whichever is greater.

3.2 Drainage Nuisances. Aprons shall be constructed such that they do not permit runoff of water from the roadway to enter private property and thereby create a nuisance, unless a drainage easement in a form satisfactory to the MIFD Manager of Roads is granted by such owner to the MIFD Manager of Roads. Under no circumstances shall a driveway apron be constructed so as to obstruct or alter the free flow of water in the road gutter line or other drainage ways of MIFD-managed roads.

3.3 Grade. The driveway apron shall have a maximum grade of three percent slope (3 feet vertical to 100 feet horizontal) and the next ten feet beyond the apron shall not exceed a 5 percent slope. The remainder of the driveway shall not exceed fifteen (15) percent for paved driveways or ten (10) percent for unpaved driveways.

.1 Ascending driveways shall be graded to minimize the discharge of concentrated runoff onto MIFD-managed roadways.

.2 For driveways that descend into private property, aprons shall rise in elevation from the roadway gutter line to the right-of-way line a minimum of five (5) inches before descending into the property.

3.4 Apron Surface Material.

.1 Driveway aprons crossing existing or proposed sidewalks shall be graded to meet the grade of the sidewalk, and the section of the sidewalk in the area of the driveway shall be replaced with an eight (8) inch thick reinforced concrete section, designed in accordance with details contained in Section 12 of the Town of Stonington Technical Standards.

.2 When sidewalks are not present, the driveway apron shall consist of a minimum of two (2) inches of bituminous on top of an eight (8) inch bed of compacted processed gravel or stone. Alternative driveway apron materials may be used with the approval of the MIFD Manager of Roads, however, the first one (1) foot of the apron shall be bituminous concrete.

3.5 Side Slopes. Where grading is required in a MIFD-managed road right-of-way, side slopes shall not be steeper than 2:1 (2 feet horizontal to 1 foot vertical) and shall be covered with a minimum of four (4) inches topsoil, and limed, fertilized, seeded and mulched.

3.6 Lip. When the road has curbing, all paved driveway aprons shall have a lip of one and one-half (1½) inches at the MIFD-managed road gutter line. When the road does not have curbing, the driveway apron shall be flush with the road surface. If a driveway apron is constructed prior to the placement of the surface course of a subdivision road, then the driveway lip shall be increased in height accordingly to meet the above requirements

3.7 Driveways Intersecting Guide Rail. When driveway installation requires removal of an existing guide rail, remaining portions of the rail shall be secured with concrete end anchorages. All such work shall be the responsibility, and at the expense of the applicant.

3.8 Driveways Adjacent to Property Lines. The outside edge of a driveway apron shall not be located any closer than five (5) feet from an adjacent property line. The point at which the driveway curb radius intersects the edge of pavement or curb line of a roadway

shall not encroach beyond the point where the extension of the property line meets the roadway. This requirement is waived for common or shared driveways.

3.9 Monumentation. Driveway aprons shall be located such that no disturbance of road right-of-way monumentation occurs. In the event of accidental disturbance of a monument, the property owner served by the driveway shall reset the monument, and be responsible for retaining and paying for services of a Connecticut-licensed land surveyor.

4 RESIDENTIAL DRIVEWAY CONSTRUCTION REQUIREMENTS.

4.1 Surface Water Drainage. Even distribution of driveway run-off onto the lot is encouraged. Impervious driveway surfaces should be crowned and/or pitched to direct runoff to pervious areas. If run-off drains toward a road, water shall be retained in the roadway gutter or side swale, or picked up by the storm drainage system. As a general principle, driveway length and width should be kept to a minimum and the surface kept as porous as possible to minimize impervious surface on the site. Allowed pervious surfaces include porous asphalts, paver blocks laid on a sand bed, concrete and grass grid pavers, crushed stone and gravel.

4.2 Culverts Under Driveways. Where culverts are required for passage of stormwater, they shall be constructed of RCP with concrete flared end sections provided at the pipe inlet and outlet. HDPE culverts shall only be allowed if specifically authorized by the MIFD Manager of Roads. Culverts shall be a minimum of 12 inches in diameter, or otherwise sized to adequately convey under the driveway all surface runoff expected to reach the inlet during a storm with a ten (10) year recurrence interval. All culverts shall withstand AASHTO H-20 loadings and have a minimum cover over the top of the culvert of one (1) foot, unless otherwise approved by the MIFD Manager of Roads.

4.3 Clearing of Trees and Brush. All brush, trees and any other obstructions shall be cleared and removed for a distance of three (3) feet beyond the outside edge of pavement along both sides of the entire length of the driveway.

4.4 Roof Gutter Downspouts. Roof gutter downspouts should not be directed onto driveway surfaces.

5 DRIVEWAYS SERVING TWO OR MORE RESIDENTIAL PROPERTIES.

Any driveway strip or access serving two (2) or more residential parcels requires the following:

5.1 The entire driveway accessing multiple properties shall be paved to a minimum of 15 feet in width with two (2) inches of bituminous concrete over eight (8) inches of processed gravel. This requirement may be waived by the MIFD Manager of Roads if it is found that doing so protects surface water and groundwater quality.

5.2 Construction plans and profiles signed and sealed by a Connecticut-licensed

Professional Engineer shall be submitted to the MIFD Manager of Roads, incorporating all guidelines identified in this Section. Designs must provide drainage structures as necessary to ensure that no adverse impacts from drainage arise from driveway installation.

Adopted May 26, 2018

Revised March 15, 2022