

Driveway Standards

**in the Unincorporated Area of
Riley County, Kansas**



Adopted by Reference

Riley County Land Development Regulations

(November 18, 2021)

A. PURPOSE

The purpose of the Driveway Standards is to provide safe ingress and egress for driveways and adequate access for emergency responders to protect the health, safety and welfare of the community.

B. AUTHORITY

This document is adopted by reference as part of the Riley County Land Development Regulations, and, as such, is given legal authority by the Riley County Planning Board, Manhattan Urban Area Planning Board and Riley County Board of Commissioners, who are responsible for adoption of the aforementioned regulations. Modifications to this document may only be completed administratively following approval by the Riley County Planning Board or Manhattan Urban Area Planning Board and the Riley County Board of Commissioners.

C. APPLICABILITY

With the exception of agricultural uses, all new residential development must be served by an approved driveway as per the standards established herein.

D. DEFINITIONS

Accessory Apartment

A secondary, independent (i.e., separate kitchen, bathing and sleeping areas) dwelling unit, clearly subordinate to and contained within a principal single-family dwelling or its accessory detached garage.

Driveway

A roadway providing access to a principal building, measured from the public road right-of-way adjoining the lot or parcel, to such principal building.

Principal Building

A building in which the primary or predominant use of the lot or parcel, on which the building is located, is conducted.

Turnout

A widened portion of the driveway which allows vehicles to pass one another.

Building Envelope

An area of land, marked and labeled on a plat or site plan, within which the principal building and accessory structures are expected to be located on a particular lot or parcel.

E. PLAT APPROVAL

In accordance with the Riley County Land Development Regulations, a Preliminary Plat and a Final Plat shall indicate the location of all lot entrances. Entrances shall have adequate site distance as prescribed in the Riley County Standards for Roadway Design in Platted Subdivisions.

The Preliminary Plat and Final Plat shall also indicate the location of the proposed driveway to the proposed building envelope, the width of the proposed driveway, the maximum slope of the proposed driveway, and the curve radii of the proposed driveway.

F. COUNTY ENGINEER REVIEW

Prior to approval of a plat or site plan, the County Engineer shall review and approve all proposed driveways. If the County Engineer determines additional information, including an engineering design, is necessary to adequately review the proposed driveway, the subdivider shall provide such information.

G. DEVIATIONS

The County Engineer may deviate from the standards established herein, if deemed appropriate.

H. PERMITS

An entrance permit shall be obtained from the Public Works Department prior to issuance of a building permit for a new principal building. The building permit shall be accompanied by a certification/acknowledgement that the property owner understands the driveway must be constructed to all requirements of these driveway standards and inspected/approved by the Public Works Department prior to issuance of a Certificate of Occupancy for the principal building.

I. CERTIFICATE OF OCCUPANCY

A prerequisite for issuance of a Certificate of Occupancy for a principal building is a determination by the Public Works Department the driveway meets the minimum standards set forth herein.

J. GENERAL STANDARDS

Driveways shall meet the following requirements:

1. Surface width.

Driveways shall be constructed to provide a minimum 12-foot wide drivable surface, with a 2-foot unobstructed clear zone on each side of the driveway (minimum 16-feet total).

2. Surface.

To ensure a driveway can support a 60,000lb vehicle, the driveway surface, including turnouts and turnarounds, shall be constructed of a minimum 4" depth of 1.25-inch road rock surface placed on a compacted subgrade (Type B, MR-90) from the intersection of the public roadway to the principal building. The subgrade shall be scarified and compacted to a minimum depth of 6 inches and shall be free of roots, sod, weeds, wood, construction debris, ice, snow, or other frozen materials, and deleterious matter. The clear zones are not required to meet a surfacing requirement, but shall not exceed a 4:1 slope.

3. Maximum Grade.

The maximum grade of a driveway shall not exceed ten (10) percent unless the County Engineer obtains approval from the Riley County Fire Chief for a steeper grade.

4. Vertical Clearance.

All driveways shall have an unobstructed vertical clearance of sixteen (16) feet for the width of the entire surface and clear zone.

5. Setback.

All driveways shall be setback a minimum of ten (10) feet from a side yard or rear property line, measured from the edge of the driveway's surface to the property line. For shared entrances, the setback will not apply within 25 feet measured from the road right-of-way.

6. Turnouts.

Driveways exceeding four hundred (400) feet in length, but less than eight hundred (800) feet in length, shall provide a turnout near the midpoint of the driveway. Driveways exceeding eight hundred (800) feet in length shall provide turnouts no more than four hundred (400) feet apart. Turnouts shall be a minimum of ten (10) feet wide and thirty (30) feet long, with a minimum twenty-five (25) foot taper on each end. Where topography or the length of the driveway influences the location(s) of the turnout(s), the County Engineer shall contact the Riley County Fire Chief for comment on the proposed location(s).

7. Turnarounds.

Driveways longer than 400 feet shall provide a turnaround within 150 feet of the nearest point of the principal building. The minimum turning radius for a turnaround shall be fifty (50) feet, not including parking. If a hammerhead/T is used instead, the top of the "T" shall be a minimum of sixty (60) feet in length. Where topography or the length of the driveway influences the location of the turnaround, the County Engineer shall contact the Riley County Fire Chief for comment on the proposed location.

8. Curve Radius.

All curves on a driveway shall have a minimum 50-foot radius.

9. Drainage.

Driveway design and construction shall not adversely affect the drainage on a public road or any adjacent properties. The driveway entrance culvert adjacent to the road will be designed by the County Engineer and installed by the Public Works Department at the expense of the landowner. All other driveway drainage structures shall be sized by a Kansas licensed engineer to pass a 10-year storm.

Driveway drainage structures within the Regulatory Floodplain areas shall comply with the requirements of the Riley County Floodplain Regulations.

10. Cut and Fill Slopes.

Cut slopes in rock may be at a maximum slope of 1:1, otherwise all other cut slopes/fills shall be laid back to a maximum slope of 3:1. All slopes shall be stabilized by re-vegetation, retaining walls or other means approved by the County Engineer.

11. Utilizing a Shared Entrance.

Driveways that share an entrance shall diverge from one another within a distance not to exceed 25 feet measured from the right-of-way line of the intersecting street, in order to meet the required setback standard for driveways.