

Town of South Kingstown

“RULES AND REGULATIONS CONCERNING PERMISSION FOR USE OF TOWN OF SOUTH KINGSTOWN HIGHWAY RIGHTS-OF-WAY”



June 1, 2001

Date: June 1, 2001

“RULES AND REGULATIONS CONCERNING PERMISSION
FOR USE OF
TOWN OF SOUTH KINGSTOWN RIGHTS-OF-WAY”

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1.0 **AUTHORITY AND PURPOSE**

1.1 The following Rules and Regulations are promulgated to administer Chapter 24 of the Rhode Island General Laws of 1956, as amended, and supercede all previous Rules and Regulations adopted heretofore.

1.2 The purpose of these Rules and Regulations is to prescribe conditions pursuant to Chapter 24 of the Rhode Island General Law, where applicable, under which the Town of South Kingstown shall regulate the following criteria:

Curbs

Sidewalks

Highway Access

Stormwater Disposal

Construction Within the Town Highway Right-of-Way

Street Lights

Crosswalks

Advisory Signs

Traffic Control Signs

Overhead Utilities

Buried Utilities

2.0 **POLICY** – It is the policy of the Town of South Kingstown that all construction and modification, over, on, under, or otherwise affecting the Town Highway Right-of-Way will be regulated and controlled by the Department of Public Services for the best interest and safety of the public, and according to recognized engineering standards. In addition, it is the policy of the Town of South Kingstown Department of Public Services to regulate and control all stormwater runoff to the town highway drainage system without regard to the location or the source of runoff.

- 3.0 **DEFINITIONS:** - Except as otherwise indicated, the following definitions shall apply:
- 3.1 **Advisory Signs:** Signs which are advisory in nature (i.e.: “Slow Children”, “Deer Crossing”, etc.)
- 3.2 **Alteration:** Any change of existing conditions.
- 3.3 **Applicant:** Any individual, firm, corporation, partnership or agency, public or private that has filed a Physical Alteration Permit Application.
- 3.4 **Application:** Physical Alteration Permit Application.
- 3.5 **Circular Driveway:** A Residential driveway with two (2) access openings on the same frontage.
- 3.6 **Commercial:** Relating to any property use other than for an individual, single-family dwelling.
- 3.7 **Construction Within the Town Highway Right-of-Way:** The alteration of any structure, creation of any new structure or physical modification within the Town Right-of-Way.
- 3.8 **Crosswalks:** A painted designation on a highway surface intended for pedestrian use when crossing highways.
- 3.9 **Curb:** The edge of road pavement.
- 3.10 **Director of Public Services:** The Director of Public Services for the Town of South Kingstown, whose address is 509 Commodore Perry Highway, Wakefield, Rhode Island.
- 3.11 **Driveway:** Opening to a highway that permits ingress and/or egress by vehicles.
- 3.12 **Driveway Types:**
- 3.12.1 **Residential:** A driveway leading to an individual, single-family dwelling.
- 3.12.2 **Commercial:** Any driveway that is not a driveway to an individual, single-family dwelling.
- 3.13 **Gender of Words:** Every word importing the masculine gender only, shall be construed to extend to and include females as well as males.
- 3.14 **Landscaping:** Landscaping shall include the Physical Alteration of the existing outdoor areas through the planting of shrubs, trees, and ground covers, the placing of sod or seed, and/or the removal or pruning of existing plant materials (i.e. shrubs, trees, and ground covers)
- 3.15 **Permission:** Approval by the Town of South Kingstown Department of Public Services of a Physical Alteration Permit Application.

3.0 **DEFINITIONS** – Continued

- 3.16 **Permit:** Physical Alteration Permit.
- 3.17 **Permittee:** Recipient of a Physical Alteration Permit.
- 3.18 **Residential:** Relating to an individual, single-family dwelling.
- 3.19 **Roadway:** A means of vehicular access to a Town Highway Right-of-Way that serves more than one, single-individual family dwelling or commercial establishment.
- 3.20 **Rural:** All locations not included under the Urban definition shall be considered Rural.
- 3.21 **Setback:** The lateral distance between the Town Highway Right-of-Way line and a roadside building, gasoline pump curb base, display stand or other object, the use of which will result in space for vehicles to stop or park between such facilities and the Town Highway Right-of-Way.
- 3.22 **Street Lights:** Lights that are free standing or affixed to utility poles within highway rights-of-way.
- 3.23 **Town Highway Right-of-Way (ROW):** Land and space acquired for, or dedicated to, highway use.
- 3.24 **Sidewalk:** Area beside a roadway available for pedestrian use regardless of the existence of pavement.
- 3.25 **Town Road (Town Highway) Drainage System:** The network of culverts, ditches, pipes, swales, gutters and other man-made and natural courses for draining stormwater runoff from Town Highways.
- 3.26 **Traffic Control Signs:** Signs that provide control to motor vehicles which are authorized by the Town Council (i.e.: Stop signs, No Parking, etc.) and are enforceable by Public Safety agencies.
- 3.27 **Urban:** An area, either incorporated or unincorporated, which has been developed primarily for residential and/or business purposes. An Urban area is generally characterized by: speed limits of 35 miles per hour or less, streets or highways are generally curbed, and at least fifty percent (50%) of the frontage on one side of the highway within one-half mile of the site for which a permit has been requested is developed with residences and/or businesses.

4.0 **PHYSICAL ALTERATION PERMIT PROCESS**

- 4.1 Anyone seeking permission of the Director as described herein by the Regulations, shall follow the appropriate procedure and application requirements of the Town, where applicable.
- 4.2 No person, firm, corporation, or agency may place or alter curbs, make a connection to, or pump or drain water to, the Town Highway drainage system, or in any way make any alteration to the Town Highway system without first obtaining a Physical Alteration Permit.
- 4.3 No access by driveway to a Town Highway will be made without first obtaining a Physical Alteration Permit.
- 4.4 An applicant may obtain the Physical Alteration Permit Application at the Department of Public Services administrative office. At the same time, the applicant should become familiar with the applicable Regulations and Standards. These Regulations and other Standards will be available for review at said facility during normal business hours.
- 4.5 Upon completion of the application, the applicant will then file the completed Physical Alteration Permit Application with all necessary copies of plans and computations required for the type of access as prescribed in these rules. Applications should be filed at the Department of Public Services administrative office.
- 4.6 When the application is submitted, the applicant must provide a plan describing the proposed alteration.
- 4.7 For any applications relating to a commercial alteration, all computations, plans and statements must be approved and stamped by a R. I. Registered Professional Engineer. If there is no drainage effect on the Town Highway drainage system, the stamp of a RI Registered Land Surveyor will be an acceptable substitute. Professional stamps may be required for individual, single-family dwellings at the discretion of the Department of Public Services.
- 4.8 Any alteration that affects drainage within the Town Highway Right-of-Way will require a detailed, engineering design plan, stamped by a RI Registered Professional Engineer.
- 4.9 After the applicant has submitted the required materials, the application will, within a reasonable time, be reviewed by Department staff personnel.
- 4.10 During the review process, the applicant must, at his own expense, provide any additional information relevant to the proposed access or alteration requested by the Department of Public Services.

4.0 **PHYSICAL ALTERATION PERMIT PROCESS** - Continued

- 4.11 As a result of the review, the application will be either approved as submitted within standard conditions, approved with additional conditions, or denied as submitted. The applicant will be notified by mail of the decision.
- 4.12 An applicant dissatisfied with the decision of the Department may appeal to the Town Manager. The appeal must be in writing, and submitted to the Town Manager within ten (10) days of the receipt of the decision. The appeal must include a copy of the decision.

5.0 **FEES**

- 5.1 No application for a Physical Alteration Permit will be accepted from any person, firm, corporation, or other entity without fee payment. Federal, State and Municipal governments are exempt from fee payments.
- 5.2 Payment may be made in the form of cash, check or money order. Checks and money orders must be made payable to the Town of South Kingstown.
- 5.3 The fee per submission is Ten Dollars (\$10).
- 5.4 Fees are not refundable.
- 5.5 The permit obtained is valid for one calendar year from date of issuance. This permit may be renewed for one additional year at no cost by requesting an extension in writing, including a statement that conditions have not changed from the initial submission. All permits extensions are subject to all applicable rules and regulations in place at the time of extension request.

6.0 **GENERAL RESTRICTIONS**

- 6.1 **Physical Alteration Permit (PAP):** A Physical Alteration Permit is required prior to any construction in, access to, or alteration in, the Town Highway Right-of-Way.
- 6.2 **Physical Utility Permit (PUP):** A Physical Utility Permit is required prior to any buried or elevated utility construction. A detailed plan stamped by a RI Professional Engineer shall be required for any utility main extensions and shall be subject to review and approval by the Public Services Director.
- 6.3 **Right-of-Way Encroachment:** No part of the Town Highway Right-of-Way is to be used for servicing of vehicles, displays, or for private business. The area between the pavement and the limit of the Right-of-Way (Buffer Area) shall be clear of buildings, sales exhibits, signs, parking areas, service equipment and appurtenances thereto. Notwithstanding, municipal use, use by police, emergency vehicles and for emergencies is acceptable at all times.
- 6.4 **Fences and Walls:** No portion of any fence or wall shall be constructed on the Town right-of-way.
- 6.5 **Mailboxes:** Non-fortified mailboxes shall be permitted in the Town right-of-way. Mailboxes physically struck by Town trucks or plows during winter snow removal operations will be replaced by the Town with a standard mailbox. Mailboxes and/or posts damaged due to the weight of snow from Town winter snow removal operations are not subject to repair or replacement by the Town.
- 6.6 **Parking:** Each property abutting a Town right-of-way will provide sufficient parking or storage space off the Town Highway Right-of-Way to prevent vehicles from parking on the right-of-way.
- 6.7 **Setbacks:** Driveway access will not be permitted where sufficient setback is not available to prevent parking, stopping, and maneuvering within the Town Highway Right-of-Way in the operations of a commercial enterprise. A minimum setback of ten (10) feet from the Town Highway right-of-way line to the subject facility building shall be required for vehicle operations which occur parallel to the highway centerline. A minimum setback of forty (40) feet from the Town Highway right-of-way line to the subject facility building shall be required for vehicle operations which occur perpendicular to the highway centerline.
- 6.8 **Location of Driveways:** Driveways shall be so located as to result in no undue interference with, or hazard to, the free movement of normal highway traffic. To minimize congestion, and provide adequate safeguards for the public safety, driveway locations shall be avoided near intersecting streets. Also to be avoided are locations that would interfere with the placement and proper function of highway signs, signals, lighting or other devices that affect traffic operations.

6.0 **GENERAL RESTRICTIONS** – Continued

- 6.9 **Protection of the Traveling Public:** The Permittee shall properly safeguard all work performed under permit and maintain sufficient working light, signs and safety devices. Traffic control shall be provided by the Permittee according to the standards of the United States Department of Transportation Federal Highway Administration “Manual On Uniform Traffic Control Devices For Street And Highways” as amended. This protection will be maintained until the project has been completed. The Permittee shall secure approval from the South Kingstown Police Department and Public Services Department prior to any work that may disrupt traffic flow, which may result in a partial or full road closing.
- 6.10 **Protection from Suits:** As a condition of receipt of a permit, the Permittee shall defend, indemnify, protect and save harmless the Town and its agents, servants and employees from and against any and all suits, claims, losses, demands or damages of whatever kind or nature arising out of or claimed to arise out of, any act, error or omission of the Permittee, its agents, servants and employees in the performance of work covered by this permit. At the discretion of the Department of Public Services, a performance bond may be required.
- 6.10 **Land Use Change Intensification:** Should the use or intensification of property with legal access to a Town Highway be altered or should its present use cause expansion of traffic, a reassessment by the Department of Public Services of the use of the openings and impact on drainage shall be accomplished through the Physical Alteration Permit process.
- 6.11 **Landscaping:** There will be no landscaping on or over the Town Highway Right-of-Way without prior written approval by the Department of Public Services. This permission will be obtained through the Physical Alteration Permit process, including a site grading plan locating, naming and describing the desired arrangement, including the ultimate size of the plants involved.
- 6.12 **Control Dimensions:** All driveway access to a Town Highway Right-of-Way must conform to the Control Dimensions published in Section 13 of these Rules and Regulations.
- 6.13 **Protection of Trees:** Any person within the Town right-of-way shall be due diligent in not damaging trees within the Town right-of-way. The applicant for a PAP shall properly protect Town tree trunks and branches when working in the vicinity of tree(s) within the right-of-way.
- 6.14 **Tree Trimming and/ or Removals:** Any and all tree trimming and/ or removals within a Town right-of-way are subject to securing a tree permit in accordance with the Town of South Kingstown Tree Ordinance. Tree trimming and/ or removal applications may be subject to a hearing by the Town Tree Board.
- 6.15 **Tree Plantings:** All tree plantings are subject to securing a tree permit in accordance with the Town of South Kingstown Tree Ordinance. Under no circumstances shall trees, shrubs, plantings be authorized which limit vehicle operator sight distance or pedestrian travel within the right-of-way.

6.0 **GENERAL RESTRICTIONS** – Continued

6.16 **Municipal Right-of-Way Improvements:** When improvements and/or reconstruction of Town Highway infrastructure are designed and constructed, a reassessment by the Department of Public Services of the number and size of driveway openings shall be reviewed. The Director shall have the authority to eliminate and/or reduce the width of driveway openings when deemed appropriate. The assessments will be performed for, but not limited to, existing and new sidewalk construction projects and traveled, paved surface reconstruction projects.

6.17 **Damage to Municipal Right-of-Way Improvements:** Any damage to municipal right-of-way improvements, including but not limited to, sidewalks, curbing, trees, paved surface, signs, road shoulders, shall be repaired or replaced to the satisfaction of the Public Services Director by the applicant and/or individual(s) causing the damage. The Town reserves the right to make the repairs and bill the individual(s) for any damage that is not repaired in a timely manner.

7.0 **CONSTRUCTION WITHIN THE RIGHT-OF-WAY**

- 7.1 All construction within the Town Right-of-Way will conform to procedures and specifications in accordance with Town of South Kingstown rules and regulations, including all revisions.
- 7.2 Absolutely no construction will take place within the Town Highway Right-of-Way without issuance of a Permit approving the construction.

8.0 **DRIVEWAYS**

- 8.1 All new driveways and/or alterations to portions of existing driveways within the Town Highway Right-of-Way shall require a Physical Alteration Permit.
- 8.2 Where a driveway is provided to a commercial establishment from a Town Highway Right-of-Way, the buffer area and adjacent border area shall be reasonably cleared so that either the establishment itself or an appropriate sign located outside the Town Highway Right-of-Way can be seen at sufficient distance to enable proper and safe maneuvers on the part of drivers desiring to enter or leave the establishment.
- 8.3 The driveway profile and the grading of the buffer area shall be such that a driver desiring to enter a Town Highway can see a sufficient distance in all directions along the highway to enable him/her to enter or leave the highway without creating a hazardous situation. This may require installation of a circular driveway.
- 8.4 Where a circular driveway is requested by a Residential applicant, certain conditions must be met.
- 8.41 The minimum frontage on a Town Highway where a circular driveway will be permitted is seventy (70) feet.
- 8.42 The interior edges of the driveways must be spaced at least thirty-five (35) feet apart at the Town Highway Right-of-Way line.
- 8.43 The driveway openings shall be between ten (10) and twelve (12) feet wide.
- 8.44 All other control dimensions apply.
- 8.5 The Director may require paved driveway aprons within the Town Highway right-of-way in accordance with Town specifications to prevent the Town roadway traveled way from failing as a result of graveled driveway deteriorating.

9.0 **CURBING**

- 9.1 No permit shall be issued unless the applicant's plans conform to the Town of South Kingstown, Department of Public Services Physical Alteration Permit Rules and Regulations. These rules and regulations are available at the Department of Public Services administrative offices.
- 9.2 The Department may require that the Permittee place Portland Cement Concrete or Bituminous Cement Concrete curbing in the cases where traffic channelization, control and public safety are concerned. This placement will be done by the Permittee at his/her own expense.
- 9.3 Where the curb is to be altered at a corner, wheelchair ramps compliant with the Americans with Disabilities Act (ADA), as revised, shall be installed in accordance with Town of South Kingstown standards.

10.0 **SIDEWALKS**

10.1 Any alteration to a sidewalk adjoining a Town Highway within a Town Highway Right-of-Way requires a permit.

10.2 In any access that cuts a sidewalk, curb returns and transition curbs will be placed as necessary to maintain the integrity of the sidewalk.

10.3 In any location where the sidewalk is crossed, the sidewalk shall either be graded to accommodate wheelchairs, or precast wheelchair ramps shall be installed. Wheelchair ramp grading shall be done in accordance with Americans with Disabilities Act (ADA) as revised and adopted by the State Building Code Commission.

10.4 **Purpose:**

In April 2000, the Town prepared a Transportation Improvement Plan that addressed the status of the Town's roadways, sidewalks, bridges, culverts and dams. This comprehensive study was undertaken to develop a detailed database documenting actual infrastructure conditions in the Town and to prepare a capital improvement program for the next ten years.

The report found that 75 percent of the Town's 13.1 miles of sidewalks are considered to be in good condition, while only 2 percent are in poor condition. The study also examined the need for future sidewalk construction. In order to determine where sidewalks could be potentially located within Town rights of way, a series of GIS overlays were developed to assist this effort.

The study considered the following criteria in recommending new sidewalk location:

- School locations
- Existing sidewalk locations
- Roadway network
- Required walking radii from respective schools

Following the preparation of the Transportation Improvement Plan, the Town Department of Public Services recommended a series of sidewalk construction projects in the development of the FY2001-2002 Capital Improvement Program.

To insure that new sidewalk locations address public safety concerns and also reflect the interests of the residents to be served by the new walkways, the Town Council requested the development of a formal "New Sidewalk Policy". The goal of this policy is to define where new walks should be located, how they will meet the needs of the community, the type of walkway proposed for installation and to provide a public forum for input from individuals and groups to comment on the need for the proposed walkways.

10.5 **Findings of Fact:**

1. Walking is the most basic form of transportation, and when it replaces a trip taken by car it reduces roadway congestion and pollution by eliminating them at the source.
2. Sidewalks promote safe accommodation for pedestrian travel
3. The School Department can require grammar and secondary school children within a ½ mile and 1 mile radius, respectively, to walk to school
4. The Town encourages non-vehicular inter-modal transportation, including pedestrian use, and that pedestrians should be provided a safe walking corridor in densely populated areas of Town.
5. Sidewalk construction can affect the character of a roadway in both positive and negative ways. The aesthetics of sidewalk construction, and the impact that new or reconstructed sidewalks have on the appearance of a roadway or adjacent property is an important factor in determining the location and type of sidewalk to be constructed.

10.6 **Road Rating and Ranking Criteria:** The merits of constructing new sidewalks along existing Town roads shall be considered, if the project meets some or all of the following criteria:

Local Arterial & Collector Roads

- Presence of existing walkway facilities: It is the intent of the Town to provide separate sidewalk corridors in the more densely populated areas of Town, which generally have existing walking facilities.
- Whether a project would link existing sidewalks: Although not always possible, new sidewalk projects should try to focus on linking existing sidewalk corridors.
- Project length (emphasis on filling smaller gaps): Although not always possible, new sidewalk projects should try to focus on shorter length projects, especially those that fill gaps in the Town existing sidewalk infrastructure.
- Emphasis on placing sidewalks along streets with fast moving traffic: It is recognized that pedestrians are most at risk while walking along primary/ collector road streets, which realize high traffic counts, loads and vehicle speeds.
- Proximity to Schools and/or Recreational Facilities: Roads in the vicinity of heavy municipal pedestrian generators such as schools and recreational facilities should be considered for sidewalk installation.
- Proximity to pedestrian generators: Roads in the vicinity of heavy non-municipal pedestrian generators such as commercial and industrial businesses should be considered for sidewalk installation.
- Right-of-way availability: The width of available right-of-way beyond the paved travel surface, will be a determining factor when considering the feasibility of a new sidewalk project.

- Citizen Support: Citizen support, or lack thereof, shall be considered when new sidewalk walking corridors are proposed in Town.

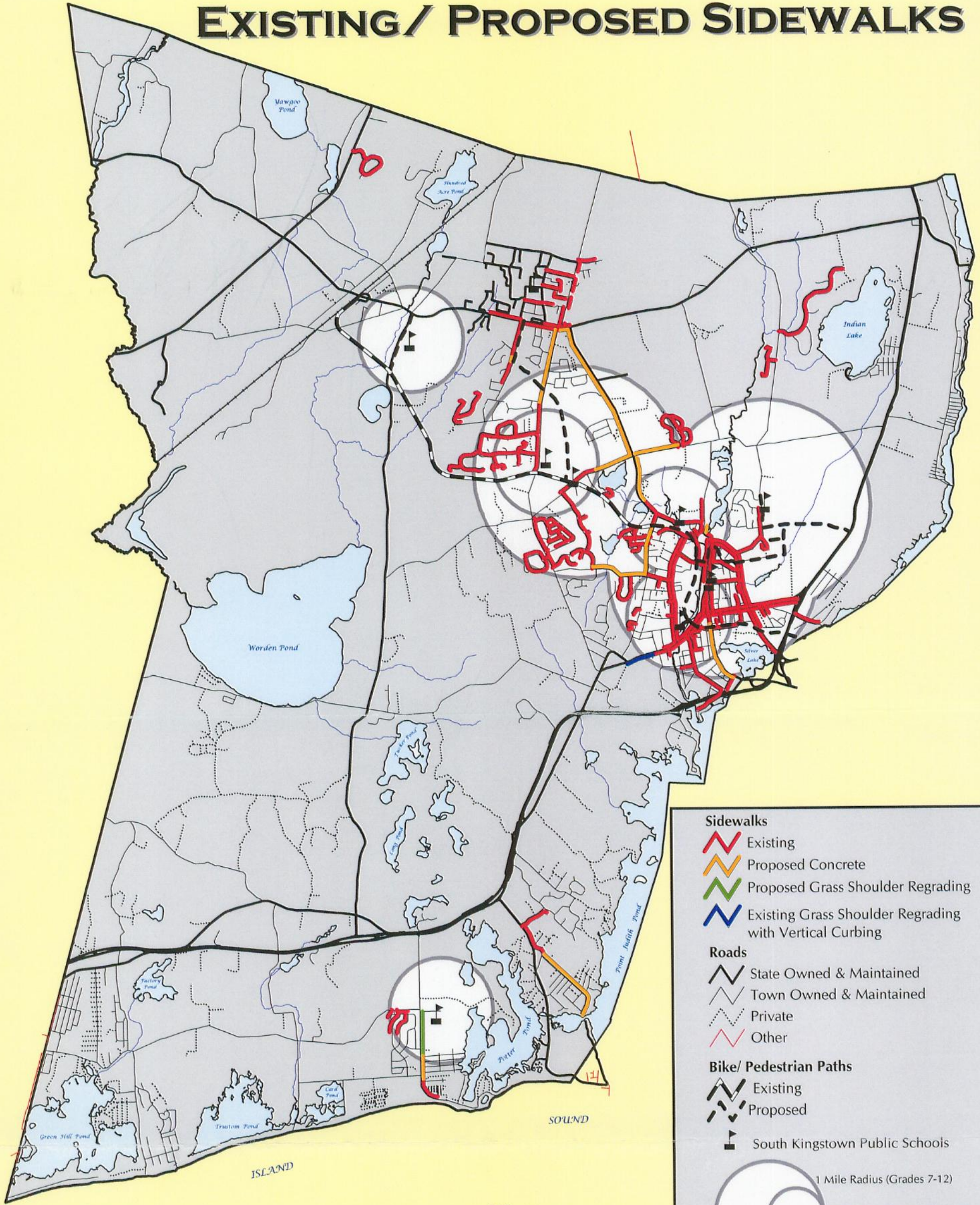
Other Local Roads

- The Town Council shall also consider sidewalks along local roads where citizen support, public safety and other concerns merit sidewalk installation.

- 10.7 **Right-of-Way Encumbrances:** Once the ranked importance of a road is established, the Town must then consider if sidewalk construction is feasible. Existing right-of-way encumbrances such as marginal right-of-way widths, mature trees, and steep embankments may make sidewalk construction infeasible or too costly.
- 10.8 **Aesthetic Impact:** The Town will take into consideration the impact that sidewalk construction or reconstruction will have on the appearance of a roadway or adjacent properties. Potential impacts will be documented prior to approval of any final design plans. The impact on roadside trees in particular will be evaluated. The Town will employ the services of appropriate specialists, such as arborists or landscape architects, where necessary to make such evaluation.
- 10.9 **Sidewalk Configurations:** Should a roadway receive favorable consideration to merit sidewalk design and construction, and if the proposed sidewalk installation is determined to be feasible, then the following sidewalk configurations shall be considered:
- Concrete sidewalk with grass ribbon strip between sidewalk and edge of pavement;
 - Concrete sidewalk with vertical face precast concrete curbing and grass ribbon strip between sidewalk and edge of pavement;
 - Concrete sidewalk with vertical face precast concrete curbing;
 - Graded roadside grass shoulder with vertical face precast concrete curbing; or
 - Graded roadside grass shoulder with no curbing
- 10.10 **Proposed Sidewalk Map:** A map identifying proposed sidewalks along Town roads, which meet the aforementioned criteria, is attached hereto.
- 10.11 **Public Informational Hearing:** In accordance with RIGL §24-7-2 of the Rhode Island General Laws of 1956, as amended, the Town Council shall conduct a public hearing prior to directing the installation of new sidewalks on any Town highway. Notice shall be provided for three consecutive weeks in a newspaper of general local circulation and by specific notice to property owners of land abutting the roadway proposed for new sidewalk installation. The Town Council shall consider all information presented at the public hearing before directing the construction of new sidewalks on any Town Road.

Town of South Kingstown

EXISTING / PROPOSED SIDEWALKS



Sidewalks

- Existing
- Proposed Concrete
- Proposed Grass Shoulder Regrading
- Existing Grass Shoulder Regrading with Vertical Curbing

Roads

- State Owned & Maintained
- Town Owned & Maintained
- Private
- Other

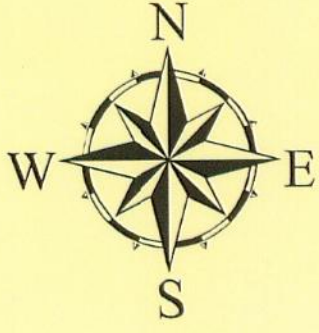
Bike/ Pedestrian Paths

- Existing
- Proposed

South Kingstown Public Schools

1 Mile Radius (Grades 7-12)

1/2 Mile Radius (Grades K-6)



SCALE 1:60,000

Source:
 Roads & Schools- South Kingstown GIS
 Sidewalks- South Kingstown Public Services Department

Geographic
 Information
 Systems



11.0 **ACCESS – ROADWAYS**

- 11.1 Any road, municipal or otherwise, that will, by design, construction or reconstruction, intersect a Town Highway Right-of-Way, must be approved through application for issuance of a Physical Alteration Permit.
- 11.2 For any roadway intersecting a Town Highway Right-of-Way, in addition to the Physical Alteration Permit Application with its required submissions, a traffic study and capacity analysis prepared by a RI Registered Professional Engineer may be required at the applicant's cost.

12.0 **DRAINAGE**

- 12.1 It shall be unlawful for any person, firm or corporation to make any connection into a Town road drainage system, or to drain or pump water onto the traveled surface of a Town Highway without first obtaining written permission from the Director of Public Services.
- 12.2 When the Permittee intends to grade his property to a Town highway grade, the Permittee must make provision, at his own expense, for disposition of highway drainage by installing pipe, inlets, catch basins, manholes, headwalls and ditches of proper size and materials as may be necessary, in the Department's determination, to protect the Town's drainage rights.
- 12.3 Where the construction of a driveway necessitates crossing a Town Highway drainage ditch, a culvert pipe shall be installed in the ditch by the Permittee at his own expense. The culvert shall be no less than twelve (12) inches in diameter, and of sufficient size to carry the stormwater runoff from a twenty-five (25) year storm, as determined by the National Oceanic and Atmospheric Administration, for the watershed area. Under no circumstances will existing ditches, swales or gutters be filled without adequate alternate provisions for drainage being made and approved through application for and issuance of a permit.
- 12.4 The applicant, in the case of commercial applications, is required to submit detailed computations and site-grading plans for drainage conditions existing and proposed when applying for a Physical Alteration Permit. These computations should be made considering a storm of 10-year frequency with a duration equal to the time of concentration. These computations and plans should be approved and stamped by a RI Registered Professional Engineer. If storm drainage will not affect the Town Highway drainage system, a statement of no impact should be submitted with a Physical Alteration Permit Application approved and stamped by a RI Registered Professional Engineer, or a RI Registered Land Surveyor when the property in question is graded away from the Town Highway Drainage System.
- 12.5 Drainage Appurtenances – All facilities, pipes, drains, catch basins, manholes and other appurtenances will be as indicated by The Town of South Kingstown, Department of Public Services.
- 12.6 The applicant shall secure all necessary permits from local, state and federal regulatory agencies where applicable.
- 12.7 Under no circumstances shall the permittee alter his/her property to increase stormwater drainage on to a Town Highway right-of-way, nor alter the Town Highway right-of-way to decrease historical Town drainage rights on to private property.

13.0 **CONTROL DIMENSIONS** (Letters in parentheses are keyed to example drawings at the end of this Section.)

13.1 **Driveway Angle, Rural and Urban (D)** – Angle measured from centerline of highway to centerline of driveway: For two way operation – 90 degrees recommended and 60 degrees minimum. For one way operation – if used by vehicles in both directions of travel on highway, same as two-way use, right turn; 60 degrees maximum and 45 degrees minimum.

13.2 **Driveway Width, Rural and Urban (W)**

Residential: 10 Feet – Minimum
 20 Feet – Maximum (12 Feet – maximum for cul-de-sac)

Commercial: 20 Feet – Maximum for one way use.
 35 Feet – Maximum for two way use.

13.3 **Edge Clearance (E)** – General: All portions of the driveway shall be within frontage boundary lines. For driveways with angles of about 90 degrees, the edge clearance shall not be less than the radius of curvature (R) for the junction of the driveway and pavement edges.

Rural Residential: 15 Feet – Minimum
Rural Commercial: 20 Feet – Minimum

Urban Residential: 2 Feet – Minimum
Urban Commercial: 10 Feet – Minimum

13.4 **Radius of Curvature of Junction of Driveway and Pavement Rural or Urban (R)**

Residential: 2 Feet – Minimum
 10 Feet – Maximum

Commercial: 5 Feet – Minimum
 30 Feet – Maximum

13.5 **Corner Clearance (C)**

Rural: 40 Feet – Minimum
Urban: 20 Feet – Minimum

When there are traffic signals at the intersection, the near side edge clearance shall be twice the far side.

13.6 **Driveway Profile** – (See Figure 4)

13.0 **CONTROL DIMENSIONS** – Continued

13.7 **No Highway Edge Curb, Cut Section** (Figure 4)

- (A) From edge of pavement to the edge of the shoulder, the gradient should be the same as the shoulder pitch.
- (B) From outer edge of shoulder to low point at ditch line of open culvert edge of shoulder to low point at ditch line or open culvert, maximum downward gradient, 8%.
- (C) Beyond ditch line, maximum gradient 8% for commercial driveways, 15% for others.

13.8 **No Highway Edge Curb, Fill Section** (Figure 4)

- (A) Slope across shoulder, gradient same as shoulder gradient.
- (B) Beyond outer edge of shoulder, maximum gradient 8% for commercial, 15% for others; vertical curve: As flat as feasible. To prevent drag, vertical curves shall not have a hump or dip greater than 6 inches within wheelbase length of 10 feet. Crest vertical curves shall not exceed a 3½-inch hump in a 10-foot chord, and sag vertical curves shall not exceed a 2-inch depression in a 10-foot chord.

13.9 **Highway Edge Curb** (Figure 4)

- (A) A curb reveal of one inch to two inches (1" – 2") must be maintained.
- (B) See figure for details.

13.10 **Driveways with a Two Foot Radius** – All driveways with a two foot radius shall have curb returns conforming to Town of South Kingstown, Department of Public Services standards.

13.11 **Exceptions** – Exceptions to the control dimensions and general restrictions may be granted. These exceptions must be approved by the Director of Public Services for all individual, single-family dwelling cases, and by the Town Engineer for all other cases.

14.0 **CROSSWALKS**

- 14.1 Crosswalks shall only be considered in high density areas of Town;
- 14.2 Crosswalks are not intended solely for traffic calming purposes;
- 14.3 Crosswalks shall only be considered along arterial/primary and/or major collector roads;
- 14.4 Crosswalks shall only be considered where sidewalks are constructed along one or both sides of the proposed crosswalk location and where a significant volume of pedestrian traffic is crossing at the proposed location;
- 14.5 Crosswalks shall be considered only at intersecting streets which meet the criteria of Items 1-3 above;
- 14.6 Crosswalks shall be considered in the vicinity of municipal schools and/ or other municipal facilities (i.e.: parks and recreation facilities) regardless of items 1-3 above.

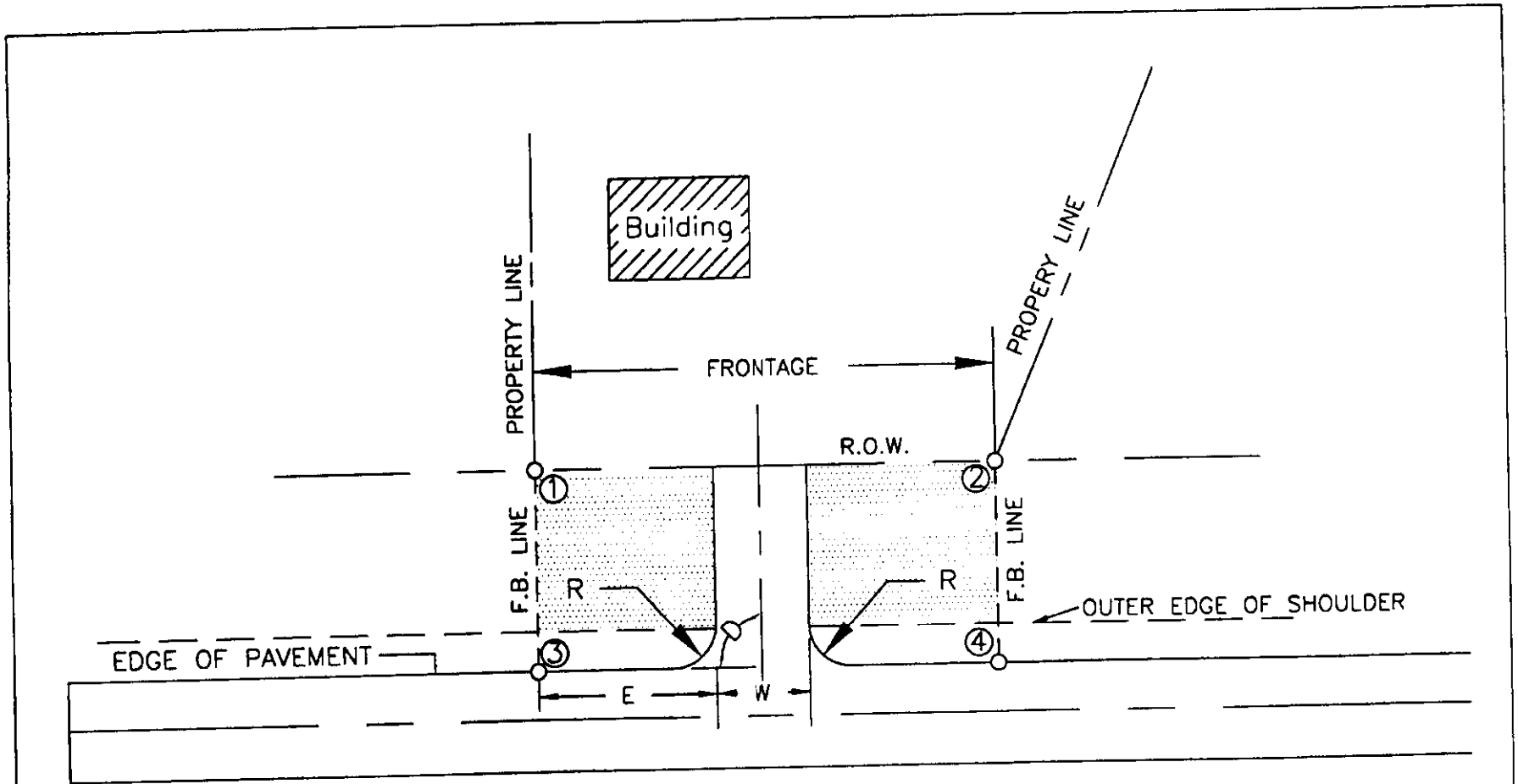
- 15.0 **STREET LIGHTS**: The following criteria shall be reviewed when considering a street lighting request:
- 15.1 Accidents – A dangerous section of road with a history of accidents where lack of illumination has been identified as a contributing factor.
- 15.2 Intersections – Where there has been identified a significant danger to public safety due to lack of illumination.
- 15.3 High Pedestrian Volume – Areas of public meeting or gathering at or near public roads.
- 15.4 High Crime Area – Areas as defined by police records.
- 15.5 Area of a Crosswalk – An approved crosswalk listed in the records of the Public Services Department.
- 15.6 Private roads are not eligible for municipally funded streetlights.

- 16.0 **Traffic Advisory Signs**: The following criteria shall be reviewed when considering a traffic advisory sign request:
- 16.1 Accidents – A dangerous section of road with a history of accidents where lack of advisory signage has been identified as a contributing factor.
- 16.2 Arterial Roads – Where there has been identified a significant danger to public safety due to lack of signage along arterial roadways.
- 16.3 High Pedestrian Volume – Arterial roads in Town where heavy pedestrian traffic occurs.

- 17.0 **Traffic Control Signs:** The following criteria shall be used when considering a traffic control (i.e.: Stop, Yield) sign request:
- 17.1 All requests for Stop and/or Yield signs must meet the appropriate traffic warrants as delineated in the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) to receive a favorable recommendation from the Town Transportation and Traffic Review Committee (T²RC).
- 17.2 The T²RC will then forward a recommendation to the Town Council either in favor of or against the proposed Stop/Yield sign request. The Town Council may then hold a public hearing on the Stop/Yield sign request.

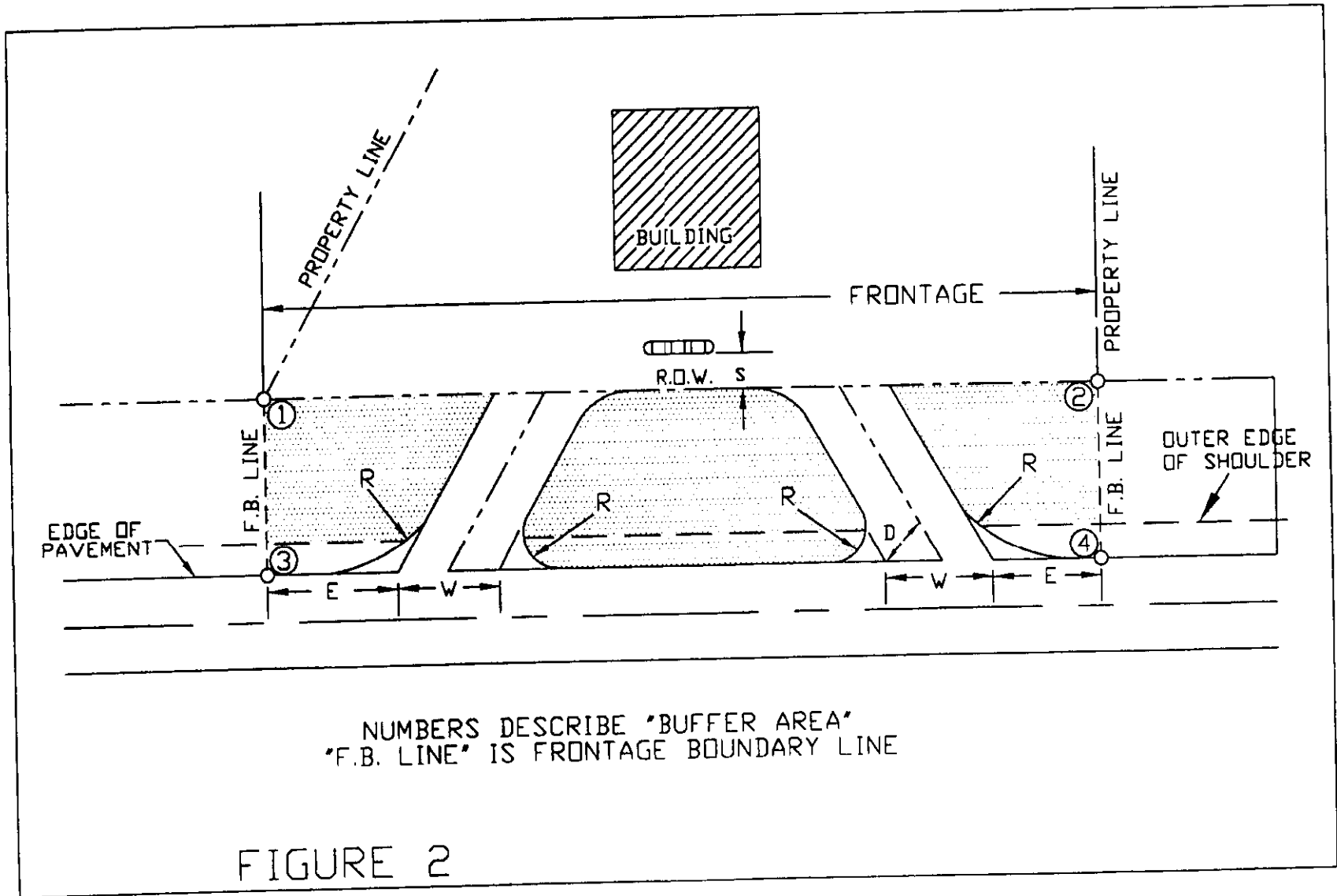
18.0 CONTROL DIMENSIONS EXAMPLES

FIGURES 1 – 7



NUMBERS DESCRIBE "BUFFER AREA"
 "F.B. LINE" IS FRONTAGE BOUNDARY LINE

FIGURE 1



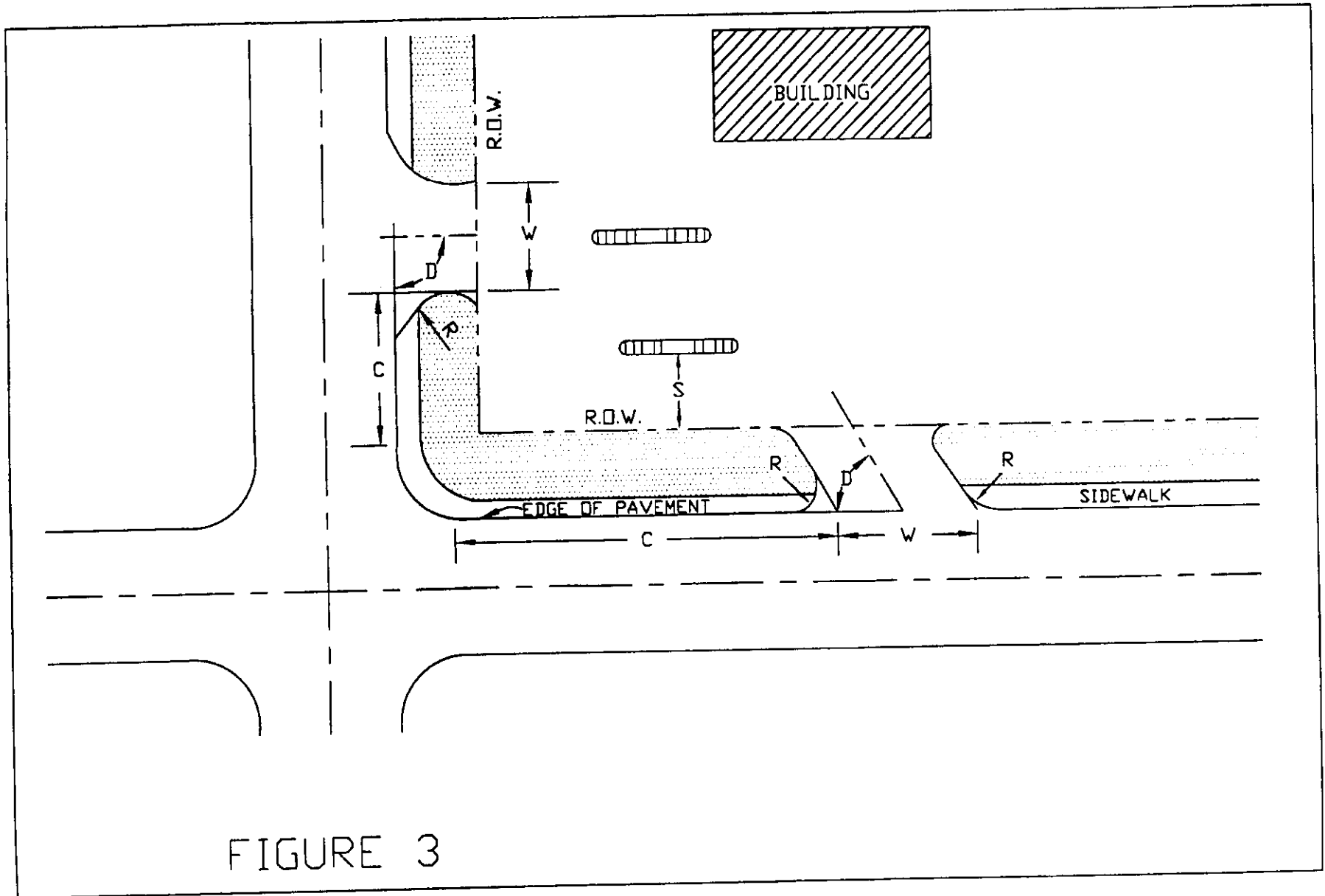
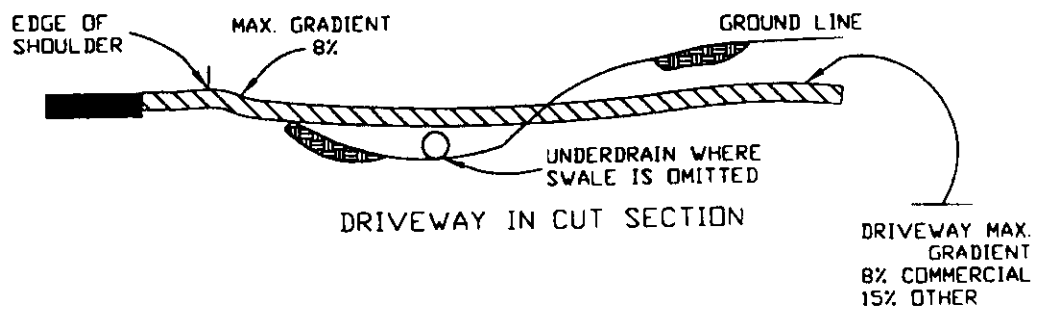
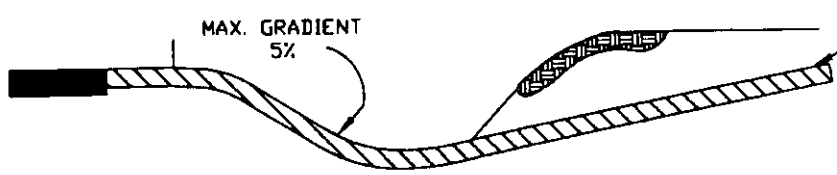


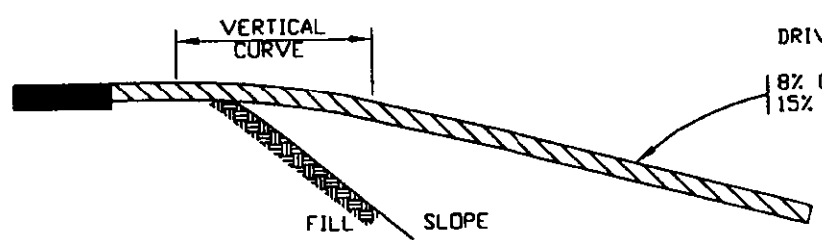
FIGURE 3



DRIVEWAY MAX. GRADIENT
8% COMMERCIAL
15% OTHER

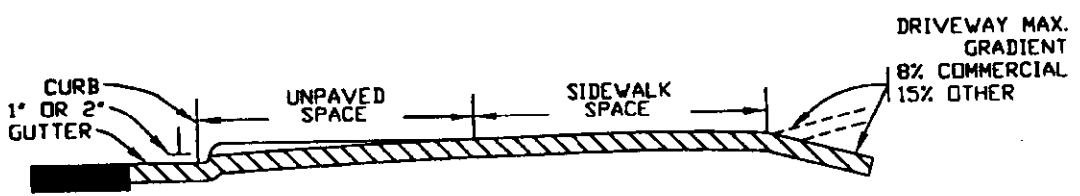


DRIVEWAY WITH VALLEY GUTTER



DRIVEWAY MAX. GRADIENT
8% COMMERCIAL
15% OTHER

WITHOUT HIGHWAY EDGE CURB



DIFFERENCE BETWEEN GRADIENT OF DRIVEWAY AND CROSS SLOPE OF PAVEMENT SHOULD NOT EXCEED 10%

WITH HIGHWAY EDGE CURB

DRIVEWAY PROFILE CONTROLS

FIGURE 4

