NOTES:

WALK WIDTH: 5' width for ramp at the street; 8' (min.) from sidewalk along side yards, with 12' wide easements and 2' buffers on both sides of the walk or 10' wide walk in a 10' wide easement and no buffer shall be okay.

EASEMENT LOCATION: Easement shall be located on one lot or on a common area tract.

WHERE USED: When required by the Local Entity, used to make neighborhood connections where streets are not required or feasible. Not limited to cul-de-sac locations.
RANGE OF LOWER VALUES - relation between degree of curve and value of middle ordinate necessary to provide stopping distance on horizontal curves under open road conditions.

From "A Policy on Geometric Design of Highways and Streets 1990" by American Association of State Highway and Transportation Officials
RANGE OF UPPER VALUES - relation between degree of curve and value of middle ordinate necessary to provide stopping distance on horizontal curves under curves under open conditions.

From "A Policy on Geometric Design of Highways and Streets 1990" by American Association of State Highway and Transportation Officials

LATERAL CLEARANCE TO SIGHT OBSTRUCTION INSIDE OF HORIZONTAL CURVES PROVIDING STOPPING DISTANCE FOR TURNING ROADWAYS

<table>
<thead>
<tr>
<th>LARIMER COUNTY</th>
<th>DESIGN</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN AREA</td>
<td>FIGURE</td>
</tr>
<tr>
<td>STREET STANDARDS</td>
<td>7-15.2</td>
</tr>
<tr>
<td>DATE: 08/07/00</td>
<td></td>
</tr>
</tbody>
</table>
SIGHT DISTANCE AT INTERSECTIONS (Unsignalized)

**NOTE:** Line of Sight must be within R.O.W. or sight distance easement.

**CORNER INTERSECTION SIGHT DISTANCE**

(Vehicle Path)

MAJOR STREET

CURB LINE-OF-SIGHT

EDGE OF PAVEMENT

PROPERTY LINE

D = 13'

MINOR STREET OR ACCESS

CURB

**MAJOR STREET DESIGN SPEED**

(MPH)

55
50
45
40
35
30
25
20
15

**CORNER INTERSECTION SIGHT DISTANCE (FT.)**

1240
1030
830
660
520
310 **
260 **
210 **
210 **

* Corner sight distance measured from a point on the minor road at 13 feet back from the edge of the major road pavement (flowline) and measured from a height of eye at 3.50 feet on the minor road to a height of object at 4.25 feet on the major road.

** At Local-Local street intersections only, the "D" distance shall be ten feet (10') and the sight distance shall be measured to the centerline of the street.

*** For private driveway access to a public street, use 10 feet back from flowline (or shoulder for gravel roads).

1. These values apply to passenger cars on 2-lane roads only. Intersections and access serving trucks or on multi-lane roadways requires separate analysis.

2. Adjustments may be required for a skewed intersection.
Design controls for crest vertical curves at design speeds.

From "A Policy on Geometric Design of Highways and Streets 1990" by American Association of State Highway and Transportation Officials

VERTICAL CURVE LENGTHS – CREST

LARIMER COUNTY URBAN AREA STREET STANDARDS

DESIGN FIGURE

REVISION NO:  

DATE: 08/07/00

FIGURE 7-17
Design controls for sag vertical curves at design speeds.

From "A Policy on Geometric Design of Highways and Streets 1990" by American Association of State Highway and Transportation Officials.
DRIVE-OVER CURB, GUTTER AND SIDEWALK

CURB AND GUTTER w/ ATTACHED WALK

* Maximum grade shall be 4% on reconstruction.

Note: Cul-de-sac may be asymmetrical
Optional Center Island

See FIGURES 19-1 AND 19-2L for center parking options.

*"F" Varies with Street Classification

NOTE:
Cul-De-Sac Length (max.) may be increased to 1000' in Loveland and 1320' in Fort Collins if fire sprinklers are installed in all buildings.

<table>
<thead>
<tr>
<th>CLASSIFICATION OF CONNECTING STREET</th>
<th>RADIUS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A</td>
</tr>
<tr>
<td>LOCAL STREET</td>
<td>B + F</td>
</tr>
</tbody>
</table>

NOTES:
1. All additional off-street parking shall be within private easement and maintained by a viable private party.
2. Cul de sac lengths over 1000' (L), 1320' (F) require secondary access.
3. All cul de sacs must meet Local Entity fire requirements.
A minimum of 20' FL to FL for pavement width.

STREET CLASSIFICATION

<table>
<thead>
<tr>
<th>STREET CLASSIFICATION</th>
<th>RADIUS (MIN.)</th>
<th>No Parking</th>
<th>Parking One Side</th>
<th>Parking Two Sides</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL SINGLE FAMILY RESIDENTIAL</td>
<td>55' A</td>
<td>30' B (MAX.)</td>
<td>20' W</td>
<td>28' W</td>
</tr>
<tr>
<td>LOCAL MULTIPLE FAMILY RESIDENTIAL</td>
<td>60'</td>
<td>30'</td>
<td>20'</td>
<td>28'</td>
</tr>
<tr>
<td>LOCAL COMMERCIAL &amp; INDUSTRIAL</td>
<td>65'</td>
<td>26'</td>
<td>24'</td>
<td>32'</td>
</tr>
</tbody>
</table>

Note 3

1. The sidewalk around the eyebrow shall be placed according to the street classification. The sidewalk across the street end of the island is to be placed in the same location as on the cross street.
2. Median may be landscaped or hardscaped as required be the Local Entity and shall be maintained by a viable private party.
3. Offstreet parking at the rate of 1 space for each dwelling unit served by the the eyebrow shall be provided in the median or in a perimeter parking bay.
4. When parking is restricted to one side, it shall be provided on the median-side of the roadway.

STANDARD EYEBROWS (LOCAL STREETS ONLY)

LARIMER COUNTY URBAN AREA STREET STANDARDS

DESIGN FIGURE: 7–23

REVISION NO: 5–19

DATE: 11/16/00
WIDENING DETAIL FOR STREET TURNS > 60° (LOCAL STREETS ONLY)

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

DESIGN FIGURE

REVISION NO: Date: September, 2016

FIGURE

7-24
Notes:
1. The temporary dead end is limited to 150' in length.
2. A cul-de-sac is not required.
3. In Fort Collins, no access may be taken from a dead end street with no turn-around or cul-de-sac.
NOTES:

1. A temporary easement is required for the temporary turnaround. The easement shall incorporate all of the all-weather surface, pavement and signage.
2. The turnaround shall consist of an all-weather surface.
NOTE:
1. Maximum Slope Shall Be 4.0% on Reconstructed Pavement.
2. Provide elevations at the indicated points.

STREET INTERSECTION CROSSSPAN APPROACH DETAIL

LARIMER COUNTY URBAN AREA STREET STANDARDS

DESIGN FIGURE

REVISION NO:

DATE: 08/07/00

FIGURE 7−27
Design Engineer
• Provide Spot Elevations
At These Points

NOTE:
1. Maximum Slope Shall Be
4.0% on Reconstructed
Pavement.

2. Provide elevations at the
indicated points.

PLAN VIEW

Curb, Gutter, and Sidewalk

Local or Collector
Centerline

30 ft. Min. from F.L.

3% Max
1.5% Min Slope

3% Max
1.5% Min Slope

Curved Crown to Major Street

Curb, Gutter, and Sidewalk

Curb, Gutter, and Sidewalk

STREET INTERSECTION APPROACH DETAIL

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

DESIGN FIGURE

REVISION NO:

DATE:

FIGURE

11/16/00

7-28
LOVELAND
(AFFORDABLE HOUSING ONLY)

ALTERNATE CROSS SECTION - LOW VOLUME LOCAL STREET (CROWNED)

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

DESIGN FIGURE

REVISION NO:

DATE: 08/04/99

FIGURE 7-29L