FENCES: Fences shall be setback a minimum of 2’ from back of sidewalk or on the property line, whichever is greater.

Six lanes, (4) - 11’ wide and (2) - 12’ wide.

BIKE LANE OPTIONS: Striped bike lane and protected bike lane options will require City Engineer approval.

ROADWAY WIDTH: 107’
RIGHT OF WAY WIDTH: 141’ (min.) plus 15’ (min) utility easement each side of street.
TRAVEL LANES: 
LEFT TURN LANE: 12’ wide
BIKE LANES: Two lanes, 7’ wide lane, 3’ wide painted buffer (optional protected bike lane per Bike Plan).

PARKING: None.
PARKWAY: 10’ (min.) wide. Additional width optional.
SIDEWALK: 7’ (min.) wide. Additional width may be required for higher pedestrian traffic within leading to activity centers or as required by Area Plans.
MEDIANS: Center Median: 19’ wide landscaped; Left Turn Median: 7’ wide landscaped. Barrier curb or out-fall curb and gutter.
WHERE USED: These specifications shall apply as required by the Local Entity when a 6-lane arterial street is shown on the Master Street Plan.
DESIGN SPEED: 50 MPH
SPEED LIMIT: 40 - 45 MPH
ACCESS: Access will be limited. Points of access must be approved by the Local Entity.
CONTINUITY: Unlimited

LANDSCAPING: See Appendix 'C'
CURB AND GUTTER: Vertical curb and gutter.
FENCES: Fences shall be setback a minimum of 2' from back of sidewalk or on the property line, whichever is greater.

BIKE LANE OPTIONS: Striped bike lane and protected bike lane options will require City Engineer approval.

ROADWAY WIDTH: 83'
RIGHT OF WAY WIDTH: 115' (min.) plus 30' (min.) utility easement.
TRAVEL LANES: 4 lanes, (2) 11' wide and (2) 12' wide.
LEFT TURN LANE: 12' wide
BIKE LANES: Two lanes, 6' wide lane, 3' wide painted buffer (optional protected bike lane per Bike Plan)

PARKING: None.
PARKWAY: 10' (min.) width. Additional width optional.
SIDEWALK: 6' (min.) width. Additional width may be required for higher pedestrian traffic in and leading to activity areas or as required by Area Plans.
MEDIAN: Center Median: 19' wide landscaped; Left Turn Median: 7' wide landscaped. Barrier curb or out-fall curb and gutter.
WHERE USED: These specifications shall apply as required by the Local Entity when a 4-lane arterial street is shown on the Master Street Plan.
DESIGN SPEED: 50 MPH
SPEED LIMIT: 35-45 MPH
ACCESS: Access will be limited. Points of access must be approved by the Local Entity.
CONTINUITY: Unlimited
FENCES: Fences shall be setback a minimum of 2' from back of sidewalk or on the property line, whichever is greater.
LANDSCAPING: See Appendix "C"
CURB AND GUTTER: Vertical curb and gutter.
FENCES: Fences shall be setback a minimum of 2' from back of sidewalk or on the property line, whichever is greater.

BIKE LANE OPTIONS: Striped bike lane and protected bike lane options will require City Engineer approval.

PARKING: None.

PARKWAY: 8' (min.) width. Additional width optional.

SIDEWALK: 8' (min.) width. Additional width may be required for higher pedestrian traffic and leading to activity areas or as required by Area Plans.

MEDIAN: Not required, except where necessary to control access and/or to provide pedestrian refuge or where Developer requested medians are approved by the local entity. Additional roadway and right of way width may be required.

WHERE USED: These specifications shall apply as required by the Local Entity when a 4-lane arterial street is shown on the Master Street Plan in a constrained right of way situation after review and approval of the City Engineer.

DESIGN SPEED: 50 MPH

SPEED LIMIT: 35-45 MPH

ACCESS: Access will be limited. Points of access must be approved by the Local Entity.

CONTINUITY: Unlimited

FENCES: Fences shall be setback a minimum of 2' from back of sidewalk or on the property line, whichever is greater.

LANDSCAPING: See Appendix "C"

CURB AND GUTTER: Vertical curb and gutter.
FENCES: Fences shall be setback a minimum of 2’ from back of sidewalk or on the property line, whichever is greater. 84’ (min), plus 18’ (min) utility easement. 10’ wide provided in center lane at intersections where needed.

BIKE LANE OPTIONS: Striped bike lane and protected bike lane options will require City Engineer approval.
ROADWAY WIDTH: 42' (Widen to 50' where a left turn lane is required).  
RIGHT OF WAY WIDTH: 69' (min) (Widen to 77' where a left turn lane is required), plus 18' (min) utility easement.  
TRAVEL LANES: Two lanes, 11' wide  
LEFT TURN LANES: 12' wide at intersection where needed,  
BIKE LANES: Two lanes, 7' wide lane, 3' wide painted buffer  
PARKING: None. Parking must be provided off street for any development adjoining the street.  
PARKWAY: 8' (min) width. Additional width optional.  
SIDEWALK: 5' (min) width. Additional width may be required for higher pedestrian traffic within and leading to activity areas.  
MEDIAN: Not required, except where necessary to control access and/or to provide pedestrian refuge or when requested by the Developer and approved by the Local Entity. Additional roadway and right of way width may be required.  
WHERE USED: These specifications shall apply as required by the Local Entity, when a Collector street is shown on the Master Street Plan.  

DESIGN SPEED: 40 MPH  
SPEED LIMIT: 30-35 MPH  
ACCESS: Access will be limited. Points of access must be approved by the Local Entity.  
CONTINUITY: The street shall be continuous for no more than 1320 feet.  
FENCES: Fences shall be setback a minimum of 2' from back of sidewalk or on the property line, whichever is greater.  
CURB AND GUTTER: Vertical curb and gutter.  

COLLECTOR – WITHOUT PARKING
FENCES: Fences shall be setback a minimum of 2’ from back of sidewalk or on the property line, whichever is greater.

FORT COLLINS ONLY

ROADWAY WIDTH: 54’
RIGHT OF WAY WIDTH: 81’ (min), plus 18’ (min) utility easement.
TRAVEL LANES: Two lanes 81’ (min), plus 18’ (min) utility easement.
LEFT TURN LANES: 12’ wide at intersections where needed.
BIKE LANES: Two lanes, 5’ or 6’ wide lane, 3’ wide painted buffer (parking buffer when on-street parking present).
PARKING: Two lanes, 8’ wide; parking may be removed at certain locations to provide a left turn lane at intersections where needed.
PARKWAY: 8’ (min) width. Additional width optional.
SIDEWALK: 5’ (min) width. Additional width may be required for higher pedestrian traffic within and leading to activity areas or as required by Area Plans.
MEDIAN: Not required, except where necessary to control access and/or to provide pedestrian refuge, additional roadway and ROW width may be required.
WHERE USED: These specifications shall apply as required by the Local Entity, when a Collector street is shown on the Master Street Plan.

DESIGN SPEED: 40 MPH
SPEED LIMIT: 25-30 MPH
ACCESS: Access will be limited. Points of access must be approved by the Local Entity.
CONTINUITY: The street shall be continuous for no more than 1320 feet.
FENCES: Fences shall be setback a minimum of 2’ from back of sidewalk or on the property line, whichever is greater.
CURB AND GUTTER: Vertical curb and gutter.

COLLECTOR – WITH PARKING
ROADWAY WIDTH: 50' wide
RIGHT OF WAY WIDTH: 77' (min), plus 18' (min) utility easement.

TRAVEL LANES: Two lanes, 10' wide.
LEFT TURN LANES: 12 wide, provided at certain intersections where needed.
BIKE LANE: Two lanes, 7' wide or 5' wide with 3' parking buffer, when on-street parking present. The buffer may be moved to the parking side if there is a high parking turnover rate and traffic is anticipated to be slower than standard speeds.

PARKING: Two lanes, 7' wide. None provided at intersections or where a left turn lane is required.
PARKWAY: 8' (min) width. Additional width optional.
SIDEWALK: 5' (min) width. Additional width may be required for higher pedestrian traffic serving activity areas.
MEDIAN: Not required, except where necessary to control access and/or to provide pedestrian refuge. Additional roadway and right of way width may be required.
WHERE USED: These specifications shall apply to streets used in commercial areas for local access and circulation.
DESIGN SPEED: 30 MPH
SPEED LIMIT: 25 MPH
ACCESS: Access will be limited. Points of access must be approved by the Local Entity.
CONTINUITY: Streets are limited in length to 1320 feet.
FENCES: Fences shall be setback a minimum of 2' from back of sidewalk or on the property line, whichever is greater.

CURB AND GUTTER: Vertical curb and gutter.
FENCES: Fences shall be setback a minimum of 2' from back of sidewalk or on the property line, whichever is greater. 8' (min) width. Additional width optional.

SIDEWALK: 5' (min) width. Additional width may be required for higher pedestrian traffic serving activity areas.

ROADWAY WIDTH: 44' wide

RIGHT OF WAY WIDTH: 71' (min), plus 18' (min) utility easement.

TRAVEL LANES: Two lanes, 12' wide.

LEFT TURN LANES: None. If needed, parking would be prohibited.

BIKE LANES: Bicyclists shall share the travel lanes with motor vehicles. Additional width may be required in the parking lanes to provide 14' wide bike/parking shared lanes within and leading to activity areas.

PARKING: Two lanes 10' wide.

PARKWAY: 8' (min) width. Additional width optional.

MEDIAN: Not required, except where necessary to control access and/or to provide pedestrian refuge. Additional roadway and right of way width may be required.

WHERE USED: These specifications shall apply to streets used in industrial areas for local access and circulation.

DESIGN SPEED: 30 MPH

SPEED LIMIT: 25 MPH

ACCESS: Access will be limited. Points of access must be approved by the Local Entity.

CONTINUITY: Streets are limited in length to 1320 feet.

FENCES: Fences shall be setback a minimum of 2' from back of sidewalk or on the property line, whichever is greater.

CURB AND GUTTER: Vertical curb and gutter.
ROADWAY WIDTH: 90' wide without bike lane; 42' wide with bike lane; 36' wide with left turn lane.
RIGHT OF WAY WIDTH: 63' (min), plus 18' (min) utility easement.
TRAVEL LANES: Two lanes, 10' wide, 13' wide at intersections shared with bicyclists, or 10' wide where bike lanes are required.
LEFT TURN LANES: 10' wide, at intersections where needed.
BIKE LANES: Bicyclists shall share the roadway with motor vehicles in the travel lanes. Additional street width may be required to add bike lanes 8' wide on each side to accommodate bike traffic within and leading to activity areas.
PARKING: Two lanes 8' wide. Parking will be removed at intersections where a left turn lane is required.
PARKWAY: 8' (min) width. Additional width optional.
SIDEWALK: 5' (min) width. Additional width may be required for higher pedestrian traffic serving activity areas.
MEDIAN: Not required, except where necessary to control access and/or to provide pedestrian refuge. Additional roadway and right of way width may be required.
WHERE USED: These specifications shall apply to streets providing local access, and in areas without driveways.

DESIGN SPEED: 30 MPH
SPEED LIMIT: 25 MPH
ACCESS: Access will be limited. Points of access must be approved by the Local Entity.
CONTINUITY: The street shall be continuous for no more than 1320 feet.
FENCES: Fences shall be setback a minimum of 2' from back of sidewalk or on the property line, whichever is greater.
CURB AND GUTTER: Vertical curb and gutter.
ROADWAY WIDTH: 30' wide.
RIGHT OF WAY WIDTH: 57' (min), plus 18' (min) utility easement.
TRAVEL LANES: 16' wide.
LEFT TURN LANES: None.
BIKE LANES: Bicyclists to share travel lane with motor vehicles. Additional street width, up to 4' wider, may be required in the travel lane to accommodate bike traffic to serve activity areas, such as schools and parks.
PARKING: Two lanes 7' wide.
SIDEWALK: 5' (min) width. Additional width may be required for higher pedestrian traffic serving activity areas.
MEDIANS: None.
WHERE USED: May be used for residential local streets providing access to single family detached dwellings with driveways.
DESIGN SPEED: 25 MPH
SPEED LIMIT: 25 MPH
ACCESS: Access will be unlimited in accordance with these standards.
CONTINUITY: The street shall be continuous for no more than 1320 feet.
FENCES: Fences shall be setback a minimum of 2' from back of sidewalk or on the property line, whichever is greater.
CURB AND GUTTER: Vertical curb and gutter, or driveover. However, if driveover is used, the parkways must be widened by 1' and thereby, the required right of way width will increase by 2' to provide 59'.

RESIDENTIAL LOCAL STREET

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

DESIGN FIGURE

REVISION NO:

DATE: September, 2016

FIGURE 7-9F
FORT COLLINS ONLY

ROADWAY WIDTH: 12' to 20', (20' width required for commercial and Industrial areas)

RIGHT OF WAY WIDTH: 12 to 20', (20' width required for commercial and Industrial areas)

PARKING: None. Parking must be provided on private property.

WHERE USED: An alley may be used to provide secondary vehicular access only to the rear of properties served by a street. If allowed by city code.

DESIGN SPEED: 15 MPH

SPEED LIMIT: 15 MPH.

DRIVEWAY CONNECTIONS TO ALLEYS: Driveway connections to alleys must be flared in accordance with Detail 1.

ALLEY CONNECTIONS TO STREETS: Where an alley intersects the right of way for a street 10' x 10' corner cuts shall be dedicated as R.O.W. for visibility as shown in Detail 2 below. These areas may be landscaped no higher than 12'. No fences may encroach into this area.

CONTINUITY: Alleys are limited in length to 660 feet.

GARAGE DOOR SET BACK: * Option 1: 8' for fences placed with a setback equal to 8' or more. Option 2: 20' feet minimum for fences placed less than 8' from the edge of the alley.

FENCES: Fences may be placed as close as 3' from the right-of-way line on private property when the garage door is set back at least 20' from the right-of-way. Minimum setback is 8' for garage door setback less than 20' from the right-of-way.

* Building setbacks shall be in accordance with the Land Use Code.

<table>
<thead>
<tr>
<th>Alley Width</th>
<th>Drive Flare</th>
<th>8'</th>
<th>6'</th>
<th>8'</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>2'</td>
<td>6'</td>
<td></td>
<td>6'</td>
</tr>
<tr>
<td>16</td>
<td>4'</td>
<td>8'</td>
<td></td>
<td>8'</td>
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<tr>
<td>14</td>
<td>8'</td>
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<td></td>
</tr>
<tr>
<td>12</td>
<td>8'</td>
<td></td>
<td></td>
<td>8'</td>
</tr>
</tbody>
</table>

DETAIL 1

DETAIL 2

ALLEY OPTION (A) (Drainage to Center)

LARIMER COUNTY URBAN AREA STREET STANDARDS

<table>
<thead>
<tr>
<th>DESIGN FIGURE</th>
<th>REVISION NO:</th>
<th>DATE: 04/01/07</th>
<th>FIGURE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>7-11F</td>
<td></td>
</tr>
</tbody>
</table>
**FORT COLLINS ONLY**

**ROADWAY WIDTH:** 12' to 20', (20' width required for commercial and industrial areas)

**RIGHT OF WAY WIDTH:** 12 to 20'. (20' width required for commercial and industrial areas)

**PARKING:** None. Parking must be provided on private property.

**WHERE USED:** An alley may be used to provide secondary vehicular access only to the rear of properties served by a street, if allowed by city code.

**DESIGN SPEED:** 15 MPH

**SPEED LIMIT:** 15 MPH

**DRIVEWAY CONNECTIONS TO ALLEYS:** Driveway connections to alleys must be flared in accordance with Detail 1.

**ALLEY CONNECTIONS TO STREETS:** Where an alley intersects the right of way for a street 10' x 10' corner cuts shall be dedicated as R.O.W., for visibility as shown in Detail 2 below. These areas may be landscaped no higher than 12'. No fences may encroach into this area.

**CONTINUITY:** Alleys are limited in length to 680 feet.

**GARAGE DOOR SETBACK:** *Option 1: 8' for fences placed with a setback equal to 8' or more. Option 2: 20' feet minimum for fences placed less than 8' from the edge of the alley.*

**FENCES:** Fences may be placed as close as 3' from the right-of-way line on private property when the garage door is set back at least 20' from the right-of-way. Minimum setback is 8' for garage door setback less than 20' from the right-of-way.

*Building setbacks shall be in accordance with the Land Use Code.*

<table>
<thead>
<tr>
<th>Alley Width</th>
<th>Driveway Flare</th>
</tr>
</thead>
<tbody>
<tr>
<td>FT.</td>
<td>a</td>
</tr>
<tr>
<td>20</td>
<td>0</td>
</tr>
<tr>
<td>18</td>
<td>2'</td>
</tr>
<tr>
<td>16</td>
<td>4'</td>
</tr>
<tr>
<td>14</td>
<td>6'</td>
</tr>
</tbody>
</table>

**ALLEY OPTION (B) (Drainage to One Side)**

<table>
<thead>
<tr>
<th>LARIMER COUNTY URBAN AREA STREET STANDARDS</th>
<th>DESIGN FIGURE</th>
<th>REVISION NO: 1</th>
<th>FIGURE 7–12F</th>
</tr>
</thead>
<tbody>
<tr>
<td>DATE: 04/01/07</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
ROADWAY WIDTH: 28'.
RIGHT OF WAY WIDTH: 46' (min.)
BIKE LANES: Bicyclists share the travel lanes with motor vehicles.
PARKWAY: Both sides of the street.
PARKING: Both sides of street.
CURB AND GUTTER: Drive over or vertical curb and gutter.
WHERE USED: These specifications may be used for internal local streets of developments with minimum lot sizes of one (1) acre or larger, and when the traffic volume, on the street is anticipated to be less than 300 vpd.
ACCESS: Access will be unlimited in accordance with these standards.
CONTINUITY: Streets are limited in length to 1,220 feet.
DESIGN SPEED: 25 MPH
SPEED LIMIT: 25 MPH
FENCES: Fences may be set on the right-of-way line as long as required sight distance is not obstructed.
GARAGE DOOR SETBACKS: 50'.
SIDEWALK: None,
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
LATERAL CLEARANCE TO SIGHT OBSTRUCTION INSIDE OF HORIZONTAL CURVES PROVIDING STOPPING DISTANCE FOR TURNING ROADWAYS

LARIMER COUNTY URBAN AREA STREET STANDARDS

FIGURE 7-15.2

DATE: 08/07/00

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.
SIGHT DISTANCE AT INTERSECTIONS (Unsignalized)


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
**CUL-DE-SAC DETAIL**

**LARIMER COUNTY**
**URBAN AREA**
**STREET STANDARDS**

<table>
<thead>
<tr>
<th>DESIGN FIGURE</th>
<th>REVISION NO: 1</th>
<th>FIGURE</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>DATE: 03/01/02</td>
<td>7-19</td>
</tr>
</tbody>
</table>

**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.
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>A</th>
<th>B + F</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL STREET</td>
<td></td>
<td></td>
<td>50'</td>
<td>22</td>
<td>E - 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.

100' (max.),
25' (min.)

20'\(\text{R}\)

10'

R = A

R = B

Property Line

Flowline

<table>
<thead>
<tr>
<th>STREET CLASSIFICATION</th>
<th>RADIUS (MIN.)</th>
<th>No Parking</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL SINGLE FAMILY RESIDENTIAL</td>
<td>55' A</td>
<td>20' W</td>
<td>28' W</td>
</tr>
<tr>
<td></td>
<td>30' B (MAX.)</td>
<td></td>
<td>34'</td>
</tr>
<tr>
<td>LOCAL MULTIPLE FAMILY RESIDENTIAL</td>
<td>60' A</td>
<td>20' W</td>
<td>28' W</td>
</tr>
<tr>
<td></td>
<td>30' B (MAX.)</td>
<td></td>
<td>36'</td>
</tr>
<tr>
<td>LOCAL COMMERCIAL &amp; INDUSTRIAL</td>
<td>65' A</td>
<td>24' W</td>
<td>32' W</td>
</tr>
<tr>
<td></td>
<td>26' B (MAX.)</td>
<td></td>
<td>38'</td>
</tr>
</tbody>
</table>

Note 3 Note 4

NOTES:

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 by 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 | REVISION NO: | DATE: 11/16/00 | FIGURE 7–23 |
FUTURE ROADWAY

PROPERTY LINE

Temporary Dead End Street

Temporary Dead End Street Sign

EXISTING ROADWAY

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.

TEMPORARY DEAD END STREET

<table>
<thead>
<tr>
<th>LARIMER COUNTY URBAN AREA STREET STANDARDS</th>
<th>DESIGN FIGURE</th>
<th>REVISION NO:</th>
<th>DATE: 03/01/02</th>
<th>FIGURE</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1</td>
<td>7-25</td>
<td></td>
</tr>
</tbody>
</table>
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.
Design Engineer
- Provides Spot Elevations
  At These Points

3% Max
1.5% Min
Slope

3% Max
1.5% Min
Slope

Collector or Arterial
Centerline

3% Max
1.5% Min
Slope

3% Max
1.5% Min
Slope

NOTE:
1. Maximum Slope Shall Be
   4.0% on Reconstructed
   Pavement.
2. Provide elevations at the
   Indicated points.

Curb, Gutter, and Sidewalk

3% Max
1.5% Min
Slope

3% Max
1.5% Min
Slope

3% Min, from E.L.

Curb, Gutter, and Sidewalk

Transition Crown
to Major Street

Local or Collector
Centerline

Curb, Gutter, and Sidewalk

STREET INTERSECTION APPROACH DETAIL
LARIMER COUNTY
URBAN AREA
STREET STANDARDS

DESIGN FIGURE

REVISION NO:

DATE: 11/16/00

FIGURE 7–28