

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.

PEDESTRIAN/BICYCLE PATH CONNECTIONS

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

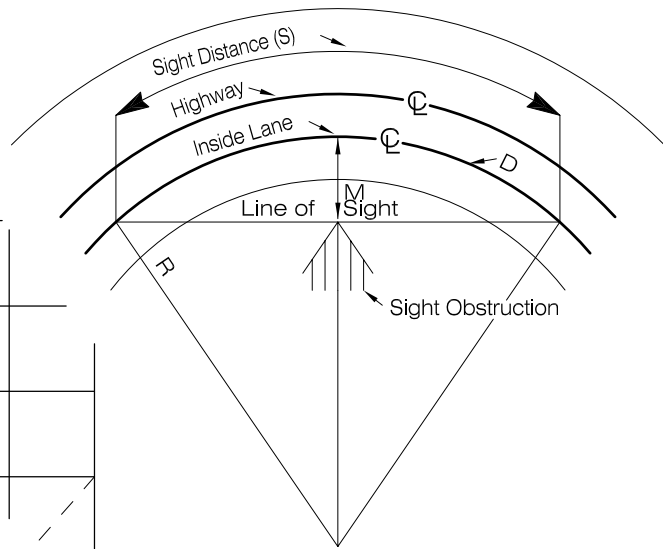
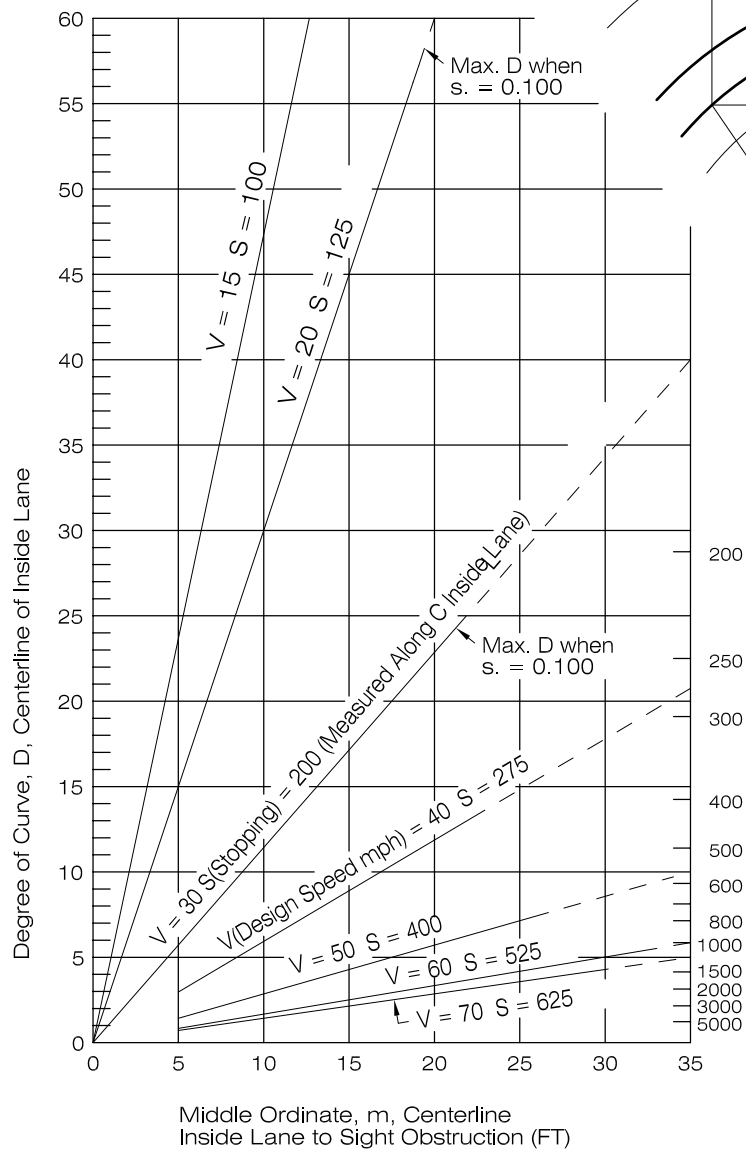
DESIGN
FIGURE

REVISION NO:

DATE: 09/11/00

FIGURE

7-14



$$M = \frac{5730}{D} \left(1 - \cos \frac{SD}{200} \right)$$

$$R = \frac{5730}{D} \text{ and } \theta = \frac{SD}{200}$$

$$M = R (1 - \cos \theta)$$

$$M = R \left[1 - \cos \frac{28.65S}{R} \right]$$

where

S = Stopping Sight Distance (FT)

D = Degree of Curve

M = Middle Ordinate (FT)

R = Radius (FT)

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

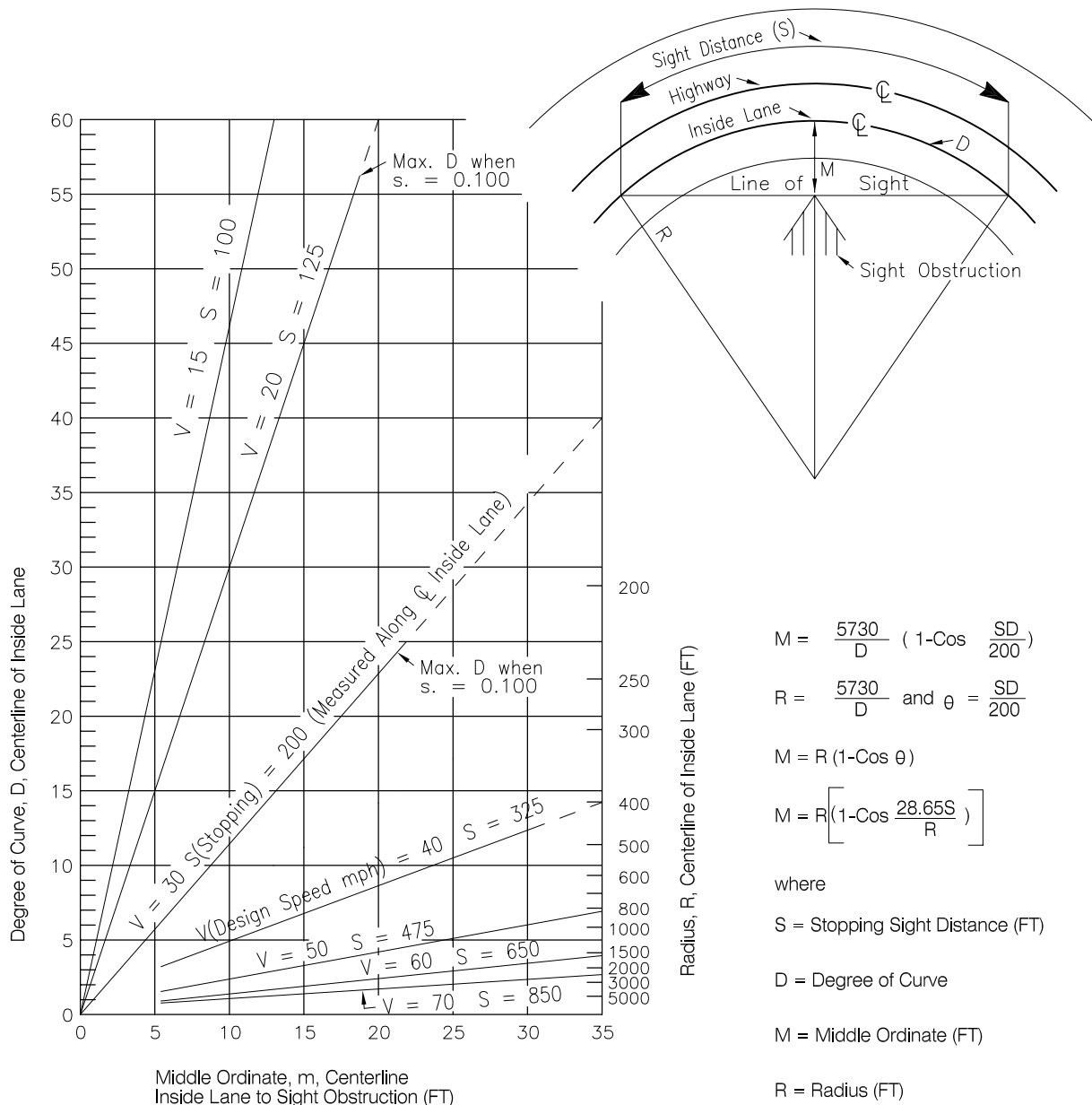
DESIGN
FIGURE

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DATE: 08/07/00

FIGURE

7-15.1



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

LARIMER COUNTY URBAN AREA STREET STANDARDS

**LARIMER COUNTY
URBAN AREA
STREET STANDARDS**

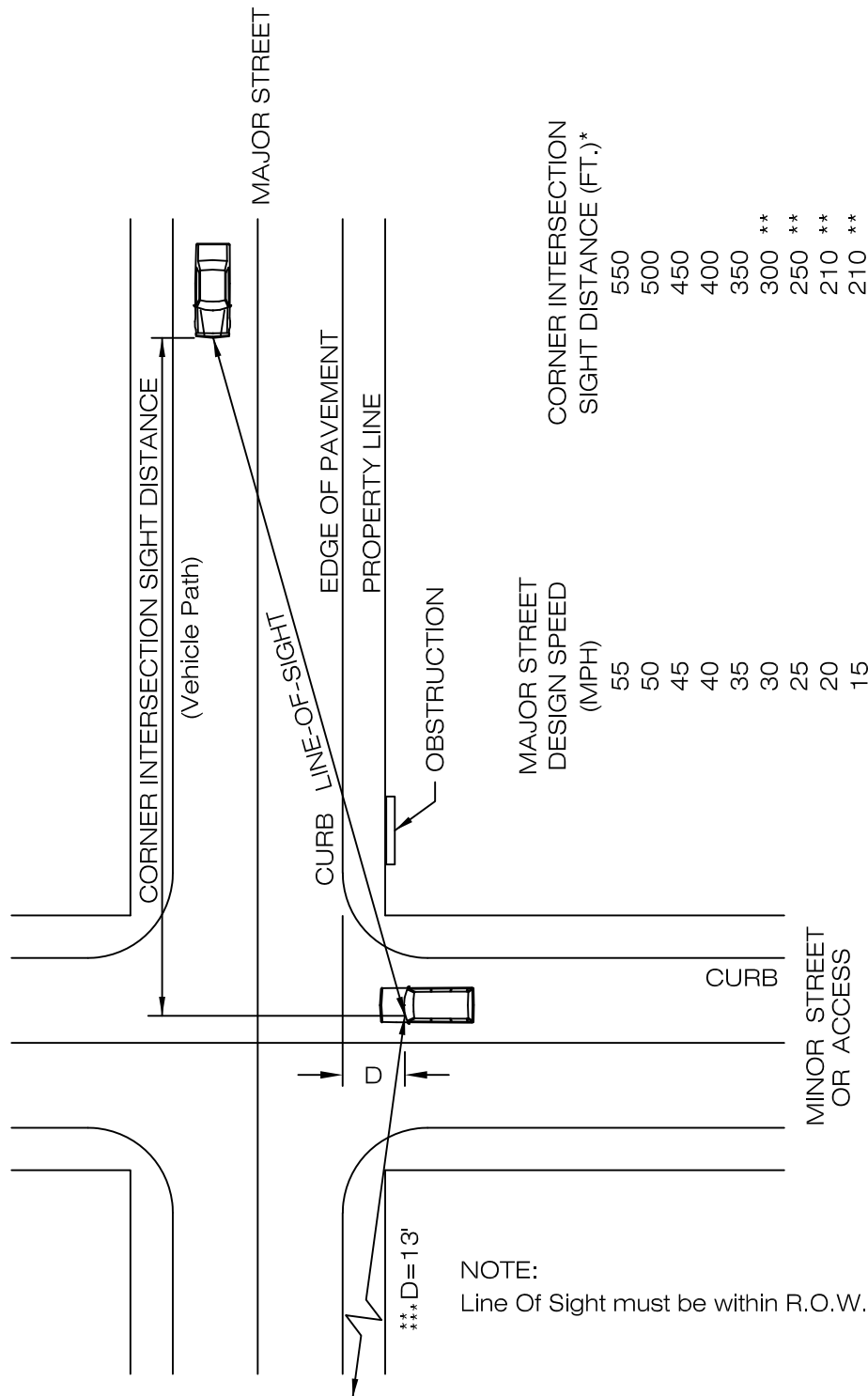
**DESIGN
FIGURE**

REVISION NO:

DATE: 08/07/00

FIGURE

7-15.2



SIGHT DISTANCE AT INTERSECTIONS (Unsignalized)

From CDOT State Highway Access Code Table 4-2

- * 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 with grades of 3% or less. Intersections with trucks, steeper grades, or on multi-lane roadways requires additional analysis.
2. Adjustments may be required for a skewed intersection.

SIGHT DISTANCE (SIGHT TRIANGLE)

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

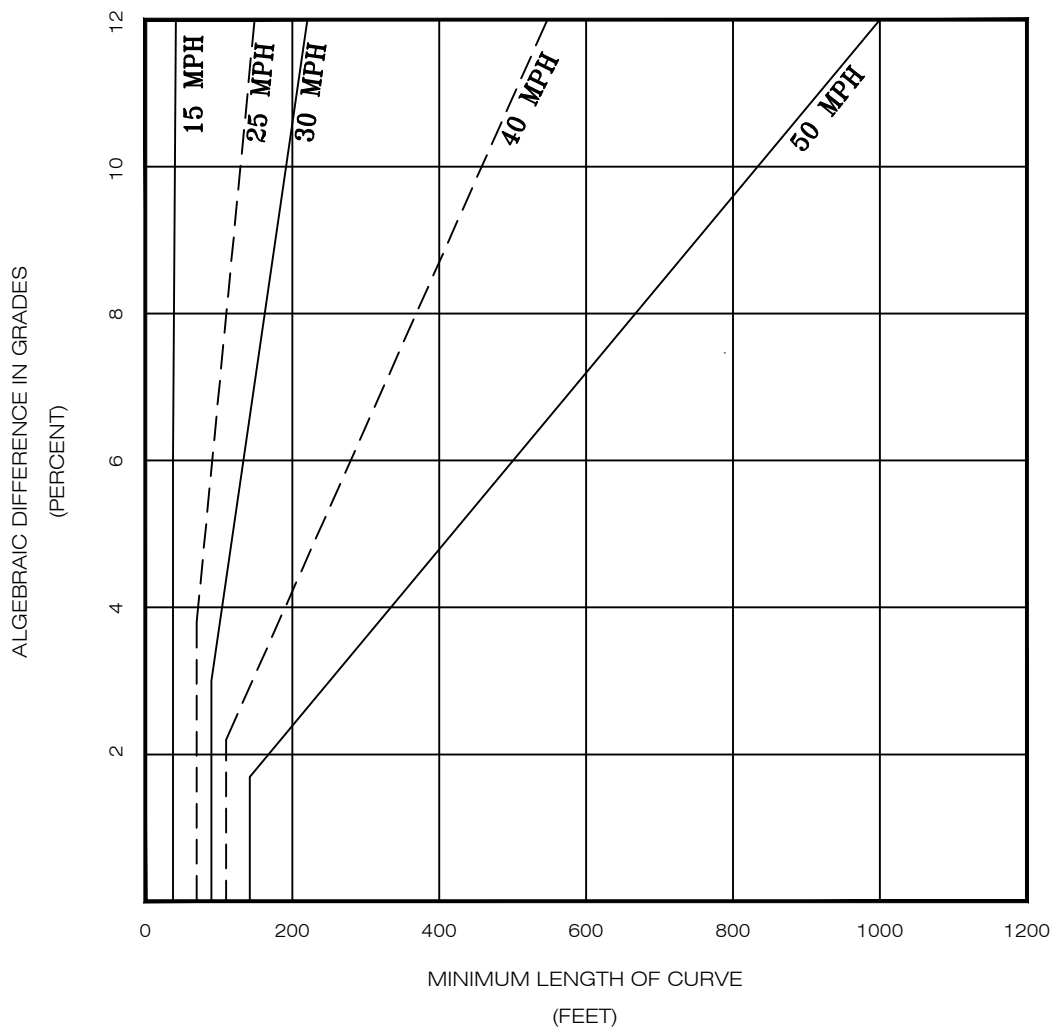
DESIGN
FIGURE

REVISION NO:

DATE: 08/01/21

FIGURE

7-16



Design controls for crest vertical curves at design speeds.

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

VERTICAL CURVE LENGTHS – CREST

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

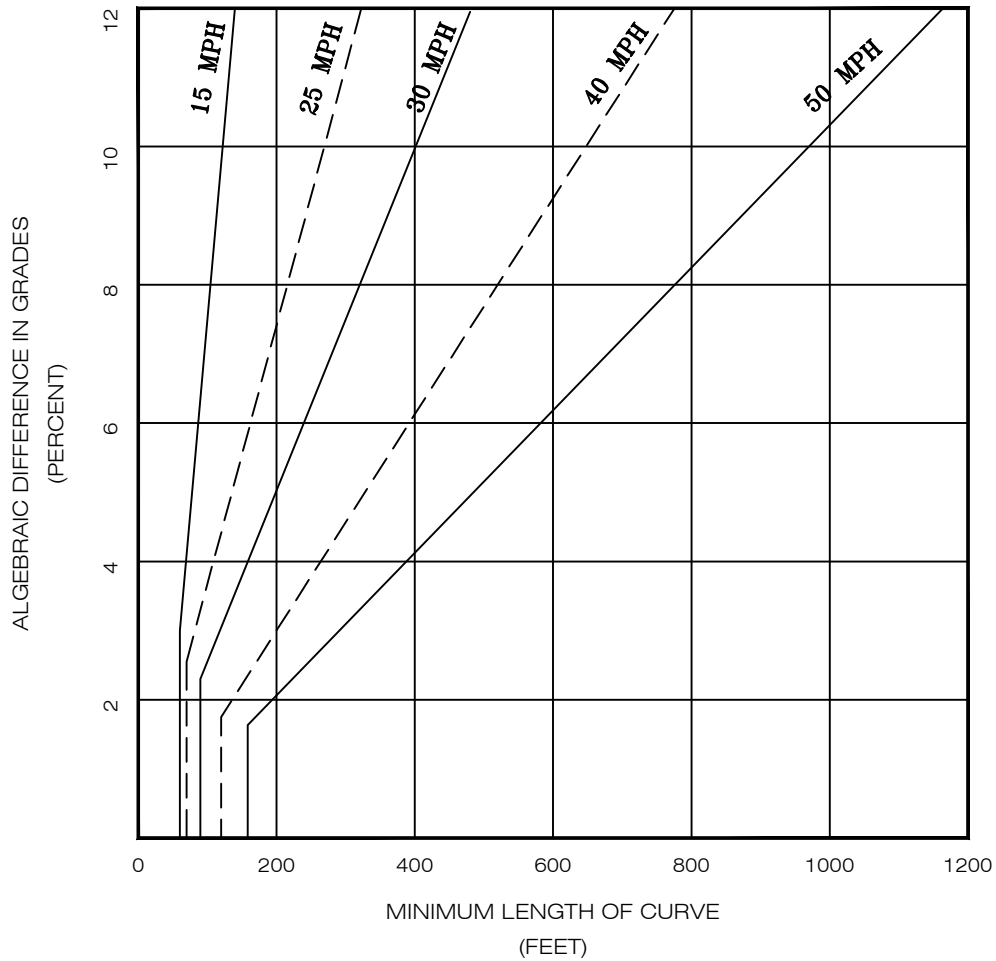
DESIGN
FIGURE

REVISION NO:

DATE: 07/01/21

FIGURE

7-17



Design controls for sag vertical curves at design speeds.

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

VERTICAL CURVE LENGTHS – SAG

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

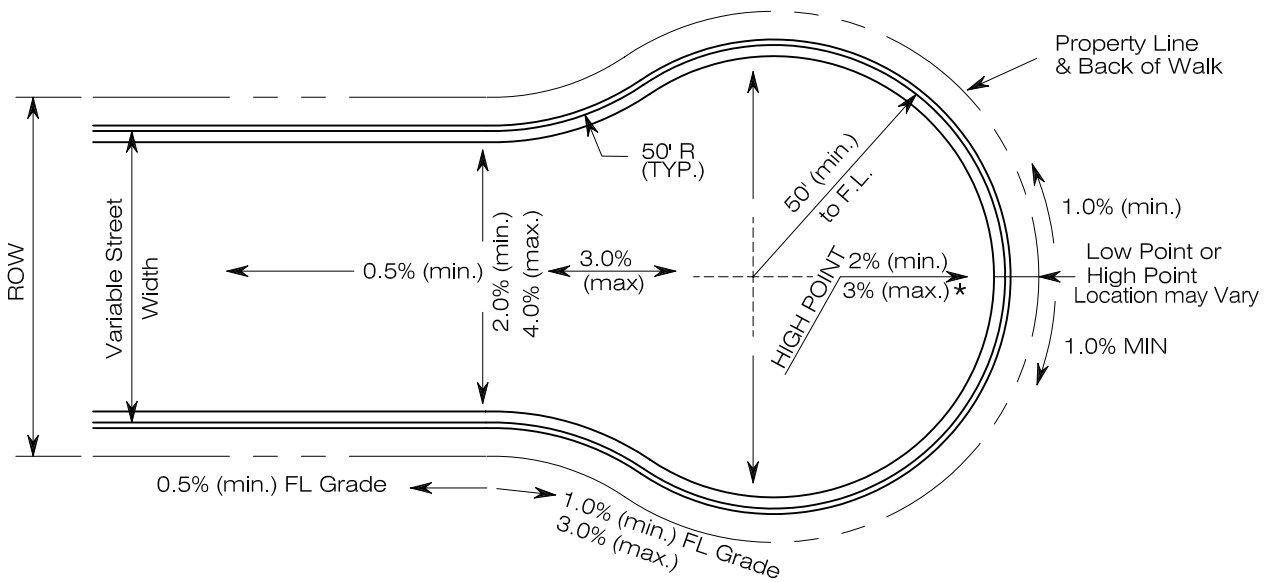
DESIGN
FIGURE

REVISION NO:

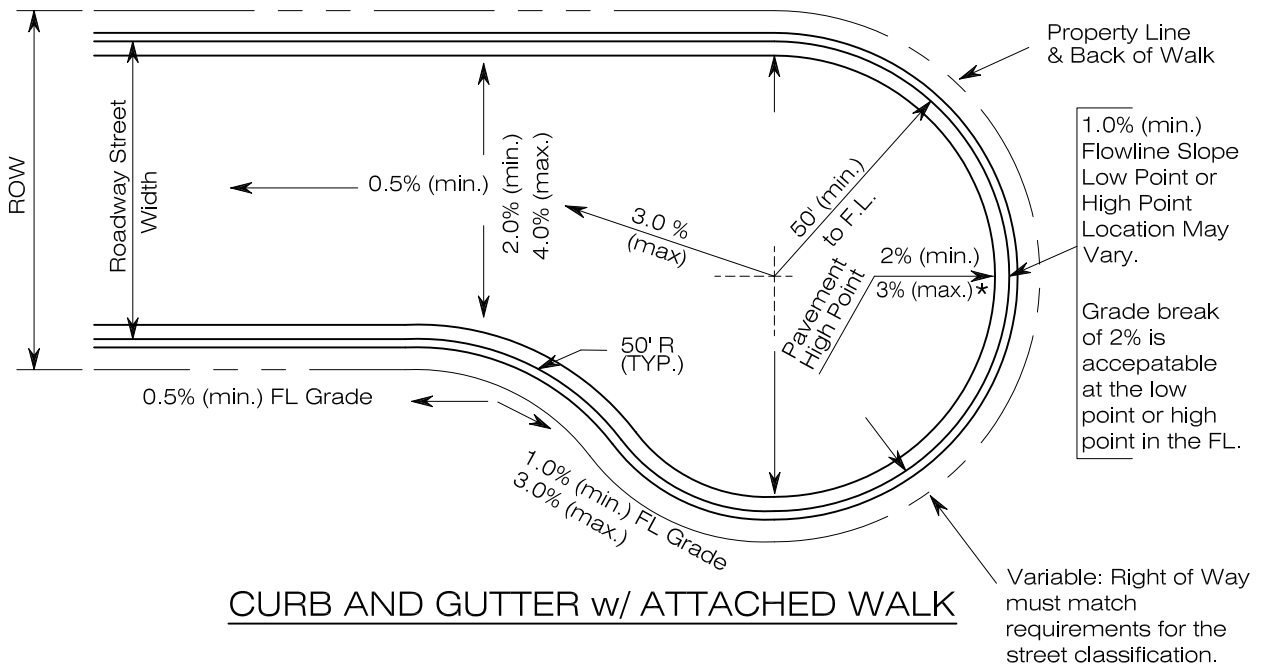
DATE: 07/01/21

FIGURE

7-18



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

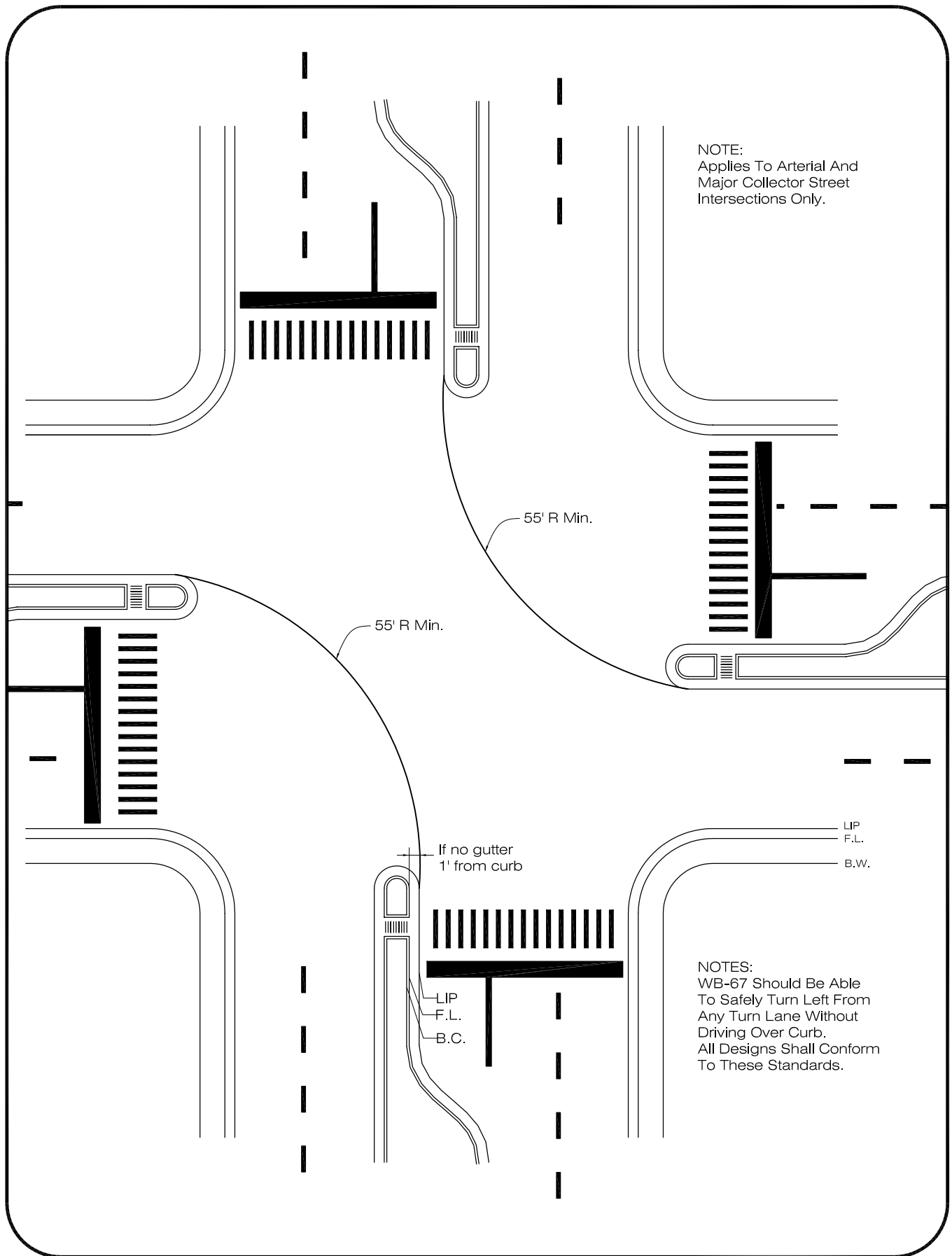
CUL-DE-SAC DETAIL

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

DESIGN
FIGURE

REVISION NO: 1
DATE: 03/01/02

FIGURE
7-19



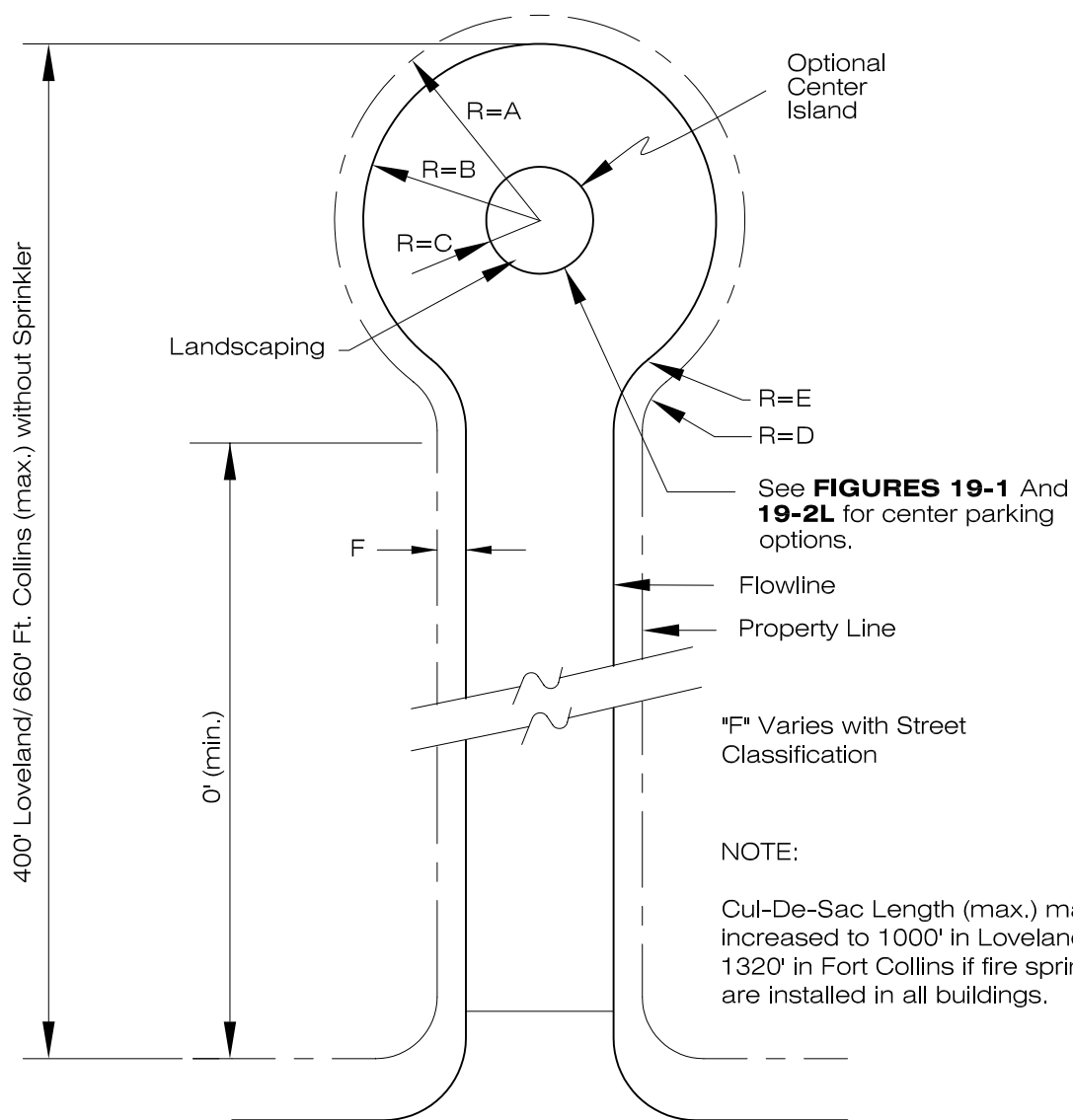
LEFT TURN CLEARANCE

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

DESIGN
FIGURE

REVISION NO: 1
DATE: 03/01/02

FIGURE
7-20



| CLASSIFICATION OF CONNECTING STREET | RADIUS | | | | |
|--|--------|-----|-----|-------|-----|
| | A | B | C | D | E |
| LOCAL STREET | B + F | 50' | 22' | E - F | 50' |

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.

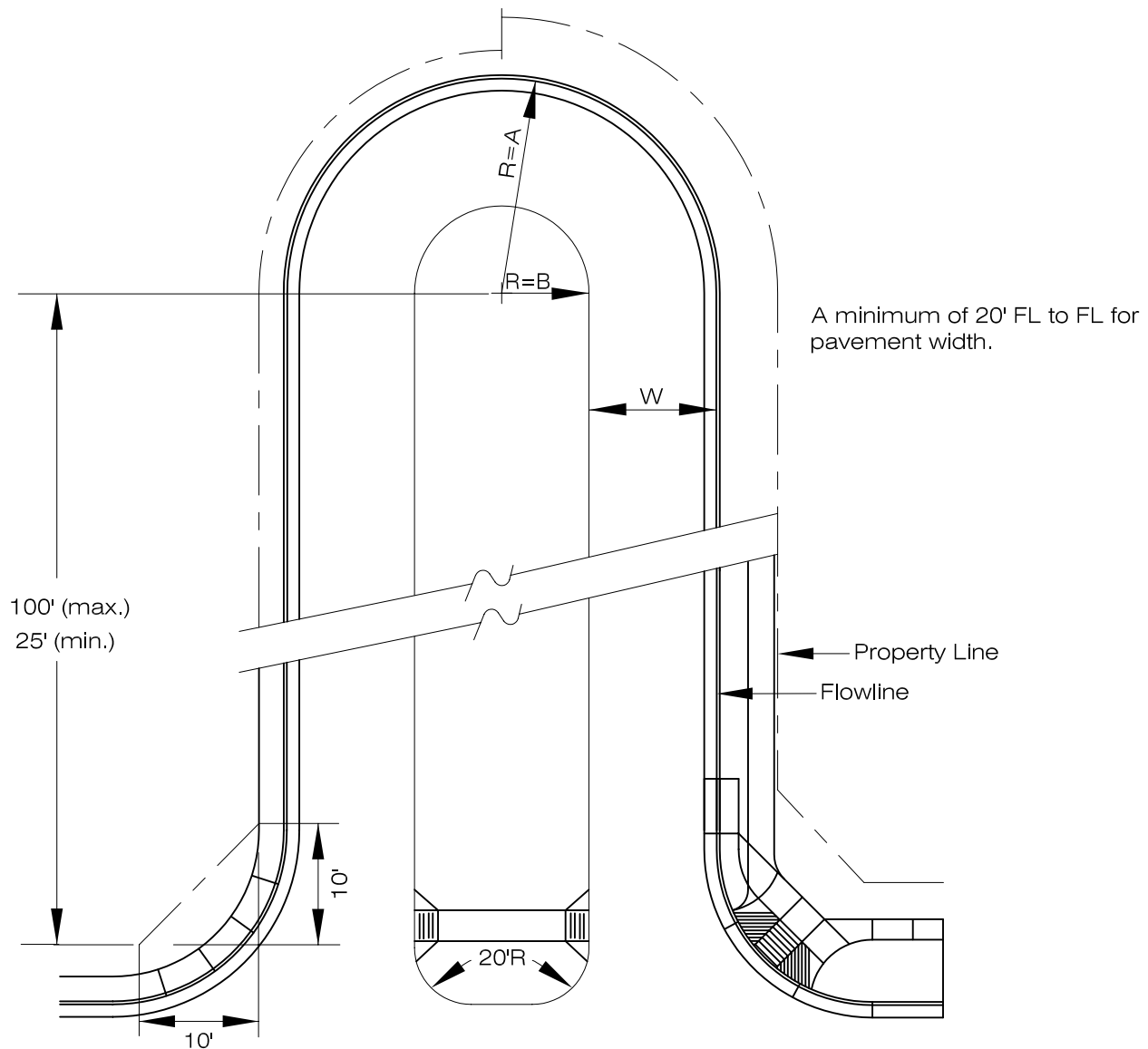
STANDARD CUL-DE-SAC

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

DESIGN
FIGURE

REVISION NO: 1
DATE: 03/01/02

FIGURE
7-21



| STREET CLASSIFICATION | RADIUS (MIN.) | | No Parking W | Parking | |
|-----------------------------------|---------------|----------|-----------------|---------------|----------------|
| | A | B (MAX.) | | One Side W | Two Sides W |
| LOCAL SINGLE FAMILY RESIDENTIAL | 55' | 30' | 20' | 28' | 34' |
| LOCAL MULTIPLE FAMILY RESIDENTIAL | 60' | 30' | 20' | 28' | 36' |
| LOCAL COMMERCIAL & INDUSTRIAL | 65' | 26' | 24' | 32' | 38' |

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

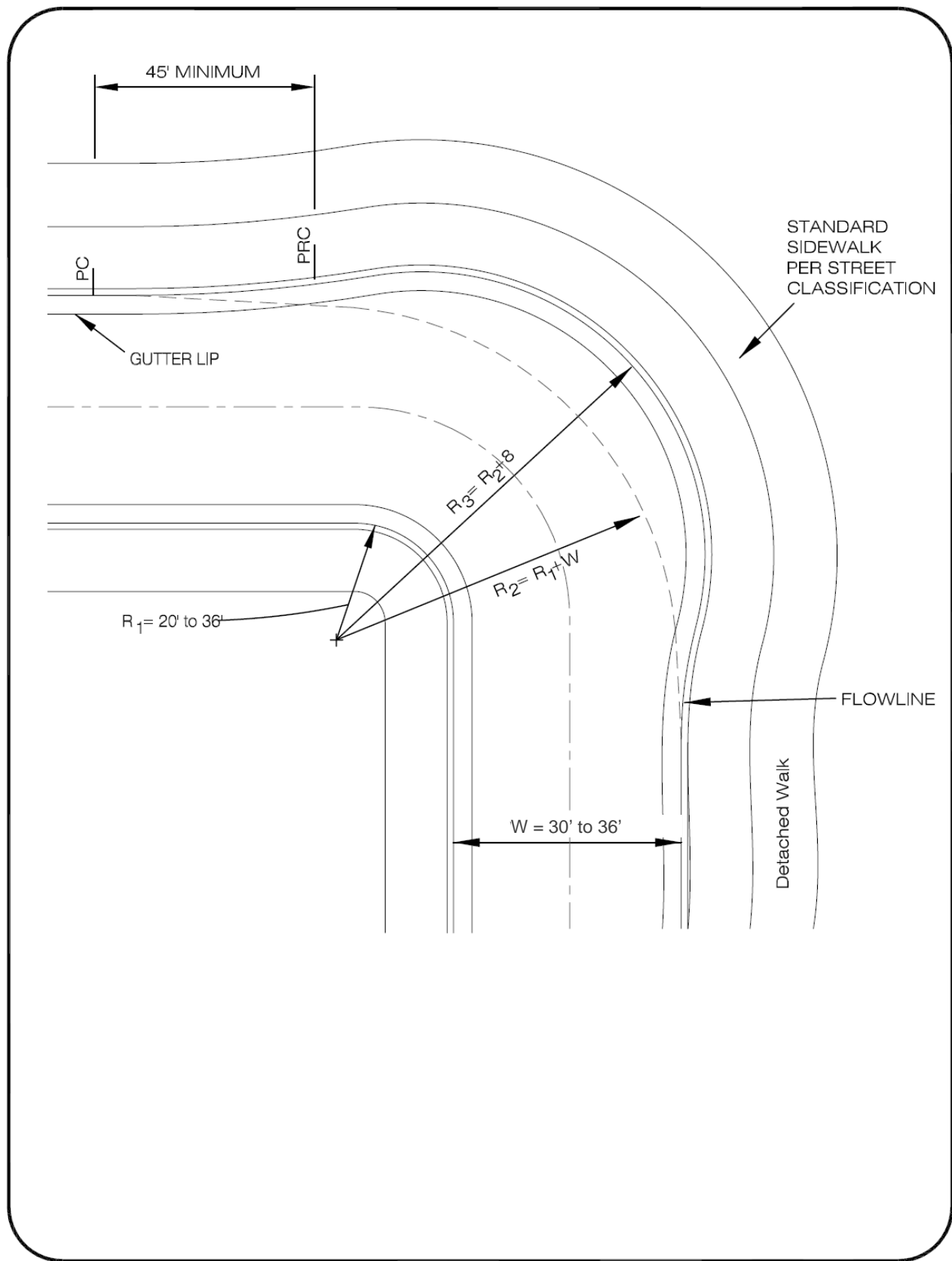
DESIGN
FIGURE

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DATE: 11/16/00

FIGURE

7-23



WIDENING DETAIL FOR STREET TURNS > 60° (LOCAL STREETS ONLY)

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

DESIGN
FIGURE

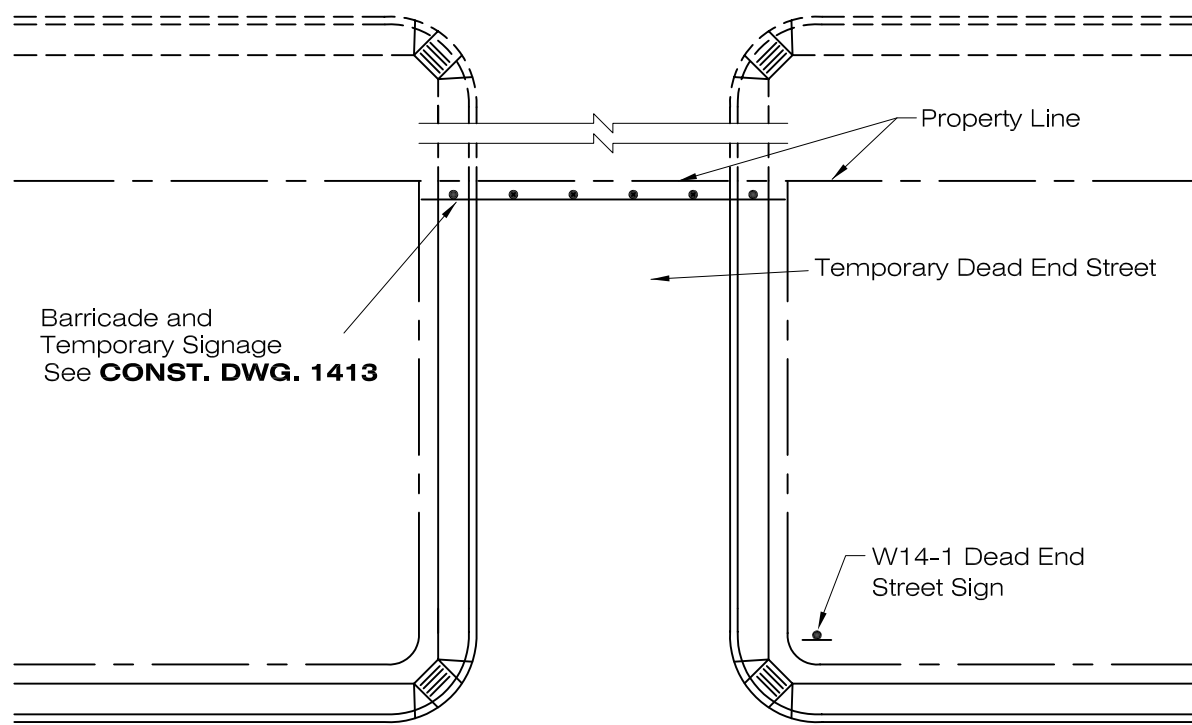
REVISION NO:

DATE: **September, 2016**

FIGURE

7-24

FUTURE ROADWAY



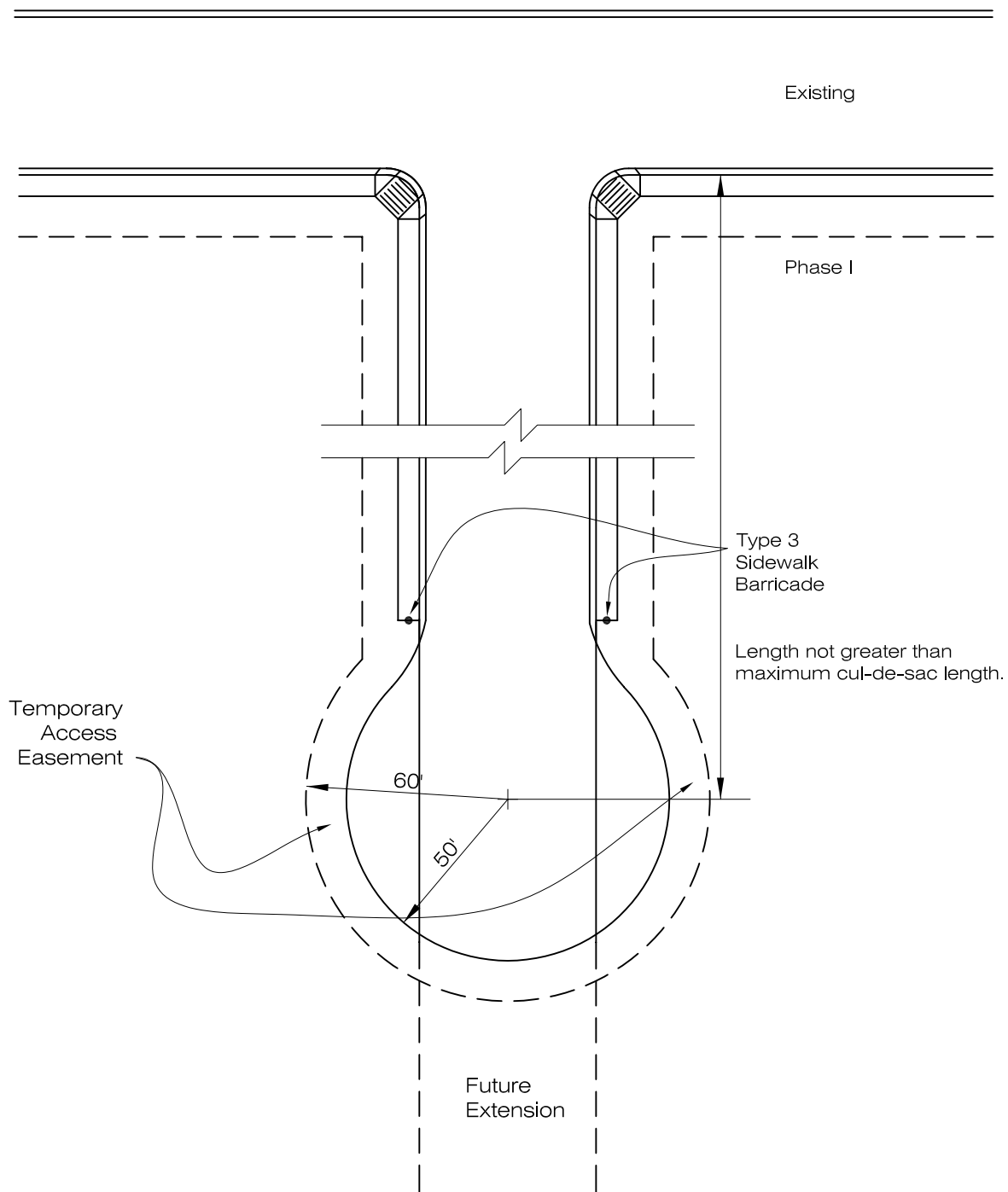
EXISTING ROADWAY

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

| | | | |
|--|------------------|----------------|----------------|
| LARIMER COUNTY URBAN AREA STREET STANDARDS | DESIGN FIGURE | REVISION NO: 1 | FIGURE 7-25 |
| | | DATE: 03/01/02 | |



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.

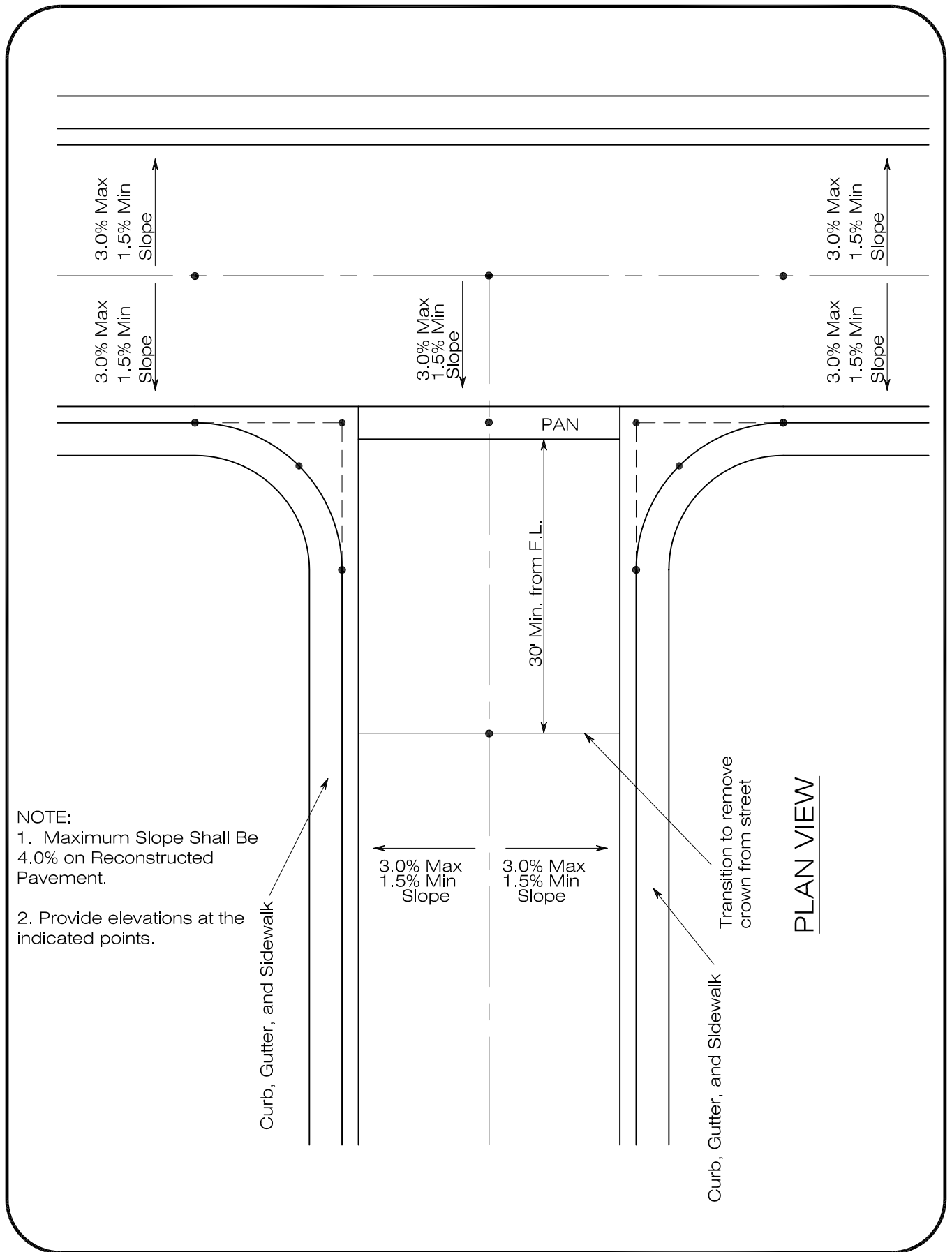
TEMPORARY TURNAROUND

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

DESIGN
FIGURE

REVISION NO: 1
DATE: 03/01/02

FIGURE
7-26



STREET INTERSECTION CROSSPAN APPROACH DETAIL

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

DESIGN
FIGURE

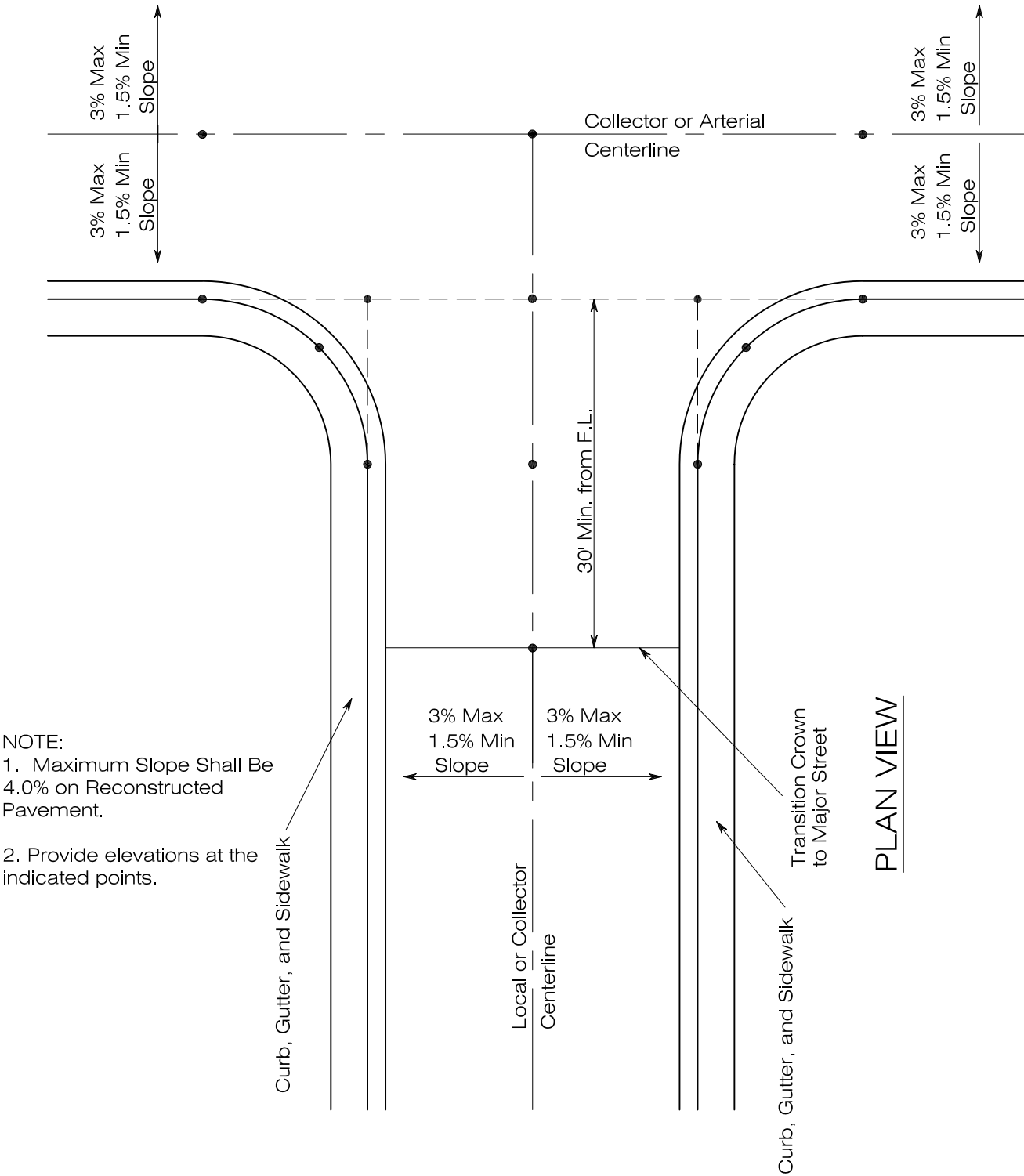
REVISION NO:

DATE: 08/07/00

FIGURE

7-27

Design Engineer
● Provide Spot Elevations
At These Points



STREET INTERSECTION APPROACH DETAIL

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

DESIGN
FIGURE

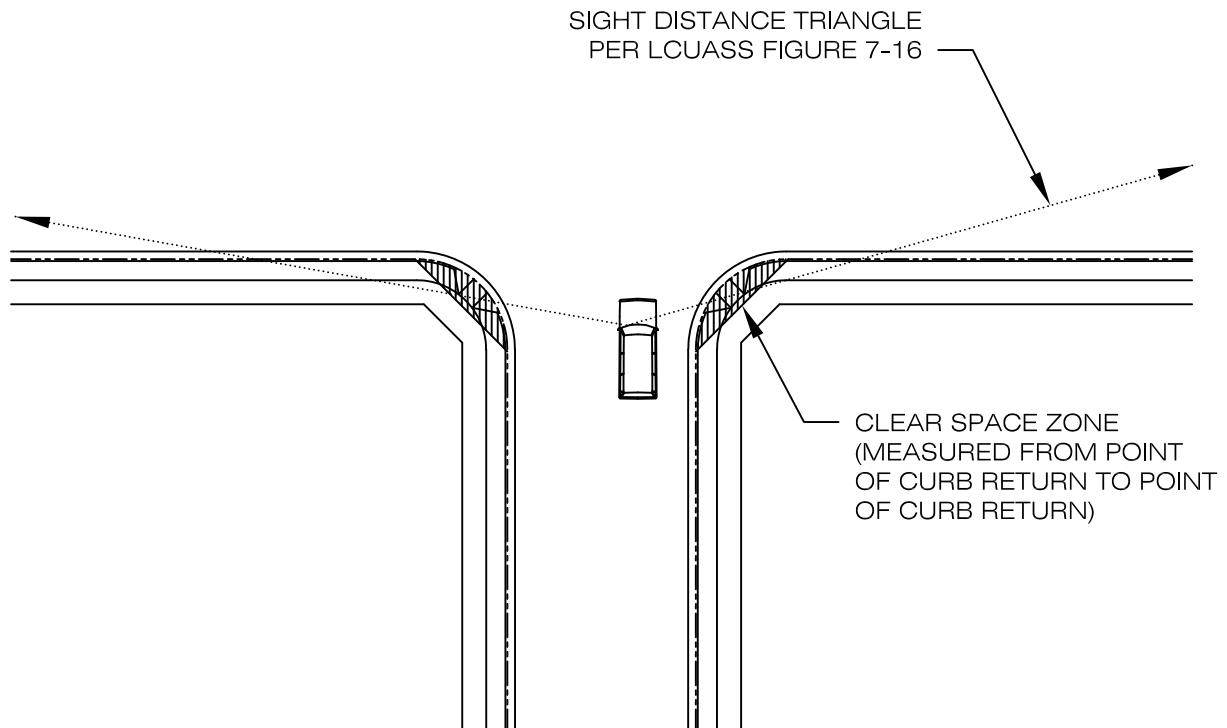
REVISION NO:

DATE: 11/16/00

FIGURE

7-28

LOVELAND ONLY



NOTE:

In addition to the sight distance triangle requirements, a clear space zone is required within all curb returns (measured from point of curb return to point of curb return) where no trees, shrubs, aesthetic structures/features, monument signs, or objects that have the potential to hinder driver visibility, and/or pedestrian and bicycle safety, are allowed.

CLEAR SPACE ZONE

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

DESIGN
FIGURE

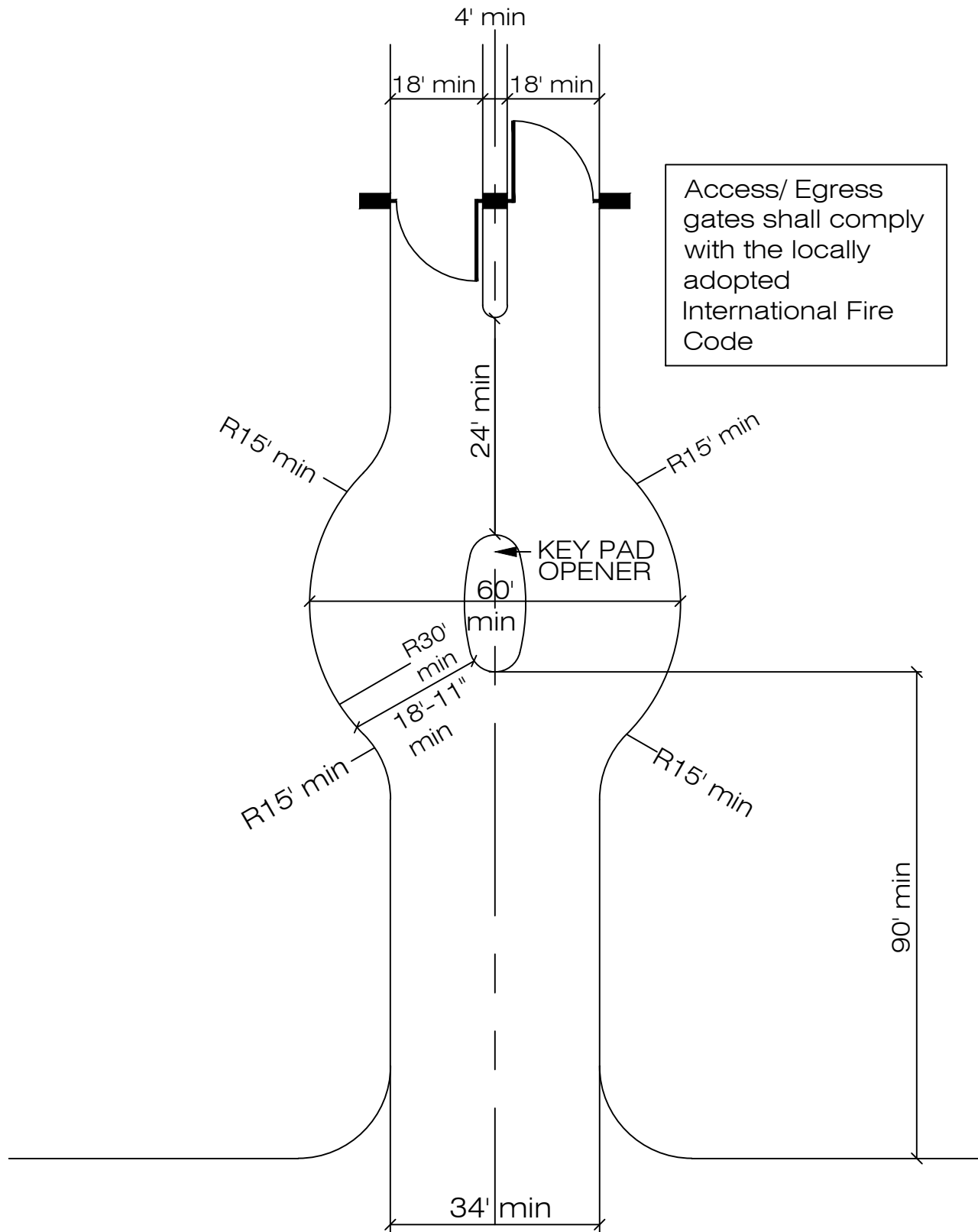
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FIGURE

7-34L

LOVELAND ONLY



GATED ENTRY

LARIMER COUNTY
URBAN AREA
STREET STANDARDS

DESIGN
FIGURE

REVISION NO:

DATE: 07/01/21

FIGURE

7-35L