

CHAPTER 13 – ACCESS REQUIREMENTS AND CRITERIA

13.1 GENERAL

Access to Town streets and roadways is approved through an Access Permit issued by the Town, which could be part of a land use application. For further information, contact Town staff.

13.2 CRITERIA FOR ACCESS ONTO TOWN ROADWAYS

13.2.1 State Highways and Freeways

13.2.1.1 Access to State Highways and Freeways is governed by Colorado State Highway Access Code

13.2.2 Arterial Streets

13.2.2.1 An Access Permit must be obtained from the Town for any private access constructed to an arterial.

13.2.2.2 As mentioned in Chapter 4, arterial streets should be offset approximately one (1) mile apart from each other, forming the foundation of an arterial grid roadway network.

13.2.2.3 Private direct access to arterials shall be permitted only when the property in question has no other reasonable access to the general street system, or when denial of direct access to the arterial and alternative direct access to another roadway would cause unacceptable traffic operations and safety problems to the overall traffic flow of the general street system. When private access must be provided, the following shall be considered:

A. Such access shall continue only until such time as some other reasonable access to a lower function-category street is available and permitted. The Access Permit or Land Use Application should specify the future reasonable access location(s), if known, and under what circumstances what specific changes will be required.

B. No more than one (1) access shall be provided to an individual parcel or to contiguous parcels under the same ownership unless it can be shown that: (1) allowing only one access conflicts with safety regulations (e.g., fire access), or 2.) an additional access would significantly benefit safety and operation of the highway or street and/or is necessary to the safe and efficient use of the property.

- C. An access shall be limited to right turns only, unless: (1) it has the potential for signalization, or (2) left turns would not create unreasonable congestion or safety problems or lower the level of service, or (3) alternatives to the left turns would not cause unacceptable traffic operation and safety problems to the general street system.

- 13.2.2.4** Public direct access to an arterial, where left turns are to be permitted must meet the signal spacing criteria following. Those that do not meet these requirements shall be limited to right turns only, unless they meet the requirements of 13.2.3.2 C above. No local streets shall be permitted to intersect arterials.

13.2.2.5 Spacing and Signalization Criteria

Along arterial streets, public roadway intersections should be spaced at least four-hundred and fifty (450) feet from each other (centerline to centerline).

Full movement intersections along arterials shall be limited to one-half mile intervals, plus or minus two-hundred (200) feet, in order to achieve good speed, capacity, and optional signal progression. However, to provide flexibility for both existing and future conditions, an approved engineering analysis may be allowed to properly locate any proposed access that may require signalization.

13.2.3 Collector Streets

- 13.2.3.1** Along collector streets, public roadway intersections should be spaced at least three-hundred (300) feet from each other (centerline to centerline).
- 13.2.3.2** Private access to collectors shall be governed by the curb opening and driveway criteria in Chapter 13.3. Single family residence access to collectors is not permitted unless access to a lower function category street is not available.

13.2.4 Local Streets

- 13.2.4.1** Along local streets, public roadway intersections should be spaced at least one-hundred and fifty (150) feet from each other (centerline to centerline).

Along a local street, the closest intersection to a collector shall be set back at least two-hundred (200) feet (collector ROW line to local street centerline). For a graphical display of this information, see Figure 13.1

- 13.2.4.2** Private access to local streets shall be governed by the curb opening and driveway criteria in Chapter 13.3.

13.2.5 Entry Streets

- 13.2.5.1** Entry streets are similar to collectors in that they connect neighborhood local roads to arterials. They are non-continuous roads and do not allow private drive access.

Along an entry street, the closest intersection to an arterial shall be set back at least two-hundred (200) feet (arterial ROW line to local street centerline). For a graphical display of this information, see Figure 13.1 at the back of this chapter.

13.3 BASIC PRINCIPLES FOR CURB OPENINGS AND DRIVEWAYS

Control values for curb openings and driveway accesses can be found in this section. In general, adherence to the following standards will offer safe and effective traffic operations for road and driveway users.

13.3.1 Definition of Terms

Several terms are used in Section 13.3. For the purpose of clarity, the definition of some of these terms are listed below:

Width of curb opening (W) – The width of curb opening measured at the curb line

Edge clearance (E) - The distance measured along curb line from the nearest edge of the curb opening to a point where the property line extended intersects the curb line.

Corner clearance (C) - The distance measured along the curb between the nearest edge of the curb opening and the projection of the curb line of the nearest road.

Distance between double driveways (D) - The distance measured along the curb line between the inside edge of the 2 adjacent curb openings.

Frontage - The distance along the street ROW line of a single property or development within the property lines. Corner property at an intersection would have a separate frontage along each street.

Residential - Property used primarily for residential purpose such as single family, two-family and multi-family units.

Single family residential (SF) - single, detached family DUs or double bungalows or duplexes.

Multifamily residential (MF) – Three (3) or more attached DUs including townhouses, condominiums and apartments.

Commercial - Establishments where the buying and selling goods or services.

Industrial - Any establishment that manufactures or stores an article or product.

13.3.2 Number of Openings

SF Residential – In general each single-family residential property shall be limited to one (1) access point.

MF Residential – In general, access shall be determined by information provided by the owner/developer in the Traffic Impact Study and by comments generated during the Town's review and acceptance of that study.

Commercial - In general, commercial property having less than one-hundred fifty (150) feet of frontage and located mid-block shall be limited to one access point to the street. An exception to this rule may be where a building is constructed in the middle of a lot and parking is provided on either side of the building.

A second access point may be allowed for commercial property and service stations having more than one-hundred fifty (150) feet of frontage where there is insufficient frontage to provide for minimum and maximum requirements. For commercial property and service stations located on a corner, one access to each street may be permitted.

Industrial – Access shall be determined on a case by case basis. The Town shall consider good traffic engineering practice and the information provided by the applicant in the Traffic Impact Study accompanying his submittal.

13.3.3 The width of the driveway opening should be adequate to handle properly the anticipated traffic volume and character of the traffic, as well as being within the limits specified for the type of property development. The controls established for curb openings and driveways shall apply to existing streets as well as new streets that may be developed in the future.

13.3.4 Sight Distance at Drives

13.3.4.1 To the greatest extent possible all openings for driveways shall be located at the point of optimum sight distance along the street.

13.3.4.2 For openings and driveways to commercial establishments and service stations there shall be sufficient space reasonable cleared of any obstruction such that drivers entering the property will give sufficient sight distance to enable them to make proper and safe movements. The profile of a driveway approach and the grading of the adjacent area shall be such that when a vehicle is located on the driveway outside the travel portion of the street the driver can see a sufficient distance in both directions to enable driver to enter the street without creating a hazardous traffic situation.

13.3.4.3 The driveway profile grade within public ROW shall not exceed four (4) percent.

13.3.4.4 Sight distance for curb openings to private property shall consist of a sight triangle conforming to the requirements of Section 4.5.8 of these Roadway Standards. This does not apply to driveways in single family residential projects using mountable curb, gutter, and sidewalks.

13.3.5 Any adjustments which must be made to utility poles, street light standards, fire hydrants, catch basins or intakes, traffic signals or other public improvements or installations which are necessary as a result of the curb openings or driveways shall be accomplished without any cost to the Town. Also, any curb opening or driveway which has been abandoned shall be restored by the property owner except where such abandonment has been made at the request of, or for the convenience of, the Town.

13.3.6 Joint Accesses

Whenever possible and feasible, joint accesses will be provided to serve two adjacent properties. Joint accesses should be centered on the common property line.

13.3.7 One-Way Access Points

Driveway approaches whereby the driveway is to serve as an entrance only or an exit only, shall be appropriately signed at the expense of the property owner. The property owner will be required to provide some means of ensuring that the motorist will use the driveway either as an entrance only or an exit only, but not both.

13.3.8 Rural Road Access from Private Driveway

New driveway access from private property to an existing graveled Town road shall be required to install a minimum of 6 inches of compacted Class 6 aggregate base course or equivalent material from ROW line to the edge of the traveled roadway. The width of the driveway within the ROW shall be 24 feet and a minimum 18 inch diameter corrugated metal pipe (CMP) culvert shall be required at the established ditch flow line. A sketch plan of the installation must be submitted with the access permit application.

13.3.9 Access to Roadways with No Curb-Gutter

Private drive access to local, collector or arterial roadways that have no curb and/or gutter improvements shall be constructed to meet the following requirements:

13.3.9.1 Drive shall extend from ROW line to edge of existing driving surface and shall be constructed of:

- A. *For Unpaved Drives* - an 8-inch thick compacted Class 6 aggregate base material

- B. *For Paved Drives* - A minimum 3-inch thick asphalt pavement over 6 inch thick Class 6 aggregate base material, i.e. minimum acceptable roadway pavement design.

13.3.9.2 Drives shall be a minimum of 12 feet wide in the Town ROW

13.3.9.3 An 18-inch diameter CMP culvert shall be installed at the established roadside ditch flowline beneath the private drive access.

13.3.10 Maintenance of access and drainage improvements within the Town ROW described in Sections 13.3.8 and 13.3.9 shall be the responsibility of the adjacent property owner.

13.3.11 Maximum Percentage of Curb Opening along Frontage

The total length of curb opening on a street for access to commercial property or service station shall not exceed forty (40) percent of the property frontage. This requirement does not apply to residential type curb openings.

13.3.12 Entrance Angle of Drives

In general, the entrance angle for all drive approaches shall be as near to ninety (90) degrees to the centerline of the street as possible. The minimum angle to be permitted is ninety (90) degrees plus or minus ten (10) degrees.

13.3.13 Access Approaches

Access approaches shall not be approved for parking and loading areas that require backing maneuvers within the Town ROW. All off-street parking areas must include on-site maneuvering areas and aisles to permit user vehicles to enter and exit the site in forward drive without hesitation.

13.3.14 If a parcel of land with direct access has been in a state of non-use for more than four (4) years, recommencement of access use shall be considered a change in use. If the use of the access exceeds the design limitations of the access or is nonconforming with the present code, a new permit may be required.

13.4 CONTROL DIMENSIONS

To accomplish the objectives of the basic principles stated earlier, certain control dimensions are necessary. There are many variables which affect these control dimensions. Some of the variables are as follows: type of street classification, type of private property development, volume and type of traffic, and ROW width. In case of conflict between requirements in the various sections of this chapter, the more restrictive condition will normally apply. For a visual overview of the Control Dimension Criteria, see Figure 13.2.

13.4.1 Width of Curb Opening (W)

The width of the opening established in these Design Standards are based on studies which indicate that the various width openings will accommodate vehicles of maximum size authorized on the Town streets and highways.

The total width of curb opening for properties on various Functional Street Classifications shall be in conformance with Table 13.1 and Figure 13.2 of these Roadway Standards.

TABLE 13.1 WIDTH OF CURB OPENINGS				
	Residential		Commercial	Industrial
	SF	MF		
Freeway	N/A	N/A	N/A	N/A
Arterial	N/A	**	**	**
Collector	N/A	30'-35'	30'-40'	30'-40'
Local	Max. 30' *	25'-35'	30'-40'	30'-40'

*Unless the curb opening is part of the shared, joint access for two single family residences, in which case the curb opening may be wider, and must be approved by the Director of Public Works, Town Engineer, or their representative.

**If allowed under 13.2.3.2 C, design as a collector roadway.

Note: Curb openings of thirty (30) feet or more must be constructed as a radius curb return, except when the access is for a single-family residence.

13.4.2 Minimum Space Between Openings (D)

Along Collector streets, the minimum spacing between curb openings shall be one-hundred and fifty (150) feet measured at the curb line.

Along Local streets, the minimum spacing between curb openings shall be ten (10) feet measured at the curb line.

13.4.3 Edge Clearance (E)

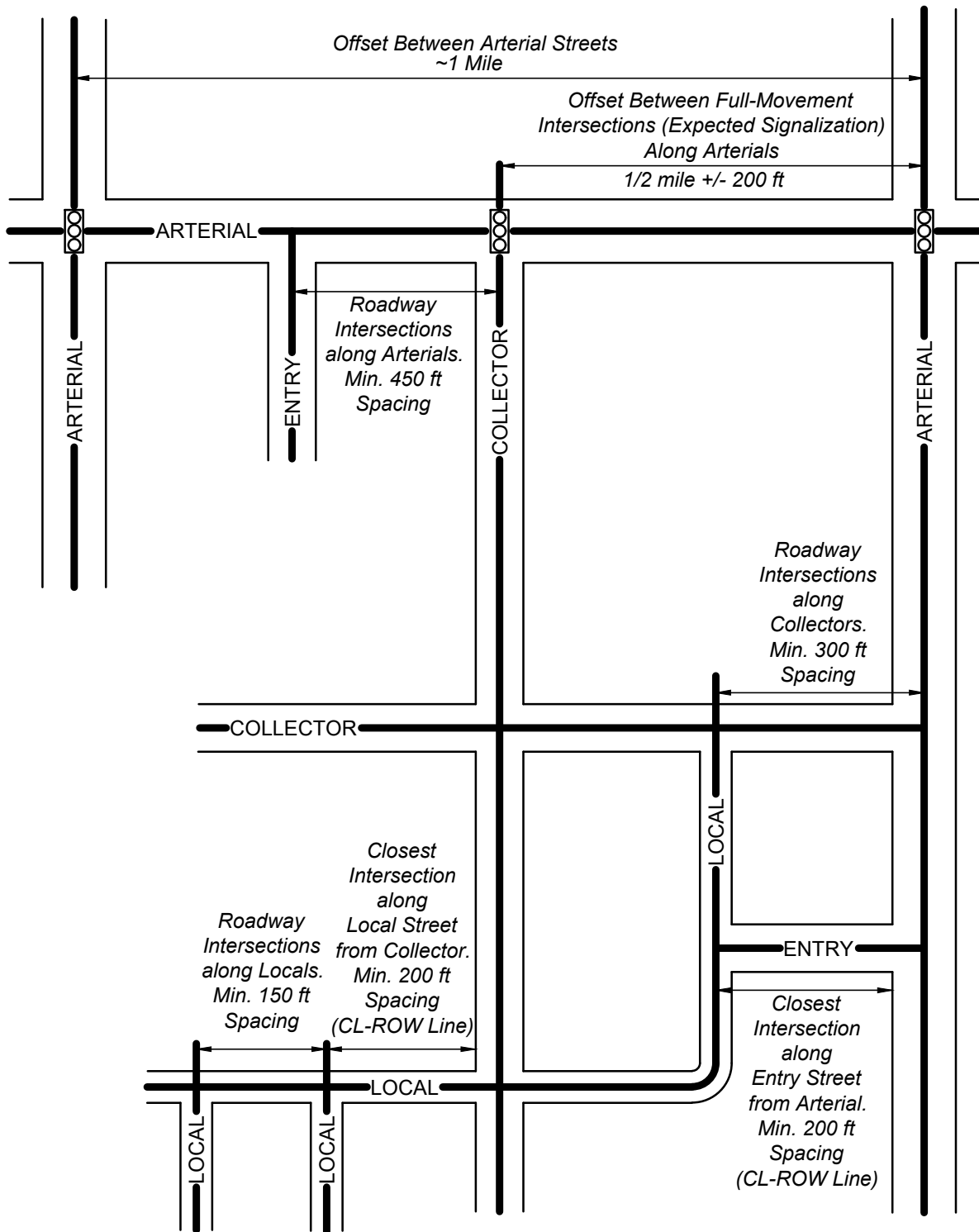
Edge Clearance, the distance between a property line and the edge of an access point, shall be five (5) feet minimum, unless joint, shared access is used. Joint access with between adjoining properties is encouraged. Joint access shall be the only justification for reducing the minimum edge clearance dimension.

13.4.4 Corner Clearance (C)

It is important to locate driveways away from major intersections. This constraint is as much for the ability to enter and leave the property as for the benefit of intersection safety and operations. Exiting a driveway during peak hour conditions at traffic signals is difficult where the queue of standing or slow moving vehicles never allows a sufficient gap for entry from the driveway.

Along Collector streets, the minimum corner clearance shall be one-hundred and seventy-five (175) feet.

Along Local streets, the minimum corner clearance shall be thirty (30) feet.



ROADWAY DESIGN & CONSTRUCTION STANDARDS

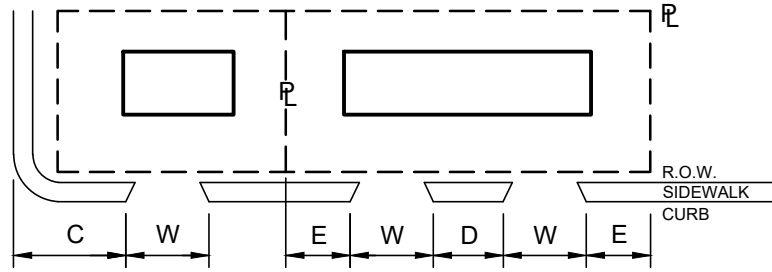
ROADWAY INTERSECTION SPACING

Scale: N.T.S

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Figure No. 13.1



WIDTH OF CURB OPENING [W] (ft)

	RESIDENTIAL		COMMERCIAL	INDUSTRIAL
	SF	MF		
FREEWAY	N/A	N/A	N/A	N/A
ARTERIAL	IF ALLOWED UNDER 13.2.3.2.C DESIGN AS COLLECTOR			
COLLECTOR	N/A	30 - 35	30-40	30-40
LOCAL	MAX. 30*	25 - 35	30-40	30-40

- CURB OPENINGS OF 30' OR MORE MUST BE CONSTRUCTED AS A RADIUS CURB RETURN -

* - Unless the curb opening is part of the shared access for two single family residences, in which case the curb opening may be wider, and must be approved by the Director of Public Works, Town Engineer or their representative.

MINIMUM SPACING BETWEEN DRIVES [D]

ARTERIAL	ACCESSES CONTROLLED VIA ACCESS PERMIT
COLLECTOR	MINIMUM 150 FEET
LOCAL	MINIMUM 10 FEET (= 2 x [E])

EDGE CLEARANCE [E]

ARTERIAL	ACCESSES CONTROLLED VIA ACCESS PERMIT
COLLECTOR	MINIMUM 5 FEET
LOCAL	MINIMUM 5 FEET

- JOINT ACCESS SHALL BE THE ONLY REASON TO REDUCE EDGE CLEARANCE -

CORNER CLEARANCE [C]

ARTERIAL	ACCESSES CONTROLLED VIA ACCESS PERMIT
COLLECTOR	MINIMUM 175 FEET
LOCAL	MINIMUM 30 FEET



ROADWAY DESIGN & CONSTRUCTION STANDARDS

SPACING CRITERIA FOR DRIVEWAYS

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Figure No. 13.2