

CHAPTER 13

ACCESS REQUIREMENTS AND CRITERIA



635506
9 of 40

RES 5/21/2010 9:00 AM
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CHAPTER 13
ACCESS REQUIREMENTS AND CRITERIA

INDEX

Section	Topic	Page
13.1	Purpose	13.1
13.2	Application	13.1
13.3	Basic Principles for Road & Access Approaches	13.3
13.4	Criteria for Access onto Teller County Roadways	13.3
13.5	Basic Principles for Access Openings	13.5
13.6	Definition of Terms	13.8
13.7	General Requirements	13.10
13.8	Control Dimensions	13.12
13.9	Access Application	13.20
13.10	Review of Application	13.20
13.11	Granting or Denying Access	13.20
13.12	Action on Application	13.21
13.13	Conditions	13.21
13.14	Protection of Access Rights	13.22
13.15	Unpermitted Accesses	13.22
13.16	Roads and culdesacs not built	13.22
13.17	Suspension or Revocation	13.22
13.18	Appeal	13.22



635506
10 of 40 RES

5/21/2010 9:00 AM
RS0.00 DS0.00

Patricia A Crowson
Teller County

CHAPTER 13 - ACCESS REQUIREMENTS AND CRITERIA

13.1 PURPOSE

The purpose of these access requirements are to:

1. Help assure safe travel for the traveling public,
2. Help provide for safe entrance and exit for those using the access,
3. Help ensure no negative roadway maintenance issues are created due to the access.

* Note: You may be required to obtain an access permit from an entity other than Teller County and still have to obtain a driveway permit from Teller County (such as you have a lot lying in the County and you will be accessing a road right-of-way under the jurisdiction of Woodland Park), or you may be required to obtain an access permit from Teller County and still have to obtain a driveway permit from an incorporated City (such as you have a lot lying in an incorporated city and you will be accessing a right-of-way under the jurisdiction of Teller County). **If an access permit is required from an entity other than Teller County (such as CDOT), you must submit a copy of that approved access permit with your driveway/access permit application.**

The access/driveway permit must be applied for and received before any building permit can be issued.

13.2 APPLICATION

A. Any person, business, agency or other legal entity who proposes to install any type of vehicle access onto a road under the jurisdiction of Teller County, including but not limited to the following, must obtain an Access Permit from the Teller County Department of Transportation (see Appendix H for fee schedule):

1. All residences (including mobile homes, modular homes and garages) or commercial businesses requiring a Teller County building permit.
2. Any change in access, land use (such as a vacant property with an existing access that is having a structure built) or activity that increases the traffic volume on a County road right-of-way using a new or existing access. Change(s) may include, but is not limited to, change in type of business, change in amount or type of traffic, change in zoning, change in property division creating new parcels, expansion in existing business, structural modifications, remodeling, etc.
3. Any access being used contrary to the terms and conditions of a permit application or an approved Access Permit.
4. If a parcel of land with an access is in non-use for more than four years, re-commencement 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 non-conforming with the present code, a new Access Permit may be required.



635506

5/21/2010 9:00 AM

Patricia A Crowson

12 of 40 RES R\$0.00 D\$0.00

Teller County

5. Any access being used temporarily including but not limited to, such as to get equipment to a property or camping purposes, must obtain an access permit. This temporary access will be noted on the permit and if and when a residential or commercial structure is built, the access and driveway will be required to fully comply with these regulations.
6. Any new access connecting to a public road under the jurisdiction of Teller County.

B. Any person, business, agency or other legal entity who proposes to install any type of vehicle access onto a County road right-of-way from property within any incorporated City will be subject to the access requirements of Teller County; however, where these requirements and other regulations, including city regulations, differ, the more stringent requirements shall apply.

1. The intent of this Section 13.1 is (a) adequate infrastructure be available and concurrent with development having access to County roads, and (b) properties be served by infrastructure provided by the jurisdiction having authority for zoning and subdivision approval of the properties.

Where a property, or any one of a group of adjoining properties under the same ownership, abuts both County and City roads, the County may deny access to the County road. Approval of access to a County maintained road from such property or group of properties shall be subject to adequate infrastructure being available concurrently with the existing and proposed use(s) of the property or properties. The County may require the Applicant to provide studies and review by County Engineer sufficient for the County to determine the adequacy of the infrastructure.

2. Where existing or proposed lots are contiguous and have the same owner(s), the County may require a common access from these lots to a County road.

C. Any person, business, agency or other legal entity who proposes to install any type of vehicle access onto a road right-of-way under the jurisdiction of another government entity such as any incorporated city or the Colorado Department of Transportation (CDOT), will be required to obtain an access permit from that entity and not from Teller County and must comply with their requirements.

Note: You may be required to obtain an access permit from an entity other than Teller County and still have to obtain a driveway permit from Teller County (such as you have a lot lying in the County and you will be accessing a road right-of-way under the jurisdiction of Woodland Park), or you may be required to obtain an access permit from Teller County and still have to obtain a driveway permit from an incorporated City (such as you have a lot lying in an incorporated city and you will be accessing a right-of-way under the jurisdiction of Teller County).

D. When submitting an access application, please be advised that the permit will take up to ten (10) working days to be issued assuming all necessary paperwork (such as Easements) is submitted with the application.



13.3 BASIC PRINCIPLES FOR ROAD AND ACCESS APPROACHES

- 13.3.1** Access from road and driveway approaches to County road right-of-way major arterials, minor arterials, collectors, and local roads will be controlled by the County. Generally access to major arterials, minor arterials, and collectors access will be prohibited unless access to a lower function category road is not available. The County retains the right to control access so that it corresponds with public health, safety and welfare.
- 13.3.2** No more than one 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) additional access would significantly benefit safety and operation of the highway or road and is necessary to the safe and efficient use of the property. These Roadway Design and Construction Standards shall apply to all road and access approaches.
- 13.3.3** The roadway intersection shall provide the minimum stopping sight distance (figure 13.3).
- 13.3.3** The residential or commercial access shall provide the minimum stopping sight distance (table 13.2 or 13.3).
- 13.3.4** All edges of an access shall be located a minimum of five (5) feet from property lines and radii may not exceed the property line extended.
- 13.3.5** Access to adjacent parcels using separate accesses shall be separated by a distance of not less than twenty (20) feet.

13.4 CRITERIA FOR ACCESS ONTO TELLER COUNTY ROADWAYS

13.4.1 State Highways

- 13.4.1.1** Access to State Highways is governed by the State Highway Access Code.
- 13.4.1.2** Teller County has authority to administer the State Highway Access Code of the Colorado Department of Transportation (CDOT) prior to State review and issuance of access permits on State Highways in Teller County.
- 13.4.1.3** Any access proposed off of a State Highway right-of-way must be approved by CDOT and an access permit must be received from CDOT.

13.4.2 Incorporated City

- 13.4.2.1** Any access proposed off of an Incorporated City right-of-way must be approved by that city and an access permit must be received from that city.



635506

5/21/2010 9:00 AM

Patricia A Crowson
Teller County

14 of 40 RES RS0.00 DS0.00

13.4.3 Freeways

13.4.3.1 All new freeway access in Teller County shall meet the requirements of the Colorado Department of Transportation (CDOT).

13.4.4 Major and Minor Arterials

13.4.4.1 Private direct access to arterials shall be permitted only when the property in question has no other reasonable access to the public road system. When private access must be provided, the following shall be considered:

- A. Such access shall continue only until such time that some other reasonable access to a lower function category road is available and permitted. The Access Permit should specify future reasonable access location(s), if known, and under what circumstances what changes will be required.
- B. Such access shall be limited to right turns only, unless: (1) left turns would not create unreasonable congestion or safety problems or lower the level of service, and (2) left turns would not cause unacceptable traffic operation and safety problems to the general road system, or (3) it has signalization.

13.4.4.2 Public direct access to a major arterial, where left turns are to be permitted, must meet the signal spacing criteria. Those that do not meet these requirements shall be limited to right turns only, unless they meet the requirements of Section 13.3.3.1 B. In general no local roads shall be permitted to intersect major arterials.

13.4.4.3 Spacing and Signalization Criteria:

In general terms, full access to major arterials shall be limited to one-quarter mile intervals, plus or minus approximately 100 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 of signal progression shall be made to properly locate any proposed access that may require signalization. The specifics of this analysis are detailed in the "Guidelines for Traffic Studies". (Appendix B.)

13.4.5 Collectors

13.4.5.1 Private access to collectors shall be governed by the access opening criteria(Section 13.4.). Single family residence access to collectors is not permitted unless access to a lower function category road is not available or unless it benefits public safety and corresponds with public safety and interest.



635506
15 of 40

RES 5/21/2010 9:00 AM
R\$0.00 D\$0.00

Patricia A Crowson
Teller County

- 13.4.5.2 Collector roads shall intersect collectors not closer than 330 feet from each other (centerline to centerline). On collectors, the closest local roads intersection to an arterial shall be 330 feet from the arterial (Right Of Way line of arterial to centerline of local road). On collectors with an ultimate projected traffic volume of less than 2500 VPD, intersection spacing may be 250 feet (centerline to centerline) (for first intersection from an arterial; 210' centerline to Right Of Way of arterial).

13.4.6 Local Roads

- 13.4.6.1 Private access to local roads shall be governed by the access opening criteria (See Section 13.4.). Access to local roads will be controlled by the County so that it corresponds with the public interest.

- 13.4.6.2 Local roads should not intersect local roadways closer than 150 feet from each other (centerline to centerline). On a local road, the closest intersection to a collector road shall be at least 200 feet (centerline to centerline), and to an arterial road, the closest intersection shall be 200 feet (arterial Right Of Way line to local road centerline) (See Figure 13.A). When "Entry Roads" (Section 6.14) are used, the closest local road to an arterial shall be 160' (centerline of local road to Right Of Way of arterial), the closest local road to a minor collector shall be 160' centerline to centerline, and the closest road to a major collector shall be 180' centerline to centerline (see Figure 13.A).

GENERAL INFORMATION: The closest local road intersection to an arterial (measured from the arterial Right Of Way to the local road centerline), along a:

COLLECTOR $\geq$ 2500 VPD	=	330'
COLLECTOR $<$ 2500 VPD	=	210'
ENTRY ROAD	=	160'

13.4.7 FRONTAGE ROADS

(Reserved)

13.5 BASIC PRINCIPLES FOR ACCESS OPENINGS

- 13.5.1 Certain control values for access openings require minimum dimensions in some instances and maximum values for other dimensions. See also Chapter 14 of these regulations. The design of access openings within the range of these dimensions will provide for good service on the part of the motorist using the access while at the same time minimizing the interference to the traffic using the road. By controlling the location and width of access openings along the road, it will be possible to avoid or eliminate long open stretches where motorists can indiscriminately drive onto the road. The width of opening established in these Roadway Design



and Construction Standards are based on studies which indicate that the various width openings will accommodate vehicles of maximum size authorized on County roads and highways. In case of conflict between requirements in the various sections of this chapter, the more restrictive condition will apply.

- 13.5.2 The access opening width should be adequate to properly handle the anticipated traffic volume and character of traffic, as well as being within the limits specified for the type of property development. The controls established for access' shall apply to existing roads as well as new roads that may be developed in the future.
- 13.5.3 To the greatest extent possible all openings for accesses shall be located at the point of optimum sight distance along the road. For access to commercial establishments and service stations there shall be sufficient space reasonably cleared of any obstructions such that drivers entering the property will be given sufficient sight distance to enable them to make proper and safe movements. The profile of the access and the grading of the adjacent area shall be such that when a vehicle is located on the access outside the traveled portion of the road the driver can see a sufficient distance in both directions so as to enable him to enter the road without creating a hazardous traffic situation. The access profile grade within public Right Of Way shall slope away from the road to which it connects to a point behind the flowline so as not to allow drainage from driveway/access to enter roadway(s) and from that point to the edge of the right-of-way, the access must not exceed four (4%) percent grade. The access shall be a minimum of 20' in length from the edge of the traveled way.
- 13.5.4 Any adjustments which must be made to utility poles, road light standards, fire hydrants, catch basins or intakes, traffic signs and signals, or other public improvements or installations which are necessary as the result of the access, shall be accomplished without any cost to Teller County. Also, any access opening 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 County.
- 13.5.5 Access approaches, whereby the access is to serve as an entrance only or as an exit only, shall be appropriately signed by, and at the expense of, the property owner. The property owner will be required to provide some means of ensuring that the motorists will use the access either as an entrance only or an exit only, but not both.
- 13.5.6 Access to Roadways without Curb, Gutter and/or Sidewalks
- 13.5.6.1 Hardsurfaced Roadway
- New access from private property to an existing hardsurfaced County road shall be required to provide a hardsurfaced apron from the edge of the road to a point twenty feet from the edge of the traveled roadway or to the right of way line, whichever is less. This hardsurfaced apron will consist of either



a chip and seal treatment minimum ¾" thickness, an asphalt treatment minimum 3" thickness or reinforced concrete minimum 4" thickness.

Note: If an access has been historically used to access a vacant parcel located on a hardsurfaced roadway and a structure requiring a building permit (not including agricultural or mining use not involving a habitable or regularly used structure) is built on the parcel, the access will be required to be hardsurfaced.

13.5.6.2 Gravel Roadway

New access from private property to an existing graveled County road shall be required to install a minimum of six inches (6") of compacted CDOT Class 5 or Class 6 aggregate base course or similar material. This gravel shall be spread from the Right Of Way line to the edge of the traveled roadway. The width of the access within the Right Of Way shall be 20-30 feet in width and a culvert, with flared end sections, a drop inlet structure or a swale for drainage may be required if an adjacent roadside ditch is to be crossed. A sketch plan of the access location (see Culvert and Channel Design in Appendix G of these standards) must be submitted with the access permit application.

Note: If a driveway located on a gravel roadway is to be hardsurfaced, the hardsurfacing may not extend into the right of way, it must stop at the right-of-way line.

13.5.7 Access to Roadways with Curb, Gutter and or Sidewalks

New access from private property to an existing road where curb, gutter and/or sidewalks are present shall be required to install those items which are currently in place to provide continuity of the curb, gutter and/or sidewalk. Access cuts for any sidewalk must be installed according to ADA requirements.

* Note: If an access has been historically used to access a vacant parcel located on a hardsurfaced roadway and a structure designed for occupation is built on the parcel, the access will be required to comply with this section.

If an existing access is to be used to access a newly built residential or commercial structure on a vacant parcel, those items such as the curb, gutter and/or sidewalk to provide continuity to the existing will be required.

13.5.8 Owner's Responsibility

Owner's responsibility of access includes all existing accesses onto roads under the jurisdiction of Teller County.

13.5.8.1 Maintenance of the access and drainage improvements within County Right Of Way described in Sections 13.4.6 shall be the responsibility of the adjacent property owner.

13.5.8.2 Property owners are required to ensure that runoff from their property does not enter, cross or damage roadways.



635506
18 of 40 RES

5/21/2010 9:00 AM
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Teller County

13.5.8.3 All property owners are responsible for maintaining their access, culvert and/or swale and ten (10) feet of ditch or swale each side of their access. Failure to maintain as noted may result in corrective action taken by Teller County. (See section 13.5.9).

13.5.9 Penalties/Enforcement

Any property owner whose access is causing damage to Teller County Right Of Way by means of improper drainage will be held responsible. A property owner will be required to make necessary improvements needed to remedy the drainage problem. If action is not taken to remedy the drainage problem (redirecting drainage, cleaning or updating of the access and/or driveway, culvert, etc.) within 30 days after notice by County, Teller County will make any necessary improvements and hold property owner liable for full costs of improvements. Cost of improvements includes labor and material plus a \$300.00 administrative fee. Failure to make necessary improvements may also result in the prosecution of the violators per CRS.

13.6 DEFINITION OF TERMS

Several terms are used herein which have a somewhat distinct meaning. For the purpose of clarity, the definition of some of these terms are listed below:

COUNTY ROAD – A road under the jurisdiction of Teller County.

PRIVATE ROAD – A road that is platted, or dedicated as a "Private" road. All private roads must be named. Private roads are roads that are not accepted by the County as roads or rights of ways.

RIGHT OF WAY (ROW) – A right of way is a matter of ownership. A right-of-way may be dedicated to the public for public use, or it may be privately owned in some circumstances. Right of ways are typically dedicated to the public when property is subdivided, and are shown on the plat. The right of way exists even if a road is never built. Since it is dedicated to the public, no individual may claim exclusive use or possession of a right of way. In Teller County, right of ways are generally sixty (60) feet in width.

EASEMENT – An easement is a permissive right (deeded, notarized, Court ordered) to use an area of land for a specific purpose. The property owner retains ownership of the land area covered by the easement. Easements generally run with the land, continuing in force when the land is sold. Anytime you cross the land of others, you need an easement. If you cross property not belonging to you in order to access your property, you may be required to provide a survey drawing, performed by a licensed surveyor in the state of Colorado. If a survey is required, the survey drawing must list all of the easement documents (also you must attach all easement documents to the survey) that reference the right of ingress and egress to the subject property. These documents must be submitted at time of application. An example of such an easement is an access easement that allows you to construct a driveway from your property, across another individual's property, to a County road. Another type of



easement is a utility easement. Many times these utility easements are platted. Easements can either be deeded, recorded, notarized or Court ordered.

ACCESS – The access is located within the public ROW and is just basically a license, given by the County, to a property owner or owners, to allow ingress and egress to the public road system and must comply with requirements and standards of these regulations. You cannot have an access without a driveway.

DRIVEWAY – The driveway is that section providing ingress and egress to individual lots and located on private property and is not located within the public ROW. You cannot have a driveway without an access to the public road system.

RADIUS CURB RETURN (RCR) - A curb opening in which the curb is carried around the return to the intersecting street or drive.

WIDTH OF CURB OPENING (W) - The width of curb opening measured at the curb line. For commercial and industrial access see Table 13.1.

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) - At an intersecting road, the distance measured along the curb line from the projection of the intersecting road flowline to the nearest edge of the curb opening.

DISTANCE BETWEEN DOUBLE ACCESS' (D) - The distance measured along the curb line between the inside edges of two adjacent curb openings.

SETBACK (S) - The lateral distance measured perpendicular to the road Right Of Way line and extending from the Right Of Way line to the closest point of a building or gasoline service pump island.

FRONTAGE – The distance along the road Right Of Way line of a single property or development within the property lines. Corner property at an intersection would have a separate frontage along each road.

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

- **Single Family (SF) Residential** - Single, detached family dwelling units or double bungalows or duplexes. Solely for the purpose of establishing the number and location of access points, single family shall include any permitted or conditional use allowed on the same property as the residence.
- **Multi Family (MF) Residential** - Three or more attached dwelling units including townhouses, condominiums and apartments.



COMMERCIAL - Establishments where the buying and selling of commodities, entertainment or services is carried on. Included are such uses as service stations, office buildings, restaurants, hotels, motels, banks, grocery stores, theaters, parking lots, trailer courts and public buildings.

SERVICE STATION - Any property where flammable liquids used as motor vehicle fuel are stored and dispensed from fixed equipment into fuel tanks of motor vehicles.

INDUSTRIAL OR WAREHOUSE - Any establishment that manufactures or stores an article or product.

NAMED ACCESS WAY -- A privately maintained access way serving more than five (5) residential structures on separate parcels via easement(s). A name shall be applied for through the Planning Department and comply with the El Paso – Teller County Enhanced 911 Authority Board standards and approved by the Teller County Board of County Commissioners (BoCC) for any access serving more than five (5) residential structures on separate parcels. Applicant is responsible to obtain and install and maintain at their cost, the street name signs consisting of the named access road and the road to which it abuts, post, base and hardware according to the latest edition of the Manual on Uniform Traffic Control Devices, latest edition, within ninety (90) days of the name approval by the Planning Department.

13.7 GENERAL REQUIREMENTS

13.7.1 Number of Openings

SF Residential - In general, each SF residential property shall be limited to one 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 Teller County's review and acceptance of that study.

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

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

Industrial - Access shall be determined on a case-by-case basis. The County shall consider good traffic engineering practice and the information provided by the Applicant in the Traffic Impact Study accompanying his submittal. (Appendix B).



13.7.2 Amount of Curb Opening Permitted

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

13.7.3 Entrance Angle

In general, the entrance angle for all access approaches shall be as near 90° to the centerline of the road as possible. The minimum angle which will be permitted is 90° plus or minus 10°.

13.7.4 Profile

The access profile grade within the Right Of Way shall not exceed four (4%) percent and must be constructed with some type of negative area leading away from roadway to the private property side of the flowline so as not to allow drainage from the driveway/access to enter roadway(s) and shall be a minimum of 20' in length.

13.7.5 Minimum Space Between Openings (D)

The minimum spacing between curb openings shall be twenty (20) feet edge to edge measured at the curb line. This spacing will apply to the distance between drives serving adjoining properties. This does not apply to residential projects using mountable curb, gutter and sidewalks. A 50 foot spacing applies to commercial openings.

13.7.6 Joint Entrances

Whenever possible joint entrances will be provided to serve two adjacent properties.

13.7.7 Access Approaches

Access approaches shall not be approved for parking or loading areas that require backing maneuvers within County right-of-way. All off-road 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.

13.7.8 Gates

All gates shall be located at least 30 feet from the traveled portion of the public right-of-way and shall open away from road, allowing a vehicle to stop without obstructing traffic on the public road.

13.7.9 Live Waterway crossings within a right-of-way under the jurisdiction of Teller County

Should it be necessary for an applicant to access their property, to construct an access across a live waterway lying within a right-of-way under the jurisdiction of Teller County, applicant must comply with all Federal and State requirements. These requirements may include but not be limited to 404 Permit and Storm Water Management Plan (SWMP). The County may require either a conventional culvert crossing, concrete box culvert crossing or bridge crossing. Additionally, any structure constructed must be able to safely support an HS-20 loading. Applicant must enlist the services of a licensed professional engineer to design the crossing based



upon drainage calculations of a 100 year storm event. Prior to issuance of any access permit, applicant must submit the results from their engineer to aid in the determination of necessary structure type and must schedule a meeting with Teller County Department of Transportation personnel to discuss the options. For further information, see also Chapter 8 of these regulations.

- 13.7.10 Requirement to Name Access Road(s)** – A name shall be applied for through the Planning Department and received, for any access serving more than five (5) residential structures via access easement(s) on separate parcels. This shall be required at such time that it is determined that the access does indeed serve more than five (5) residential structures. At the time the access serves more than five (5) residential structures, that sixth person will be responsible to contact others using the access and to collaboratively work with the Planning Department to adopt a name. This requirement shall apply to any new residential structures being built on currently vacant parcels. Applicant is responsible to obtain and install at their cost, the street name signs consisting of the named access road and the road to which it abuts, post, base and hardware according to the latest edition of the Manual on Uniform Traffic Control Devices, latest edition, within ninety (90) days of the name approval by the Planning Department. Applicant will be responsible for any and all maintenance and repair and/or replacement of these signs and associated hardware.

13.8 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 road classification, type of private property development, volume and type of traffic and width of right-of-way. See Figure 13.1.

13.8.1 Width of Curb Opening (W)

The total width of curb opening for properties on various functional road classifications shall be in conformance with Table 13.1.



635506
23 of 40

RES 5/21/2010 9:00 AM
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RULES AND REGULATIONS FOR CURB OPENING AND DRIVEWAYS

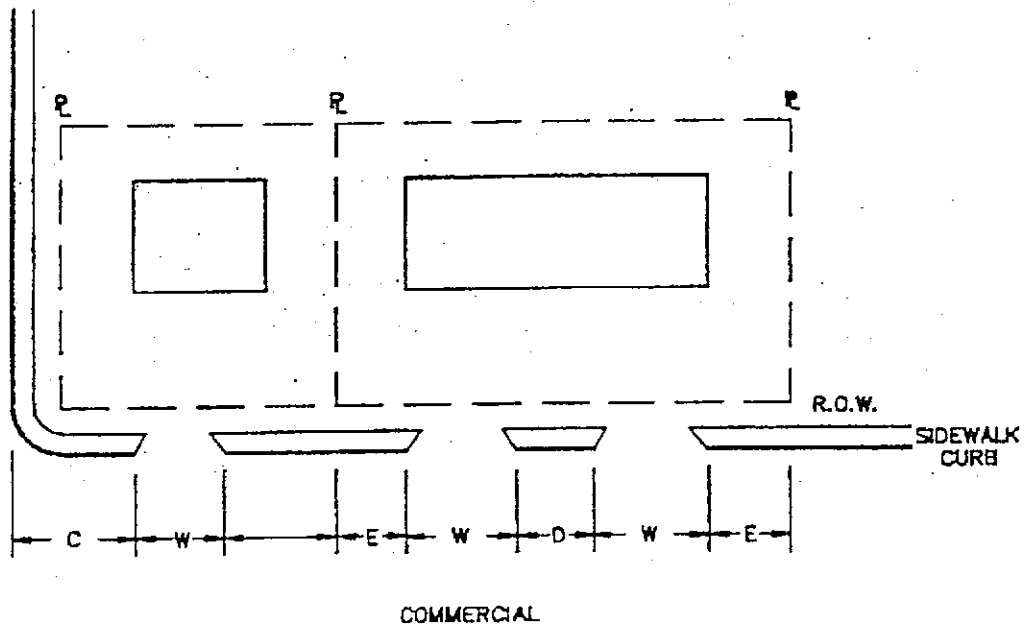
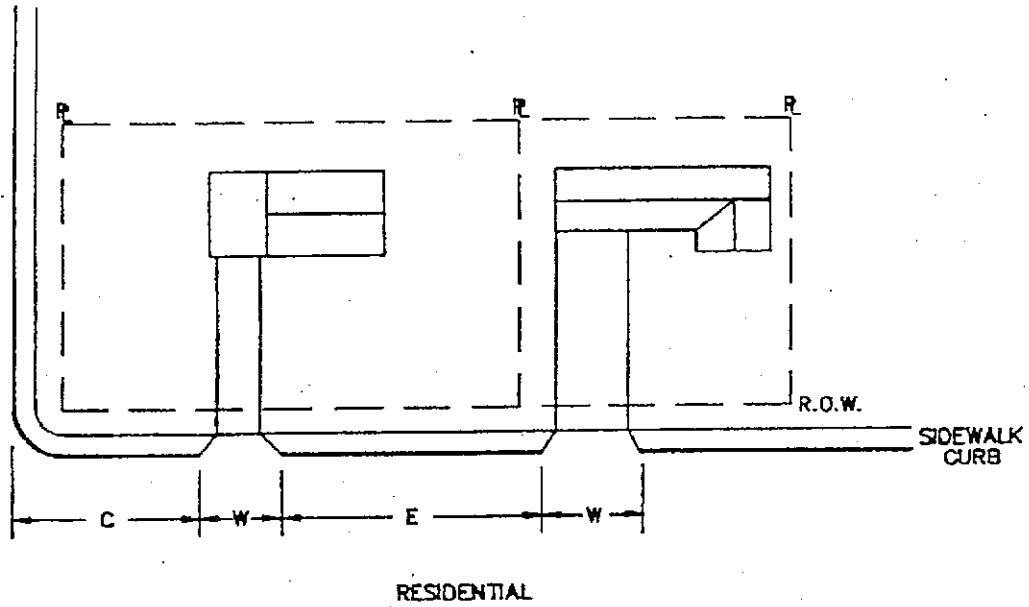


Figure 13.1
ACCESS OPENINGS



635506
24 of 40 RES

5/21/2010 9:00 AM
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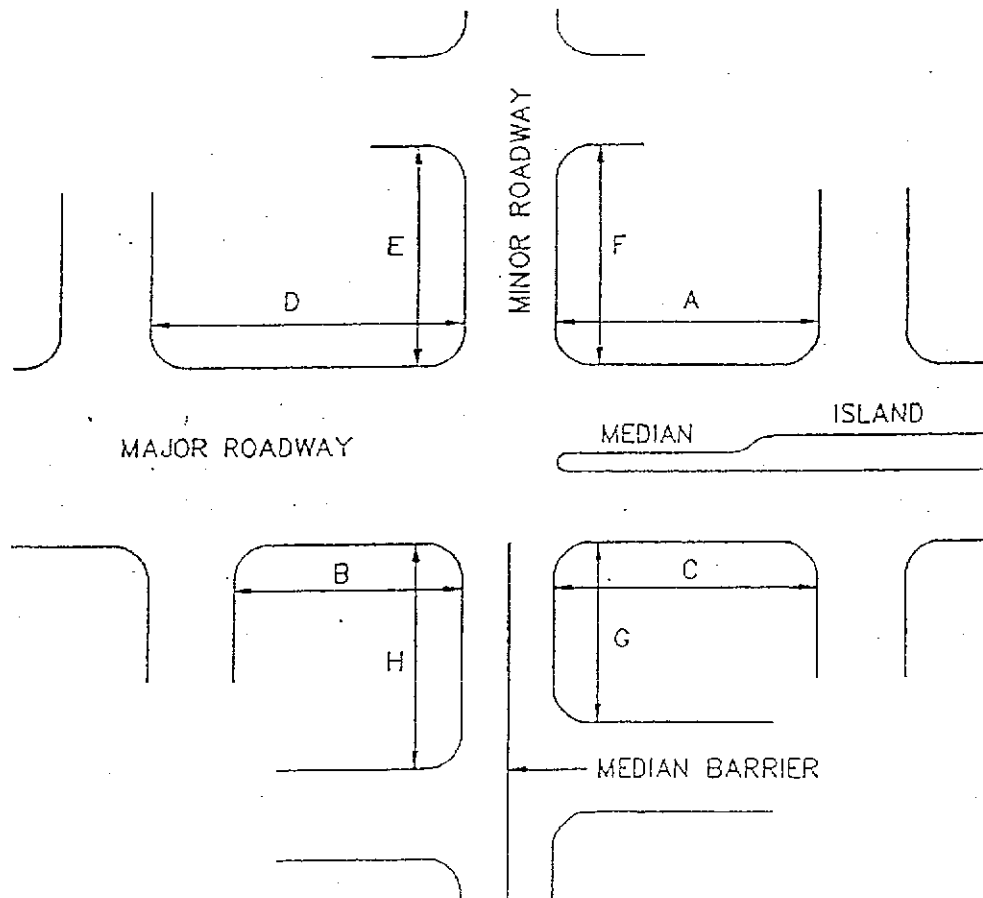
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CORNER CLEARANCES

MINIMUM CORNER CLEARANCES			
ITEM	CLASS OF MAJOR ROADWAY		
	ARTERIAL	COLLECTOR	LOCAL
A	115	75	50
B	85	85	50
C	115	75	50
D	115	75	50
E	210	115	50
F	210	115	50
G	50	50	50
H	210	115	50

NOTE:

This table does not apply to single family residential driveways. Single family residential driveways must access on the street of the lowest classification and at the side of the lot furthest away from the intersection.



TAKEN FROM THE URBAN SYSTEM TRANSPORTATION MANUAL, FIGURE 7.12

Figure 13.2
CORNER CLEARANCES FOR ACCESSSES



635506
25 of 40 RES

5/21/2010 9:00 AM
R\$0.00 D\$0.00

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**TABLE 13.1
WIDTH OF CURB OPENINGS (W)**

	RESIDENTIAL		SERVICE		INDUSTRIAL
	SF	MF	COMMERCIAL	STATION	
MAJOR ARTERIAL	IF ALLOWED UNDER 13.3.3.1.b, DESIGN AS COLLECTOR				
MINOR ARTERIAL	IF ALLOWED UNDER 13.3.3.1.b, DESIGN AS COLLECTOR				
COLLECTOR	N/A	30'-35'	30'-40'	30'-40'	30'-40'
LOCAL	(**)	30'-35'	30-40'	30'-40'	30'-40'

**For single-family residential access to local roads:

Local (Suburban - with curb-gutter-sidewalk) = 20' to 30'

Local (Urban - without curb-gutter-sidewalk) = 20' to 30'

Local (Rural - Ag. zoned) = 20' to 30'

Note: (1) Curb openings of 30' or more must be constructed as a radius curb return.
(2) If a radius curb return is used, the width of the allowed access is measured by **NOT** counting the two (2) 20' radii, or in other words, it is measured at the throat extended to the flowline.

13.8.2 Edge Clearance (E)

Residential

Arterial - Five (5) feet minimum

Collector - Five (5) feet minimum

Local - Five (5) feet minimum

Commercial and Service Stations

Arterial - Twenty five (25) feet minimum

Collector - Twenty five (25) feet minimum

Local - Twenty five (25) feet minimum

Note: Joint access with adjoining property is encouraged. Joint access shall be the only justification for reducing the minimum edge clearance dimension.

13.8.3 Corner Clearance (C)

It is important to locate access' 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 an access 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 access. Corner clearances are specified in Figure 13.2 and are measured from the curb line.



13.8.4 Sight Distance

There shall be an unobstructed sight distance along both approaches of both sides at an intersection or access within the R.O.W. for distances sufficient to allow the operators of vehicles, approaching simultaneously, to see each other in time to help prevent collisions at the intersection.

- 13.8.4.1 The sight triangle relationship developed for use in Teller County for intersection sight distance is based upon the dimensions shown in Figure 13.3. The determination of whether an object constitutes a sight obstruction should consider both the horizontal and vertical alignment of both intersecting roadways. In making this determination, it should be assumed that both the driver's eye and the object to be seen are three and one half (3 ½) feet above the roadway surface.

Any object within the sight triangle more than thirty-six (36) inches above the flowline elevation of the adjacent road shall constitute a sight obstruction and shall be removed or lowered. Such objects include: buildings, cut slopes, hedges, trees, bushes, utility cabinets or tall crops. This design criteria also requires the elimination of parking (except on local roads) within the sight triangle and applies whether the intersecting roads are level or on grades. The sight distance shall be measured to the centerline of the closest through lane in both directions.

All sight-distance triangles must be shown on the plan and profile sheets. All sight distances must be within the public right-of-way. In order to obtain the required sight distance within the ROW, the ROW cannot be widened more than 5.0 feet. On local roads only, if the L.O.S. (Line Of Sight) crosses the front yards of the lots, a "SIGHT DISTANCE EASEMENT" may be dedicated on the plat to meet the required sight distance.

In no case shall any permanent object encroach into the line-of-sight of any part of the sight-distance triangle.

Sight distance for intersections or vertical curb openings to private property shall consist of a sight triangle conforming to the requirements of Figure 13.3 of these Roadway Design and Construction Standards. For single family residential projects using mountable curb, gutter, and sidewalks or roads with roadside ditches, a sight distance conforming to the requirements of Tables 13.2 and 13.3 of these Roadway Design and Construction Standards.

If the required sight distance cannot be met, conditions that the County may impose are listed in section 13.12.

- 13.8.4.2 The sight triangle relationship developed for use in Teller County for access' sight distance is based upon the dimensions shown in tables 13.2 and 13.3. The determination of whether an object constitutes a

sight obstruction should consider both the horizontal and vertical alignment of both intersecting roadways. In making this determination, it should be assumed that both the driver's eye and the object to be seen are three and one half (3 ½) feet above the roadway surface.*

The acceptable method of determining the stopping sight distance is to stand at the center of the access ten (10) feet back from the edge of the traveled way of the road being accessed and measure the distance to the centerline in both directions of the road to be accessed, refer to Tables 13.2 and 13.3, and read the stopping sight distance directly for the speed and average grade for the location of the proposed access. If the average grade is not a whole number it would be appropriate to round up to the nearest whole number grade for downgrades and down to the nearest whole number grade for upgrades.

Any object within the sight triangle more than thirty-six (36) inches above the flowline elevation of the adjacent road shall constitute a sight obstruction and shall be removed or lowered. Such objects include: buildings, cut slopes, hedges, trees, bushes, utility cabinets or tall crops. This design criteria also requires the elimination of parking (except on local roads) within the sight triangle and applies whether the intersecting roads are level or on grades. The sight distance shall be measured to the centerline of the closest through lane in both directions.

If the required sight distance cannot be met, conditions that the County may impose are listed in section **13.12**.

* From AASHTO -- Geometric Design of Highways and Streets, 2001



635506
27 of 40

RES R\$0.00 D\$0.00

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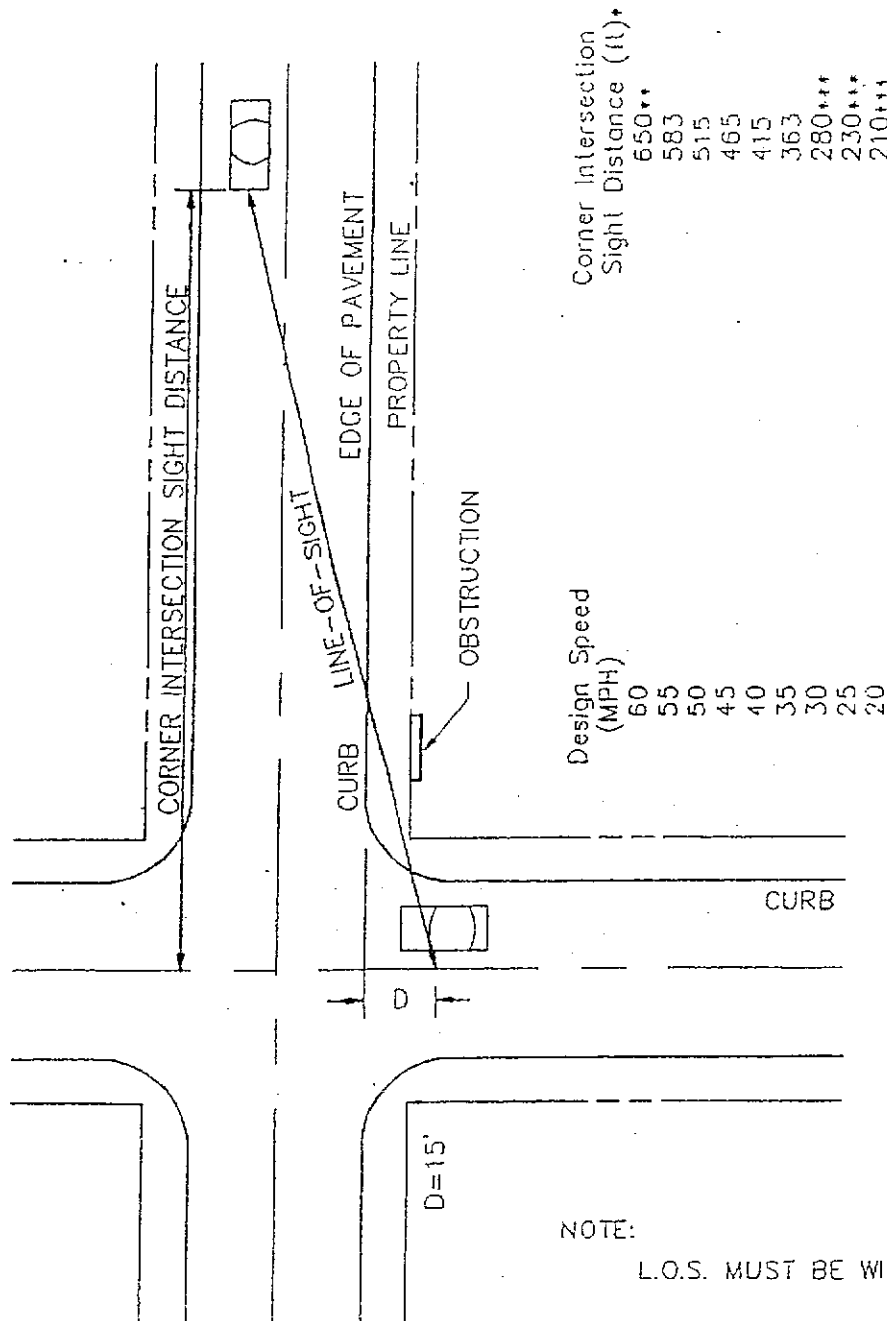


635506
28 of 40 RES

5/21/2010 9:00 AM
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SIGHT DISTANCE AT INTERSECTIONS



- * Corner sight distance measured from a point on the minor road at 15 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 60 mph, stopping sight distance governs.
- ***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.

SIGHT DISTANCE DEVELOPED FROM AASHTO "GREEN BOOK"

Figure 13.3
INTERSECTION SIGHT DISTANCE - SIGHT TRIANGLE

Table 13.2. Stopping Sight Distance*
(To be used for access')

Stopping Sight Distance				
US Customary				
Design speed or Posted Speed	Brake reaction distance	Braking distance on level	Stopping sight distance	
			Calculated	Design
(mph)	(ft)	(ft)	(ft)	(ft)
15	55.1	21.6	76.7	80
20	73.5	38.4	111.9	115
25	91.9	60.0	151.9	155
30	110.3	86.4	196.7	200
35	128.6	117.6	246.2	250
40	147.0	153.6	300.6	305
45	165.4	194.4	359.8	360
50	183.8	240.0	423.8	425
55	202.1	290.3	492.4	495
60	220.5	345.5	566.0	570
65	238.9	405.5	644.4	645
70	257.3	470.3	727.6	730
75	275.6	539.9	815.5	820
80	294.0	614.3	908.3	910
Note: Brake reaction distance predicated on a time of 2.5 s; deceleration rate of 11.2 ft/s ² used to determine calculated sight distance.				

*From AASHTO-Geometric Design of Highways and Streets, 2001.



635506
29 of 40 RES

5/21/2010 9:00 AM
R\$0.00 D\$0.00

Patricia A Crowson
Teller County



635506

5/21/2010 9:00 AM

Patricia A Crowson

30 of 40 RES R\$0.00 D\$0.00

Teller County

Table 13.3 Stopping Sight Distance on Grades *
(To be used for access')

Stopping Sight Distance on Grades						
US Customary						
Design speed (mph)	Stopping sight distance (ft)					
	Downgrades			Upgrades		
	3%	6%	9%	3%	6%	9%
15	80	82	85	75	74	73
20	116	120	126	109	107	104
25	158	165	173	147	143	140
30	205	215	227	200	184	179
35	257	271	287	237	229	222
40	315	333	354	289	278	269
45	378	400	427	344	331	320
50	446	474	507	405	388	375
55	520	553	593	469	450	433
60	598	638	686	538	515	495
65	682	728	785	612	584	561
70	771	825	891	690	658	631
75	866	927	1003	772	736	704
80	965	1035	1121	859	817	782

*From AASHTO-Geometric Design of Highways and Streets, 2001.

13.9 ACCESS APPLICATION

Any person, business, agency or other legal entity who wishes to have access from their property to any County road right of way shall apply to the Teller County Department of Transportation for an Access Permit. This application shall be made on forms provided by the Teller County Department of Transportation.

13.10 REVIEW OF APPLICATION

The application shall be reviewed by the staff of the Teller County Department of Transportation.

- A. If the Teller County Department of Transportation determines the ADT of the requested access will be 99 or less, the Teller County Department of Transportation shall grant the permit, subject to compliance with the requirements, restrictions and specifications set forth in these Standards.
- B. All other applications shall be referred by the staff to the Planning Department for comment before staff makes a determination.

13.11 GRANTING OR DENYING ACCESS

In determining whether or not to grant the requested access, the Teller County Department of Transportation shall consider the following criteria:

13.20



- A. Whether the proposed access will increase traffic over the County road to the extent that additional maintenance will be required.
- B. Whether the proposed access will have any adverse impact on residents in the area of the proposed access.
- C. Whether the proposed access will increase traffic over the County road to the extent that a change in the classification of the road would be required.
- D. Whether the proposed access complies with the requirements, restrictions and specifications set forth in these Roadway Design and Construction Standards.

13.12 ACTION ON APPLICATION

After considering the request in light of the criteria, the Teller County Department of Transportation may grant an Access Permit, grant the permit with conditions, or deny the permit; provided, however, if the Teller County Department of Transportation finds that the owner has no access to the public roads other than the access he or she has requested, the Teller County Department of Transportation may not deny the request, but shall either grant the permit or grant it with conditions.

13.13 CONDITIONS

The conditions that the Teller County Department of Transportation may impose for the granting of an Access Permit include, but are not limited to, the following.

- A. That the Applicant may have access, but at a point other than that requested.
- B. That the Applicant pay the cost of deceleration and acceleration lanes.
- C. That the Applicant improve and pay the cost of bringing the road up to specifications for a higher classification if the Teller County Department of Transportation determines that a higher classification will be required if the permit is granted.
- D. That access be restricted. One example of restricted access would be for the use of emergency vehicles only, that the Applicant, at his or her expense, install bollards across the access point.
- E. A name shall be applied for through the Planning Department and received for any access serving more than five (5) residential structures on separate parcels.
- F. That the applicant be required to install a culvert for drainage at the time the access is installed. All fill slopes over culvert ends shall be no steeper than 3H:1V.



635506 5/21/2010 9:00 AM
32 of 40 RES R\$0.00 D\$0.00

Patricia A Crowson
Teller County

- G. If it is decided that a culvert and any related structures such as flared end sections or drop inlet structure is not required at the time the access is installed, the County will reserve the right to require one in the future of the current property owner if it is determined to be in the best interest of the roadway.

13.14 PROTECTION OF ACCESS RIGHTS

For proper control of access wherein the Teller County Department of Transportation maintains control, the Department may construct fencing or other barriers.

13.15 UNPERMITTED ACCESS

Any access or curb-cut which is constructed within public right-of-way without an Access Permit issued by Teller County shall be subject to a Stop Work order (See Section 10.7) and/or penalty permit (Section 10.10.2) and may be removed immediately. Failure to remove the unpermitted access may result in the removal of said access by the County (the cost for removal shall be charged, which shall include full cost of labor, material and equipment on a portal to portal basis and an administrative charge of \$300.00 to the property owner from which the access originates). Failure to obey the Stop Work order may result in the prosecution of the violators.

13.16 ROADS AND CULDESACS NOT YET BUILT

Any platted road or part thereof which has been formally accepted for maintenance by the Teller County Board of County Commissioners (BoCC) via resolution, that has not yet been constructed will need to be constructed at the expense of the property owner desiring to access off of that road or part thereof. The standards to which the road must be constructed are contained in Chapter 6, Part 2. Once properly constructed, including an area for properly maneuvering (hammerhead or culdesac turnaround) County equipment used for maintenance purposes, the road must be inspected and approved by the County. Once approved, the County will perform maintenance activities. In some cases, it may be necessary for the person wishing to construct the road to obtain easements to allow for the construction of areas to allow for proper maneuvering (hammerhead or culdesac turnaround) of County maintenance equipment.

13.17 SUSPENSION OR REVOCATION

In the event that the Teller County Department of Transportation, after giving the contractor of a permit, notice and an opportunity to respond, determines that any conditions imposed by the Teller County Department of Transportation in granting the permit have been violated or that the provisions of these Roadway Design and Construction Standards have been violated, the Teller County authorized representative may suspend the permit for such a period as the authorized representative may determine, or may revoke the permit.

13.18 APPEALS (Reserved)