APPENDIX C – TYPICAL ROAD CROSS SECTIONS

The width of a roadway is an important design consideration to ensure that it is appropriately sized to serve its function. Because of the diversity within the County, two major roadway categories have been established: 1. Rural Road Standards; 2. Urban Road Standards. Urban Road Standards will serve those areas which tend to be more developed and need to provide for multiple users (bicyclists, pedestrians, parallel parking, etc.) whereas, many rural roads will primarily serve only vehicular traffic.

Cross sections are created to provide a visual guide depicting the initial, interim, and ultimate phase cross sections for these road classifications. The typical sections illustrated in the following pages are recommendations tied to transportation planning aspects, such as right-of-way, laneage, sidewalk width, etc. Threshold daily traffic can be used as a guide for a starting point when determining which cross section is most applicable.

1. Rural Road Standards
The rural roadways will not typically require curb and gutter or sidewalk, although the County may require either or both in unique circumstances. Widths of lanes and shoulders will vary depending upon the specific classification and the potential traffic volume which the roadway may carry. Roads carrying fewer than 200 vehicles per day need not be paved or treated for dust control. The need for paved shoulders is also dependent upon the level of traffic and safety.

The standards shown in Table 8 of the Transportation Plan define desired roadway characteristics. Final design and construction details will be determined by the Public Works Department. Final Design and construction criteria taken into consideration may include, but are not limited to; use of the roadway, density of development, topographical characteristics and nearby development.

For construction in which only a portion of the ultimate cross-section is intended to be completed, the partial design will need to allow for the eventual widening to the ultimate cross-section. The design for the partial or interim cross-section roadway will need to incorporate ultimate design information to ensure that the first phase of roadway construction is appropriate and would not need to be removed at a future date when the full width cross-section is completed.

2. Urban Road Standards
Three roadway classifications are identified for those areas that are associated with the community’s urban growth areas. They include arterial, collector, and local street classifications. Table 8 of the Transportation Plan shows the key elements of the urban road standards.

Urban road standards will include 12-foot lanes, sidewalk and curb & gutter; arterials and collectors will also include a striped bike lane. Turn lanes may be necessary as determined by the County. Since almost all of the municipalities have different right-of-way cross sections adopted for their community, it makes it very difficult for the County to match them all. Therefore, the philosophy was to encourage a baseline amount of right-of-way reservation that could ensure the adjacent community enough area for coordination of future roadway improvements, until such time the community would annex the road.
TYPICAL CROSS SECTIONS - RURAL COLLECTOR

RURAL COLLECTOR–UNPAVED

RURAL COLLECTOR–PAVED
TURN LANES AS REQUIRED BY PUBLIC WORKS

AUXILIARY LANE SECTION
TRAVEL LANES W/TURNS

NOT TO SCALE: GRAPHICAL REPRESENTATION ONLY

JUNE 11, 2010

WELD COUNTY
PUBLIC WORKS DEPARTMENT

1111 H Street/Post Office Box 758
Greeley, Colorado 80632-0758

NOTE: BUILDING SETBACKS OF UNDERLYING ZONING DISTRICTS ARE MEASURED FROM THE EDGE OF THE ROW.
TYPICAL CROSS SECTIONS - RURAL LOCAL

RURAL LOCAL - UNPAVED

RURAL LOCAL - PAVED

TURN LANES AS REQUIRED BY PUBLIC WORKS

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JUNE 11, 2010
TYPICAL CROSS SECTIONS - URBAN ARTERIAL

INITIAL PHASE

ULTIMATE ROADWAY

ULTIMATE PHASE

NOT TO SCALE: GRAPHICAL REPRESENTATION ONLY

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NOTE
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TYPICAL CROSS SECTIONS - URBAN COLLECTOR

INITIAL PHASE

ULTIMATE SECTION
TURN Lanes AS REQUIRED BY PUBLIC WORKS
MINIMUM 5' SIDEWALKS REQUIRED

AUXILIARY LANE SECTION
TRAVEL LANES W/TURNS

NOT TO SCALE: GRAPHICAL REPRESENTATION ONLY

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TYPICAL CROSS SECTIONS - URBAN LOCAL

INTERIM SECTION
SIDEWALKS AS REQUIRED BY PUBLIC WORKS

ULTIMATE SECTION
TURN LANE AS REQUIRED BY PUBLIC WORKS
MINIMUM 5’ SIDEWALKS REQUIRED

NOT TO SCALE: GRAPHICAL REPRESENTATION ONLY

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