

ARTICLE 7 - ROADWAY ACCESS

7.1 Authority

Pursuant to Section 43-2-147(1), C.R.S., local governments are authorized to regulate vehicular access to and from any public roadway under their respective jurisdiction from or to property adjoining the roadway.

7.2 Purpose

It is the purpose of this section to provide the procedures and standards necessary to protect the public health, safety and welfare, to maintain smooth traffic flow, to maintain proper roadway drainage and to protect the functional level of the District road system while meeting state, regional, local and private transportation needs and interests.

7.3 Implementation

No person shall construct any access providing direct movement to or from any Pueblo West maintained roadway to or from property adjoining the roadway without an approved access permit issued by the Pueblo West Streets and Roads Department.

Access permits shall be issued only in compliance with this Article. In no event shall an access be allowed or permitted if it is detrimental to the public health, safety or welfare.

7.4 Application for a Permit and Issuance of Permits

7.4.1 Persons wishing to apply for direct access to a District roadway shall apply to the Streets and Roads Department on a standard form provided by the Department. In addition to the form, the Access Permit Inspector may require any or all of the following items:

a. Site plan showing location of proposed access and proposed improvements. Plan shall show any existing access.

b. Roadway and driveway plan and profile.

c. Drainage plan of the site demonstrating mitigation of impact to the District roadway and drainage system.

d. Any proposed improvements, modifications or structures within the District right-of-way.

7.4.2 Upon receiving a complete application for an access permit, the Access Permit Inspector shall inspect the site and inform the applicant of the site specific requirements for construction of the access. Such requirements may include surface treatment of driveway, culvert or other drainage structures, width of access, etc.

7.4.3 The actual access permit will not be finalized nor issued to the applicant until construction of the access has been completed in accordance with the specifications of this Article and in compliance with the site specific requirements as determined by the Access Permit Inspector after field inspection.

7.4.4 If construction of an access does not commence within 1 year of the date of application, the application will become null and void. Re-application will be required.

7.5 Access Control Standards

It is the policy of Pueblo West that private direct access to the public road system will be provided by way of the lowest classified road possible. For example, no private direct access shall be granted to a property from an arterial road when the property can be accessed from a collector or lower classified road. Similarly, no private direct access shall be granted to a property from a collector road when the property can be accessed from a local access road. Exceptions to this policy will be made only when it is demonstrated that a severe hardship would be caused the property owner by strict enforcement of the policy, a hardship arising from the unique circumstances or characteristics of the particular site.

7.5.1 Principal and Minor Arterials

When private direct access is allowed to an arterial road, the following restrictions shall apply:

- a) No more than one access approach shall be provided to an individual parcel or to contiguous parcels under the same ownership, unless it can be demonstrated that additional accesses would be beneficial to the safety and operation of the road system.
- b) On two lane arterials access approaches may be limited to only right-in and right-out turning movements if the access is within 500 feet of the nearest intersection.
- c) No access shall be permitted within 300 feet of a median opening unless the access is directly aligned with the median opening.
- d) No access configuration will be allowed that requires a vehicle to back out onto the roadway.

Intersections shall be spaced no less than one half mile apart on principal arterials and one quarter mile apart on minor arterials, unless such spacing is impractical or impossible due to topographic or other physical limitations.

7.5.2 Major Collectors

When private direct access is allowed to a major collector road, the following restrictions shall apply:

- a) No more than one access approach shall be provided to an individual parcel or to contiguous parcels under the same ownership, unless it can be demonstrated that additional accesses would be beneficial to the safety and operation of the road system.
- b) On two lane major collectors access approaches may be limited to only right-in and right-out turning movements if the access is within 500 feet of the nearest intersection.
- c) No access shall be permitted within 300 feet of a median opening unless the access is directly aligned with the median opening.
- d) No access configuration will be allowed that requires a vehicle to back out onto the roadway.

Major intersections - those with another collector or higher classified road - shall be spaced no less than one quarter mile apart on major collectors, unless such spacing is impractical or impossible due to topographic or other physical limitations. Spacing of public and private local access roads shall be no less than 300 feet.

7.5.3 Minor Collectors and Local Access Roads

Intersections shall be spaced no less than 150 feet apart unless such spacing is impractical or impossible due to topographic or other physical limitations.

7.6 Construction of Access

- 7.6.1** The expected dates of construction and use of the access shall be included on the application for the permit. The applicant shall notify Streets and Roads at least 72 hours prior to any construction within the County right-of-way inside the boundary of the Pueblo West Metropolitan District.
- 7.6.2** Streets and Roads shall inspect the access during construction as needed and upon completion of construction to ensure that all terms and conditions of the permit application are met.
- 7.6.3** The construction of the access and its appurtenances as required by the terms and conditions of the permit application shall be completed at the sole expense of the applicant. Pueblo West will not supply either materials or labor for the construction of the access and appurtenances.
- 7.6.4** It is the responsibility of the applicant to complete the construction of the access according to the terms and conditions of the permit. Streets and Roads may order a halt to any unauthorized construction or use of an access.
- 7.6.5** All construction within the County right-of-way shall be performed only by a licensed, bonded, and insured contractor, pursuant to Pueblo County Resolution No. 86-283.
- 7.6.6** Adequate traffic control and construction signing in conformance with the most recent edition of the Manual on Uniform Traffic Control Devices is required at all times during construction of the access. All such traffic control and signing shall be at the applicant's expense and shall not be provided by Pueblo West.
- 7.6.7** The allowable hours of work within the District road system and County right-of-way may be restricted due to peak hour traffic demands, storm water flow, or other pertinent operating restrictions.
- 7.6.8** All roadway access improvements including pavement, curbs, gutters, sidewalks, drainage structures, ditches and auxiliary lanes shall be within the County right-of-way. Any additional right-of-way required for such improvements must be approved by Pueblo West and dedicated or deeded to Pueblo County prior to construction beginning.

7.7 Use of Access

- 7.7.1** It is the responsibility of the property owner to ensure that the use of the access is in compliance with this Article and all conditions and terms of the permit.
- 7.7.2** Access permits are issued for a specific use or type of service. No change in the type of use or service (for instance from single family residential to commercial) may be made without the property owner applying for an amended access permit and securing approval from the Streets and Roads Department. Any change in the land use of the property served by the access which, in the opinion of the Streets and Roads Department, can be reasonably expected to result in a significant change in the volume or type of traffic using the access may necessitate issuance of a new or amended access permit.
- 7.7.3** Any access, whether constructed before, on, or after the date of adoption of these STANDARDS, may be required by the District to be reconstructed or relocated to conform to this Article, either at the property owner's expense if the reconstruction or relocation is necessitated by a change in the use of the property which results in a change in the type of access operation; or at the expense of the District if the reconstruction or relocation is necessitated by changes in road or traffic conditions.

7.8 Illegal Accesses

For the purposes of these STANDARDS any access for which any of the following statements is true shall be considered an illegal access:

- a. The access was installed after the enactment of these STANDARDS without an access permit being applied for and issued.
- b. The access was installed or is being used contrary to the terms and conditions of an access permit application or an approved access permit.
- c. The land use of the property or the type of the service for *which* the access is being used has changed significantly since these STANDARDS were enacted without an access permit or amended permit being granted.

7.8.1 Policy for Correcting Illegal Accesses

Upon discovery of an access considered illegal under the terms of this section, the District Manager will send written notice to the property owner. The notice will be sent via certified mail, return receipt requested, to the last known address of the owner as shown in the records of the County Assessor's Office. Such notice will include a description of all steps necessary to bring the access into compliance. If the property owner fails to bring the access into compliance within 30 days of the written notice the Streets and Roads Department may, at the direction of the District Manager, install barriers across the access or remove the access.

7.9 Drainage

The roadway drainage system is for the protection of the Pueblo West roadway and County right-of-way. It is not designed or intended to serve the drainage requirements of abutting properties beyond the levels which have historically flowed to the County right-of-way. Drainage to the County right-of-way shall not exceed the undeveloped historical flow.

- 7.9.1** Drainage structures constructed as part of an access shall not restrict or obstruct the existing drainage system, and shall be in accordance with approved drainage plans or studies where applicable. Culverts shall be a minimum of 18 inches in diameter. Length, diameter, cover, type, and inlet and outlet elevation of all culverts is subject to approval of the Access Permit Inspector.
- 7.9.2** Accesses shall be constructed in such a manner that does not cause erosion and will not result in deposition of silt and debris upon the District roadway. Accesses which slope down toward the public road will be constructed to include suitable means of assuring water does not run onto or across the traveled public way. This may include crown, borrow ditches, pans, etc. along the access sufficient to direct water to the existing drainage facilities along the public road.

7.10 Driveways

7.10.1 Geometric Standards

Driveways shall conform to the geometric standards illustrated in Appendix 1, Figures 21 through 23. Any variation from the requirements shown due to physical site restrictions or unusual circumstances must be approved by the District Manager.

7.10.2 Location

Location of driveways shall be in accordance with Figure 24 in Appendix 1

7.10.3 Miscellaneous Requirements

- a. Only one residential access per lot or parcel will be allowed unless lot frontage is of sufficient width to allow a minimum spacing of 50 feet between driveways on one parcel or lot.

7.10.4 Special Provisions

a. Driveways within Public Right-of-Way - Construction of the access, if approved, must comply with Article 7- "Roadway Access" of the Pueblo West Roadway Design and Construction Standards and the associated Standard Details. Copies of these documents are available for viewing and download on the PWMD website. By signing this application, the applicant acknowledges that they will comply with the requirements listed therein.

1. Residential Driveways - Residential driveways shall be constructed of 6-inch thick concrete or approved structural pavers for swale and culvert application. Concrete shall meet the requirements of the City of Pueblo standards for a 4,000 psi mix design or approved equal. Gravel accesses (6" depth) are acceptable only on gravel roads over culvert applications. Gravel is defined as crushed Class 6 Aggregate Base Course.
2. Commercial Driveways - Commercial driveways shall be constructed of an asphalt pavement consisting of 4-inches of asphalt over 6-inches of crushed aggregate base course or 7-inch thick reinforced concrete (#4 rebar, 18-inch on center, each way, suspended by plastic or galvanized metal chairs). Concrete shall meet the requirements of the City of Pueblo standards for a 4,000 psi mix design or approved equal.

a. Transitions:

1. Access on gravel roads shall have a 1-foot transition from the edge of the road to the end of the concrete driveway. This transition shall be excavated to a depth of at least 6-inches, refilled and compacted with Class 6 Crushed Aggregate Base Course.
2. Access on paved or chip sealed roads shall have the edge of the roadway saw cut evenly to produce a neat vertical line. The driveway shall then be constructed to the roadway edge.
3. All accesses shall match into the existing roadway pavement that is in stable condition. The Inspector has the sole discretion to determine the removal limits of unstable pavements. If the limits of removal exceed 12-inches beyond the edge of the existing roadway, the asphalt pavement shall be removed, tacked and replaced in accordance with PWMD standards.

b. Culverts - The use of culverts for access may be appropriate if the ditch depth is in excess of 20-inches. PWMD staff shall evaluate and approve culvert usage. It is recommended that culvert materials are not purchased by the applicant until receiving PWMD approval. The minimum size culvert for access is 18-inches diameter or the arched/elliptical equivalent. Corrugated metal pipe (CMP), reinforced concrete pipe (RCP), or non-reinforced concrete (NRCP) pipe may be used. The use of concrete headwalls is required for culvert usage as shown in the roadway standards details.

*Concrete slope paving – see Figure 25 in Appendix 1.

*Concrete headwall – see Figure 26 in Appendix 1.

- c. Commercial Roadway Widening/Improvements - The applicant shall be responsible for roadway improvements including widening the roadway to meet current PWMD standards. All roadway improvements shall match into the existing pavement that is in stable condition. The Inspector has the sole discretion to determine the limits removal of unstable pavements. Pavements shall be removed and replaced in accordance with PWMD standards. * Additional fees for Commercial Access with Roadway Improvements is \$150.00.
- d. Inspection - The Applicant shall be responsible for scheduling a pre-inspection meeting with PWMD staff at least one business day prior to installation of the access. The Applicant is also responsible for scheduling a final inspection of the improvements after they have been installed. A permit is not a valid permit until all required improvements are constructed, inspected and approved by PWMD.
- e. Expiration of Permit - This application is valid for one year from the date of application acceptance. If the access has not been approved within one year of the acceptance date, the permit shall be considered expired.

7.11 Driveway Location Limitations

A NEW driveway access will not be allowed:

1. Within 10 feet of any commercial property line except when it is a joint-use driveway serving two abutting commercial properties and access agreements have been exchanged between, and recorded by, the two abutting property owners;
2. When the total width of all driveways, existing and proposed, serving a given property would exceed 50% of the curb line or lot line frontage where such frontage is 100 feet or less;
3. Within 50 feet of the right-of-way line of an intersecting non-arterial road;
4. Within 100 feet of the right-of-way line of an intersecting arterial road;
5. Within 100 feet of an approved median opening location on an arterial road 00 feet of the right-of-way line of an intersecting arterial road;
6. Within 25 feet of a guardrail ending.
7. Within 100 feet of a bridge structure;
8. Within the minimum spacing as established by Figure 24 in Appendix I ; or,
9. When adequate sight distance cannot be provided to vehicles on the driveway attempting to access the road.

Exceptions may be made by the District Manager where the application of these standards would create undue hardship to the abutting property owners