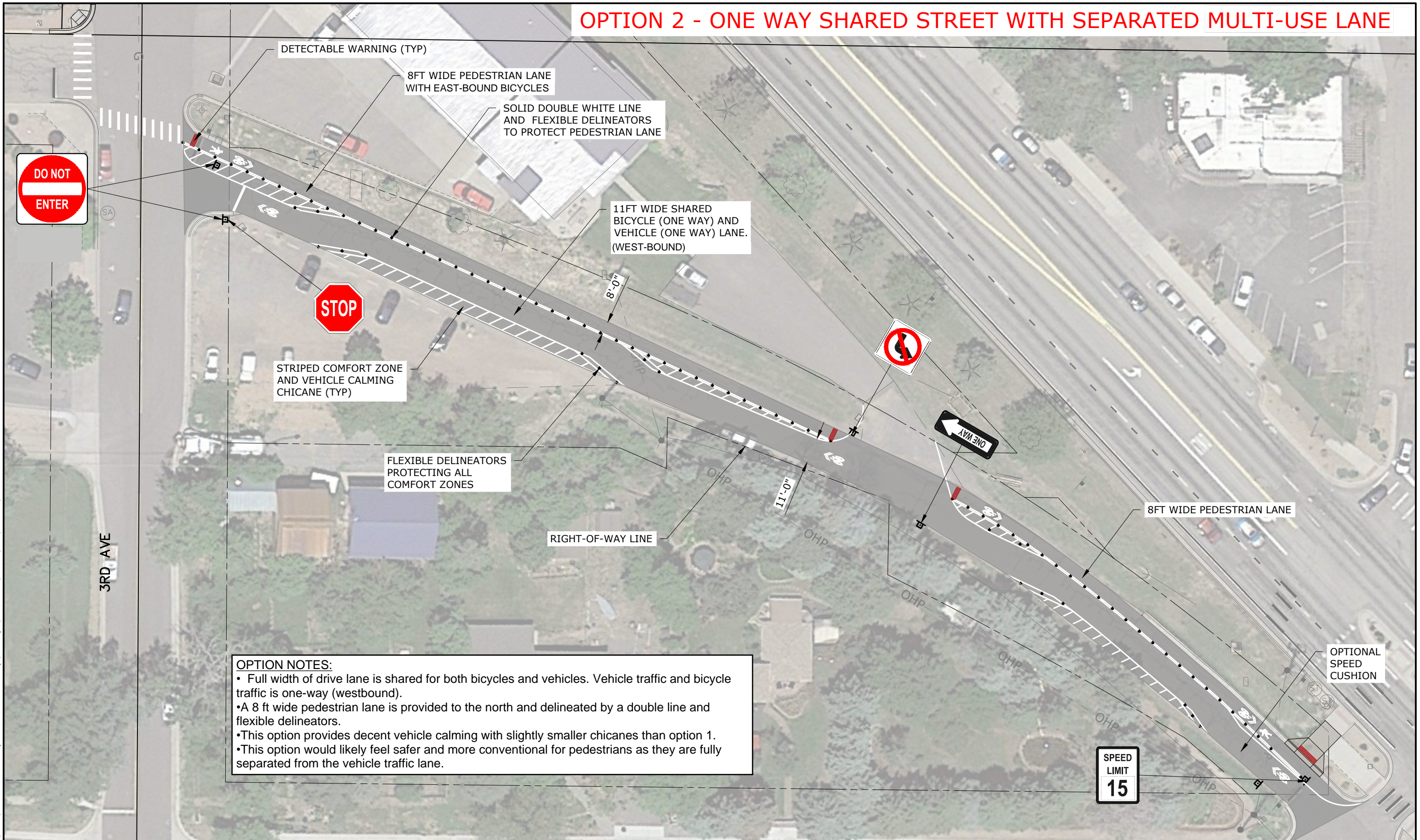

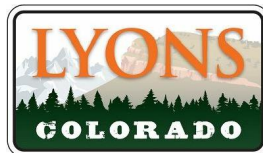


OPTION 2 - ONE WAY SHARED STREET WITH SEPARATED MULTI-USE LANE



| | |
|---|---|
| Print Date: | |
| File Name: | |
| Horiz. Scale: 1" = 40' | Vert. Scale: 1" = 40' |
|  | 1157 W CENTURY DRIVE SUITE 220 LOUISVILLE, CO 80027 PH: 970.567.8020 |

| Sheet Revisions | | | |
|-----------------|-------|----------|-------|
| | Date: | Comments | Init. |
| | | | |
| | | | |
| | | | |
| | | | |



TOWN OF LYONS
435 5TH AVENUE
LYONS, CO 80540

As Constructed

No Revisions:

Revised:

| |
|-------|
| Void: |
|-------|

RAILROAD AVE CONCEPT PLAN
OPTION 2

| | |
|---------------|----------------------|
| Designer: SWW | Structure Numbers |
| Detailer: | |
| Sheet Subset: | Subset Sh |

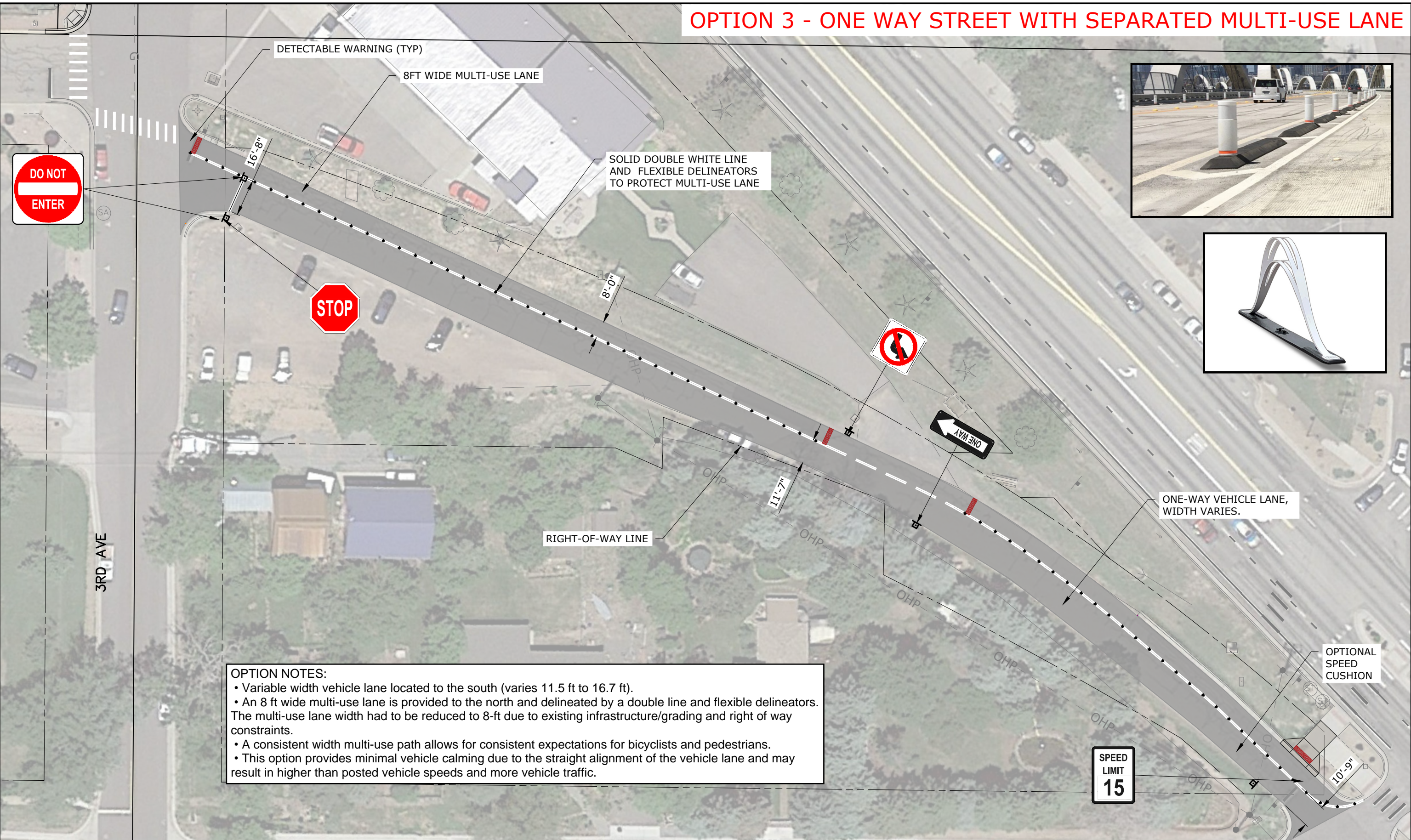
Project No./Code

Proj No: STU M835-006

Code No: 24532

Sheet Number 2

OPTION 3 - ONE WAY STREET WITH SEPARATED MULTI-USE LANE



OPTION NOTES:


- Variable width vehicle lane located to the south (varies 11.5 ft to 16.7 ft).
- An 8 ft wide multi-use lane is provided to the north and delineated by a double line and flexible delineators. The multi-use lane width had to be reduced to 8-ft due to existing infrastructure/grading and right of way constraints.
- A consistent width multi-use path allows for consistent expectations for bicyclists and pedestrians.
- This option provides minimal vehicle calming due to the straight alignment of the vehicle lane and may result in higher than posted vehicle speeds and more vehicle traffic.

Print Date:

File Name:

Horiz. Scale: 1" = 40'

Vert. Scale: 1" = 40'



1157 W CENTURY DRIVE
SUITE 220
LOUISVILLE, CO 80027
PH: 970.567.8020

| Sheet Revisions | | |
|-----------------|----------|-------|
| Date: | Comments | Init. |
| | | |
| | | |
| | | |
| | | |



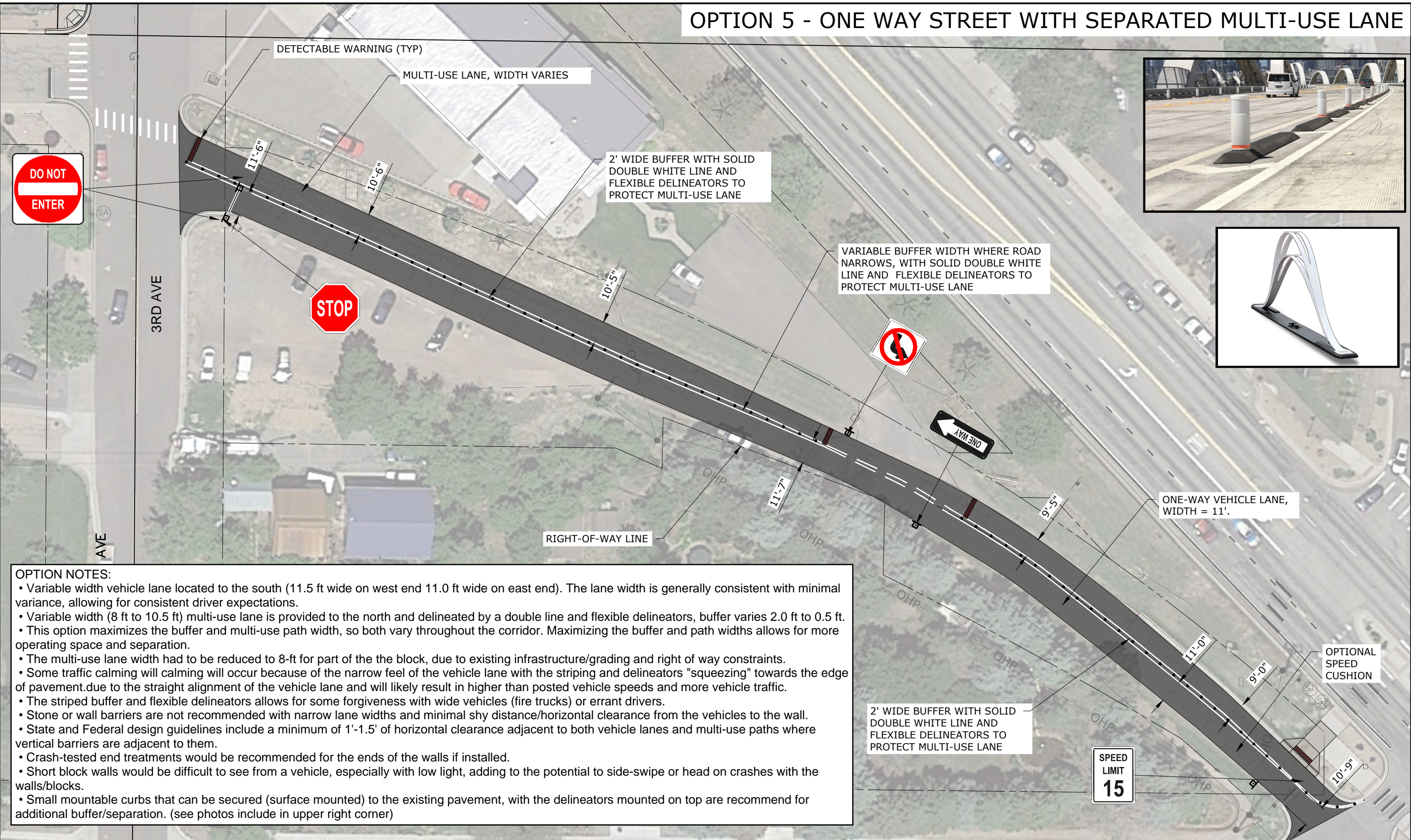
TOWN OF LYONS
435 5TH AVENUE
LYONS, CO 80540

| As Constructed |
|----------------|
| No Revisions: |
| Revised: |
| Void: |

| RAILROAD AVE CONCEPT PLAN OPTION 3 | | | |
|---------------------------------------|-----|-----------------------|--|
| Designer: | SWW | Structure Numbers | |
| Detailer: | | | |
| Sheet Subset: | | Subset Sheets: 3 of 4 | |


| Project No./Code |
|-----------------------|
| Proj No: STU M835-006 |
| Code No: 24532 |
| Sheet Number 3 |

OPTION 5 - ONE WAY STREET WITH SEPARATED MULTI-USE LANE



OPTION NOTES:

- Variable width vehicle lane located to the south (11.5 ft wide on west end 11.0 ft wide on east end). The lane width is generally consistent with minimal variance, allowing for consistent driver expectations.
- Variable width (8 ft to 10.5 ft) multi-use lane is provided to the north and delineated by a double line and flexible delineators, buffer varies 2.0 ft to 0.5 ft.
- This option maximizes the buffer and multi-use path width, so both vary throughout the corridor. Maximizing the buffer and path widths allows for more operating space and separation.
- The multi-use lane width had to be reduced to 8-ft for part of the the block, due to existing infrastructure/grading and right of way constraints.
- Some traffic calming will occur because of the narrow feel of the vehicle lane with the striping and delineators "squeezing" towards the edge of pavement.due to the straight alignment of the vehicle lane and will likely result in higher than posted vehicle speeds and more vehicle traffic.
- The striped buffer and flexible delineators allows for some forgiveness with wide vehicles (fire trucks) or errant drivers.
- Stone or wall barriers are not recommended with narrow lane widths and minimal shy distance/horizontal clearance from the vehicles to the wall.
- State and Federal design guidelines include a minimum of 1'-1.5' of horizontal clearance adjacent to both vehicle lanes and multi-use paths where vertical barriers are adjacent to them.
- Crash-tested end treatments would be recommended for the ends of the walls if installed.
- Short block walls would be difficult to see from a vehicle, especially with low light, adding to the potential to side-swipe or head on crashes with the walls/blocks.
- Small mountable curbs that can be secured (surface mounted) to the existing pavement, with the delineators mounted on top are recommend for additional buffer/separation. (see photos include in upper right corner)

Print Date: _____
File Name: _____
Horiz. Scale: 1" = 40' Vert. Scale: 1" = 40'
 1157 W CENTURY DRIVE
SUITE 220
LOUISVILLE, CO 80027
PH: 970.567.8020

| Sheet Revisions | | |
|-----------------|----------|-------|
| Date: | Comments | Init. |
| | | |
| | | |
| | | |
| | | |



TOWN OF LYONS
435 5TH AVENUE
LYONS, CO 80540

| As Constructed | | RAILROAD AVE CONCEPT PLAN OPTION 5 | | Project No./Code |
|----------------|--|---------------------------------------|-----------------------|-----------------------|
| No Revisions: | | | | Proj No: STU M835-006 |
| Revised: | | Designer: SWW | Structure Numbers | Code No: 24532 |
| Void: | | Detailer: | | Sheet Number 3 |
| | | Sheet Subset: | Subset Sheets: 3 of 4 | |