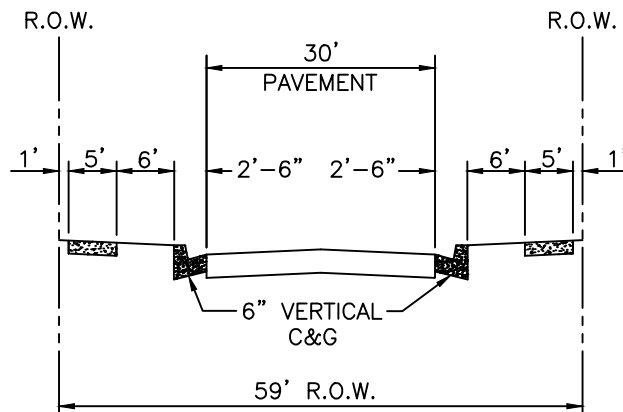


- PARKING ALLOWED ON BOTH SIDES OF STREET
- UTILIZED IN SINGLE FAMILY RESIDENTIAL AREAS

LOCAL W/ ATTACHED WALK

TO BE USED ONLY WITH WRITTEN PERMISSION FROM THE CITY ENGINEER



- PARKING ALLOWED ON BOTH SIDES OF STREET
- UTILIZED IN SINGLE FAMILY RESIDENTIAL AREAS

LOCAL W/ DETACHED WALK

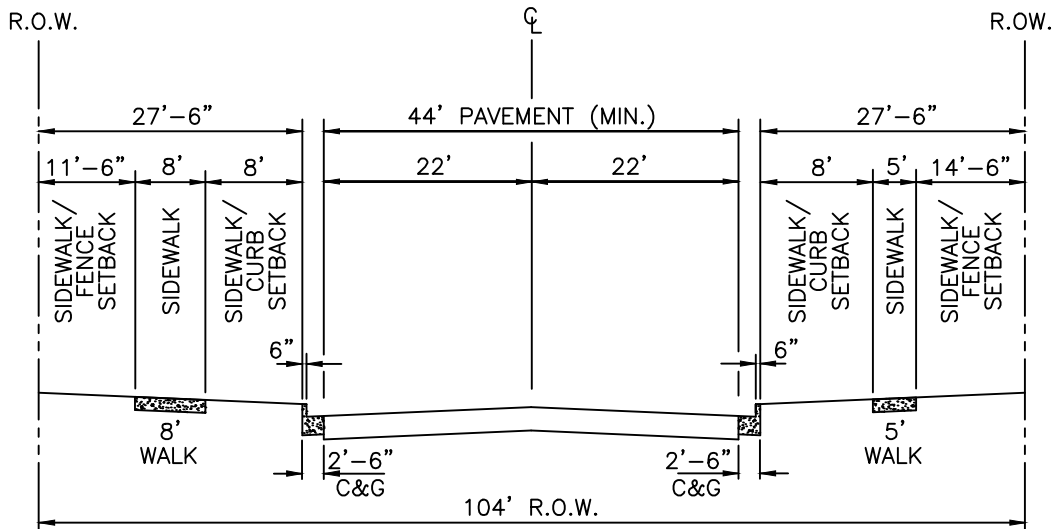


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LOCAL
 TYPICAL SECTIONS

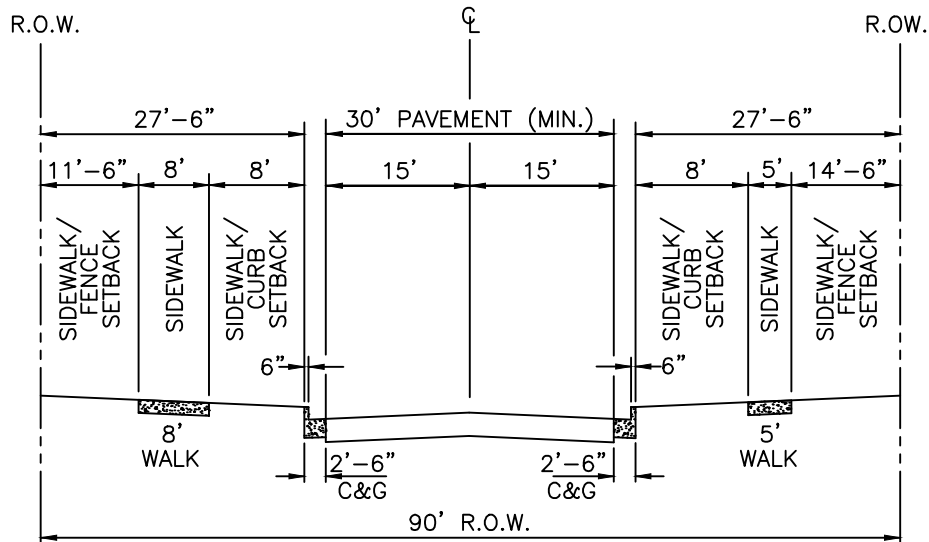
DATE: 4/2019 FOR REVIEW

R1



- PROVIDE WIDENING AT INTERSECTIONS FOR LEFT TURN LANES AND DECEL LANES RIGHT-OF-WAY WIDTH TO BE INCREASED TO 105' IN THESE AREAS.
- NO PARKING ALLOWED
- UTILIZED IN AREAS WHERE THERE IS LIMITED ACCESS AND PROJECTED TRAFFIC VOLUMES ARE GREATER THAN 7,000 VEHICLES PER DAY.

MAJOR COLLECTOR



- PARKING ALLOWED
- UTILIZED IN INDUSTRIAL, COMMERCIAL, MULTI-FAMILY, AND SINGLE-FAMILY RESIDENTIAL AREAS WHERE ON-STREET PARKING IS REQUIRED.

MINOR COLLECTOR

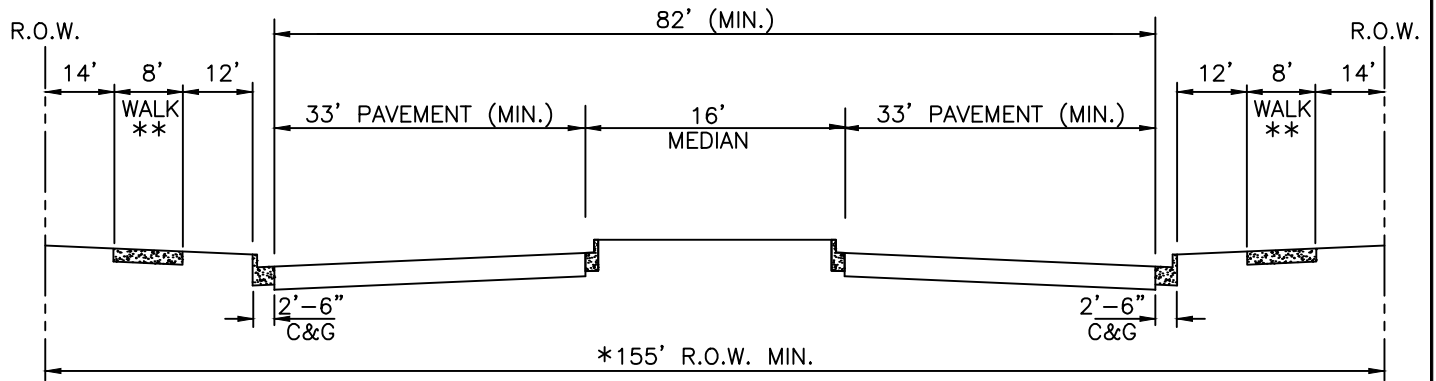


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MAJOR & MINOR COLLECTORS
 TYPICAL SECTIONS

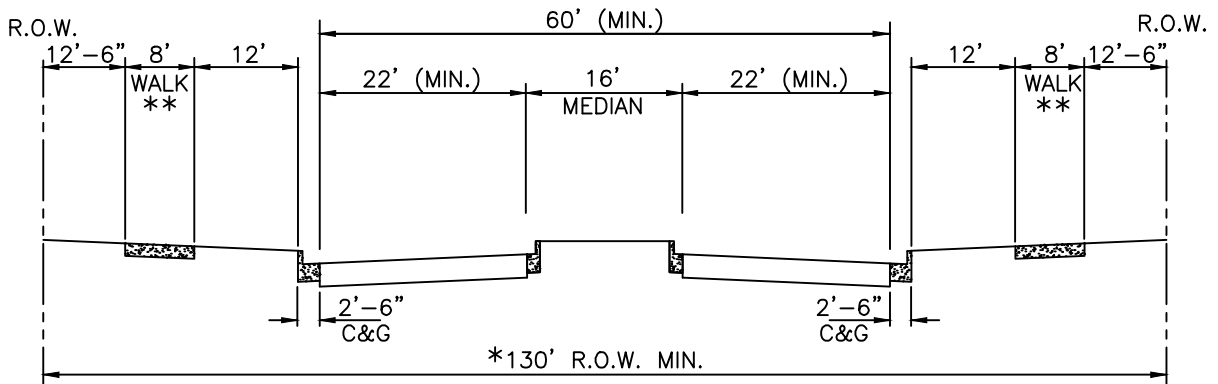
DATE: 4/2019 FOR REVIEW

R2



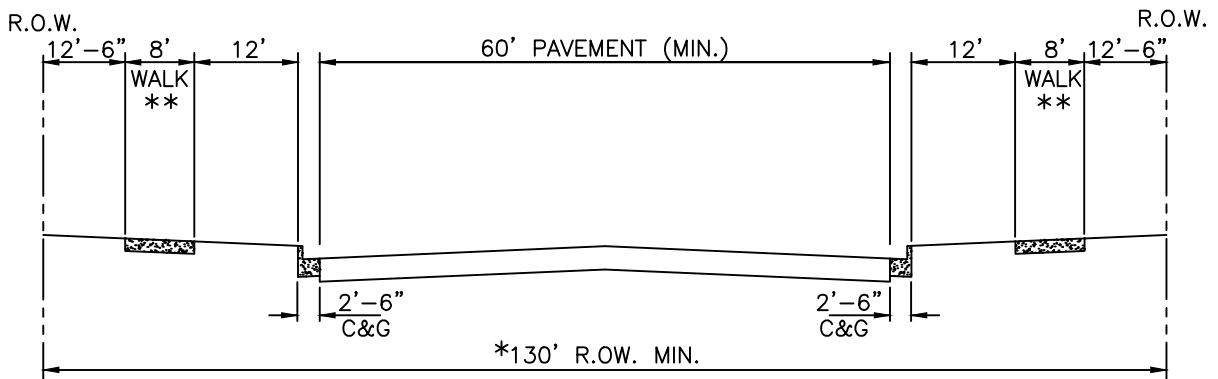
- NO PARKING ALLOWED.
- PROVIDE ACCEL/DECEL LANES AT INTERSECTIONS.
- PROVIDE ACCEL./DECEL. LANES AND DOUBLE TURN LANES AT MAJOR INTERSECTIONS AS NECESSARY.
- * ● AT MAJOR INTERSECTIONS THE R.O.W. WIDTH SHALL BE 188'.
- ** ● 10' OR 12' PATH WHEN DIRECTED BY THE CITY ENGINEER.

MAJOR ARTERIAL



- NO PARKING ALLOWED.
- PROVIDE DECEL LANES AT INTERSECTIONS.
- PROVIDE DECEL. LANES AND DOUBLE LEFT TURN LANES AT MAJOR INTERSECTIONS AS NECESSARY.
- * ● AT MAJOR INTERSECTIONS THE R.O.W. WIDTH SHALL BE 163'.
- ** ● 10' OR 12' PATH WHEN DIRECTED BY THE CITY ENGINEER.

MAJOR ARTERIAL



- NO PARKING ALLOWED.
- MEDIAN MAY BE PAINTED OR CURBED.
- * ● AT MAJOR INTERSECTIONS THE R.O.W. WIDTH SHALL BE 163'.
- ** ● 10' OR 12' PATH WHEN DIRECTED BY THE CITY ENGINEER.

MINOR ARTERIAL

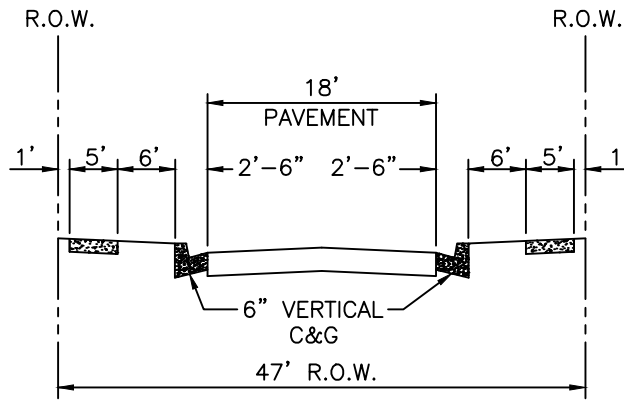


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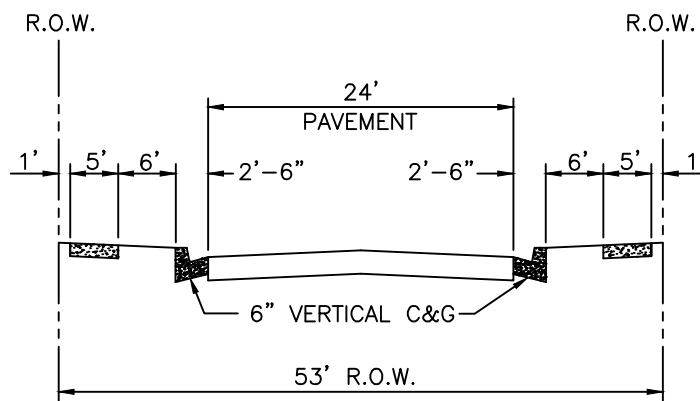
MAJOR AND MINOR ARTERIAL
 TYPICAL SECTIONS

DATE: 4/2019 FOR REVIEW

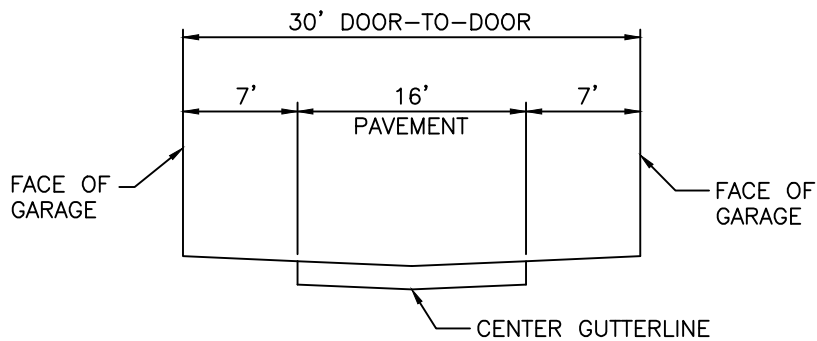
R3



ONE-WAY STREET WITH PARKING ON ONE SIDE



ONE-WAY STREET WITH PARKING ON BOTH SIDES
OR TWO-WAY STREET WITH PARKING ON ONE SIDE



ALLEY

NOTE: THESE CROSS SECTIONS MAY ONLY BE USED IN COMBINATION WITH ALLEY LOADED GARAGES AND REQUIRES 10' SEPARATION OF SEWER OF WATER. UTILITY EASEMENT REQUIREMENTS MAY CONTROL R.O.W. DIMENSIONS. IF NECESSARY THE SANITARY SEWER SHALL BE LOCATED IN THE ALLEY.

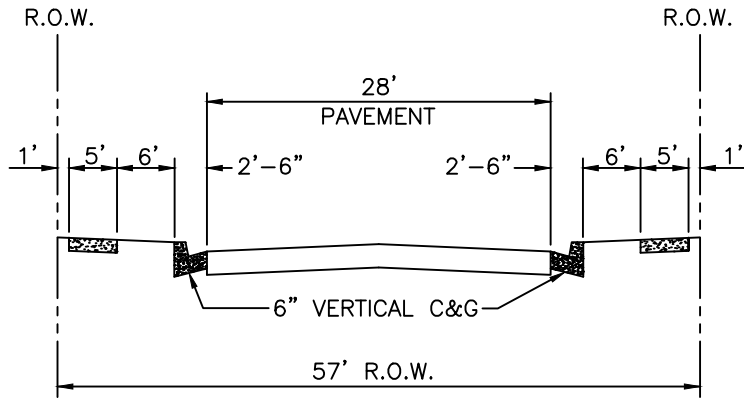


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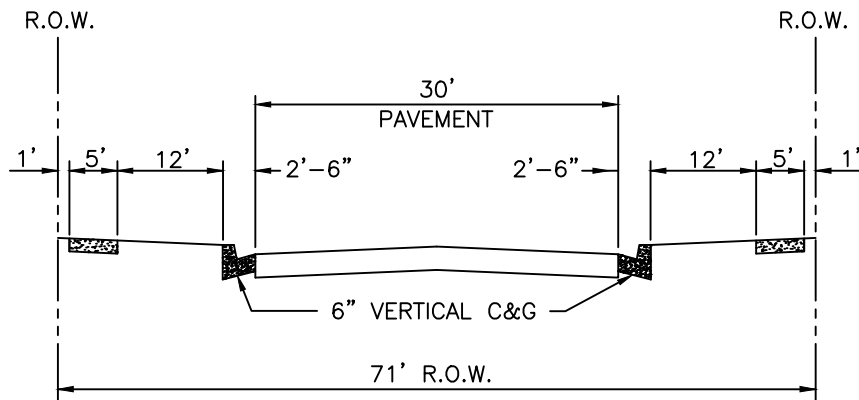
TMUND
TYPICAL SECTIONS

DATE: 4/2019 FOR REVIEW

R4



TWO-WAY STREET WITH PARKING ON BOTH SIDES



MINOR COLLECTOR

NOTE: THESE CROSS SECTIONS MAY ONLY BE USED IN COMBINATION WITH ALLEY LOADED GARAGES AND REQUIRES 10' SEPARATION OF SEWER OF WATER. UTILITY EASEMENT REQUIREMENTS MAY CONTROL R.O.W. DIMENSIONS. IF NECESSARY THE SANITARY SEWER SHALL BE LOCATED IN THE ALLEY.

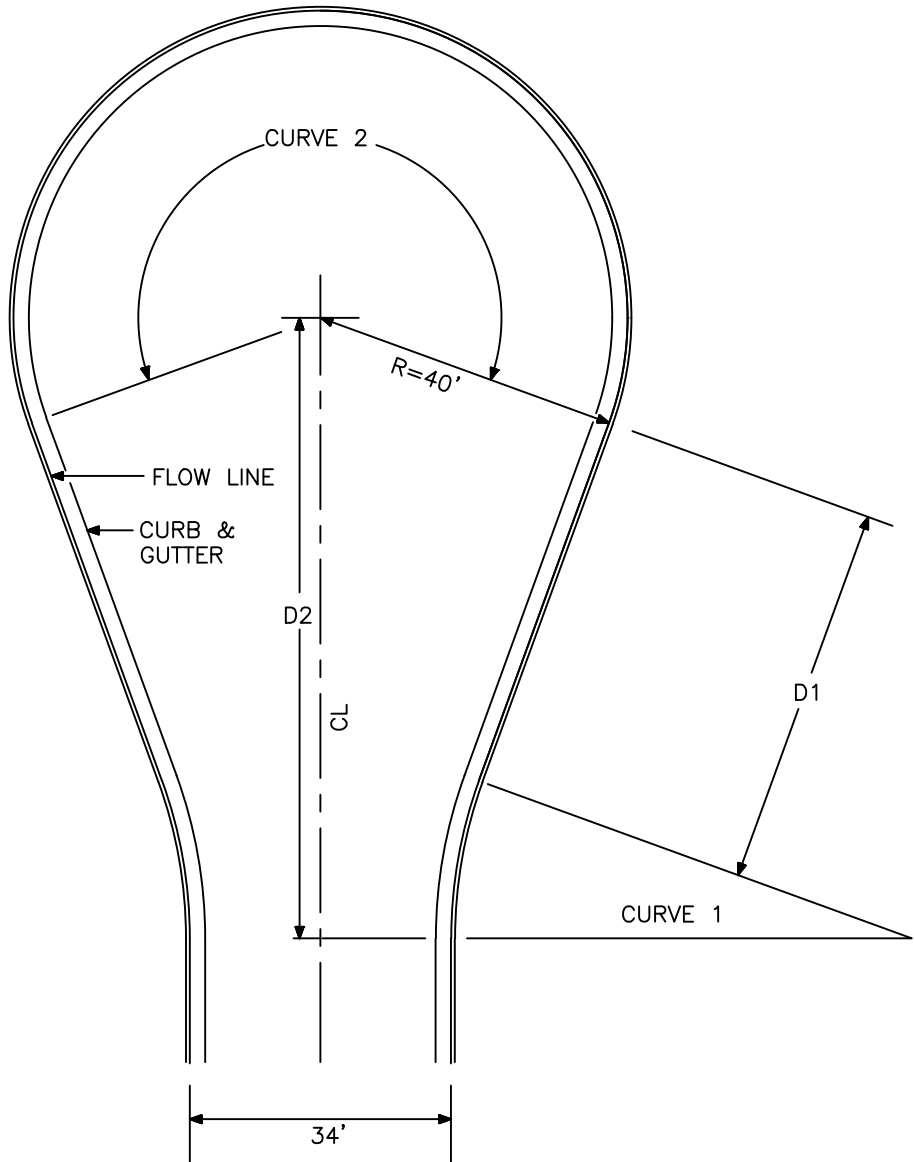


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TMUND
 TYPICAL SECTIONS

DATE: 4/2019 FOR REVIEW

R5



CURVE 1				CURVE 2		
△	CURB			△	CURB	
	R	L	T		R	L
20°00'00"	60.0'	20.94'	10.58'	220°00'00"	40.0'	153.59'
STREET WIDTH		D1		D2		
34		49.61'		80.82'		

NOTES:

1. ADDITIONAL CURB RAMPS MAY BE REQUIRED AT THE DIRECTION OF THE CITY ENGINEER.
2. THE STREET GRADE SHALL NOT DRAIN TOWARD THE CUL-DE-SAC. DRAINAGE SHALL BE AWAY FROM THE CUL-DE-SAC.

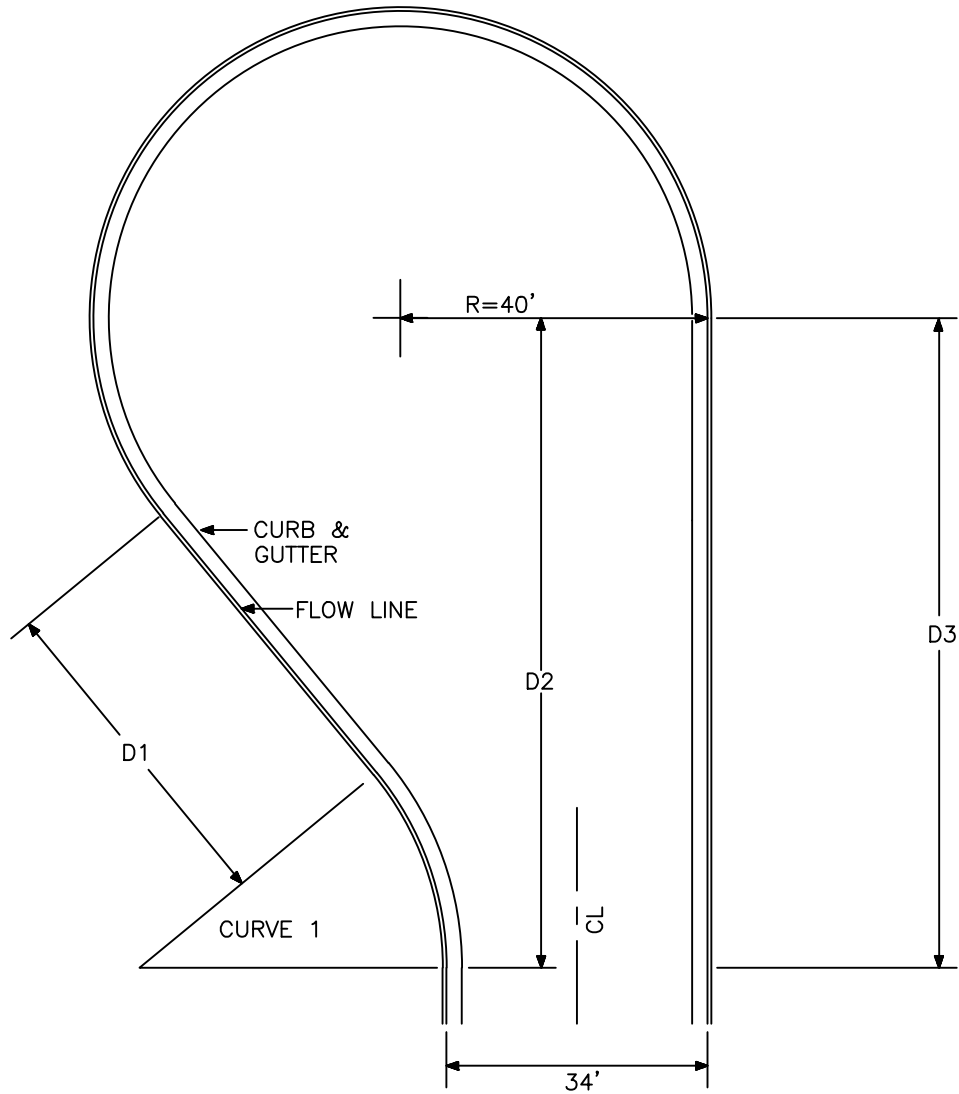


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CUL-DE-SACS
 DETAIL

DATE: 4/2019 FOR REVIEW

R6



STREET WIDTH	CURVE 1			
	△	CURB		
		R	L	T
34	39°26'57"	40.0'	27.54'	14.34'
D1	D2		D3	
43.72'	84.59'		84.59'	

NOTE:

1. ADDITIONAL CURB RAMPS MAY BE REQUIRED AT THE DIRECTION OF THE CITY ENGINEER.
2. THE STREET GRADE SHALL NOT DRAIN TOWARD THE CUL-DE-SAC. DRAINAGE SHALL BE AWAY FROM THE CUL-DE-SAC.

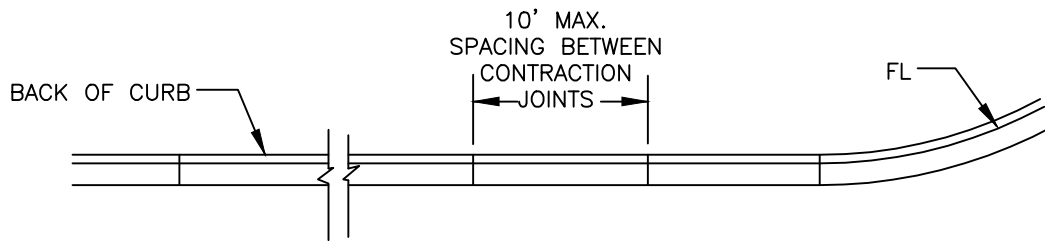


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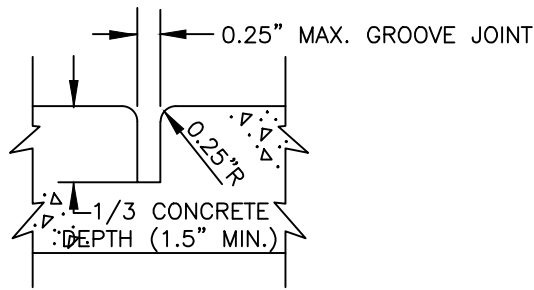
CUL-DE-SACS
 DETAIL

DATE: 4/2019 FOR REVIEW

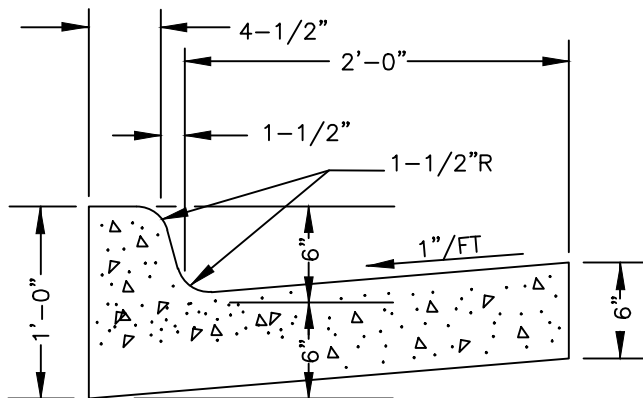
R7



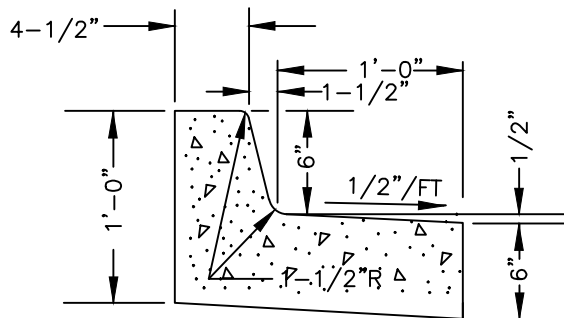
LAYOUT



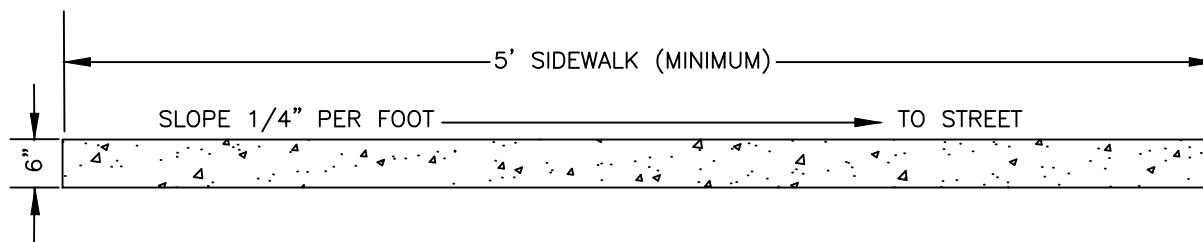
CONTRACTION JOINT



6" VERTICAL CURB & GUTTER



6" VERTICAL MEDIAN CURB & GUTTER



ATTACHED OR DETACHED WALK

NTS

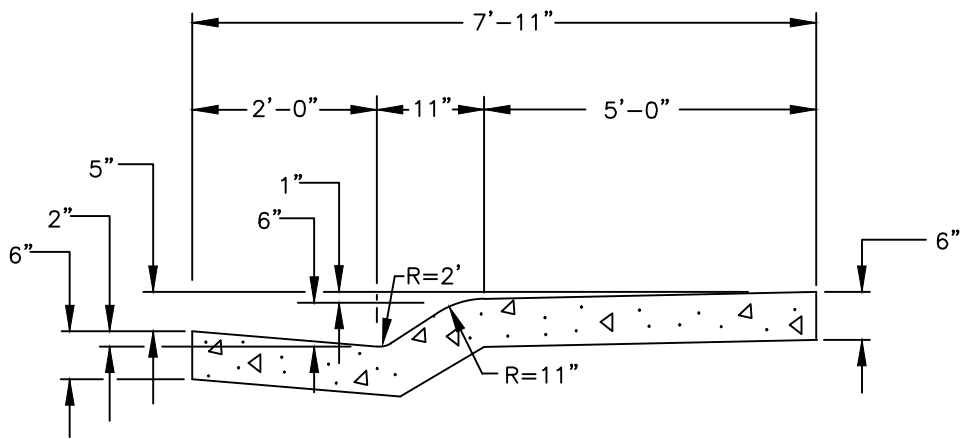


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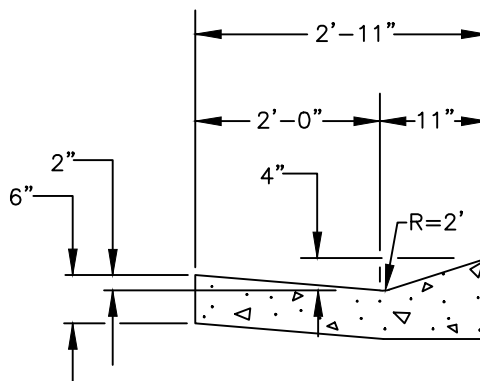
VERTICAL
 CURB & GUTTER

DATE: 4/2019 FOR REVIEW

R8



COMBINATION CURB, GUTTER & WALK
STANDARD SECTION



4" MOUNTABLE CURB & GUTTER

NTS



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COMBINATION CURB,
GUTTER & WALK

DATE: 4/2019 FOR REVIEW

R9

CURB RAMP GENERAL NOTES:

1. THE DETECTABLE WARNINGS SHALL BE INSTALLED AT SIDEWALK TO STREET TRANSITIONS. THEY SHALL HAVE A TRUNCATED DOME SURFACE. THE DOMES SHALL BE IN A SQUARE GRID PATTERN AND ALIGNED WITH PEDESTRIAN TRAFFIC.
2. ALL DETECTABLE WARNING SURFACES SHALL START A MINIMUM OF 6 INCHES FROM THE FLOWLINE OF THE CURB AND NOT BE MORE THAN A MAXIMUM OF 8 INCHES FROM ANY POINT ON THE FLOWLINE OF THE CURB, WITH EXCEPTION FOR TYPES 1B MODIFIED, 3B MODIFIED AND 4B MODIFIED CURB RAMPS AS THIS DIMENSION MAY BE GREATER THAN 8 INCHES ON ONE SIDE OF THE RADIUS.
3. THE RAMP SLOPE AND DETECTABLE WARNING SURFACE SHALL BE 8.3% OR FLATTER.
4. TOLERANCE LIMITS ON THE RAMP RUNNING SLOPE AND FLARED SIDE SLOPES SHALL BE +0.5% MAXIMUM. THOSE EXCEEDING THE MAXIMUM TOLERANCE WILL NOT BE ACCEPTED.
5. THE MINIMUM WIDTH FOR SIDEWALK IS 5 FEET. TURNING SPACE AREAS REQUIRED ON TYPE 1A AND 1B CURB RAMPS MAY BE REDUCED TO 4' ON RETROFIT RAMPS IF SITE CONDITIONS DO NOT ALLOW 5'.
6. DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT OR OTHER OBSTRUCTIONS SHALL NOT BE INSTALLED IN THE CURB RAMP OR TURNING SPACE AREAS.
7. IF THE PLACEMENT OF THE PEDESTRIAN PUSH BUTTON ON A TRAFFIC SIGNAL POLE WILL NOT BE WITHIN EASY REACH (10 INCHES OR LESS AND UNOBSTRUCTED) OF ALL PEDESTRIANS (IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT), THEN A SEPARATE PEDESTRIAN PUSH BUTTON POST ASSEMBLY (PPBPA) SHALL BE INSTALLED WITHIN ADA REACH RANGES. THE PPBPA SHALL MEET THE PROVISIONS FOUND IN THE "PEDESTRIAN DETECTORS" SECTION OF THE MUTCD.
8. DIAGONAL CURB RAMPS (ON THE APEX) ARE NOT PREFERRED IN NEW CONSTRUCTION. A SINGLE DIAGONAL CURB RAMP (ON THE APEX) WILL ONLY BE PERMITTED DURING RECONSTRUCTION OR ALTERATION WHERE PHYSICAL OR SITE CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED.
9. CURB RAMPS (EXCLUDING FLARED SIDES OR BLENDED TRANSITIONS) SHALL BE WHOLLY CONTAINED WITHIN THE WIDTH OF THE CROSSWALK AND/OR THE PEDESTRIAN STREET CROSSING THEY SERVE.
10. ALL CURB RAMP JOINTS AND GRADE BREAKS SHALL BE FLUSH ($0" \pm \frac{1}{8}"$). THE JOINT BETWEEN THE ROADWAY SURFACE AND GUTTER PAN SHALL BE FLUSH.
11. THE CONTRACTOR SHALL VERIFY REMOVAL LIMITS ARE SUFFICIENT TO PROVIDE POSITIVE DRAINAGE, MAINTAIN EXISTING DRAINAGE PATTERNS, AND AVOID PONDING IN THE FINAL CONFIGURATION.
12. TO AVOID CHASING GRADE INDEFINITELY WHEN TRAVERSING THE HEIGHT OF THE CURB, THE RAMP LENGTH SHALL NOT EXCEED 15 FEET. ADJUST THE RAMP SLOPE AS NEEDED TO PROVIDE ACCESS TO THE MAXIMUM EXTENT TECHNICALLY FEASIBLE.
13. THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.33%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP, TURNING SPACE, OR BLENDED TRANSITION SHALL NOT EXCEED 5.0%.
14. FLARED SIDE SLOPES MAY EXCEED 10% ONLY WHERE THEY ABUT A NON-WALKABLE SURFACE OR THE ADJACENT CIRCULATION PATH IS BLOCKED.

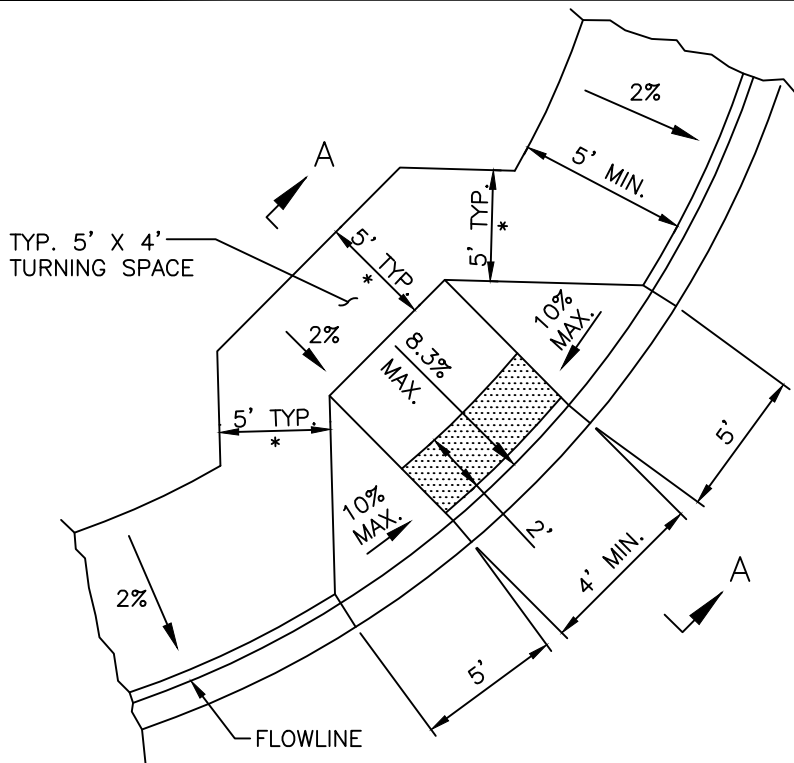


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CURB RAMP
GENERAL NOTES

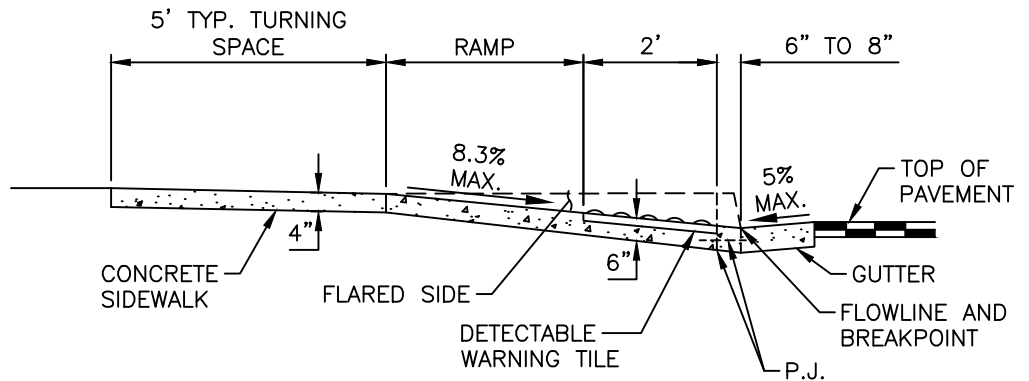
DATE: 4/2019 FOR REVIEW

R10

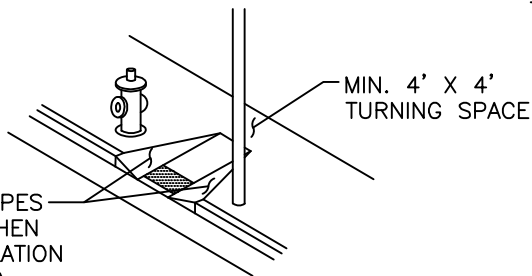


* THE TURNING SPACE SHALL BE 5' WIDE TYPICAL. IT MAY BE REDUCED TO 4' MIN. ON RETROFIT RAMPS WHEN LIMITED BY SITE CONDITIONS.

CURB RAMP TYPE 1A



SECTION A-A



STEEP FLARED SIDE SLOPES

NOTES:

1. CURB RAMP TYPE 1A (APEX RAMP) IS NOT ALLOWED IN NEW CONSTRUCTION. SEE NOTE 8 ON SHEET R10.
2. P.J.=PERMISSIBLE JOINT WITH EPOXY-COATED DEFORMED NO. 4 BY 18 INCH BARS CONFORMING TO AASHTO M 284 AT 18 INCH SPACING.

NOT TO SCALE



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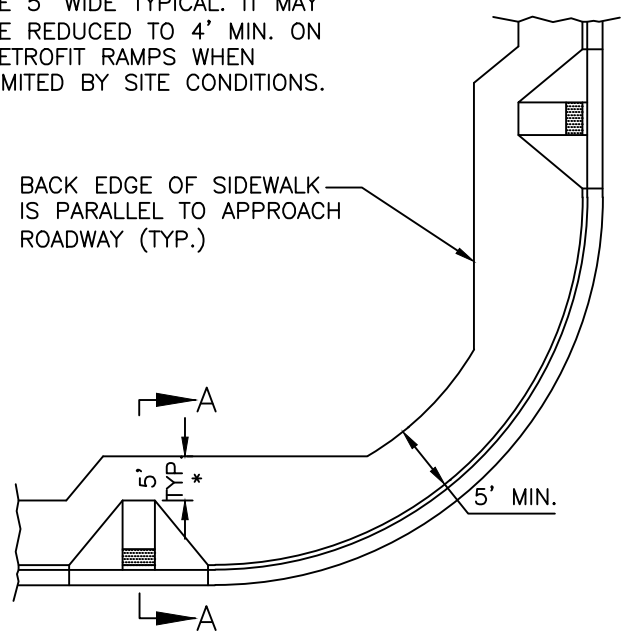
**CURB RAMP
 TYPE 1A**

DATE: 4/2019 FOR REVIEW

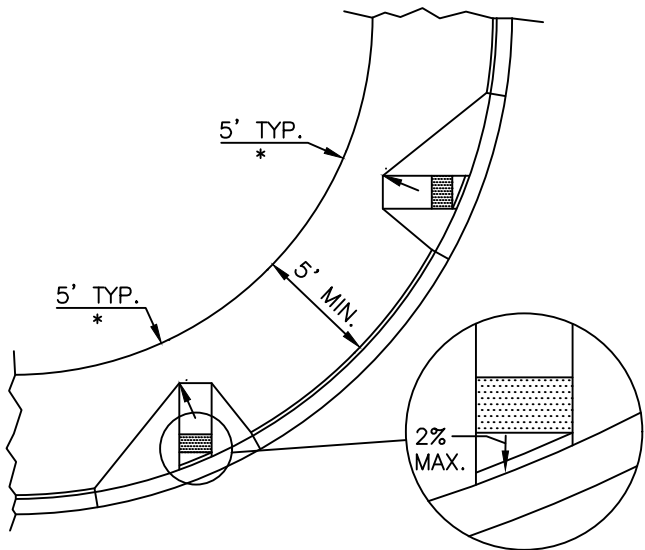
R11

* THE TURNING SPACE SHALL BE 5' WIDE TYPICAL. IT MAY BE REDUCED TO 4' MIN. ON RETROFIT RAMP WHEN LIMITED BY SITE CONDITIONS.

BACK EDGE OF SIDEWALK IS PARALLEL TO APPROACH ROADWAY (TYP.)

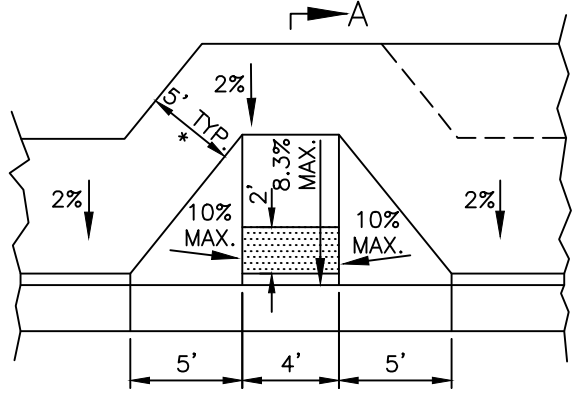


CURB RAMP TYPE 1B



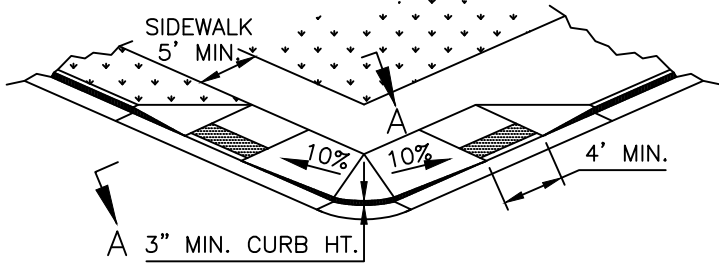
SEE DETECTABLE WARNING PLACEMENT GUIDE DETAIL ON SHEET R19.

CURB RAMP TYPE 1B MODIFIED



CURB RAMP TYPE 1B DETAIL

MAY BE USED IN MID-BLOCK CROSSINGS



CURB RAMP TYPE 1B OR 3B REDUCED CURB HEIGHT

SEE SHEET R11 FOR SECTION A-A

NOT TO SCALE



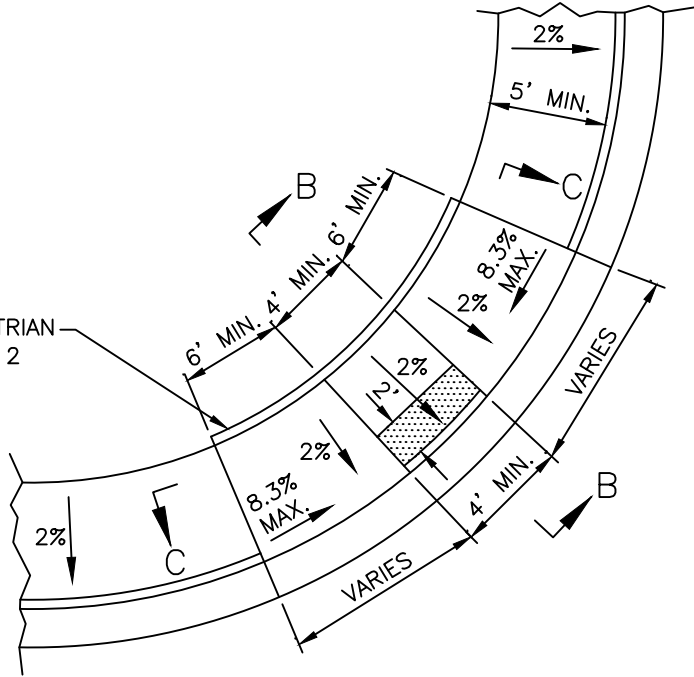
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CURB RAMP
TYPE 1B

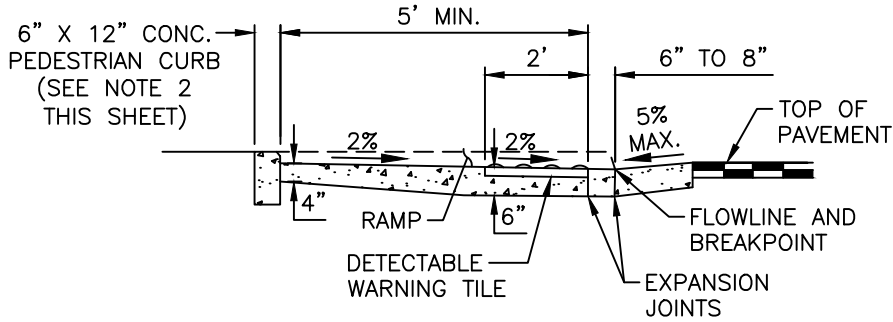
DATE: 4/2019 FOR REVIEW

R12

CONCRETE PEDESTRIAN CURB (SEE NOTE 2 THIS SHEET)



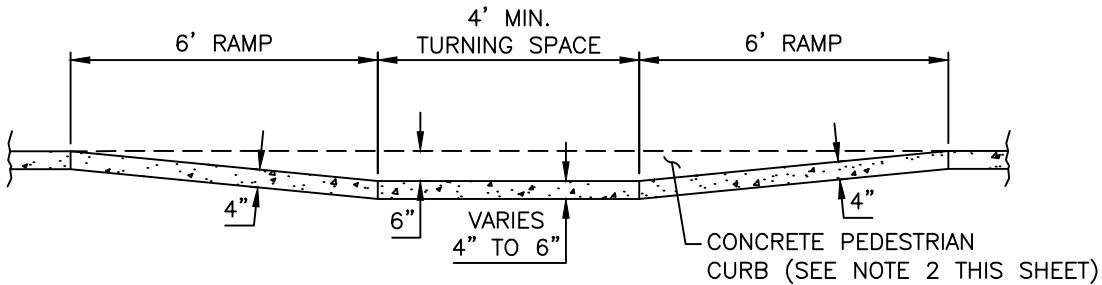
CURB RAMP TYPE 2A



SECTION B-B

NOTES:

1. CURB RAMP TYPE 2A (APEX RAMP) IS NOT ALLOWED IN NEW CONSTRUCTION. SEE NOTE 8 ON SHEET R10.
2. THE PEDESTRIAN CURB MAY BE OMITTED IF THE GROUND SURFACE AT THE BACK OF THE CURB RAMP OR LANDING IS THE SAME ELEVATION AS THE CURB RAMP OR LANDING AND THERE IS NO MATERIAL TO RETAIN.



SECTION C-C

NOT TO SCALE

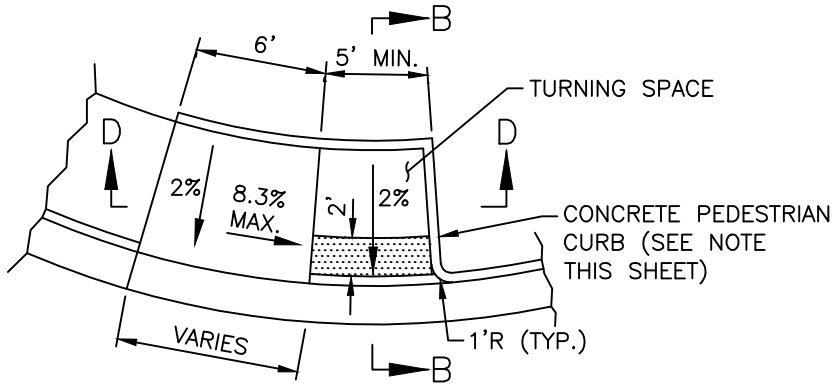


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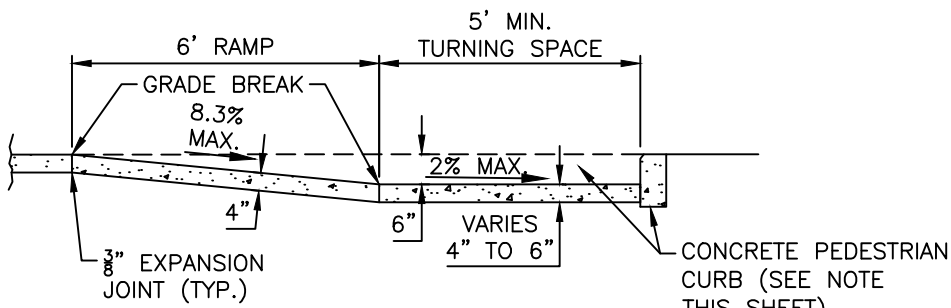
CURB RAMP
TYPE 2A

DATE: 4/2019 FOR REVIEW

R13

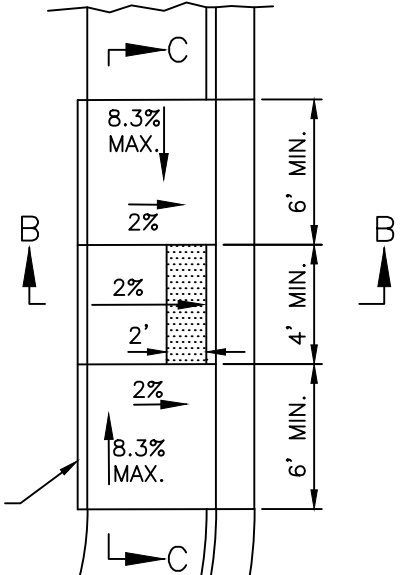


CURB RAMP TYPE 2C

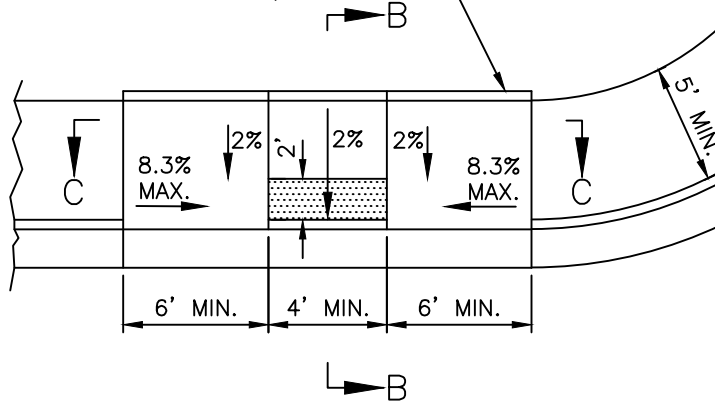


SECTION D-D

SEE SHEET R13 FOR SECTIONS B-B AND C-C



CONCRETE PEDESTRIAN CURB (SEE NOTE THIS SHEET)



CURB RAMP TYPE 2B

MAY BE USED IN MID-BLOCK CROSSINGS

NOTE: THE PEDESTRIAN CURB MAY BE OMITTED IF THE GROUND SURFACE AT THE BACK OF THE CURB RAMP OR LANDING IS THE SAME ELEVATION AS THE CURB RAMP OR LANDING AND THERE IS NO MATERIAL TO RETAIN.

NOT TO SCALE



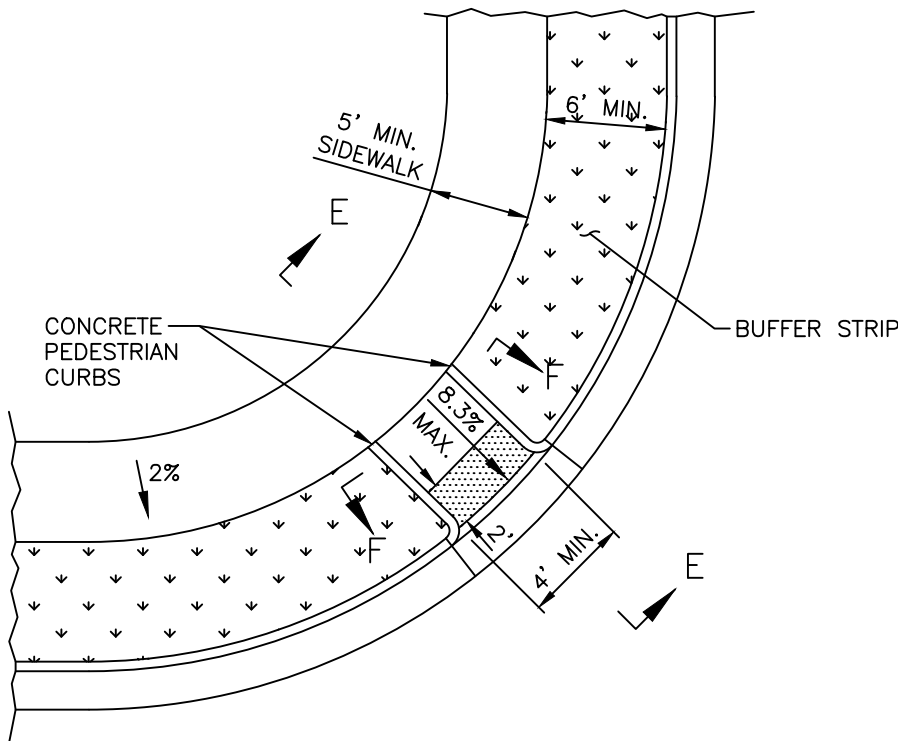
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CURB RAMP
TYPE 2B AND 2C

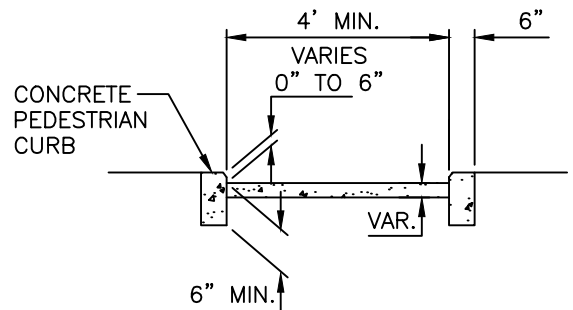
DATE: 4/2019 FOR REVIEW

R14

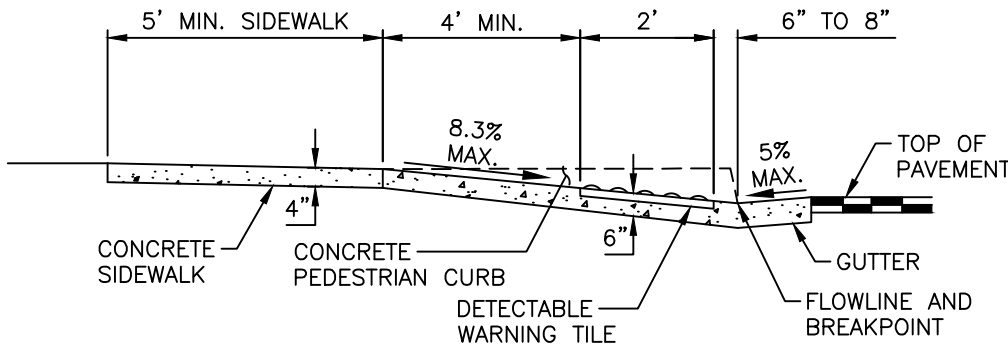
NOTE: CURB RAMP TYPE 3A (APEX RAMP) IS NOT ALLOWED IN NEW CONSTRUCTION. SEE NOTE 8 ON SHEET R10.



CURB RAMP TYPE 3A



SECTION F-F



SECTION E-E

NOT TO SCALE

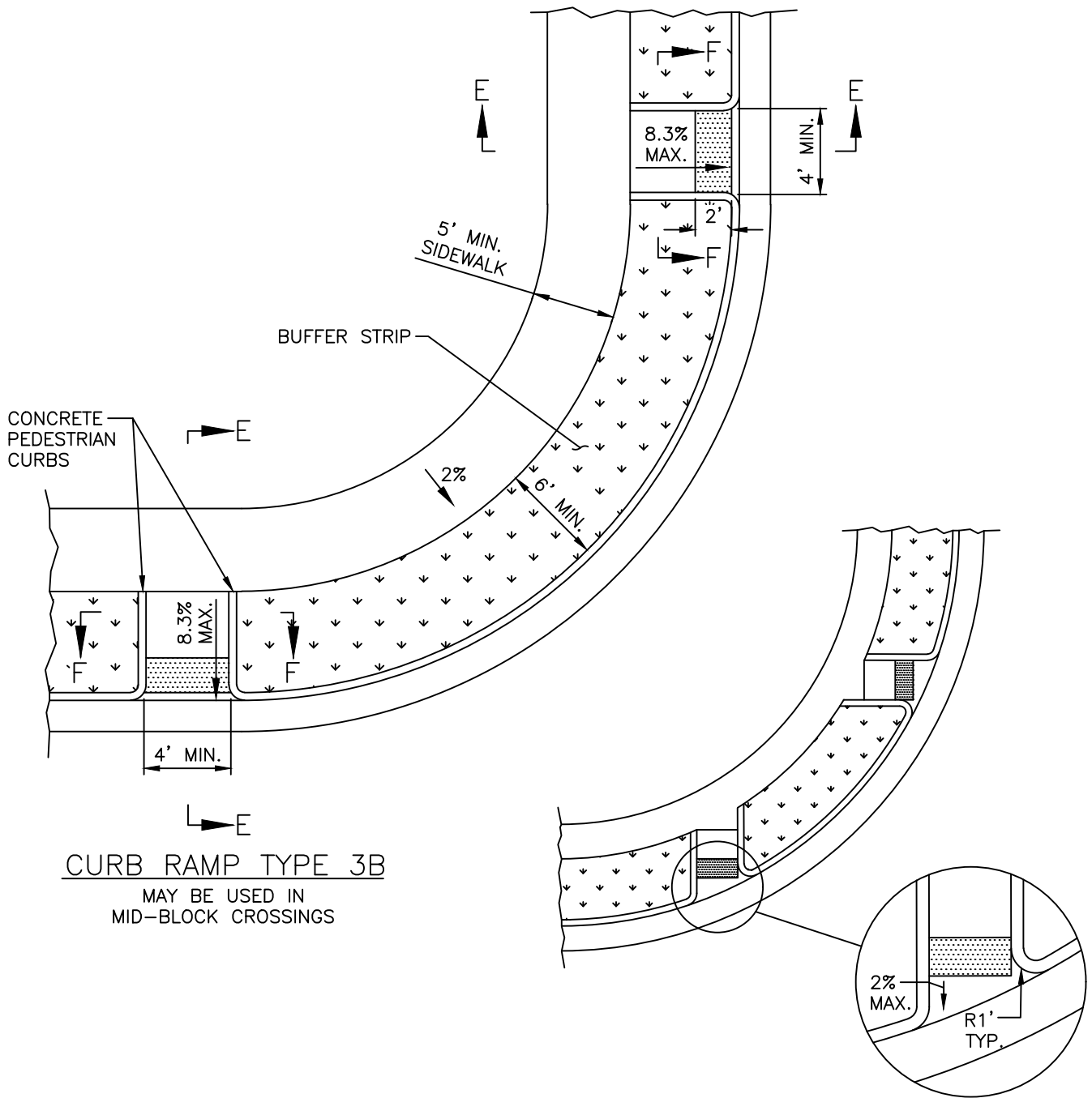


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CURB RAMP
 TYPE 3A

DATE: 4/2019 FOR REVIEW

R15



CURB RAMP TYPE 3B

MAY BE USED IN
MID-BLOCK CROSSINGS

SEE SHEET R15 FOR
SECTIONS E-E AND F-F

CURB RAMP TYPE 3B MODIFIED

SEE DETECTABLE WARNING
PLACEMENT GUIDE DETAIL
ON SHEET 19.

NOT TO SCALE

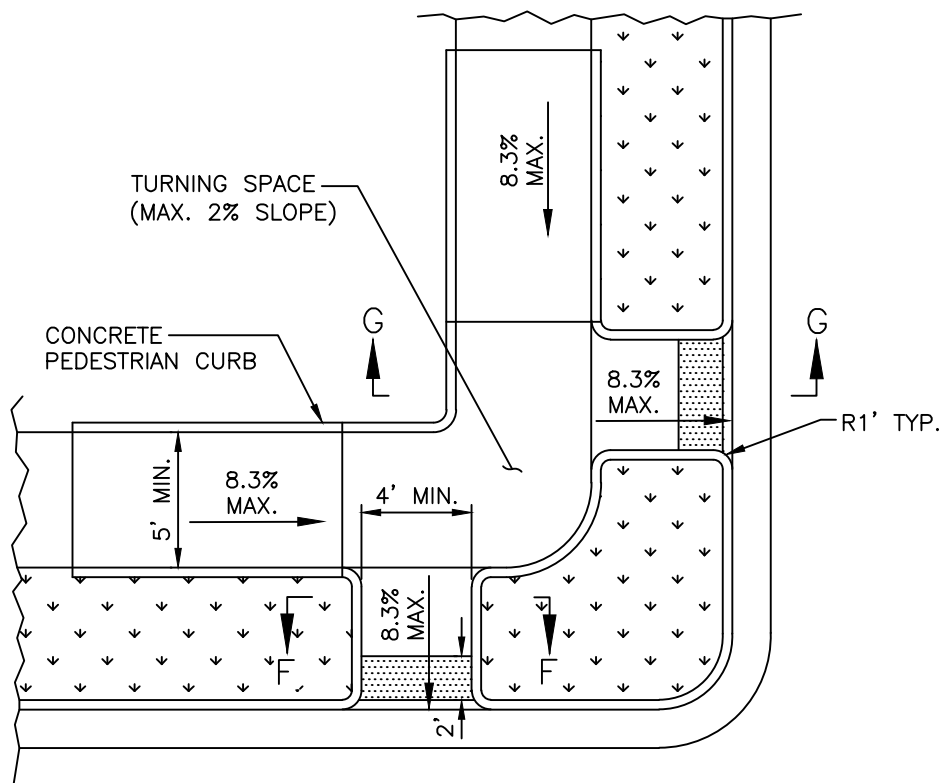


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CURB RAMP
TYPE 3B

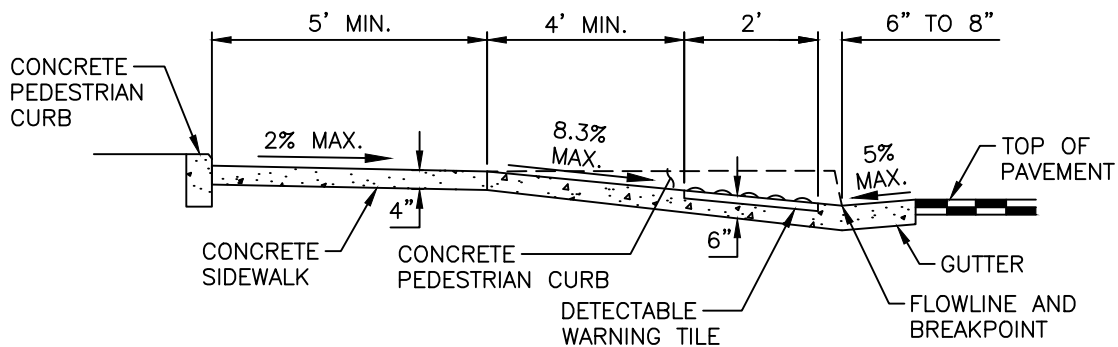
DATE: 4/2019 FOR REVIEW

R16



CURB RAMP TYPE 3C (COMBINATION)

SEE SHEET R15 FOR
SECTION F-F



SECTION G-G

NOT TO SCALE

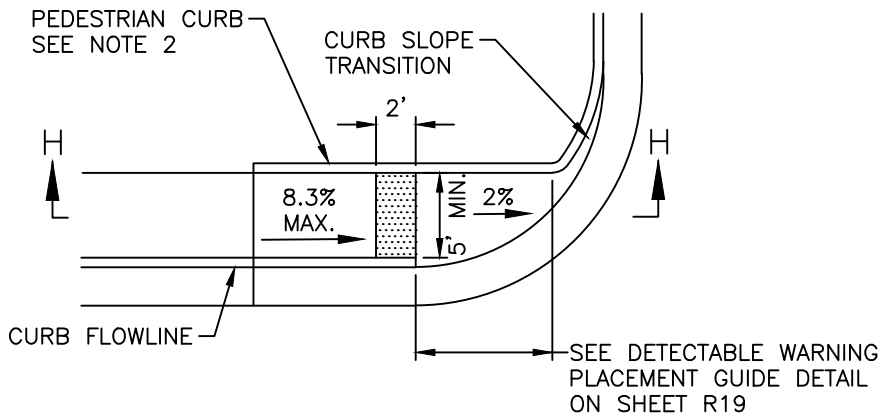


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CURB RAMP
TYPE 3C

DATE: 4/2019 FOR REVIEW

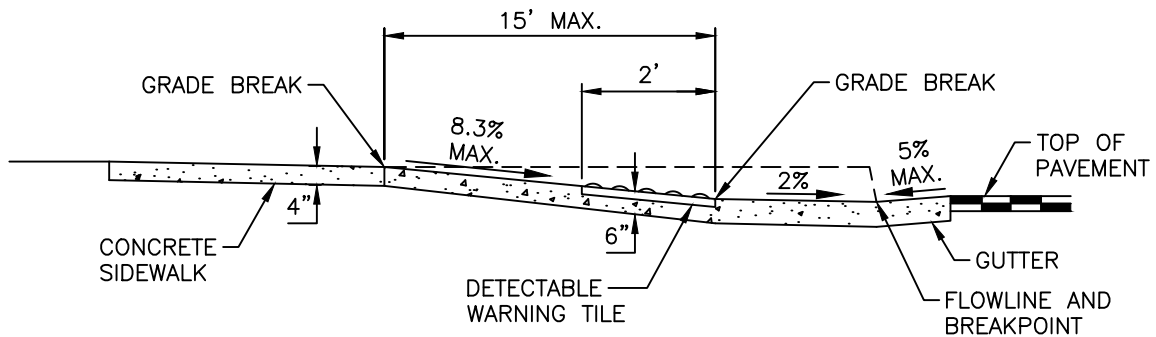
R17



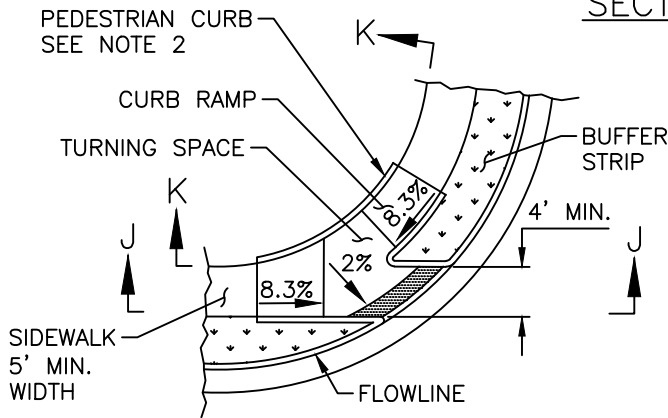
CURB RAMP TYPE 4A

NOTES:

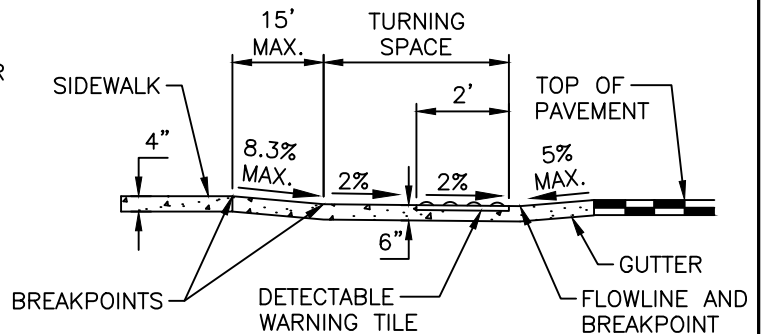
1. CURB RAMP TYPE 4B IS FOR USE WHERE PEDESTRIAN CROSSING IS IN ONE DIRECTION ONLY.
2. THE PEDESTRIAN CURB MAY BE OMITTED IF THE GROUND SURFACE AT THE BACK OF THE CURB RAMP OR LANDING IS THE SAME ELEVATION AS THE CURB RAMP OR LANDING AND THERE IS NO MATERIAL TO RETAIN.
3. RAMP GRADE BREAKS SHALL BE PERPENDICULAR TO THE RUNNING SLOPE.



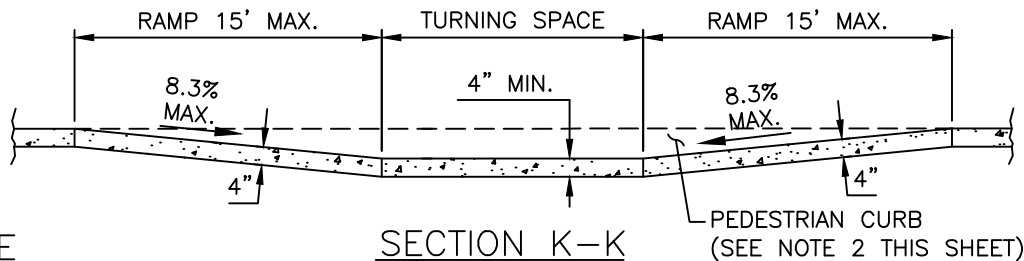
SECTION H-H



CURB RAMP TYPE 4B



SECTION J-J



SECTION K-K

NOT TO SCALE

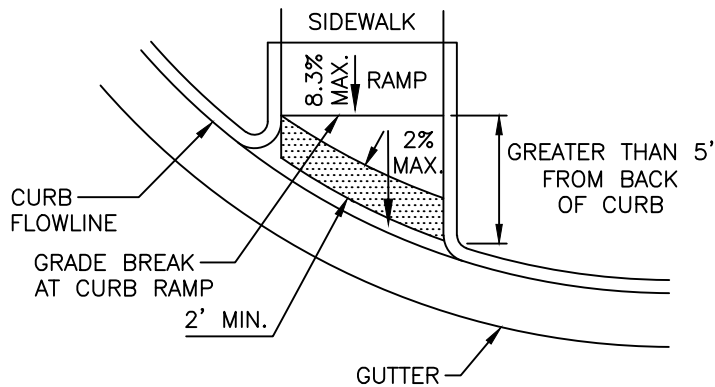
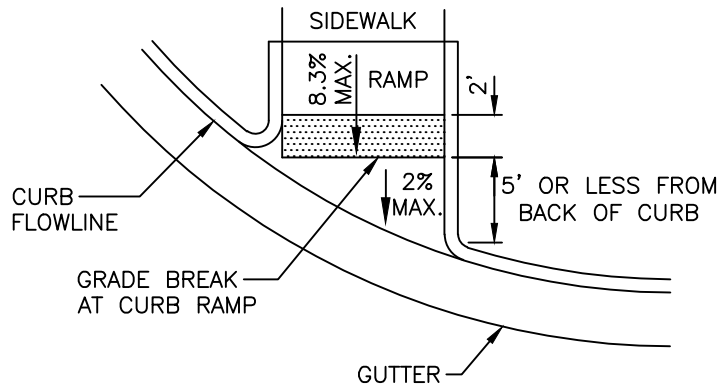


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CURB RAMP
TYPE 4A AND 4B

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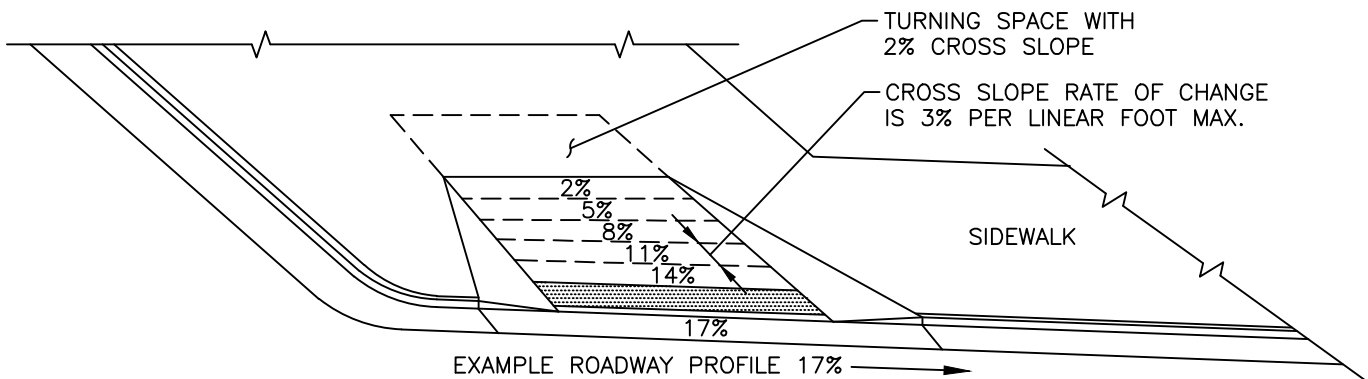
R18



NOTES:

1. THE DETECTABLE WARNING TILE SHALL BE EMBEDDED IN THE CONCRETE CURB RAMP WHILE CONCRETE IS PLASTIC.
2. THE DETECTABLE WARNING TILE TO BE USED SHALL MEET REQUIREMENT OF WESTMINSTER STANDARDS AND SPECIFICATIONS.
3. WHEN THE DETECTABLE WARNING TILE IS CUT, GRIND OFF THE REMAINING PORTION OF ANY CUT DOMES. SEAL ALL CUT PANEL EDGES WITH A SEALANT TO PREVENT WATER DAMAGE.
4. THE DETECTABLE WARNING SURFACE SHALL SPAN THE ENTIRE WIDTH OF THE RAMP. IF CONDITIONS DO NOT ALLOW THE ENTIRE SPAN, THE DETECTABLE WARNING SURFACE SPAN SHALL NOT BE MORE THAN 2 INCHES AWAY FROM EACH SIDE OF RAMP.

DETECTABLE WARNING PLACEMENT GUIDE



RAMP CROSS SLOPE TRANSITION TO ROADWAY PROFILE (APPLICABLE TO ALL CURB RAMP TYPES)

CURB RAMP CROSS SLOPES AND TURNING SPACES SHALL BE:

- A. 2% MAX. WHEN A YIELD OR STOP CONTROL IS PRESENT.
- B. PERMITTED TO EQUAL THE ROADWAY GRADE WHEN THERE IS NO YIELD OR STOP CONTROL, WHEN A TRAFFIC SIGNAL IS PRESENT, OR AT A MIDBLOCK CROSSING LOCATION.

NOT TO SCALE

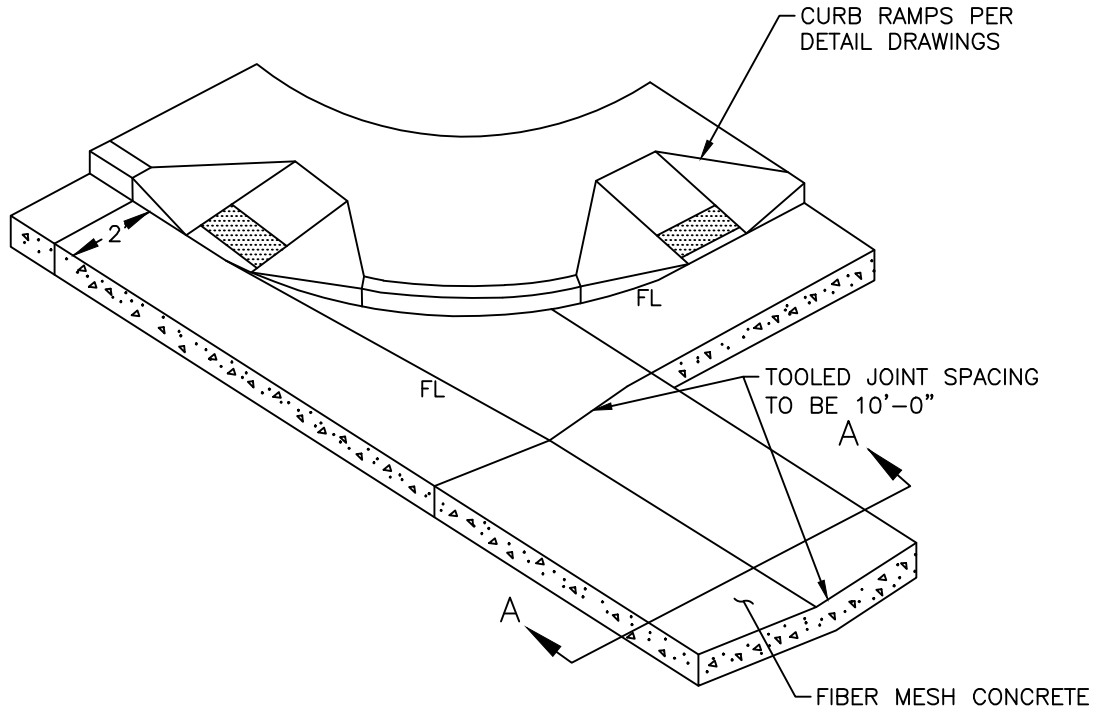


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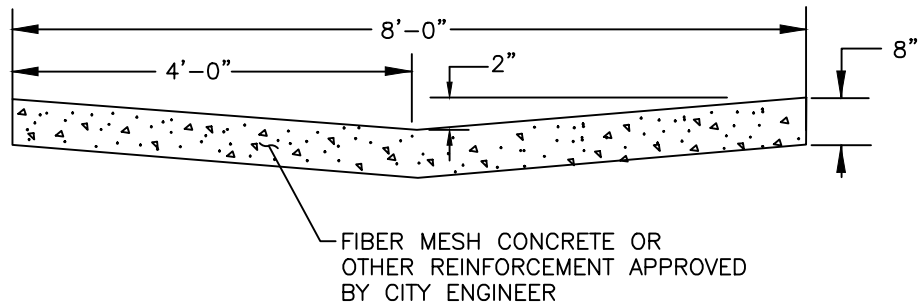
CURB RAMP
MISCELLANEOUS DETAILS

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CURB, GUTTER & WALK



SECTION A-A

N.T.S.



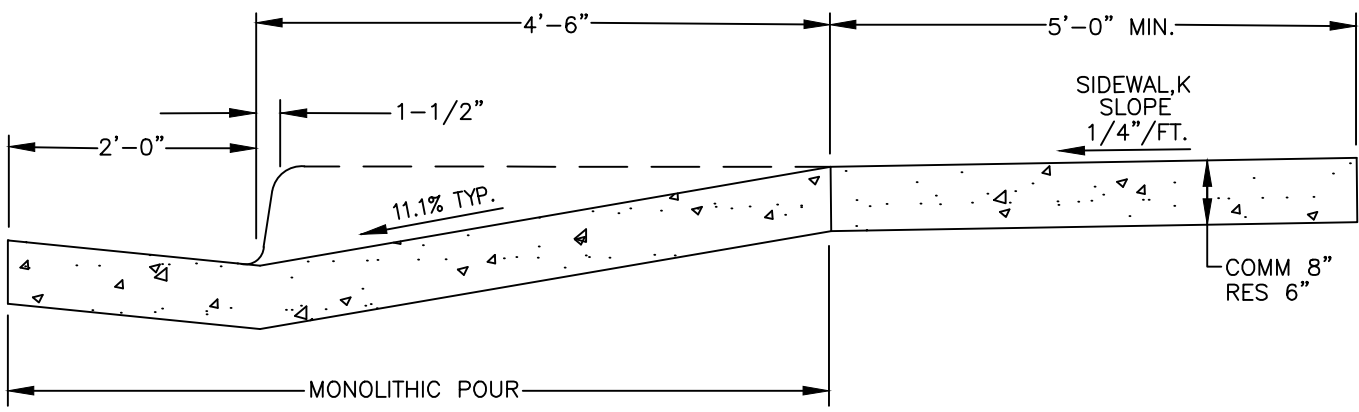
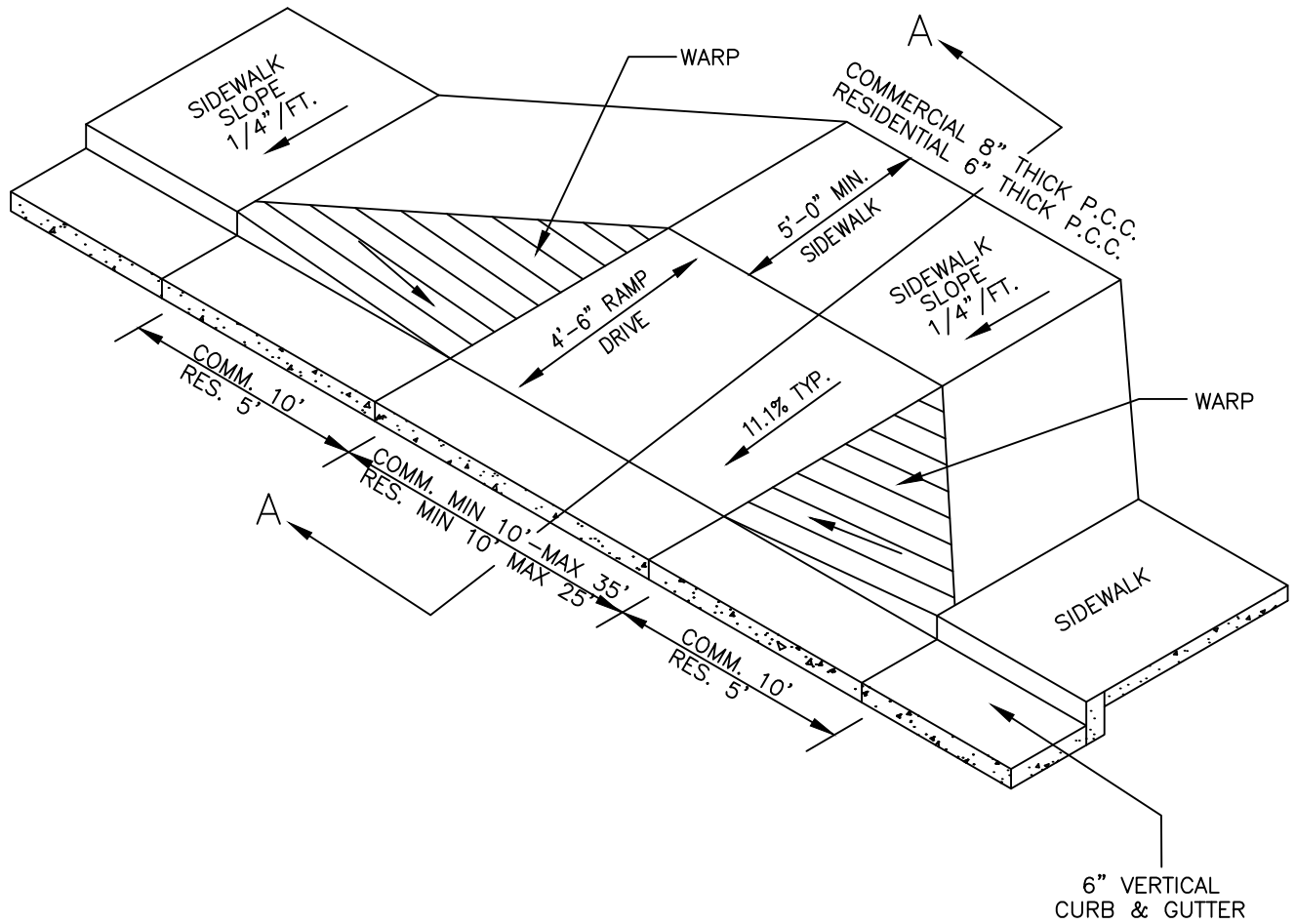
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CURB RAMP
 WITH CROSS PAN
 BARRIER CURB

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NOTE:
 CONTRACTION JOINTS ARE REQUIRED AT EACH
 SIDE OF WARPED SECTION AND EVERY 10' (MAX)
 ALONG THE DRIVEWAY.



SECTION A-A

N.T.S.

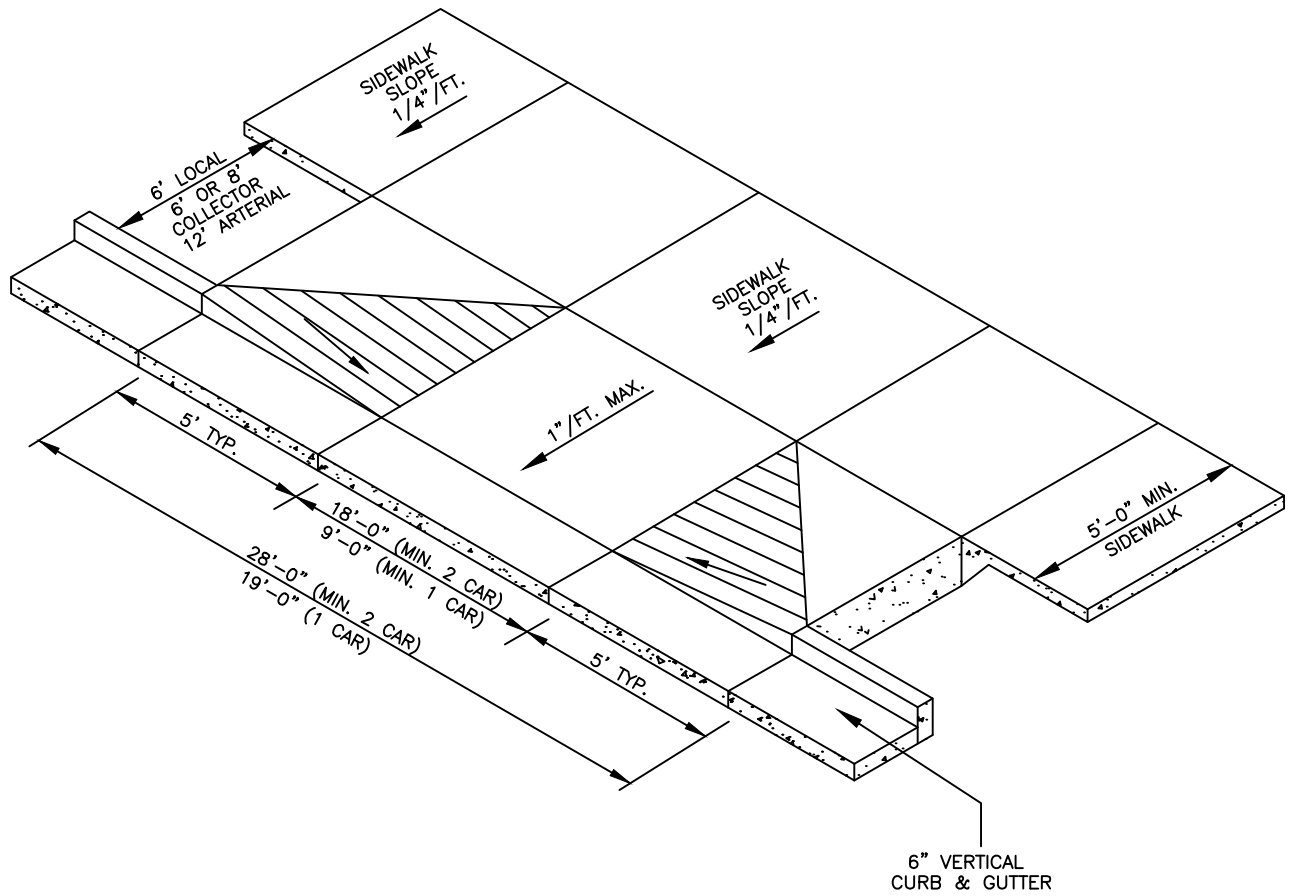


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RAMP DRIVE FOR
 VERTICAL CURB
 ATTACHED WALK

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N.T.S.

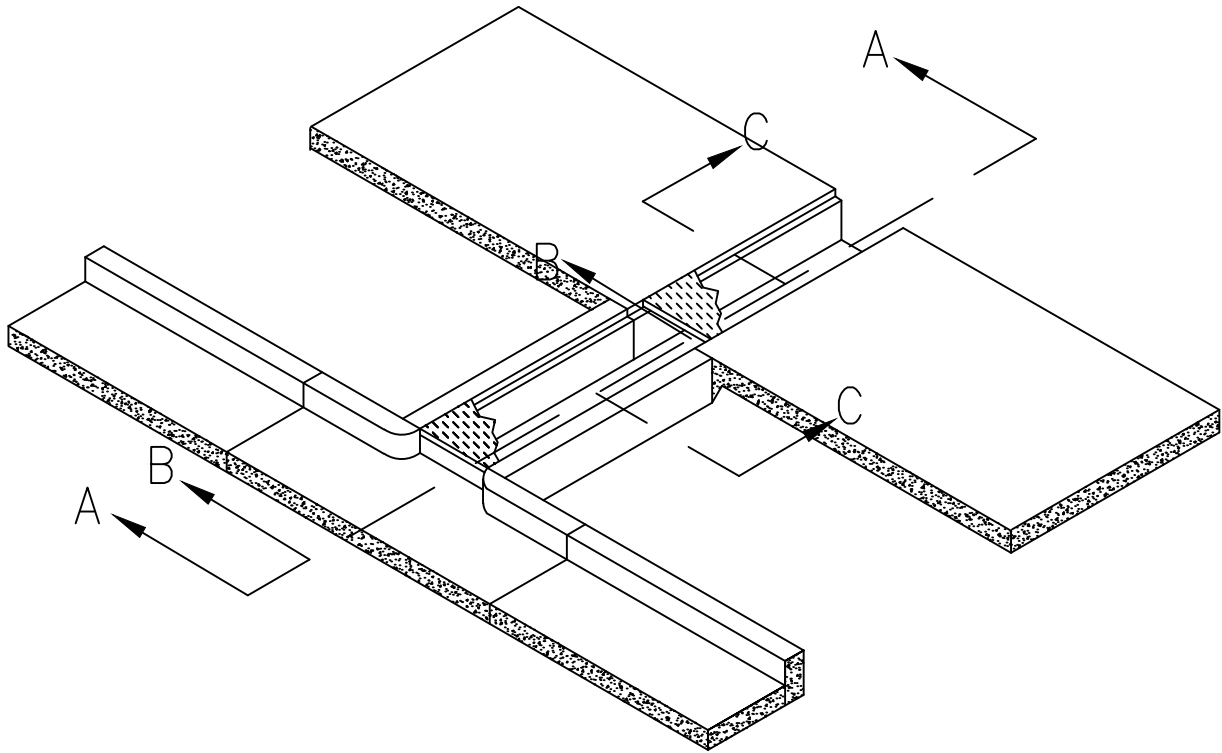


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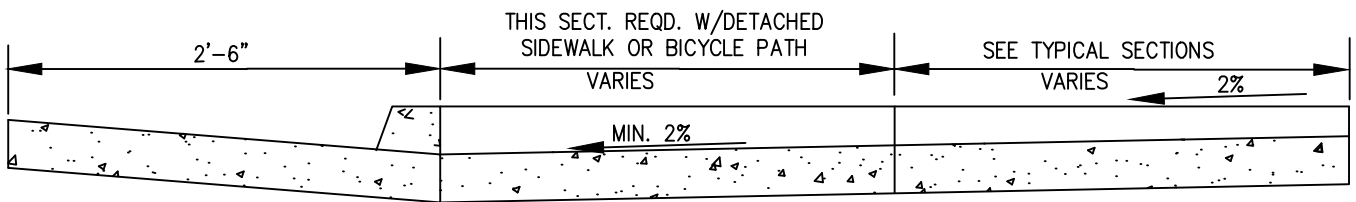
RAMP DRIVE FOR
 VERTICAL CURB &
 DETACHED WALK

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CHASE DRAIN



SECTION A-A

N.T.S.

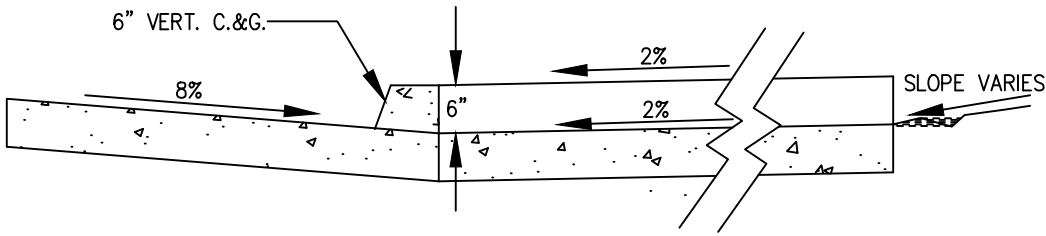


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**STANDARD SIDEWALK
 CHASE DETAIL**

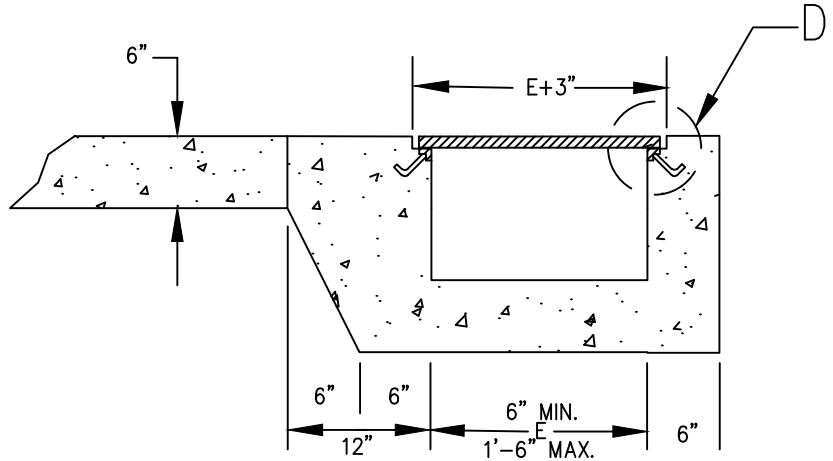
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SECTION B-B

SECTION C-C



1/4" STEEL PLATE
NON SLIP RAISED PATTERN

PLATE FLUSH WITH
TOP OF WALK

3/16" CLEARANCE

1/2"

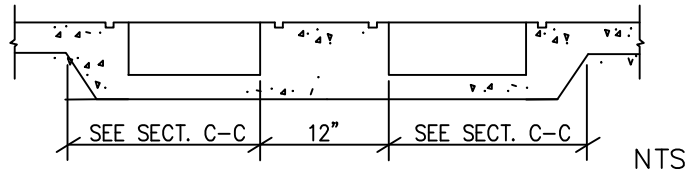
DETAIL D

1 1/2"x1 1/2"x1/4" ANGLE IRON
DRILLED & TAPED FOR
1/4" MACHINE SCREWS

1/4"x3/4" F.H. MACHINE SCREWS
@ 2'4" O.C. COUNTER SINK FLUSH
WITH PLATE

6" #3 REBAR (4" LONG
W/ 2" HOOK), WELD TO
ANGLE 18" O.C.

MULTIPLE CHASE



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CHASE DRAIN
DETAILS

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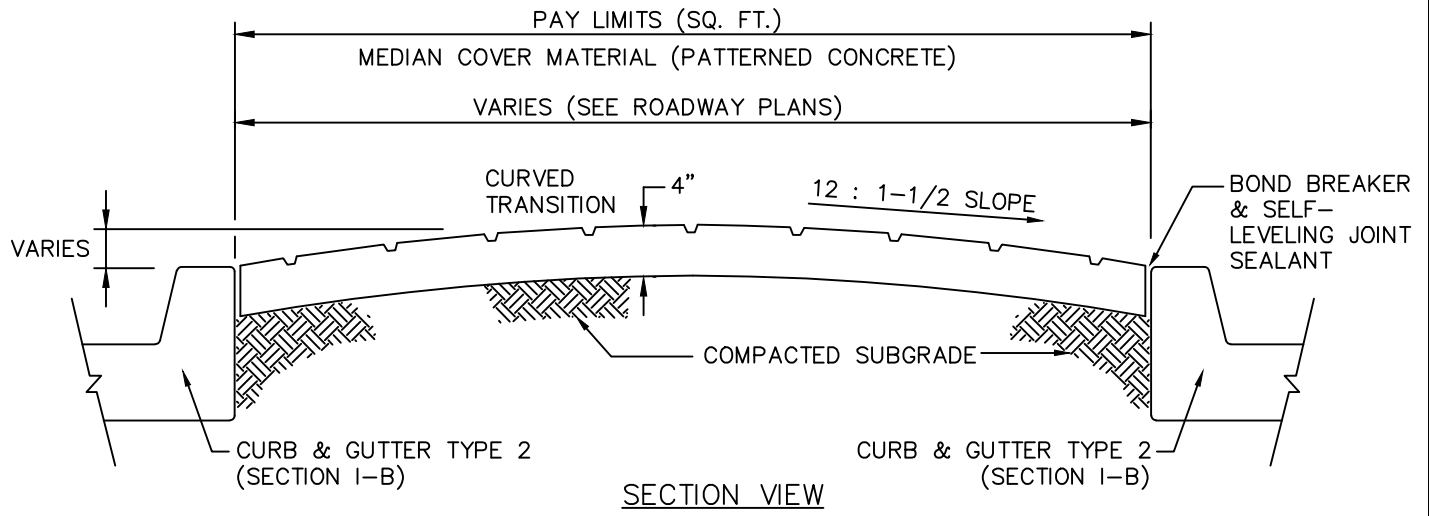


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RESERVED FOR
FUTURE USE

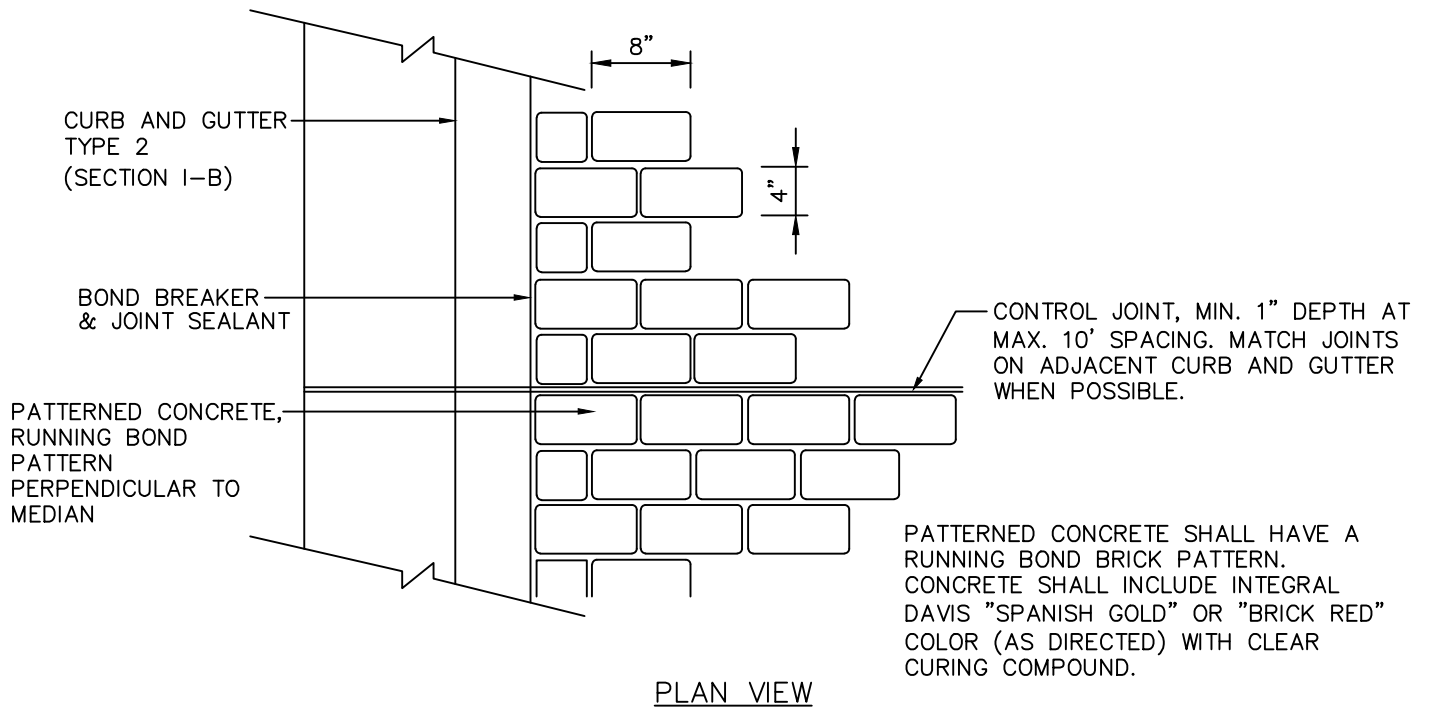
DATE: 4/2019 FOR REVIEW

R25



SECTION VIEW

PLACE BOND BREAKER AND JOINT SEALANT IN JOINT BETWEEN PATTERNED CONCRETE AND ABUTTING CURB. BOND BREAKER SHALL BE 4-MIL TO 6-MIL PLASTIC SHEETING AND SHALL BE INCLUDED IN THE COST OF THE MEDIAN COVER.



PLAN VIEW

PATTERNED CONCRETE SHALL HAVE A RUNNING BOND BRICK PATTERN. CONCRETE SHALL INCLUDE INTEGRAL DAVIS "SPANISH GOLD" OR "BRICK RED" COLOR (AS DIRECTED) WITH CLEAR CURING COMPOUND.

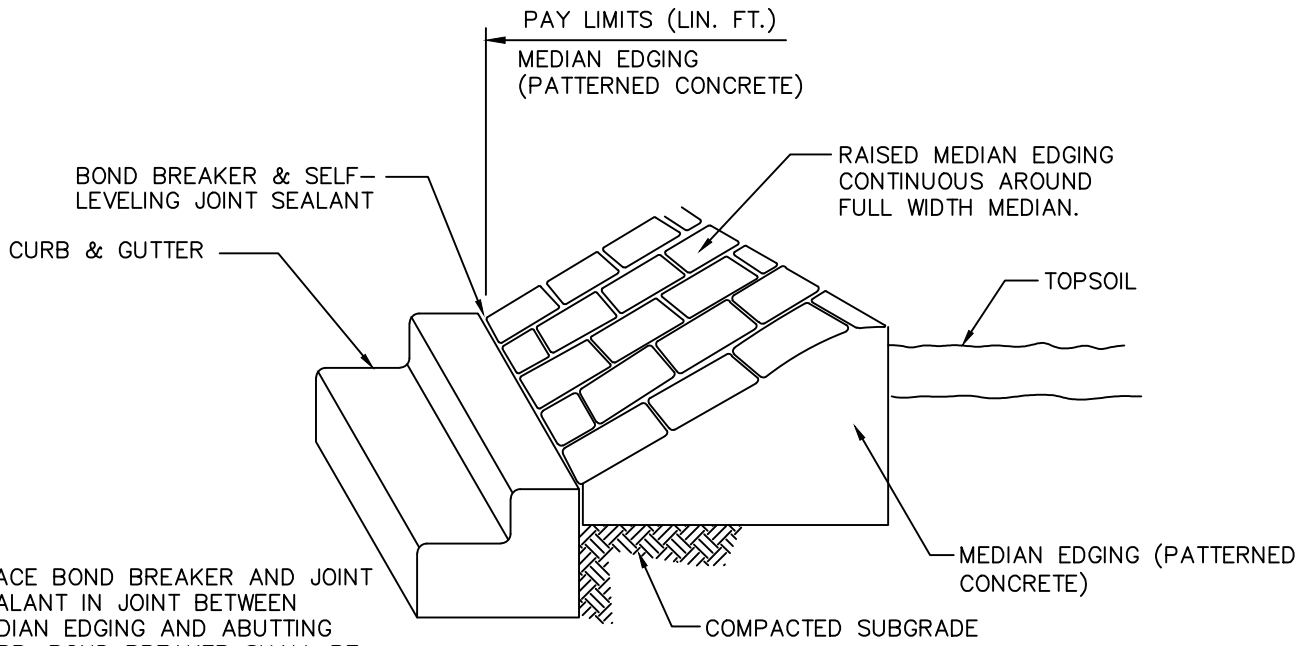


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MEDIAN COVER MATERIAL
 (PATTERNED CONCRETE)

DATE: 4/2019 FOR REVIEW

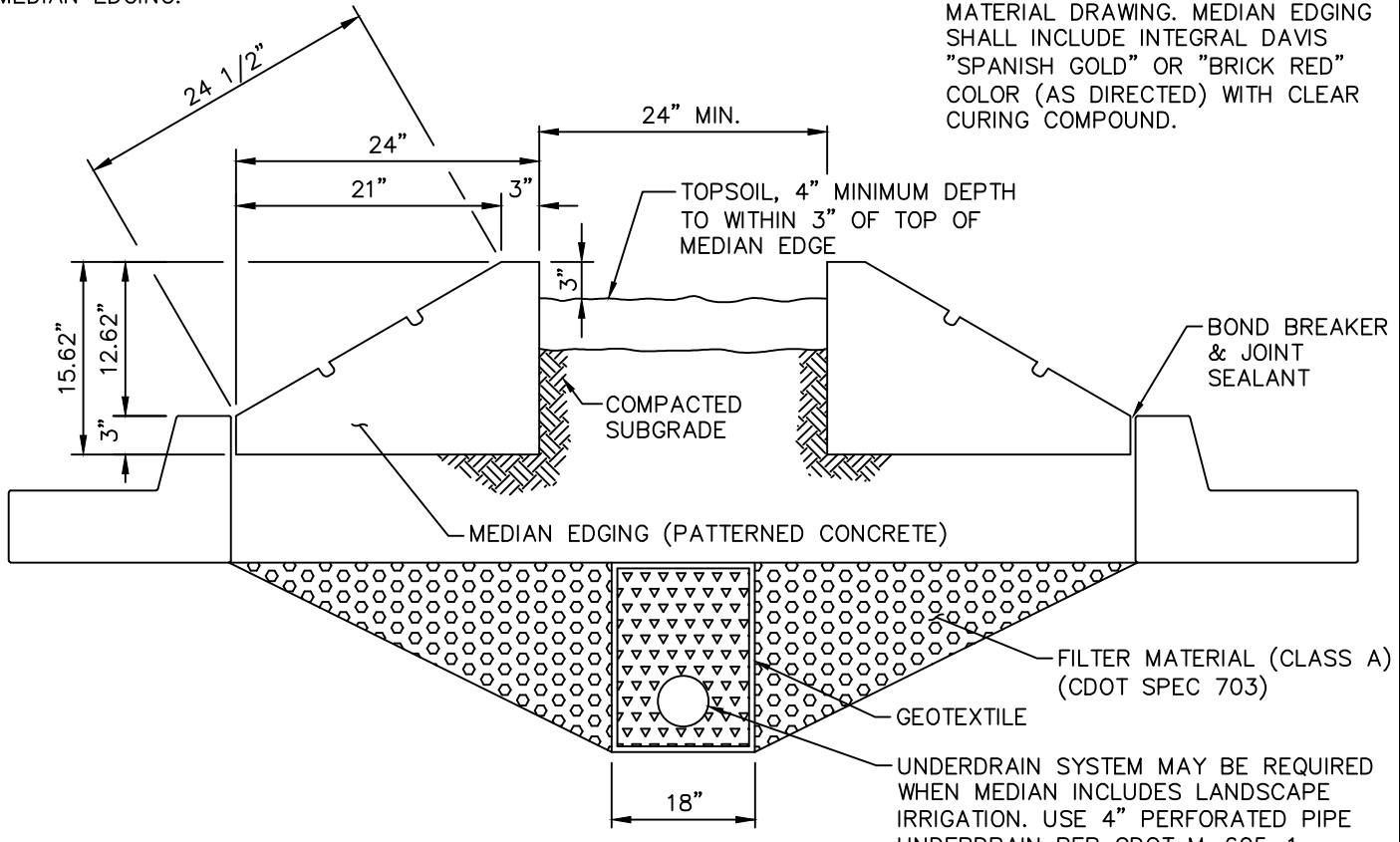
R26



PLACE BOND BREAKER AND JOINT SEALANT IN JOINT BETWEEN MEDIAN EDGING AND ABUTTING CURB. BOND BREAKER SHALL BE 4-MIL TO 6-MIL PLASTIC SHEETING AND SHALL BE INCLUDED IN THE COST OF THE MEDIAN EDGING.

ISOMETRIC VIEW

MEDIAN EDGING SHALL HAVE A RUNNING BOND BRICK PATTERN AS SHOWN ON THE MEDIAN COVER MATERIAL DRAWING. MEDIAN EDGING SHALL INCLUDE INTEGRAL DAVIS "SPANISH GOLD" OR "BRICK RED" COLOR (AS DIRECTED) WITH CLEAR CURING COMPOUND.



SECTION VIEW

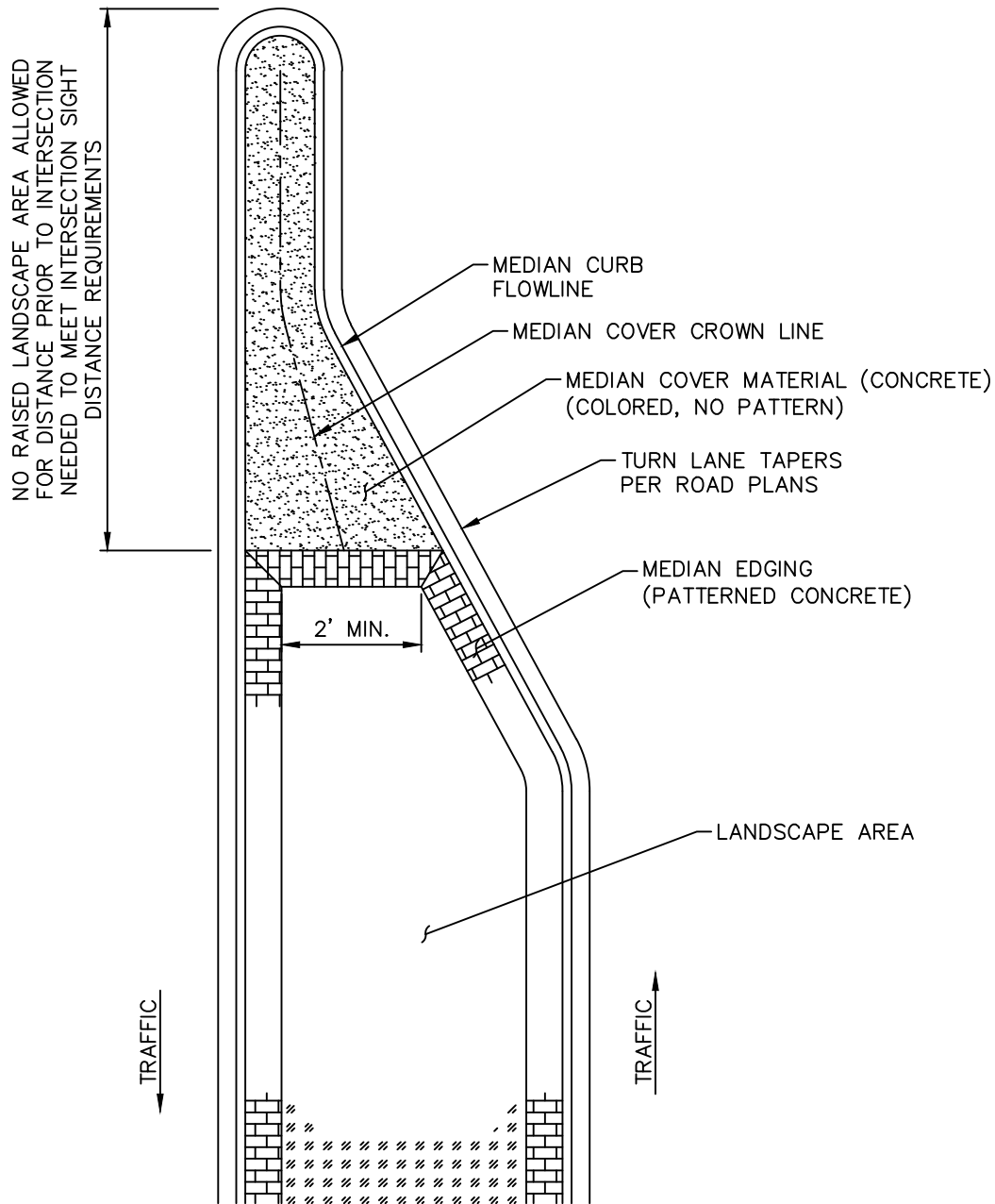


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MEDIAN EDGING
 (PATTERNED CONCRETE)

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PLAN VIEW
NOT TO SCALE

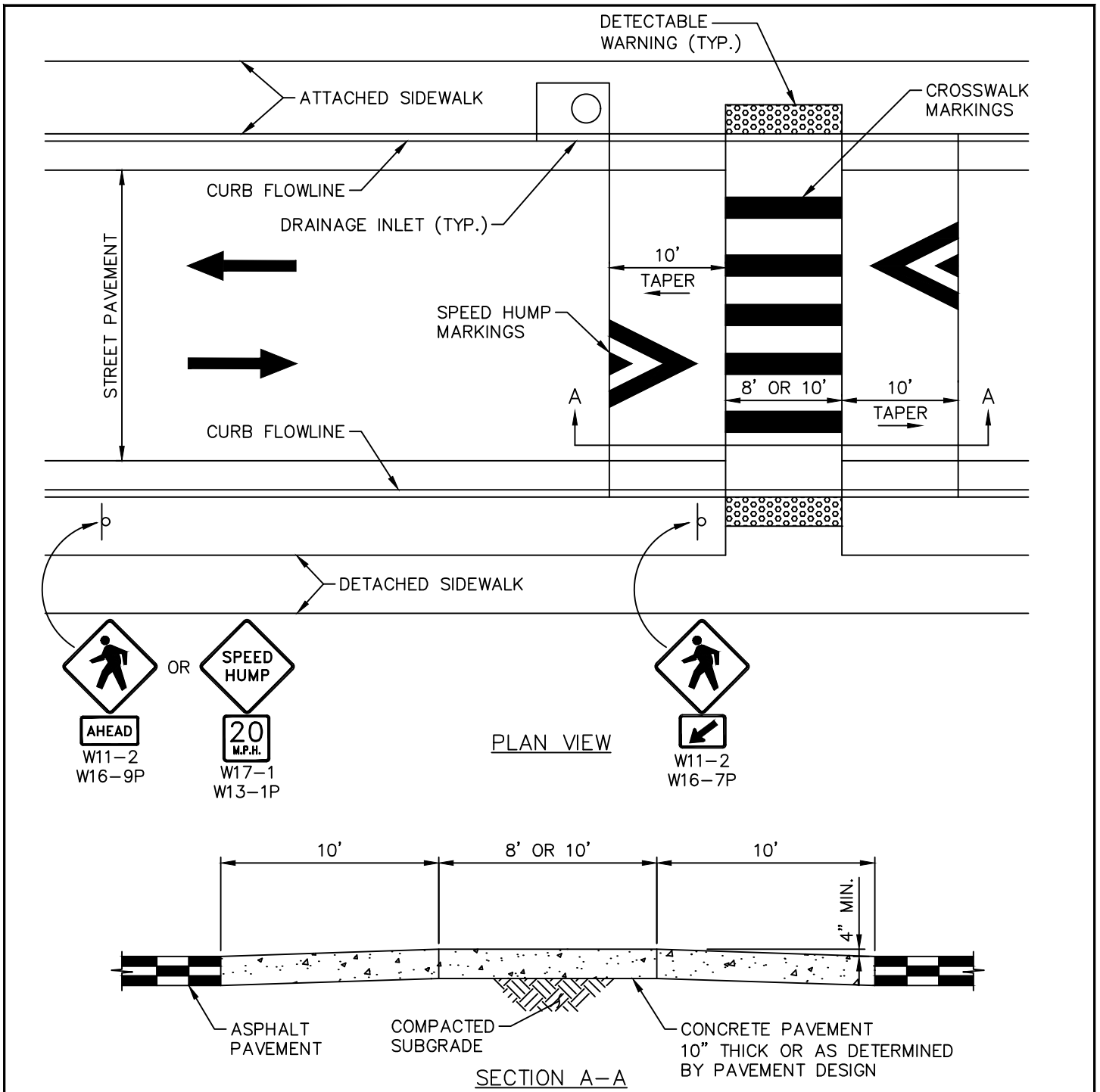


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MEDIAN COVER
TRANSITIONS

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NOTES:

1. IF STORM SEWER IS PRESENT, INLETS MAY BE INSTALLED IF REQUIRED FOR DRAINAGE ON THE UPHILL SIDE OF THE RAISED CROSSWALK.
2. RAISED CROSSWALK SHALL UTILIZE SIGNAGE, SPEED HUMP MARKINGS AND CROSSWALK MARKINGS PER THE MUTCD.

NOT TO SCALE

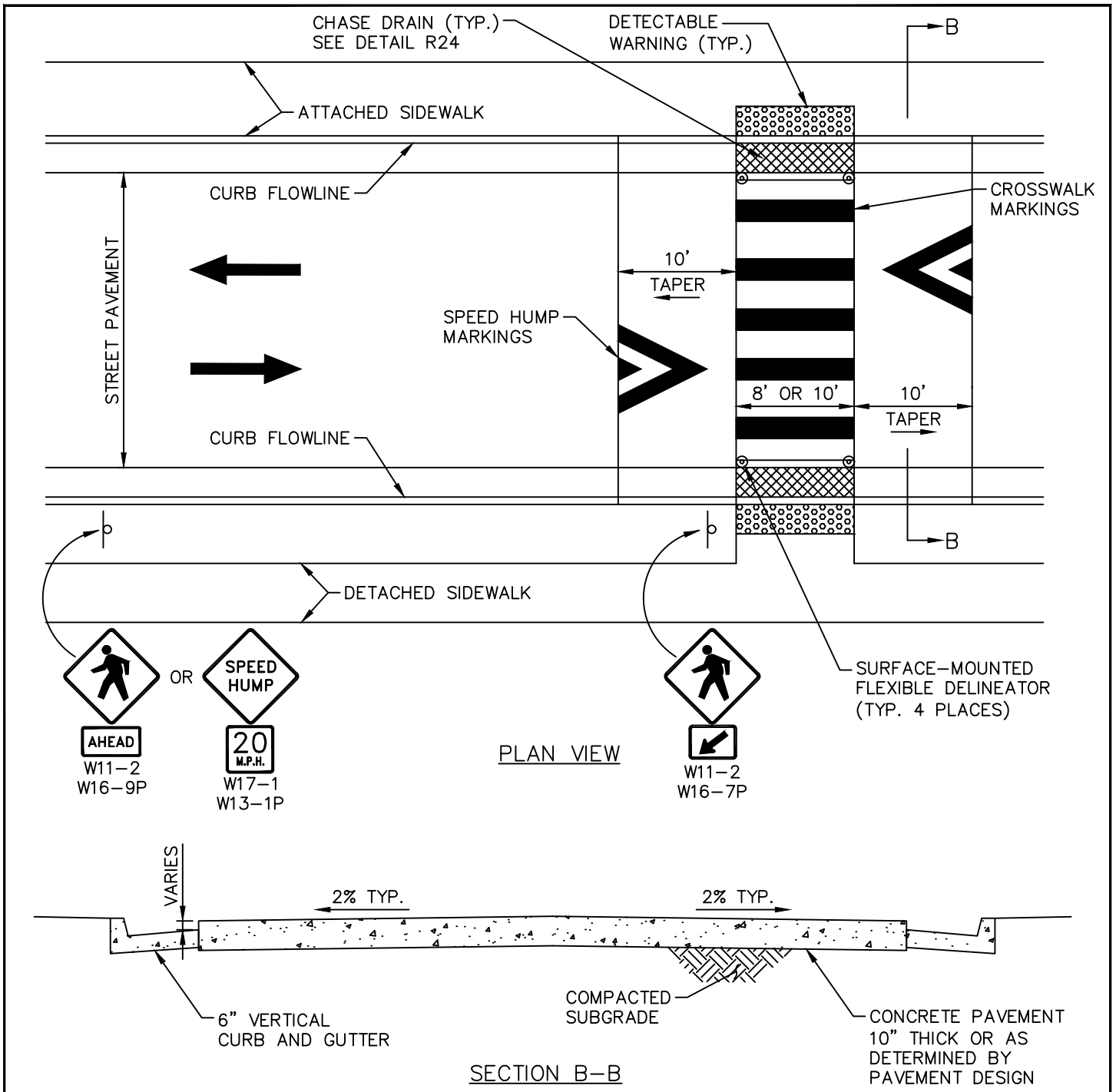


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**RAISED PEDESTRIAN
 CROSSWALK**

DATE: 4/2019 FOR REVIEW

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NOTES:

1. IF STORM SEWER IS NOT PRESENT, CHASE DRAINS MAY BE UTILIZED IF REQUIRED FOR DRAINAGE.
2. RAISED CROSSWALK SHALL UTILIZE SIGNAGE, SPEED HUMP MARKINGS AND CROSSWALK MARKINGS PER THE MUTCD.

NOT TO SCALE

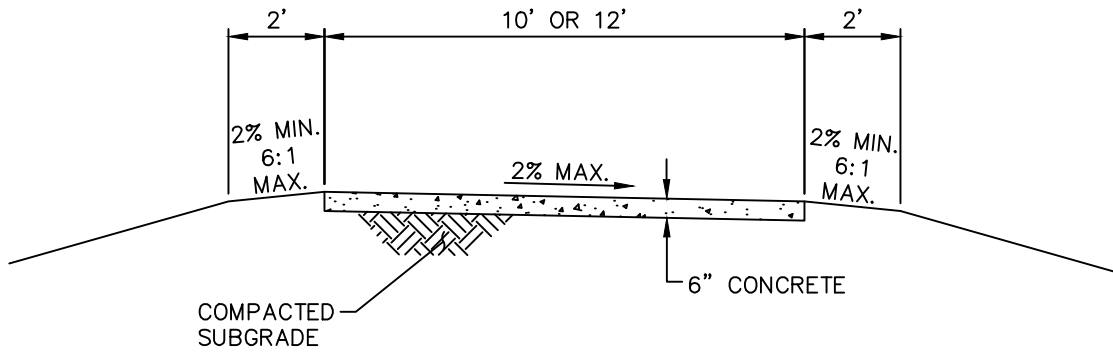


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**RAISED PEDESTRIAN
 CROSSWALK WITH CHASE**

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SHARED USE PATHS TYPICAL SECTION

NOT TO SCALE

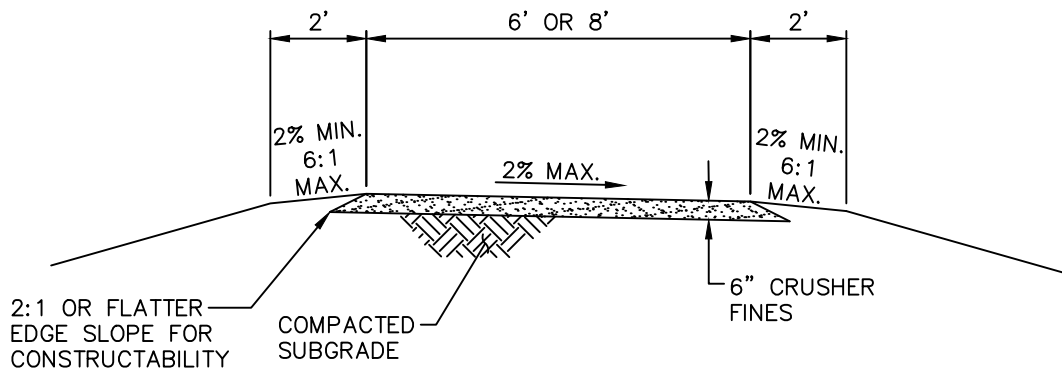


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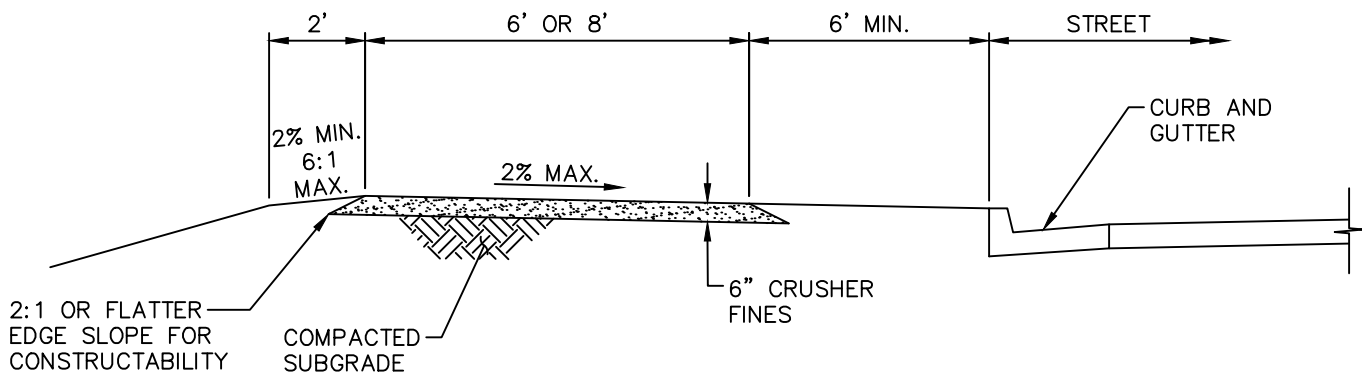
CONCRETE SHARED
USE PATHS

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CRUSHER FINES TRAIL TYPICAL SECTION



CRUSHER FINES SIDEPATH TYPICAL SECTION

NOT TO SCALE

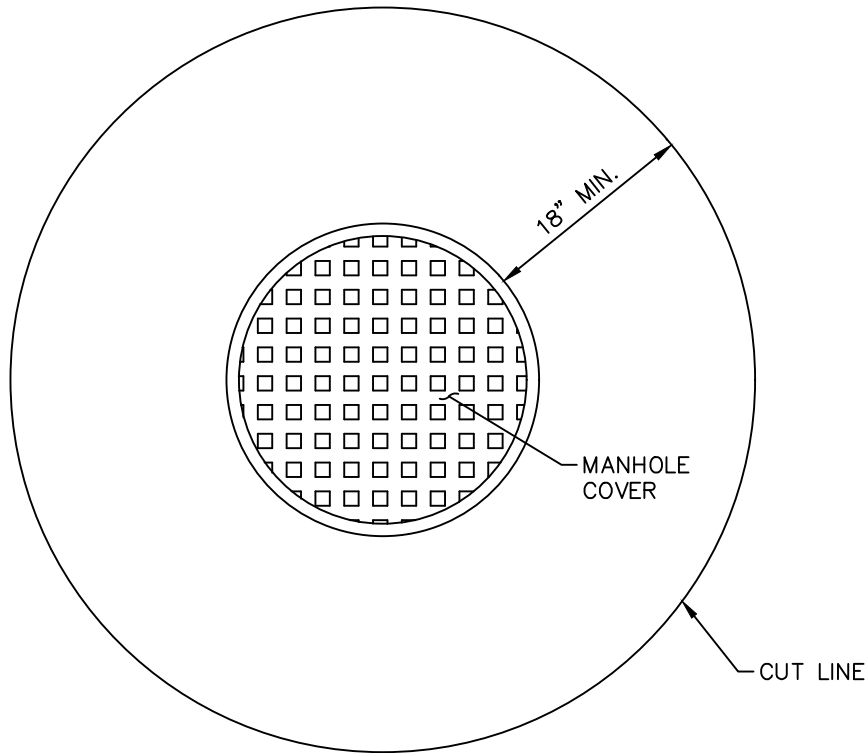


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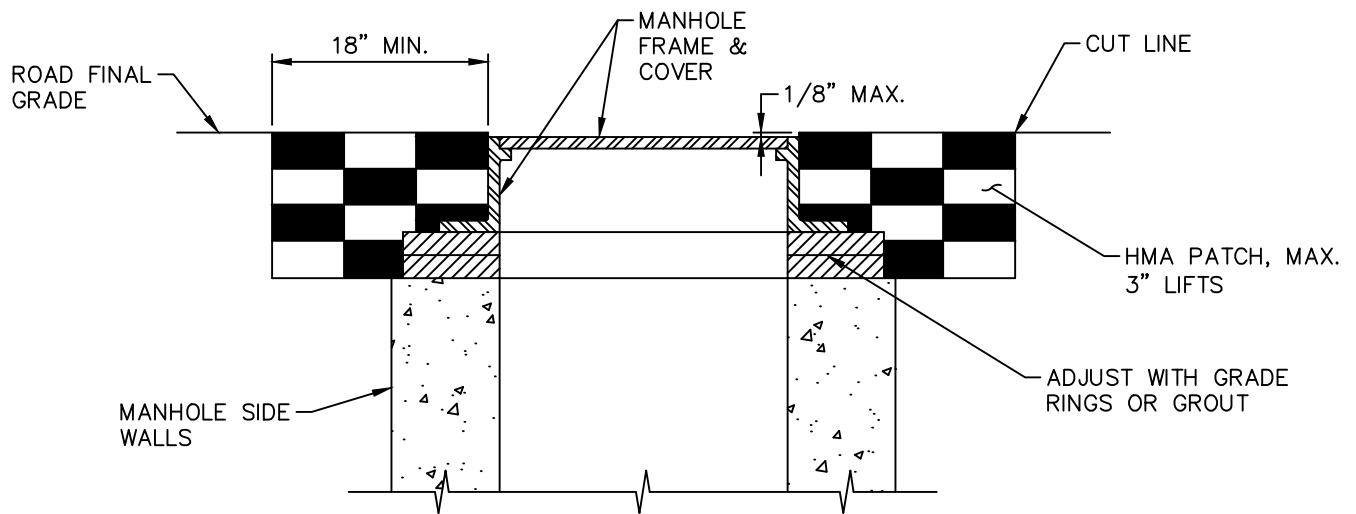
**CRUSHER FINES
 TRAILS**

DATE: 4/2019 FOR REVIEW

R32



PLAN VIEW



SECTION VIEW

NOTES:

1. MANHOLE COVERS SHALL BE ADJUSTED TO BE 1/8" MAX. BELOW FINAL GRADE OF ROAD.
2. FINAL MANHOLE ADJUSTMENTS SHALL MATCH GRADE AND CROSS SLOPE OF ROAD AND NO PART OF THE MANHOLE SHALL BE HIGHER THAN THE ROAD SURFACE.
3. VALVE BOXES SHALL BE ADJUSTED WITH EACH LAYER OF PAVING.



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MANHOLE
 ADJUSTMENT

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