CROSSING TYPE A
Low Volume Residential or Commercial Driveways

CROSSING TYPE B - 1
Higher Volume Commercial Driveways
(2 bus stop options also shown)

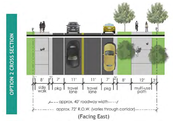
CROSSING TYPE B - 2
Higher Volume Commercial Driveways with limited right-of-way

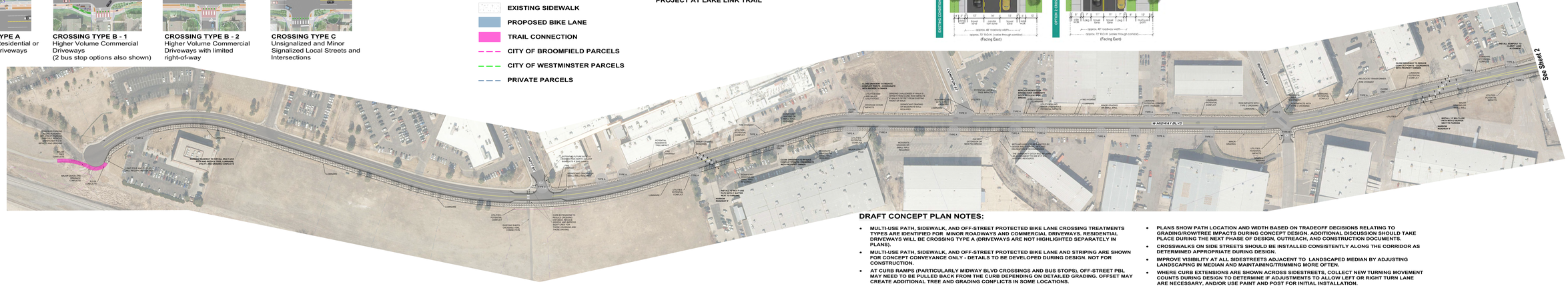
CROSSING TYPE C
Unsignalized and Minor Signalized Local Streets and Intersections

LEGEND

- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- EXISTING SIDEWALK
- PROPOSED BIKE LANE
- TRAIL CONNECTION
- CITY OF BROOMFIELD PARCELS
- CITY OF WESTMINSTER PARCELS
- PRIVATE PARCELS

SECTION APPLIES TO LIMITS OF PROJECT AT LAKE LINK TRAIL





DRAFT CONCEPT PLAN NOTES:

- MULTI-USE PATH, SIDEWALK, AND OFF-STREET PROTECTED BIKE LANE CROSSING TREATMENTS TYPES ARE IDENTIFIED FOR MINOR ROADWAYS AND COMMERCIAL DRIVEWAYS. RESIDENTIAL DRIVEWAYS WILL BE CROSSING TYPE A (DRIVEWAYS ARE NOT HIGHLIGHTED SEPARATELY IN PLANS).
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- IMPROVE VISIBILITY AT ALL SIDESTREETS ADJACENT TO LANDSCAPED MEDIAN BY ADJUSTING LANDSCAPING IN MEDIAN AND MAINTAINING/TRIMMING MORE OFTEN.
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- DESIGN VEHICLE AND CONTROL VEHICLE DETERMINATION FOR THIS CORRIDOR STILL UNDER CONSIDERATION BY BROOMFIELD STAFF. TRUCK TURNS AND ADJUSTMENTS TO CORNER RADII AS NECESSARY DURING DESIGN PHASE.
- CONDUCT TREE AND IRRIGATION REMOVAL/REPLACEMENT STUDIES DURING DESIGN.

MIDWAY BLVD

Future Off-Street Protected Bike Lane/Multi-Use Path Concept

Revised December 2022

Sheet F-1

0 40 80 160
Scale: Approx. 1" = 40'

December, 2022

North

SEE NEXT SHEET FOR CROSS SECTIONS WEST OF US 287

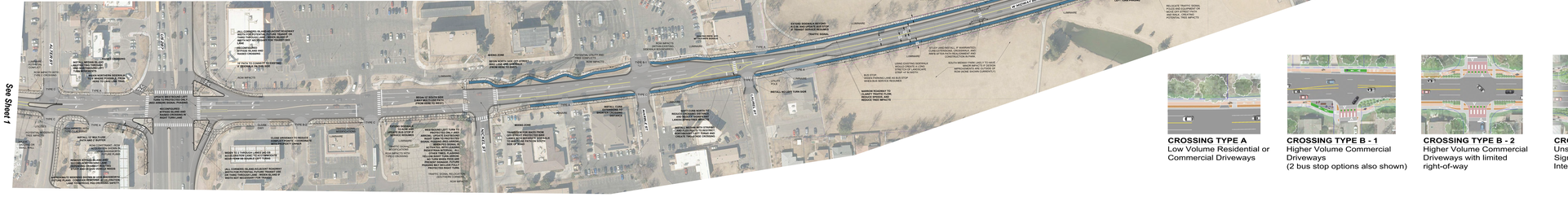
CROSS SECTION VARIES

*NOTE: Proposed cross section shown above is base cross section. Section varies depending on presence of trees, need for turn lanes, and parking demand. Bike lane is at elevation of sidewalk.

Right-of-Way width and existing slopes/grading don't allow for parking, trees, and multi-use facilities, so concept prioritizes highest quality and largest trees, and and retains parking where possible while considering where parking study showed parking is currently being used.

Other concepts may be considered in this block if/when CDOT changes to the US 287 interchange take place.

See Sheet 1



DRAFT CONCEPT PLAN NOTES:

- MULTI-USE PATH, SIDEWALK, AND OFF-STREET PROTECTED BIKE LANE CROSSING TREATMENTS TYPES ARE IDENTIFIED FOR MINOR ROADWAYS AND COMMERCIAL DRIVEWAYS. RESIDENTIAL DRIVEWAYS WILL BE CROSSING TYPE A (DRIVEWAYS ARE NOT HIGHLIGHTED SEPARATELY IN PLANS).
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- CONDUCT TREE AND IRRIGATION REMOVAL/REPLACEMENT STUDIES DURING DESIGN.

CROSSING TYPE A
Low Volume Residential or Commercial Driveways

CROSSING TYPE B - 1
Higher Volume Commercial Driveways
(2 bus stop options also shown)

CROSSING TYPE B - 2
Higher Volume Commercial Driveways with limited right-of-way

CROSSING TYPE C
Unsignalized and Minor Signalized Local Streets and Intersections

LEGEND

- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- EXISTING SIDEWALK
- PROPOSED BIKE LANE
- TRAIL CONNECTION
- CITY OF BROOMFIELD PARCELS
- CITY OF WESTMINSTER PARCELS
- PRIVATE PARCELS

MIDWAY BLVD

Future Off-Street Protected Bike Lane/Multi-Use Path Concept

Revised December 2022

Sheet F-2

0 40 80 160
Scale: Approx. 1" = 40'

December, 2022

North

LEGEND

- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- EXISTING SIDEWALK
- PROPOSED BIKE LANE
- TRAIL CONNECTION
- CITY OF BROOMFIELD PARCELS
- CITY OF WESTMINSTER PARCELS
- PRIVATE PARCELS

DRAFT CONCEPT PLAN NOTES:

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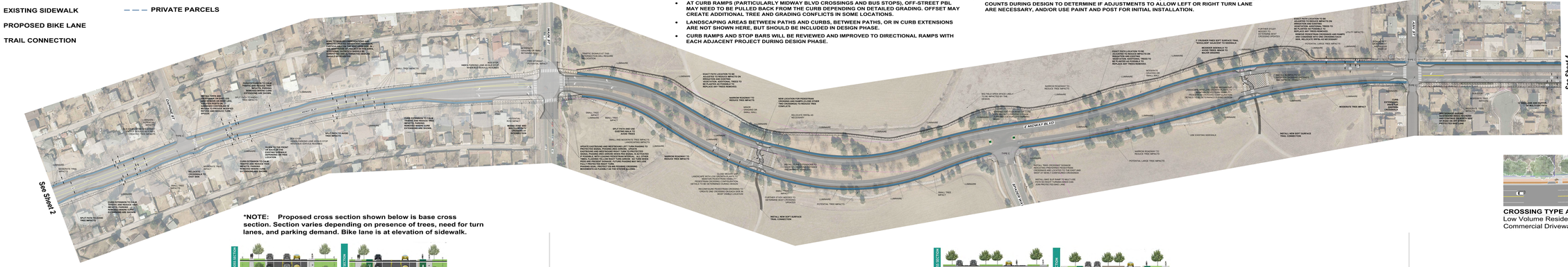


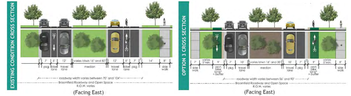
CROSSING TYPE B - 1
Higher Volume Commercial Driveways
(2 bus stop options also shown)

CROSSING TYPE B - 2
Higher Volume Commercial Driveways with limited right-of-way

CROSSING TYPE A
Low Volume Residential or Commercial Driveways

CROSSING TYPE C
Unsignalized and Minor Signalized Local Streets and Intersections

***NOTE: Proposed cross section shown below is base cross section. Section varies depending on presence of trees, need for turn lanes, and parking demand. Bike lane is at elevation of sidewalk.**



***NOTE: Bike lane is at elevation of sidewalk. Curb is proposed to move in approximately 7' in each direction - curb move would take place only with adjacent construction.**

SEE NEXT SHEET FOR CROSS SECTIONS EAST OF ASH ST

MIDWAY BLVD

Future Off-Street Protected Bike Lane/Multi-Use Path Concept

Revised December 2022

Sheet F-3

Scale: Approx. 1" = 40'

December, 2022

North

DRAFT CONCEPT PLAN NOTES:

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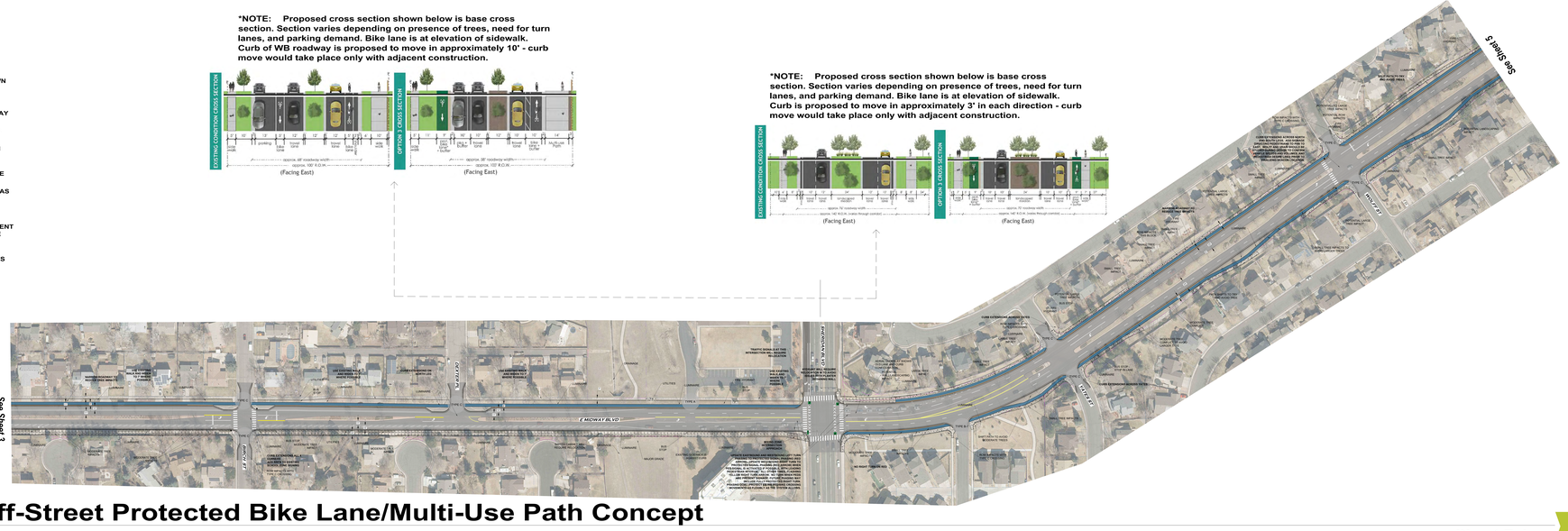
***NOTE: Proposed cross section shown below is base cross section. Section varies depending on presence of trees, need for turn lanes, and parking demand. Bike lane is at elevation of sidewalk. Curb of WB roadway is proposed to move in approximately 10' - curb move would take place only with adjacent construction.**

***NOTE: Proposed cross section shown below is base cross section. Section varies depending on presence of trees, need for turn lanes, and parking demand. Bike lane is at elevation of sidewalk. Curb is proposed to move in approximately 3' in each direction - curb move would take place only with adjacent construction.**

LEGEND

- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- EXISTING SIDEWALK
- PROPOSED BIKE LANE
- TRAIL CONNECTION
- CITY OF BROOMFIELD PARCELS
- CITY OF WESTMINSTER PARCELS
- PRIVATE PARCELS



CROSSING TYPE A
Low Volume Residential or Commercial Driveways

CROSSING TYPE B - 1
Higher Volume Commercial Driveways
(2 bus stop options also shown)

CROSSING TYPE B - 2
Higher Volume Commercial Driveways with limited right-of-way

CROSSING TYPE C
Unsignalized and Minor Signalized Local Streets and Intersections

MIDWAY BLVD

Future Off-Street Protected Bike Lane/Multi-Use Path Concept

Revised December 2022

Sheet F-4

Scale: Approx. 1" = 40'

December, 2022

North

LEGEND

- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- EXISTING SIDEWALK
- PROPOSED BIKE LANE
- TRAIL CONNECTION
- CITY OF BROOMFIELD PARCELS
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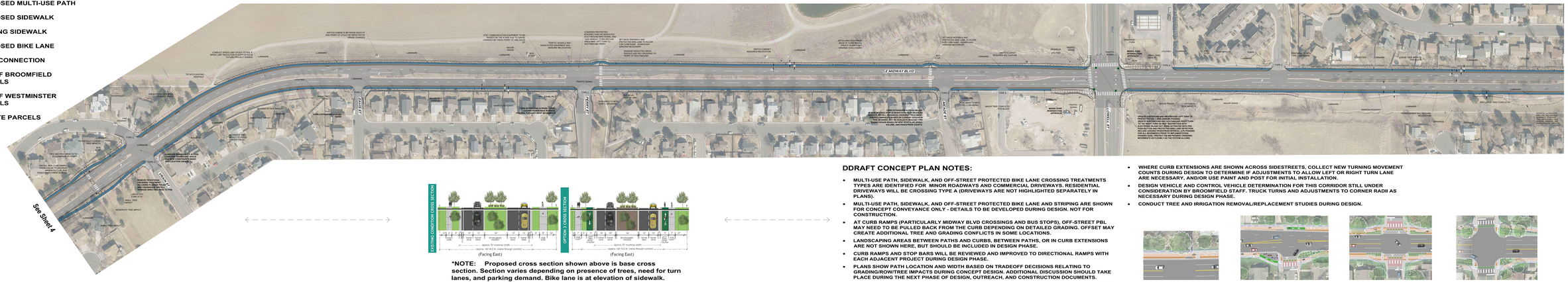
See Sheet 4
See Sheet 6
E MIDWAY BLVD
PEARL ST
PEARL ST
PEARL ST

LEGEND

- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- EXISTING SIDEWALK
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DRAFT CONCEPT PLAN NOTES:

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Low Volume Residential or Commercial Driveways

CROSSING TYPE B - 1
Higher Volume Commercial Driveways
(2 bus stop options also shown)

CROSSING TYPE B - 2
Higher Volume Commercial Driveways with limited right-of-way

CROSSING TYPE C
Unsignalized and Minor Signalized Local Streets and Intersections

See Sheet 5

E MIDWAY BLVD
W 128TH AVE
N PEARL ST
N WASHINTON ST
N ZUNI ST
N SHERIDAN BLVD
TYPE A
TYPE B
TYPE C
TRAFFIC SIGNAL
LANDMARK
UTILITIES
ROW IMPACTS WITH TYPE C CROSSING
ROW IMPACTS WITH TYPE A CROSSING
LARGE TREE AND LANDMARK IMPACTS
MAJOR UTILITIES
MAJOR TREE IMPACT
POTENTIAL MAJOR TREE IMPACT
CURB EXTENSIONS ACROSS MIDWAY
ROW IMPACTS WITH TYPE B CROSSING
MAJOR UTILITIES
MAJOR LANDMARK TREES
IMPACT MAJOR TREES
IMPACT SIGNAL POLES
UTILITIES NOW AND FOR EXISTING SIDEWALK
INSTALL MORE DIRECT CONNECTIONS
CURB EXTENSIONS ACROSS MIDWAY
TRAFFIC SIGNAL
TRANSFORMER RELOCATION
MAJOR UTILITIES
MAJOR LANDMARK
MAJOR TREE IMPACTS