NOTES:
1. DESIGN AND MANUFACTURER SHALL BE IN ACCORDANCE WITH THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC).
2. INVERTED-U SHAPE SHALL BE FORMED FROM ONE SEGMENT OF STEEL PIPE USING METAL-TO-METAL WELDS THAT MAINTAINS THE STRUCTURAL INTEGRITY OF THE STEEL PIPE.
3. ALTERNATE BIKE RACKS SHALL BE ACCEPTED BY DENVER DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE (DOTI) PRIOR TO INSTALLATION.

INSTALLATION NOTES FOR BIKE RACKS MOUNTED TO CONCRETE OR CONCRETE PAVERS:
1. BIKE RACK SHALL BE MOUNTED TO FINISHED CONCRETE SURFACE USING POST-INSTALLED WEDGE ANCHORS WITH TAMPER-RESISTANT SECURITY NUT OR ACCEPTED ALTERNATIVE.
2. BIKE RACK SHALL BE SET FIRM AND INSTALLED WITHIN A VERTICAL TOLERANCE OF 1/4-INCH FROM PLUMB. STEEL SHIMS MAY BE INSTALLED TO ACHIEVE VERTICAL TOLERANCE.

INSTALLATION NOTES FOR BIKE RACKS MOUNTED TO CONCRETE FOUNDATION BENEATH MASONRY PAVERS:
1. REMOVE MASONRY PAVER AND REEDING MATERIAL AND PRESERVE FOR REINSTALLATION.
2. CONSTRUCT UNREINFORCED CONCRETE FOOTING OR UNREINFORCED CONCRETE SLAB TO SUPPORT BIKE RACK. CONCRETE SHALL BE 5,000 PSI COMpressive STRENGTH (28-DAY STRENGTH).
   a. CONCRETE FOOTINGS SHALL BE 12-INCHES DIAMETER AND 24-INCHES DEEP (MINIMUM). ONE CONCRETE FOOTING SHALL BE CONSTRUCTED FOR EACH BIKE RACK BASE PLATE.
   b. ALTERNATIVELY, CONSTRUCT A 4-INCH-THICK UNREINFORCED CONCRETE SLAB THAT EXTENDS 1-FOOT (MINIMUM) OUTSIDE FOOTPRINT OF BIKE RACK ON ALL SIDES.
   c. EXCAVATE SURFACE AS NECESSARY TO MAINTAIN TOP OF CONCRETE FOUNDATION AT BOTTOM OF REEDING MATERIAL. DISPOSE OF EXCESS EXCAVATED MATERIAL AT ACCEPTED OFF-SITE LOCATION.
3. MOUNT BIKE RACK TO CONCRETE USING INSTRUCTIONS PROVIDED WITH SHEET.
4. REPLACE REEDING MATERIAL.
5. REMOVE MASONRY PAVERS. MASONRY PAVERS SHALL BE CUT TO ACCOMMODATE BIKE RACK (1/2-INCH INSTALLATION TOLERANCE).
NOTES:
1. FIVE INVERTED U RACKS MAY BE INSTALLED IN ONE BASERAIL ARRAY.
2. INVERTED U BIKES RACK SHALL BE INSTALL WITH 1.5" DIA. GALVANIZED STEEL CARRYING 4 BOLTS WITH NUT AND WASHERS INSTALLED ON THE UNDERSIDE OF THE BASERAIL.
3. BASERAIL ARRAYS SHALL BE MOUNTED TO ASPHALT OR CONCRETE USING 6-1/2" LONG 5/8" DIA. BOLTS AND FEMALE THREADED DROP-IN ANCHOR SLEEVES. SPACE ANCHORS EQUALLY ALONG BASERAIL.
4. BASERAIL SHALL CONSIST OF MILD STEEL STRUCTURAL CHANNEL SHAPE (CHANNEL SHAPE) 1.5" x 1.5" x 1/8": BASERAILS SHALL BE WELD-TO-CHANNEL FOLLOWING FABRICATION.
5. SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH DENVER STANDARD DRAWING 16.2.5 AND BE MOUNTED ON A 3" TELEPHONE POLE WITH A 7'-6" MINIMUM CLEARANCE TO FINISHED GRADE. LEGEND AND BORDER OF THE BICYCLE PARKING AREA SIGN SHALL BE GREEN ON A REFLECTORIZED WHITE BACKGROUND.
6. INSTALLATION OF BICYCLE PARKING BELOW THE CURB IS ACCEPTABLE AT THE FOLLOWING GENERAL LOCATIONS:
   A. CENTRAL BUSINESS DISTRICT DOWNTOWN STREETS
   B. ROADWAYS CLASSIFIED AS COLLECTOR STREETS THAT ARE DESIGNATED BIKEWAYS
   C. ROADWAYS CLASSIFIED AS LOCAL STREETS
   D. INSTALLATION OF BICYCLE PARKING BELOW THE CURB SHALL ADHERE TO THE FOLLOWING SITE-SPECIFIC REQUIREMENTS:
      A. TRAVEL LANE WIDTH (BUS AND HEAVY TRUCK ROUTES) - INSTALLATION OF BICYCLE PARKING SHALL NOTREDUCE TRAVEL LANE WIDTH BELOW 11 FEET; A TRUCK ROUTE IS CONSIDERED ANY ROADWAY WITH AT LEAST 2-PERCENT TRUCK USE.
      B. TRAVEL LANE WIDTH (OTHER) - INSTALLATION OF BICYCLE PARKING SHALL NOTREDUCE TRAVEL LANE WIDTH BELOW 11 FEET.
      C. RTD BUS STOP BIKES PARKING SHALL BE AT LEAST 20 FEET AHEAD OF SIGN AND 45 FEET BEHIND SIGN OR 65 FEET BEHIND SIGN WHERE APPLICABLE BUSES ARE USED.
      D. INTERSECTIONS - BIKES PARKING SHALL NOT BE INSTALLED WITHIN 20 FEET OF CURB RAMPS, STOP SIGNS, OR INTERSECTIONS WITHOUT PERMISSION OF DENVER DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE (DOTI)
      E. DRIVEWAYS - BIKES PARKING SHALL NOT BE INSTALLED WITHIN 5 FEET OF DRIVEWAYS OR ALLEYS
      F. FIRE HYDRANTS - BIKES PARKING SHALL NOT BE INSTALLED WITHIN 10 FEET OF A FIRE HYDRANT
      G. RAIL INFRASTRUCTURE - BIKES PARKING SHALL NOT BE INSTALLED WITHIN 5 FEET FROM TRAFFIC CONTROL CABINETS, UTILITY BOX COVERS, MANHOLE COVERS, VALVE BOX COVERS, POLICE/FIRE CALL BOX, OR OTHER EMERGENCY FACILITIES
      H. EXISTING CURBLINE USES - ON-Street BIKES PARKING SHALL NOT CONFLICT WITH LOADING ZONES, CITY PARKING, PARKING SPACES, OR OTHER PERMITTED CURBLINE USES.

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BIKE CORRAL INSTALLATION DETAIL (BELOW CURB)

STANDARD DRAWING NO.
16.2.17

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