REV.	DATE
1	1/22/08

CONSTRUCTION STANDARDS

1 PEDESTRIAN ACCESS DETAILS

TYPICAL CURB RAMP LOCATIONS

STANDARD No. D-302 SHEET 5 OF 10

CITY OF FARMINGTON
PUBLIC WORKS DEPARTMENT

APPROVED [signature] DATE 4/15/08

NEW CONSTRUCTION - GENERAL NOTES:

1) THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE CURRENT AMERICANS WITH DISABILITIES ACT (ADA) AND STATE CODE. THESE STANDARDS SHALL APPLY TO ALL NEW AND ALTERED SIDEWALKS.
2) ANY DESIGN DEVIATION FROM THESE STANDARDS SHALL BE APPROVED BY THE NMDOT ADA COMPLIANCE COMMITTEE.
3) SURFACES SHALL BE STABLE, FIRM, AND SLIP RESISTANT. SIDEWALK AND CURB RAMP SURFACES SHALL PROVIDE CONSISTENT SLOPES WITHIN EACH SECTION.
4) ALL BROOM FINISHES SHALL BE PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL.
5) A VERTICAL CHANGE OF ¼ INCH (6mm) OR LESS IS ALLOWED. IF BETWEEN ¼ INCH AND ½ INCH (6mm TO 13mm), THEN IT NEEDS TO BE BEVELED 2:1.
CHANGES GREATER THAT ½ INCH SHALL BE RAMPED.
6) OPENINGS OR CRACKS IN SIDEWALK SURFACES SHALL NOT EXCEED ½ INCH (13mm). ELONGATED OPENINGS SHOULD BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR OR DIAGONAL TO THE DOMINANT DIRECTION OF TRAVEL.

SIDEWALKS:

7) SIDEWALKS, CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL BSCG-001. (SWCG-001).
8) THE LEAST POSSIBLE SLOPES SHALL BE USED FOR SIDEWALKS. SIDEWALK RUNNING SLOPE SHALL NOT EXCEED 5% (20:1). AT LOCATIONS WHERE THE RIGHT-OF-WAY IS RESTRICTIVE, THE SIDEWALK RUNNING SLOPE MAY FOLLOW THE ROAD PROFILE.
9) SIDEWALKS CROSS SLOPE SHALL NOT EXCEED 2% (50:1).
1 10) SIDEWALKS SHALL HAVE A MINIMUM WIDTH OF 60" EXCLUDING THE CURB. EXCEPTION: A 36" WIDE SIDEWALK MAY BE USED WHERE THE RIGHT-OF-WAY IS RESTRICTED. WHERE THE SIDEWALK IS LESS THAN 60" WIDE, A PASSING SPACE SHALL BE PROVIDED EVERY 200 LINEAR FEET, WHEREVER FEASIBLE. PASSING SPACES SHALL BE A MINIMUM OF 60" X 60" WITH 45 DEGREE TRANSITION TAPERS. 5% (20:1) MAXIMUM RUNNING SLOPES. AND 2% (50:1) MAXIMUM CROSS SLOPES.
11) ANY SIGN POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNAL STANDARDS, LIGHT POLES, ETC. IN THE SIDEWALK SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 32" FOR MORE THAN 24" LENGTH.

CURB RAMPS:

12) THE LEAST POSSIBLE CURB RAMP SLOPE SHALL BE USED. FOR COMPLIANCE WITH NMDOT PEDESTRIAN ACCESS DETAILS, CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 6.7% (15:1). WHERE EXISTING TERRAIN IS STEEP, CURB RAMPS NEED NOT EXCEED 15 FEET IN LENGTH.
1 13) PROVIDE A FLUSH TRANSITION BETWEEN RAMPS, SIDEWALKS, GUTTER, AND EDGE OF PAVEMENT FREE OF DRAINAGE LIP. ABRUPT GRADE CHANGES, DROP-OFFS, OR ANY SURFACE IRREGULARITIES, A 5% (20:1) OR FLATTER TRANSITION TAPER SHALL BE PROVIDED FROM THE STREET TO THE GUTTER FOR CURB RAMP LOCATIONS (THIS MAY REQUIRE SPECIAL TREATMENT OF THE EDGE OF O. G. F. C.) WHEN DIAGONAL (NOT IN LINE WITH CROSSWALKS) RAMPS ARE NECESSARY, A 2% (50:1) TRANSITION OR "LOWER LANDING" SHALL BE PROVIDED. THE GUTTER RUNNING SLOPE (FLOW LINE) SHALL NOT EXCEED 2% MEASURED ALONG THE BOTTOM OF THE RAMP.
14) CURB RAMPS SHALL BE LOCATED TO PROVIDE THE MOST DIRECT ROUTE OF TRAVEL ACROSS THE TRAFFIC LANES.
15) TWO DIRECTIONAL (IN LINE WITH THE CROSSWALKS) RAMPS PER CORNER ARE USED IN ORDER TO PROVIDE SHORT AND DIRECT CROSSINGS FOR THE USER.
16) SIGN POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNAL STANDARDS, LIGHT POLES, PULL BOXES, METERS, VALVES, ETC. SHALL NOT BE LOCATED IN THE CURB RAMP INCLUDING SIDE FLARES AND LANDINGS.
17) IN ORDER TO BETTER ACCOMMODATE CONDITIONS IN THE FIELD, THE CONTRACTOR SHALL OBTAIN FINAL APPROVAL OF CURB RAMP LOCATIONS FROM THE PROJECT MANAGER AND THE DISTRICT TRAFFIC ENGINEER. WHEN NECESSITATED BY EXISTING PHYSICAL CONDITIONS, ALTERNATE CURB RAMPS MUST BE SUBMITTED TO THE PROJECT MANAGER FOR APPROVAL BY THE DISTRICT TRAFFIC ENGINEER.

LANDINGS:

18) LANDINGS SHALL BE A MINIMUM OF 60" X 60". SLOPES SHALL NOT EXCEED 2% (50:1) IN ALL DIRECTIONS.

CROSSWALKS:

19) ACCESSIBLE PEDESTRIAN CROSSINGS SHALL BE WITHIN THE MARKED CROSSWALK.

DETECTABLE WARNINGS:

20) DETECTABLE WARNINGS ARE REQUIRED AT ALL STREET INTERSECTIONS, SIGNALIZED DRIVEWAYS, COMMERCIAL DRIVEWAYS 30' WIDE OR GREATER, AND MARKED MID-BLOCK CROSSWALKS.

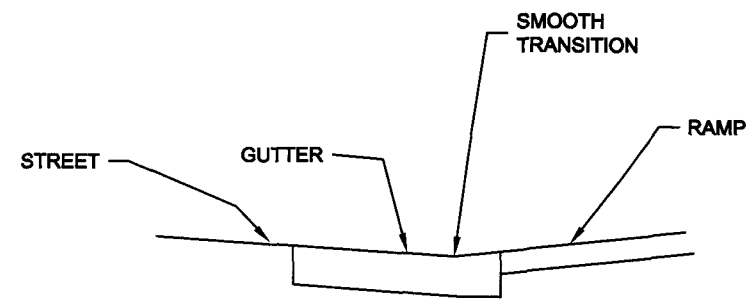
PEDESTRIAN SIGNALS:

21) A PARALLEL OR FORWARD APPROACH OF 30" WIDE BY 48" LONG WITH SLOPES IN ALL DIRECTIONS NOT EXCEEDING 2% (50:1) SHALL BE PROVIDED FOR ACCESS TO THE PEDESTRIAN SIGNAL BUTTON(S).
22) PEDESTRIAN SIGNAL BUTTONS SHALL BE CENTERED EITHER IN FRONT OF OR ADJACENT TO THE APPROACH AREA DESCRIBED ABOVE.
23) PEDESTRIAN SIGNAL BUTTONS SHALL BE LOCATED IN ACCORDANCE WITH ACCESSIBILITY REQUIREMENTS OF THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES WITHIN A HORIZONTAL REACH OF 0" TO 10" AND SHALL BE WITHIN 36" TO 46" ABOVE THE SIDEWALK SURFACE.

1 ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS WITHIN THE NMDOT PEDESTRIAN ACCESS DETAILS. ADDITIONS OR ALTERATIONS SHALL NOT BE MADE TO AN EXISTING FACILITY WHICH WILL CAUSE THE EXISTING FACILITY TO BE IN VIOLATION OF ANY PROVISION OF THE NMDOT PEDESTRIAN ACCESS DETAILS. WHERE IT IS TECHNICALLY INFEASIBLE TO COMPLY WITH NEW CONSTRUCTION STANDARDS OF THE NMDOT PEDESTRIAN ACCESS DETAILS, THE FOLLOWING OPTIONS MAY BE USED:

24) WHERE IT IS NOT FEASIBLE TO INSTALL TWO CURB RAMPS PER CORNER, A SINGLE DIAGONAL CURB RAMP MAY BE USED AFTER RECEIVING APPROVAL FROM NMDOT ADA COMPLIANCE COMMITTEE.
25) WHERE RIGHT-OF-WAY IS RESTRICTED, CURB RAMP LANDINGS MAY BE 4' X 4'.
1 26) DEFINITION OF TECHNICALLY INFEASIBLE: IN THE CONTEXT OF THESE DRAWINGS, WITHIN A ROADWAY OR IMMEDIATE ROADSIDE ENVIRONMENT, MEANS WITH RESPECT TO AN ALTERATION OF A FACILITY THAT HAS LITTLE LIKELIHOOD OF BEING ACCOMPLISHED BECAUSE EXISTING SITE CONDITIONS WOULD REQUIRE SUBSTANTIALLY ALTERING EXISTING DRAINAGE PATTERNS, TRAFFIC FLOW, OR SAFETY; OR BECAUSE OTHER EXISTING PHYSICAL INFRASTRUCTURE OR SITE CONSTRAINTS PROHIBIT MODIFICATION OR ADDITION OF ELEMENTS, SPACES, OR FEATURES WHICH ARE IN FULL AND STRICT COMPLIANCE WITH THE MINIMUM REQUIREMENTS FOR NEW CONSTRUCTION AND WHICH ARE NECESSARY TO PROVIDE ACCESSIBILITY.
27) WHERE RIGHT-OF-WAY IS RESTRICTED, CURB RAMP SLOPES MAY BE 12:1.



1 RAMP TO LANDING TRANSITION