

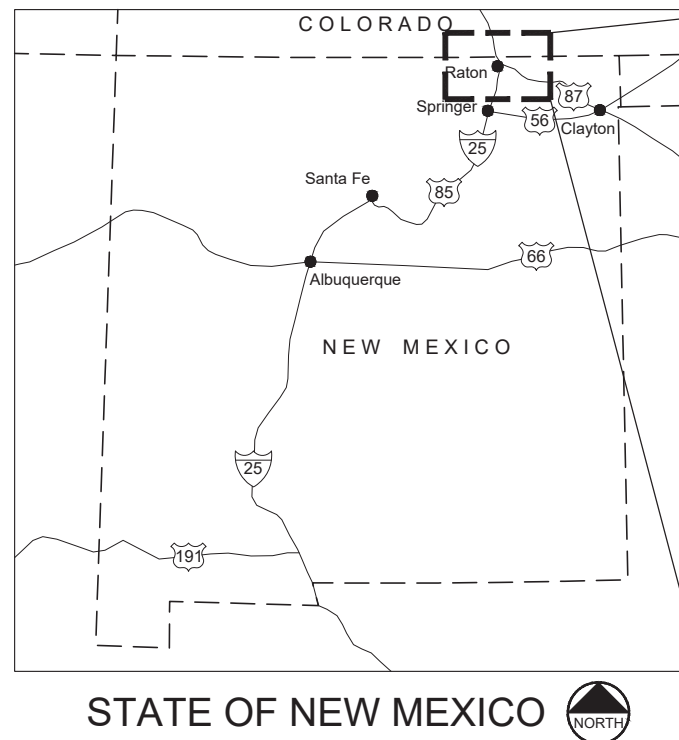
# SUGARITE AVENUE RECONSTRUCTION PROJECT

## RATON, NEW MEXICO

NMDOT CN HW2LP40027  
JANUARY 2023

PROJECT ENGINEER:  
KAREN M. STEARNS, P.E.  
ENGINEERING ANALYTICS, INC.  
219 S. 2ND ST.  
RATON, NEW MEXICO 87740  
575-445-7192

OWNER:  
CITY OF RATON  
224 SAVAGE AVE.  
RATON, NEW MEXICO 87740  
575-445-9551



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  - C-6.0 GUADALUPE ST STA 31+50 TO 35+50
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- NM APWA STANDARD DRAWINGS
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- NMDOT STANDARD DRAWINGS
- 608-001 PEDESTRIAN ACCESS ROUTES (SHEETS 1-4, 8-9)
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REVISIONS		Description	Date	Revision
A		PRELIMINARY - NOT FOR CONSTRUCTION	01/25/2023	

Designed by:	Engineering Analytics, Inc. 219 S. 2nd Street Raton, NM 87740 (575) 445-7192	Designed by:	TLD
		Approved by:	KMS

**PRELIMINARY PLANS FOR REVIEW**

**SUGARITE AVENUE RECONSTRUCTION PROJECT  
RATON, NEW MEXICO**

**COVER SHEET AND SITE LOCATION**

Project Number:	141190
Date:	01/25/2023
Sheet:	G-1.0

**GENERAL NOTES**

1. ALL CONSTRUCTION SHALL COMPLY WITH THE NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2006 EDITION AND NMDOT SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, CURRENT EDITION.
2. CONTRACTOR SHALL CONFORM TO THE REQUIREMENTS IN THE CONTRACT DOCUMENTS, INCLUDING THE TECHNICAL SPECIFICATIONS, IN ADDITION TO THE PLAN SET.
3. THE DRAWINGS/PLANS ILLUSTRATE THE SCOPE OF THE CONSTRUCTION PROJECT AT THE TIME OF THE BID PHASE. PLEASE REFER TO THE SPECIFICATIONS FOR THE ITEMS DENOTED AS ADDITIVE OR DEDUCTIVE ALTERNATES. PLEASE REFER TO THE CONTRACT FOR THE ACTUAL ITEMS INCLUDED IN THE CONSTRUCTION SCOPE OF WORK.
4. CONTRACTOR SHALL PROTECT IN PLACE ANY SIDEWALK WITH STAMPED HISTORIC MARKINGS (FOR EXAMPLE, CONCRETE STAMPED "ERA", "WPA" OR STAMPED WITH CONTRACTOR NAME) OR SIMILARLY FINISHED CONCRETE IN THE VICINITY OF STAMPED SIDEWALK. CONTRACTOR SHALL NOTIFY THE ENGINEER AND OWNER OF ANY STAMPED SIDEWALK FOUND WITHIN THE PROJECT LIMITS.
5. BASED ON THE IMPROVEMENTS PROPOSED HEREIN, THE AREA OF DISTURBANCE IS ANTICIPATED TO BE LESS THAN 5 ACRES. IF APPLICABLE, CONTRACTOR IS RESPONSIBLE FOR SUBMITTING NOTICE OF INTENT (NOI) UNDER THE CONSTRUCTION GENERAL PERMIT (CGP) PRIOR TO CONSTRUCTION COMMENCEMENT AND COMPLYING WITH ALL REQUIREMENTS UNDER THE NOI AND CGP, INCLUDING A SWPPP AND BEST MANAGEMENT PRACTICES (BMP's).
6. CONTRACTOR IS RESPONSIBLE FOR JOB SITE DUST CONTROL THROUGHOUT THE DURATION OF CONSTRUCTION.
7. PONDING OF SURFACE WATER WILL NOT BE PERMITTED AT ANY TIME DURING CONSTRUCTION.
8. CONTRACTOR MUST ENSURE THAT ALL ENVIRONMENTAL CONDITIONS ARE PROTECTED THROUGHOUT CONSTRUCTION AND THE SITE IS RESTORED TO A STATE ACCEPTABLE TO THE ENGINEER AND OWNER.
9. CONTRACTOR TO PROVIDE TRAFFIC CONTROL PLANS TO ENGINEER AND CITY OF RATON PRIOR TO CONSTRUCTION. FOR ALL CITY STREETS. CONTRACTOR TO PROVIDE CONSTRUCTION SEQUENCING PLAN PRIOR TO STARTING CONSTRUCTION SO THAT THE OWNER CAN ALERT LOCAL RESIDENTS OF ANY CLOSURES AND/OR DETOURS PRIOR TO CLOSURES/DETOURS.
10. NOT ALL EXISTING UTILITIES ARE SHOWN IN PLAN DUE TO INSUFFICIENT INFORMATION AND NEW CONSTRUCTION SINCE THE SURVEY AND MAPPING. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE UTILITIES PRIOR TO CONSTRUCTION. CALL NEW MEXICO ONE CALL BEFORE YOU DIG (UTILITY LOCATES) 1-800-321-2537 OR 811.
11. CONTRACTOR MUST ENSURE THAT ALL EXISTING UTILITIES, ONSITE STRUCTURES, ADJACENT STRUCTURES AND SITES ARE PROTECTED DURING CONSTRUCTION. IT IS THE CONTRACTORS RESPONSIBILITY TO MAKE SURE ALL DAMAGE IS REPAIRED TO EQUAL OR BETTER THAN EXISTING.
12. STATIONING IS BASED ON APPROXIMATE ROAD CENTERLINE ACCORDING TO FIELD SURVEY CONDUCTED BY SHIELDS SURVEY.
13. CONTRACTOR SHALL PROTECT IN PLACE ALL CONCRETE COLLARS AND CONCRETE INLETS IN THE ASPHALT PAVEMENT SECTION, UNLESS OTHERWISE NOTED ON PLANS.
14. CONTRACTOR TO TAKE CARE WHEN REMOVING OR REPLACING CONCRETE CURB AND GUTTER AND SIDEWALK. SOME UTILITIES ARE PRESENT BELOW EXISTING CONCRETE STRUCTURES.

**UTILITY CONTACT INFORMATION**

RATON WATER WORKS  
(575) 445-3861



RATON PUBLIC SERVICE  
(575) 445-8723



RATON NATURAL GAS COMPANY  
(575) 445-3613



CENTURY LINK  
(505) 629-1702 or (888) 592-7793



BACA VALLEY TELEPHONE AND SIERRA COMMUNICATIONS  
(575) 278-2101 OR (888) 682.2101



NM 811 (ONECALL)  
(505) 260-1990



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TL.D  
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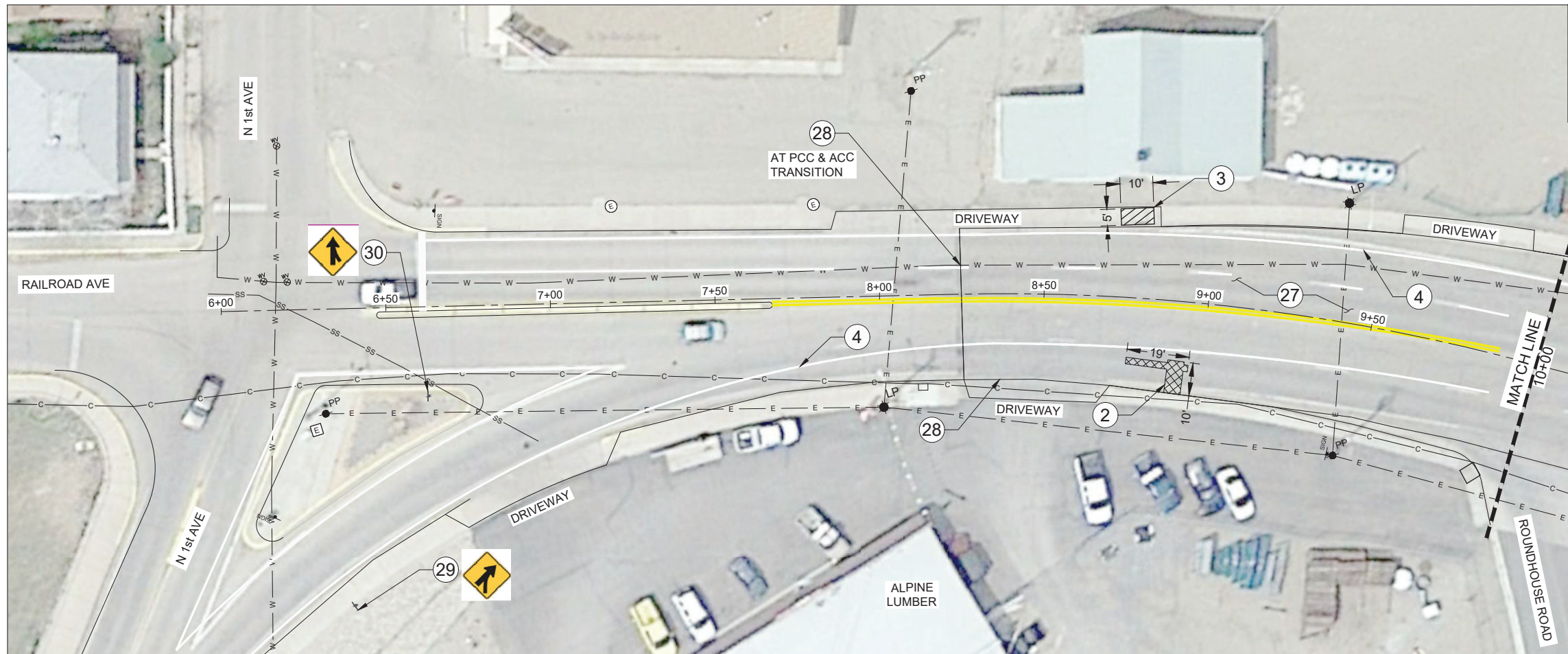
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**SUGARITE AVENUE RECONSTRUCTION PROJECT  
RATON, NEW MEXICO**

**CONSTRUCTION NOTES**

Project Number: 141190  
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**PRELIMINARY PLANS FOR REVIEW**

**SUGARITE AVENUE RECONSTRUCTION PROJECT RATON, NEW MEXICO**

**SUGARITE AVE STA 6+00 TO 10+00**

Project Number:	141190
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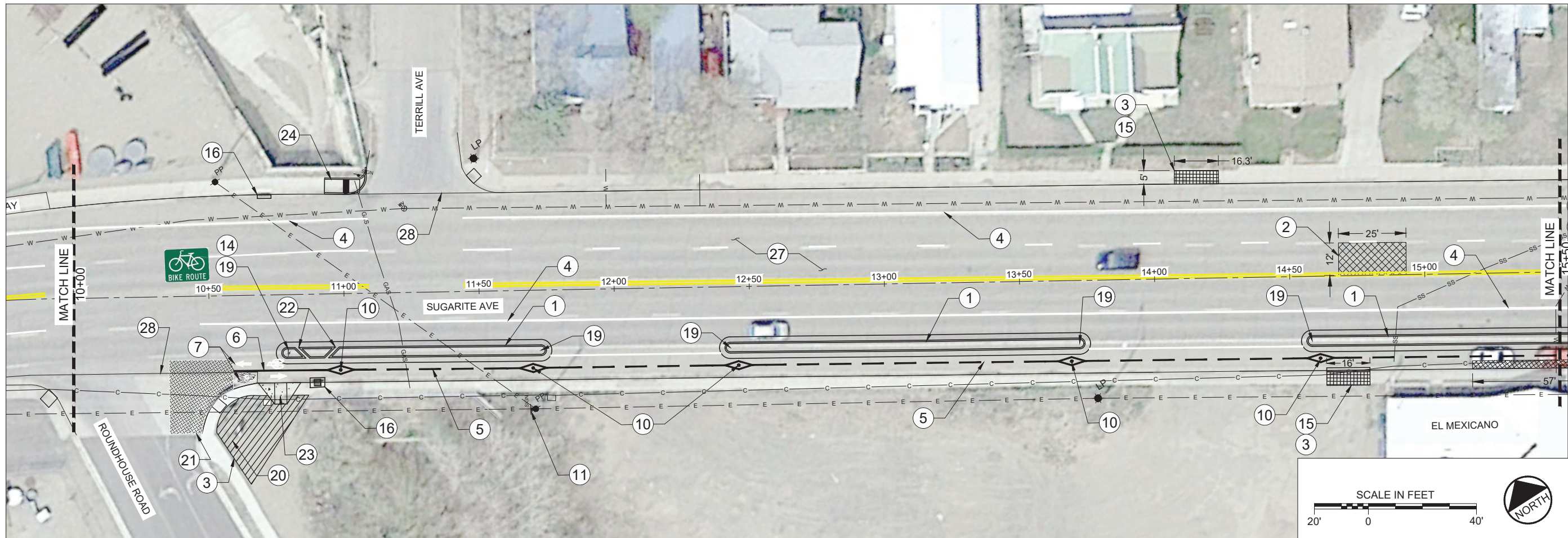
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**PRELIMINARY PLANS  
FOR REVIEW**

**SUGARITE AVENUE  
RECONSTRUCTION  
PROJECT  
RATON, NEW MEXICO**

**SUGARITE AVE  
STA 10+00 TO 15+50**

Project Number:	141190
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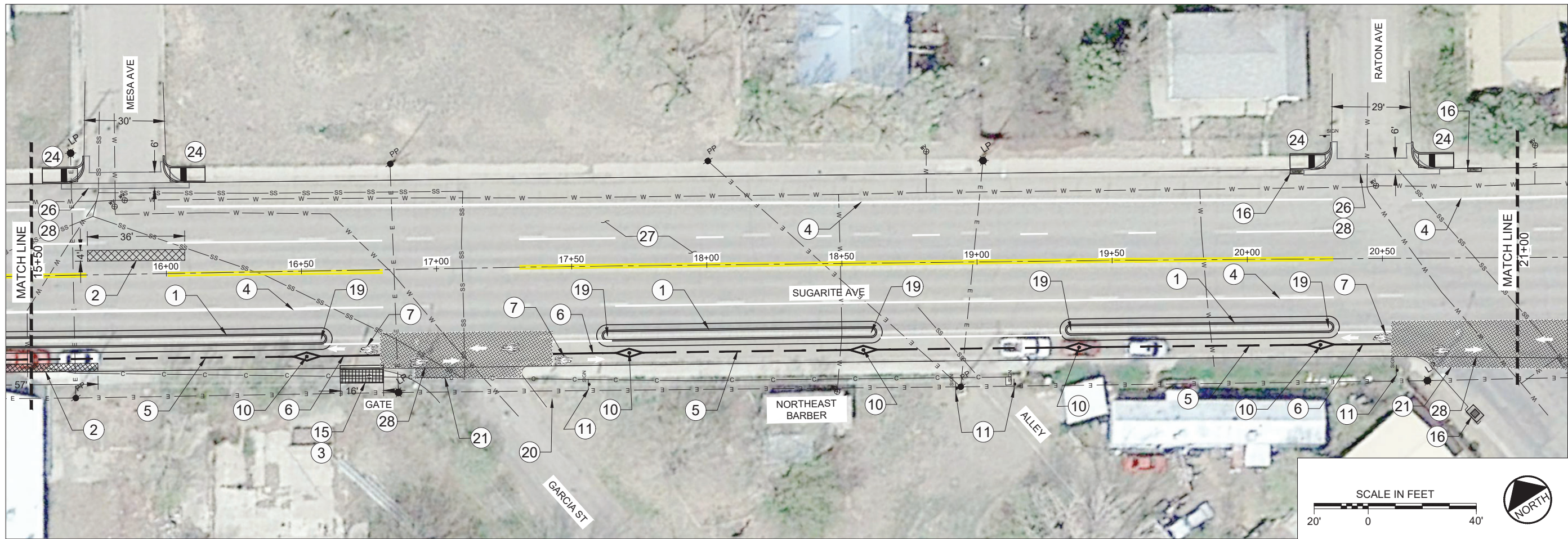
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**SUGARITE AVENUE  
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**SUGARITE AVE  
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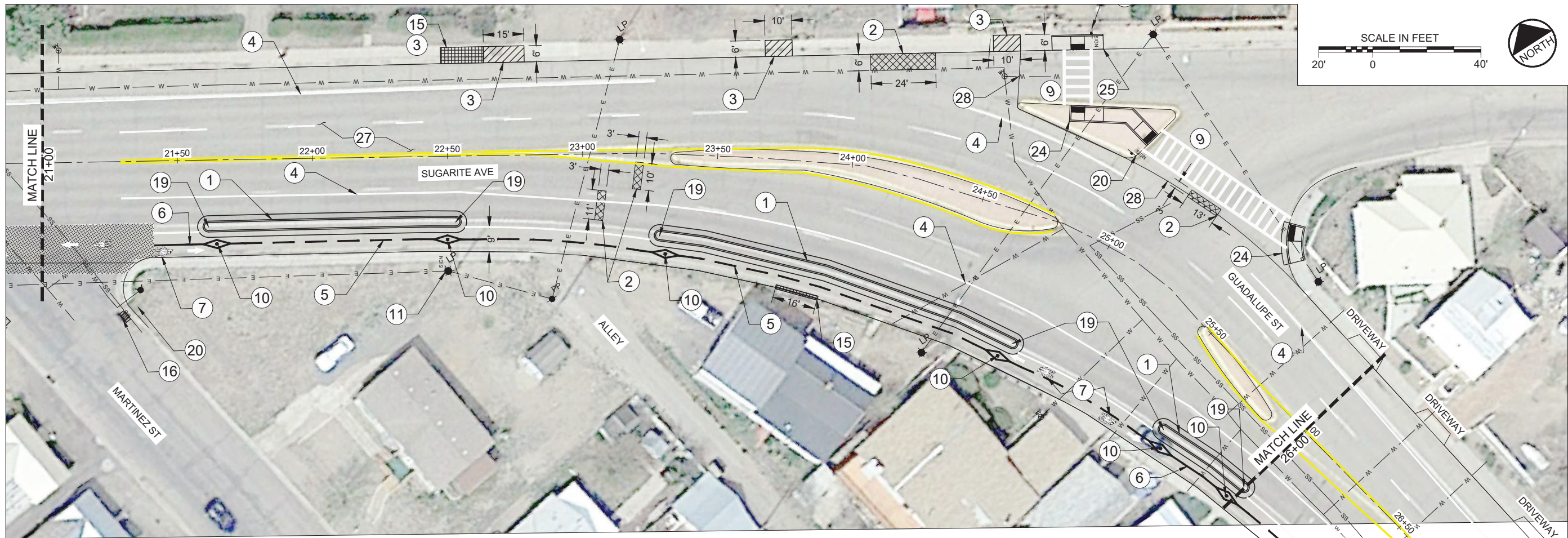
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T:\11190\_Sugarite Ave\_Street\_Plan.dwg SAVE:1/25/23 PRINTED:1/25/23





REVISIONS	
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A	PRELIMINARY - NOT FOR CONSTRUCTION

Designed by:  
 Engineering Analytics, Inc.  
 219 S. 2nd Street  
 Raton, NM 87740  
 (575) 445-7192

Designed by:  
 TLD

Approved by:  
 KMS

**PRELIMINARY PLANS  
 FOR REVIEW**

**SUGARITE AVENUE  
 RECONSTRUCTION  
 PROJECT  
 RATON, NEW MEXICO**

**SUGARITE AVE  
 STA 21+00 TO 26+00**

Project Number: 141190  
 Date: 01/25/2023  
 Sheet: C-4.0

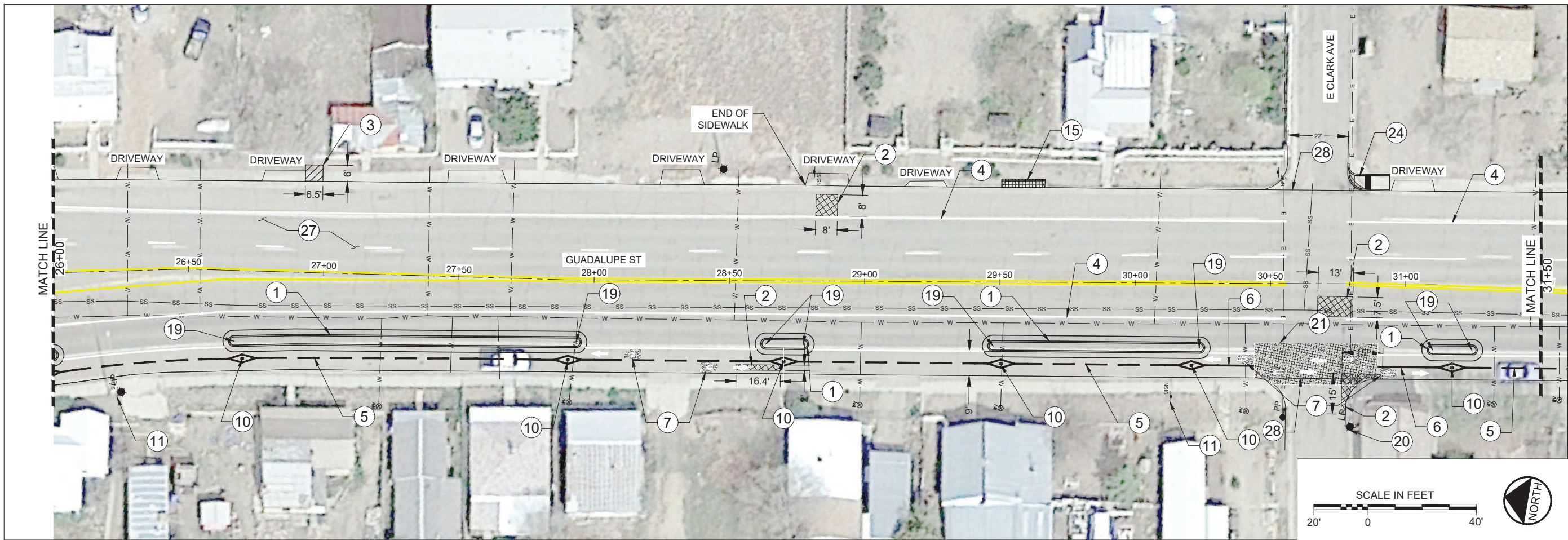
**LEGEND:**

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**# KEY NOTES:**

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**PRELIMINARY PLANS  
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**SUGARITE AVENUE  
 RECONSTRUCTION  
 PROJECT  
 RATON, NEW MEXICO**

**GUADALUPE ST  
 STA 26+00 TO 31+50**

Project Number: 141190  
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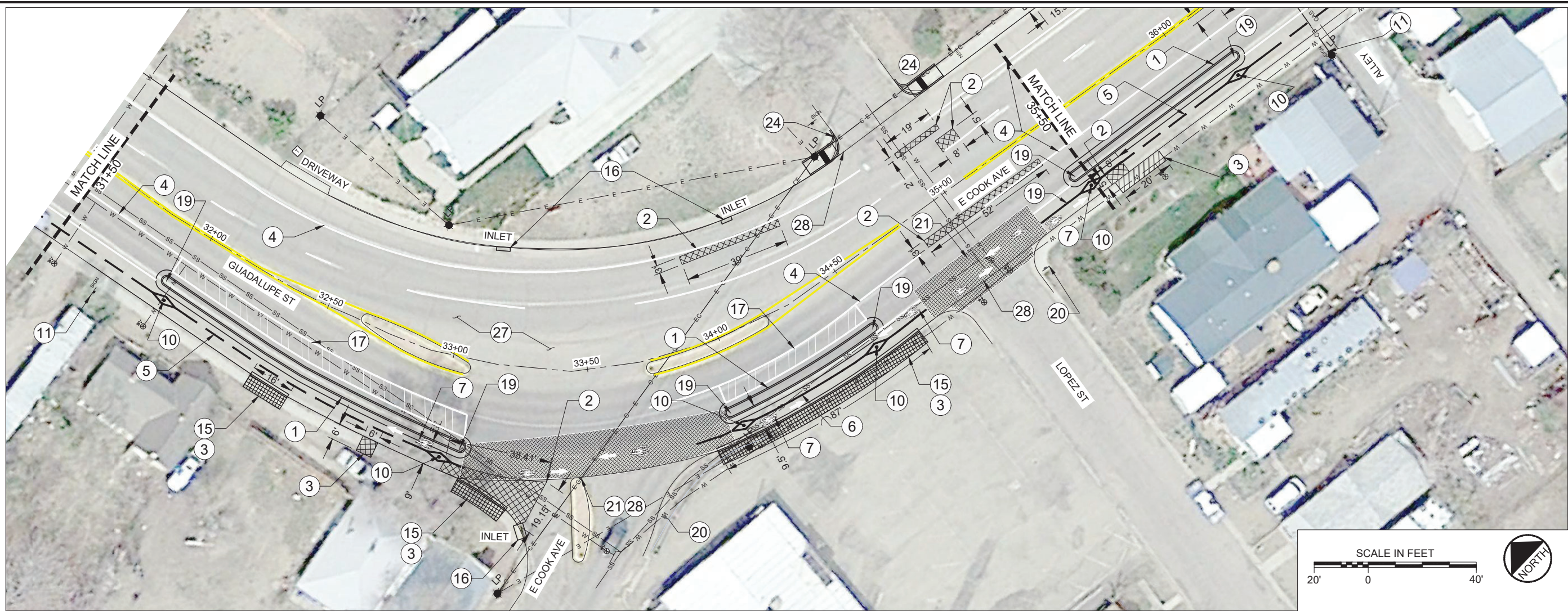
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 219 S. 2nd Street  
 Raton, NM 87740  
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Designed by:  
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**PRELIMINARY PLANS  
 FOR REVIEW**

**SUGARTE AVENUE  
 RECONSTRUCTION  
 PROJECT  
 RATON, NEW MEXICO**

**GUADALUPE ST  
 STA 31+50 TO 35+50**

Project Number: 141190  
 Date: 01/25/2023  
 Sheet: C-6.0

**LEGEND:**

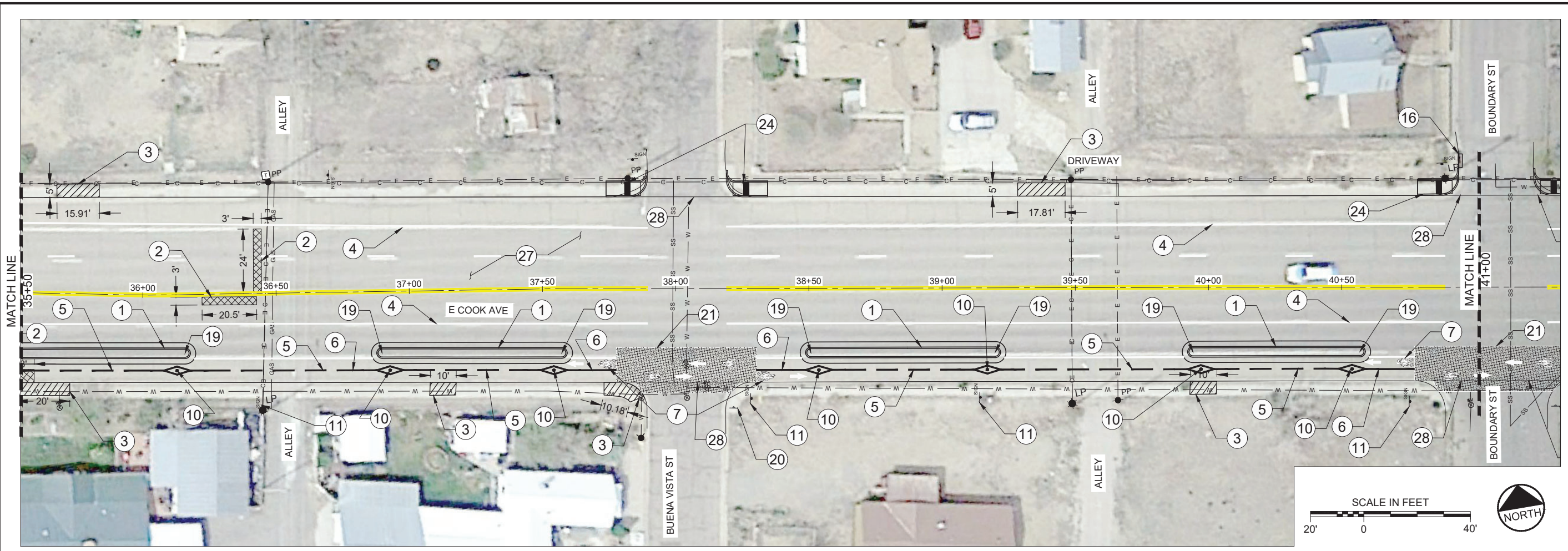
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**SUGARITE AVENUE  
 RECONSTRUCTION  
 PROJECT  
 RATON, NEW MEXICO**

**E COOK AVE  
 STA 35+50 TO 41+00**

Project Number: 141190  
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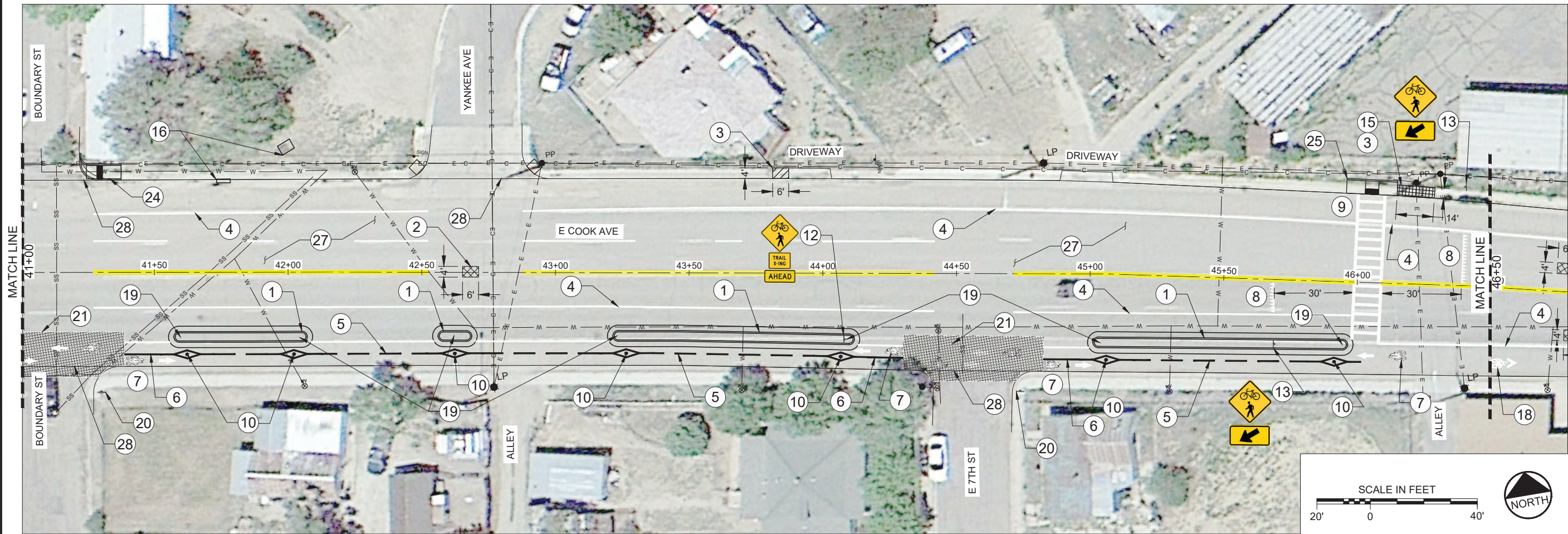
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8. INSTALL WHITE YIELD BAR WITH 1' WIDE TRIANGLE PAVEMENT MARKINGS USING TWO COATS OF REFLECTORIZED TRAFFIC-RATED PAINT. SEE TYPICAL YIELD LINE DETAIL ON NMDOT 704-03-2/2 FOR DIMENSIONS.
9. INSTALL 10' WIDE PEDESTRIAN CROSS WALK MARKED WITH TWO COATS OF 6" WIDE WHITE REFLECTORIZED TRAFFIC-RATED PAINT PER DETAIL 1 ON SHEET D-1.3.
10. INSTALL NEW 4" DIAMETER AND 40" TALL REMOVABLE BOLLARD IN THE CENTER OF THE BIKE PATH. PAVEMENT STRIPING ENVELOPE SHALL BE USED AROUND THE APPROACH TO THE BOLLARD AS SHOWN ON DETAIL 4 OF SHEET D-1.2.
11. RELOCATE EXISTING SIGN ON NEW BREAKAWAY POST IN CENTER OF NEW MEDIAN. INSTALL SIGN POSTS PER NMDOT STD DWG 701-02.
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23. CONSTRUCT NEW PERPENDICULAR ADA/BIKE RAMP PER NMDOT 608-001-2.
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T:\11190\_Sugarite Ave\_Street\_Plan.dwg SAVE:1/25/23 PRINTED:1/25/23





REVISIONS	
Revision	Description
A	PRELIMINARY - NOT FOR CONSTRUCTION

Designed by: Engineering Analytics, Inc.  
 219 S. 2nd Street  
 Raton, NM 87740  
 (575) 445-7192

Designed by: TLD  
 Approved by: KMS

**PRELIMINARY PLANS FOR REVIEW**

**SUGARITE AVENUE RECONSTRUCTION PROJECT RATON, NEW MEXICO**

**E COOK AVENUE STA 41+00 TO 46+50**

Project Number: 141190  
 Date: 01/25/2023  
 Sheet: C-8.0

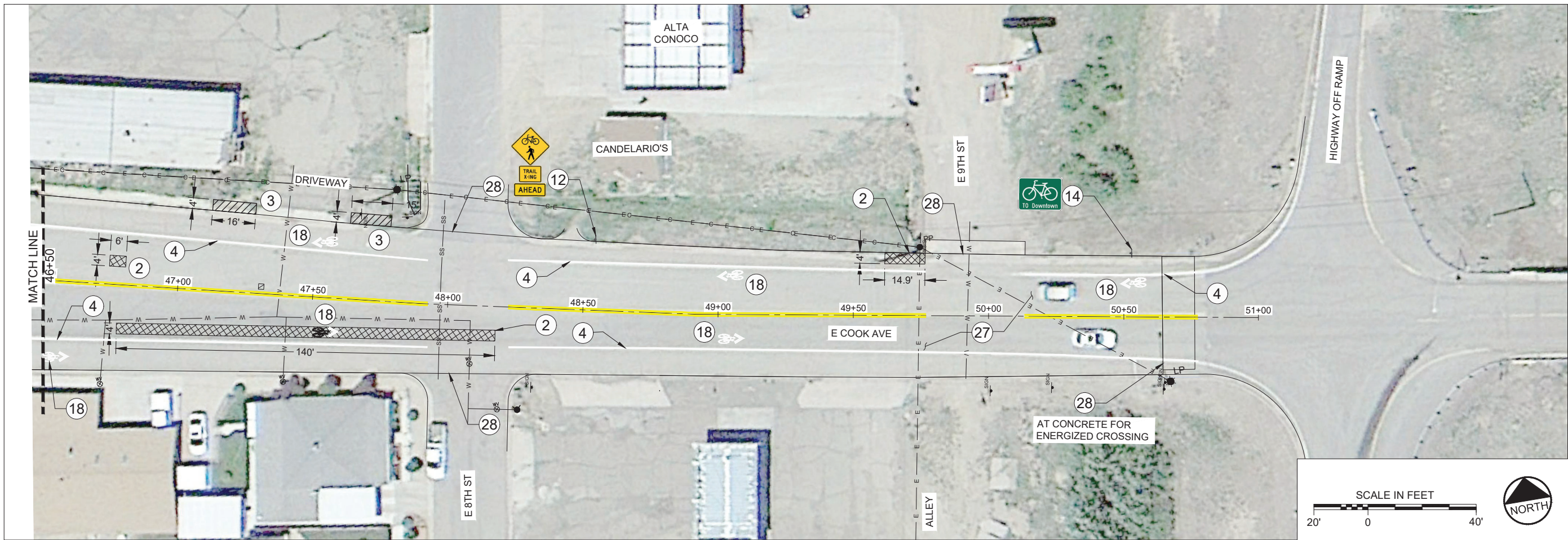
**LEGEND:**

- EX TOPO CONTOURS
- × 6670.57 EX SPOT ELEVATION
- EX SAN. SEWER MANHOLE
- ⊙ EX STORM SEWER MANHOLE
- ▣ EX STORM SEWER DRAIN
- ⊗ EX WATERLINE VALVE
- ⊕ EX SIGN
- W — ○ EX WATER
- SS — ○ EX SEWER
- GAS — □ EX GAS
- C — □ EX COMMUNICATIONS
- E — □ EX ELECTRIC
- - - EX STORM DRAIN

**KEY NOTES:**

1. CONSTRUCT NEW 8" CONCRETE CURB MEDIAN PER DETAILS ON SHEET D-1.1. NEATLY SAW CUT EXISTING PAVEMENT AT CURB LIMITS.
2. PERFORM PATCH OF EXISTING HOT MIX ASPHALT PAVEMENT PER DETAIL 4 ON SHEET D-1.1.
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REVISIONS	
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Designed by:  
 Engineering Analytics, Inc.  
 219 S. 2nd Street  
 Raton, NM 87740  
 (575) 445-7192

Designed by: TLD  
 Approved by: KMS

**PRELIMINARY PLANS  
 FOR REVIEW**

**SUGARTE AVENUE  
 RECONSTRUCTION  
 PROJECT  
 RATON, NEW MEXICO**

**E COOK AVE  
 STA 46+50 TO END**

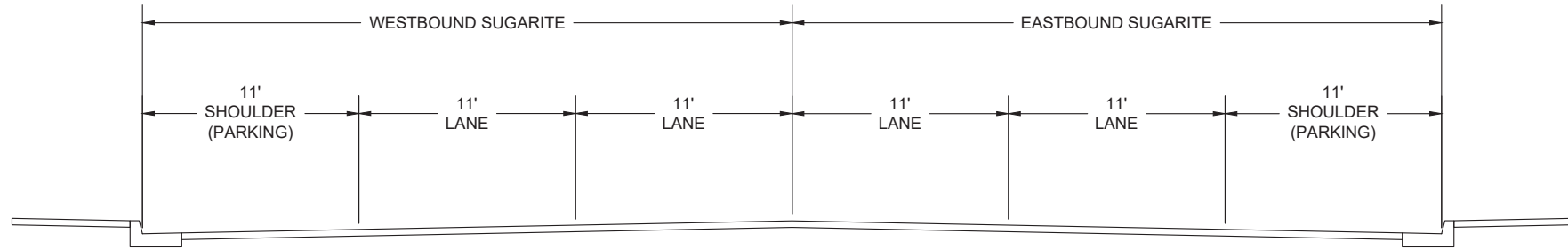
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 Date: 01/25/2023  
 Sheet: C-9.0

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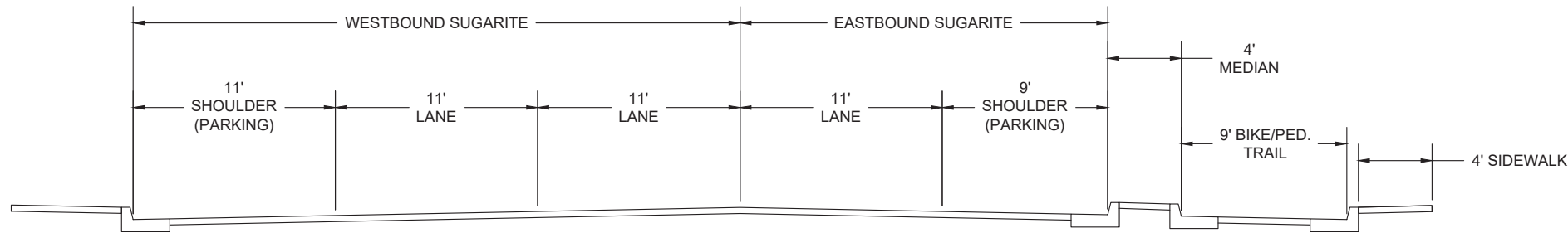
- EX TOPO CONTOURS
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**# KEY NOTES:**

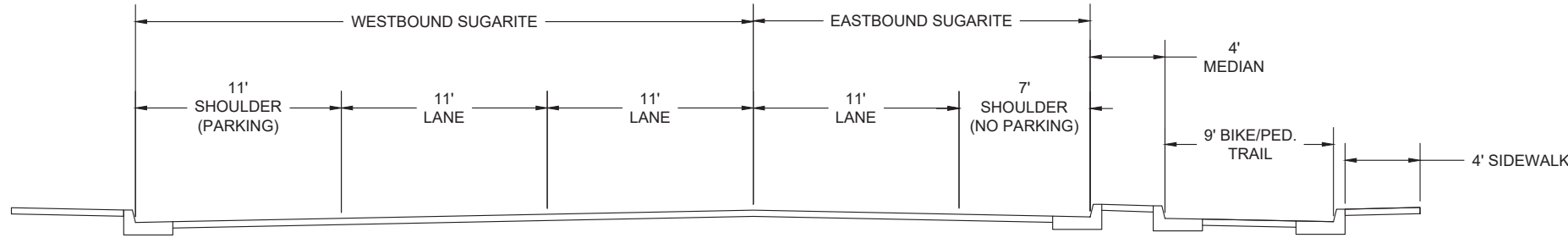
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**1**  
**EXISTING ROAD SECTION**  
**SUGARITE AVE. FROM ROUND HOUSE RD. TO I-25**  
 D-1.1 NOT TO SCALE



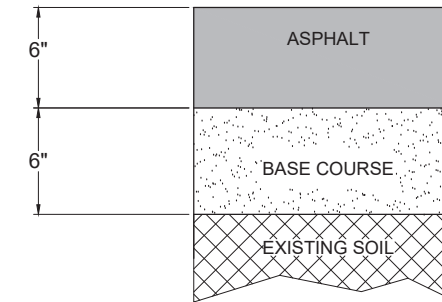
**2**  
**PROPOSED ROAD SECTION STATIONS**  
**10+50 TO 23+00; 26+40 TO 31+70; AND 35+10 TO 46+30**  
 D-1.1 NOT TO SCALE



**3**  
**PROPOSED ROAD SECTION THROUGH CURVES,**  
**STATIONS 31+95 TO 34+50**  
 D-1.1 NOT TO SCALE

**NOTES:**

1. SCARIFY AND RE-COMPACT NATIVE SUBGRADE TO 95% OF THE MODIFIED PROCTOR (ASTM D-1557).
2. COMPACT BASE COURSE TO 95% OF THE STANDARD PROCTOR (ASTM D-698).
3. PLACE ASPHALT IN TWO LIFTS AND COMPACT EACH LIFT TO AT LEAST 92% OF THE THEORETICAL MAXIMUM DENSITY.



**4**  
**ASPHALT PATCH SECTION**  
 D-1.1 NOT TO SCALE

REVISIONS		Description	Date	Revision

Designed by:	Engineering Analytics, Inc. 219 S. 2nd Street Raton, NM 87740 (875) 445-7192	Designed by:	TLD
Approved by:		Approved by:	KMS

**PRELIMINARY PLANS FOR REVIEW**

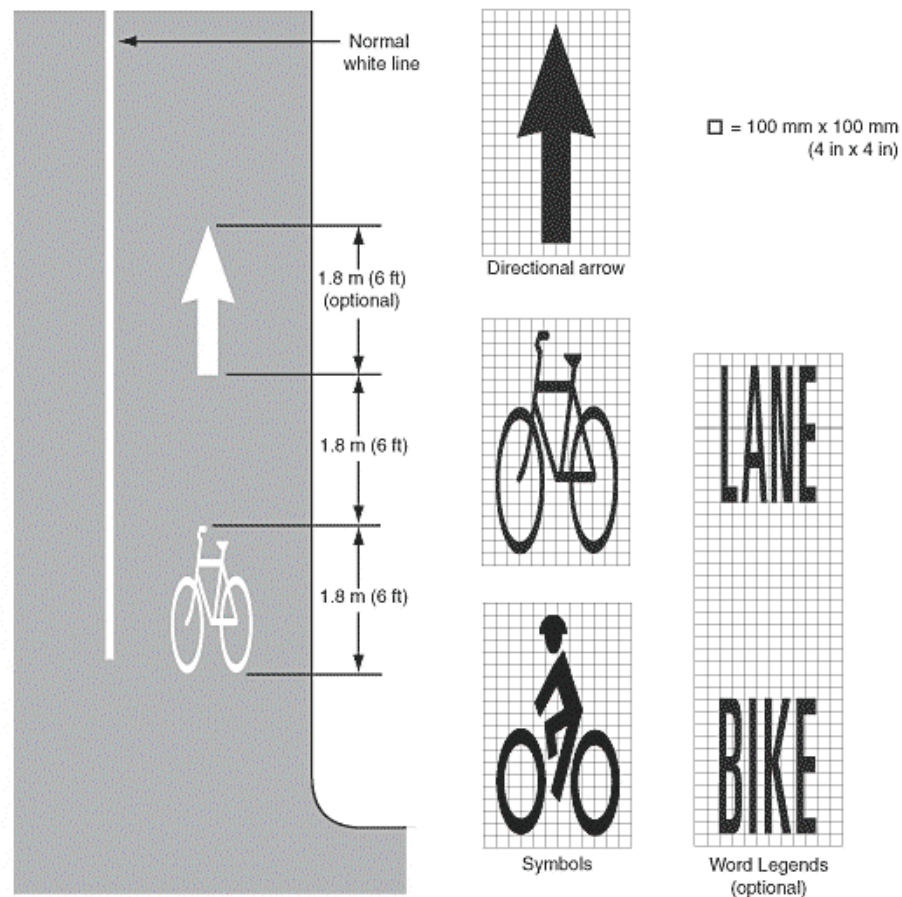
**SUGARITE AVENUE RECONSTRUCTION PROJECT RATON, NEW MEXICO**

**DETAILS**

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Date:	01/25/2023
Sheet:	D-1.1

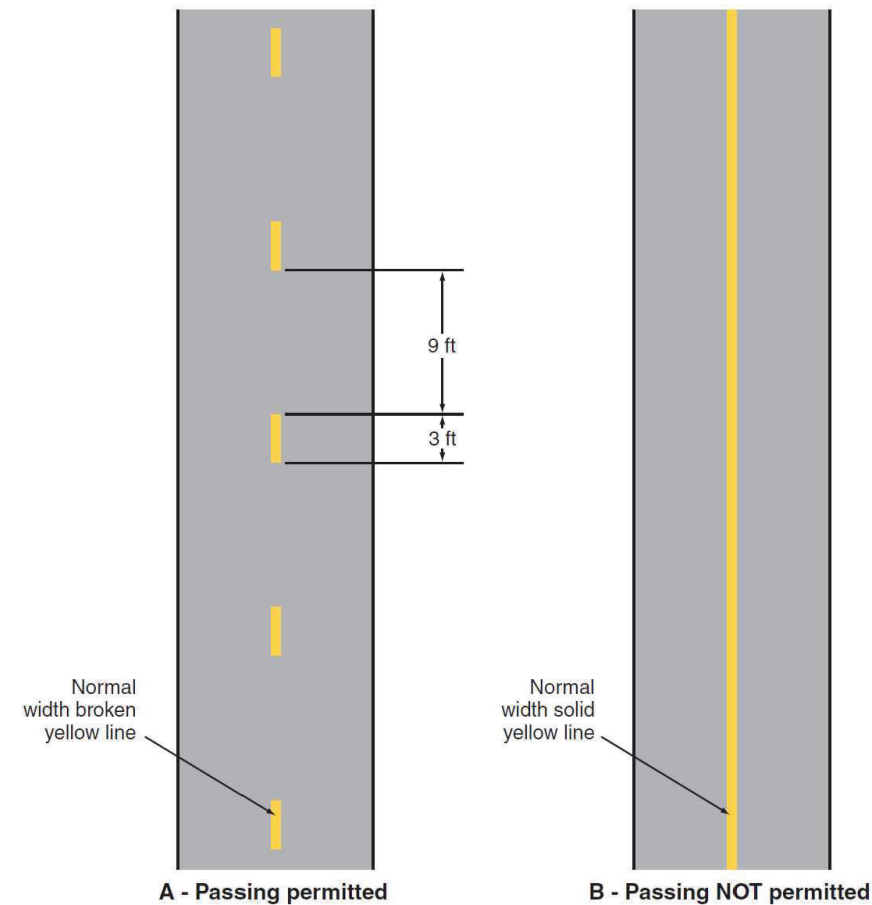


Figure 9C-6. Example of Optional Word and Symbol Pavement Markings for Bicycle Lanes



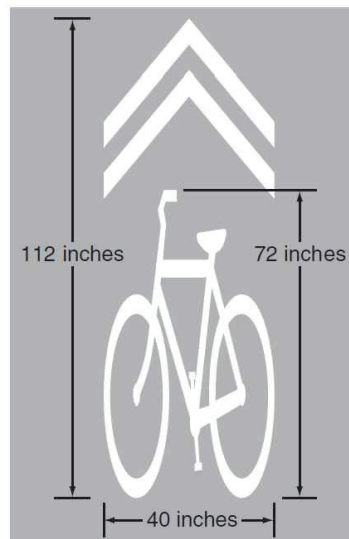
1 BIKE LANE SYMBOL (MUTCD FIGURE 9C-06)  
D-1.2 NOT TO SCALE

Figure 9C-2. Examples of Center Line Markings for Shared-Use Paths



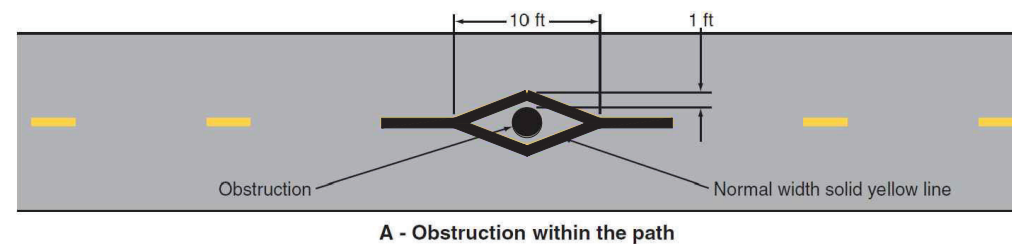
2 BIKE LANE CENTERLINE STRIPING (MUTCD FIGURE 9C-2)  
D-1.2 NOT TO SCALE

Figure 9C-9. Shared Lane Marking



3 SHARED LANE PAVEMENT MARKING DIMENSIONS  
D-1.2 NOT TO SCALE

Figure 9C-8. Examples of Obstruction Pavement Markings



4 OBSTRUCTION STRIPING (MUTCD FIGURE 9C-8)  
D-1.2 NOT TO SCALE

REVISIONS	
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Raton, NM 87740  
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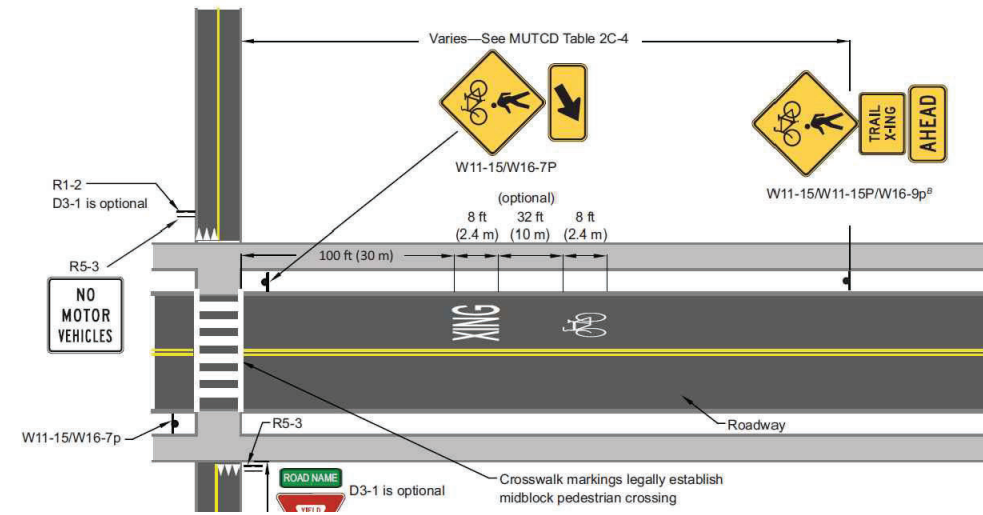
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SUGARITE AVENUE  
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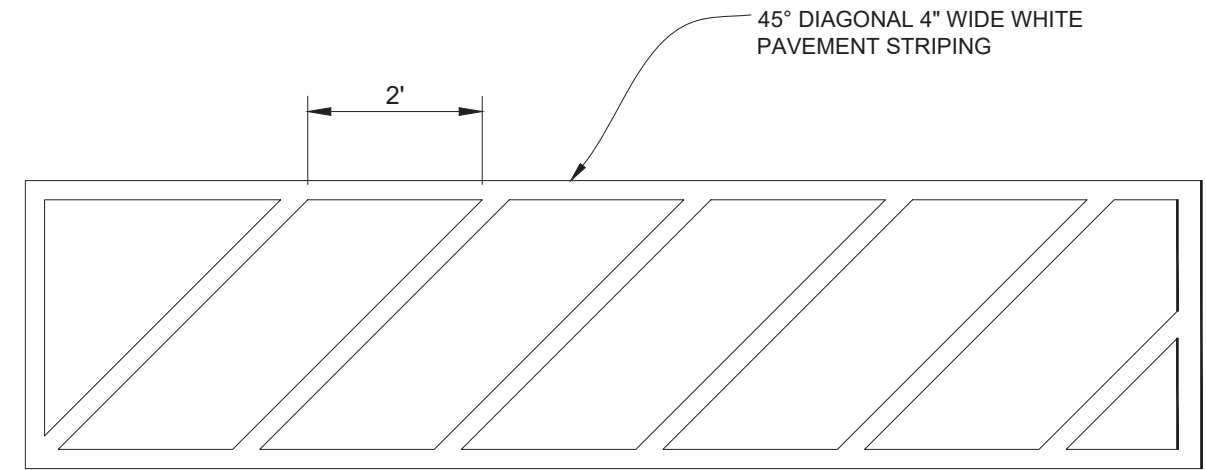
DETAILS

Project Number: 141190  
Date: 01/25/2023  
Sheet: D-1.2

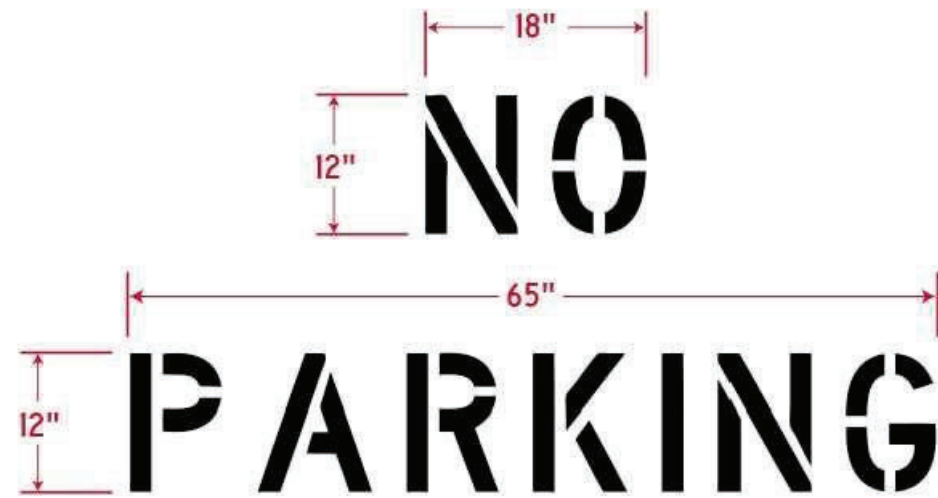




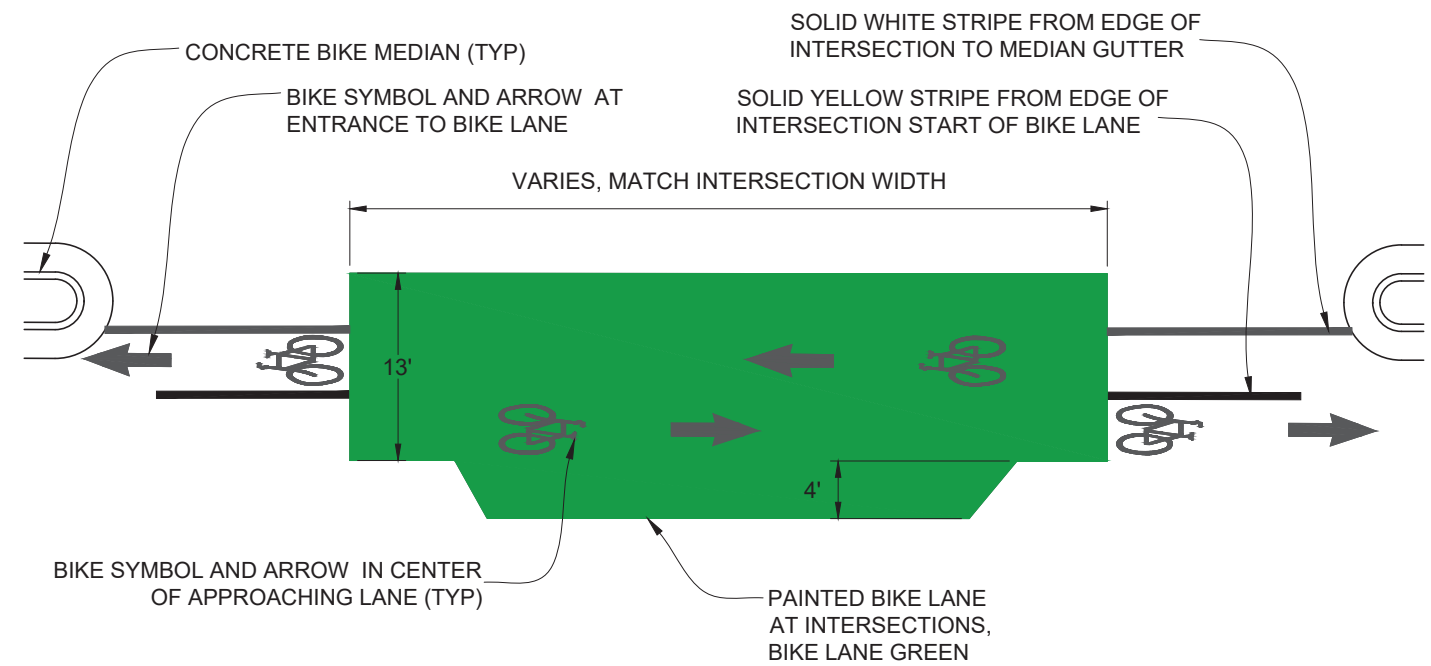
1 TRAIL CROSSING DETAIL  
D-1.3 NOT TO SCALE



2 TYPICAL PAINTED NO PARKING STRIPING  
D-1.3 NOT TO SCALE



3 TYPICAL PAINTED NO PARKING LETTERS  
D-1.3 NOT TO SCALE



4 BIKE LANE MARKINGS AT INTERSECTIONS  
D-1.3 NOT TO SCALE

REVISIONS

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Designed by: TLD  
Approved by: KMS

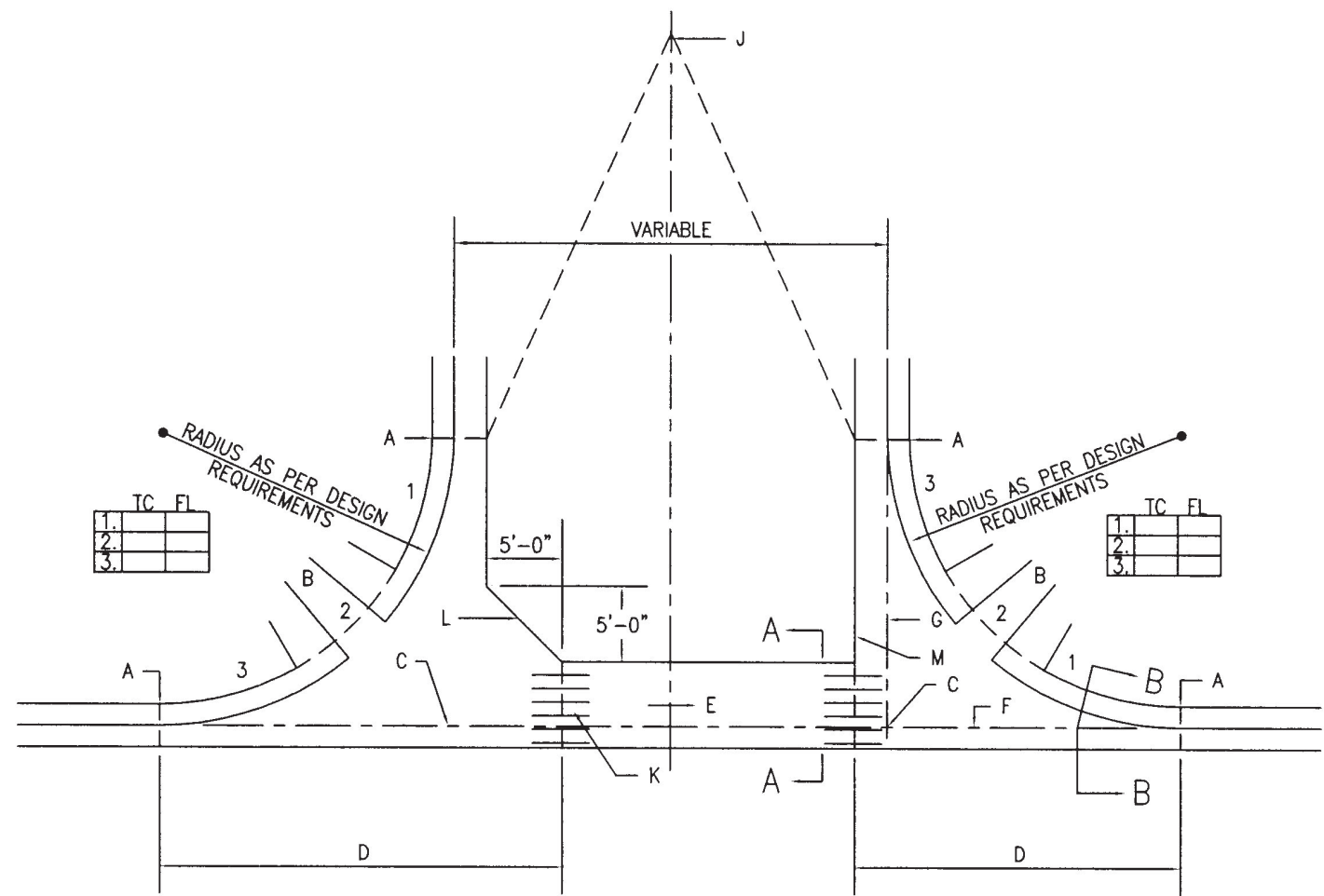
PRELIMINARY PLANS  
FOR REVIEW

SUGARITE AVENUE  
RECONSTRUCTION  
PROJECT  
RATON, NEW MEXICO

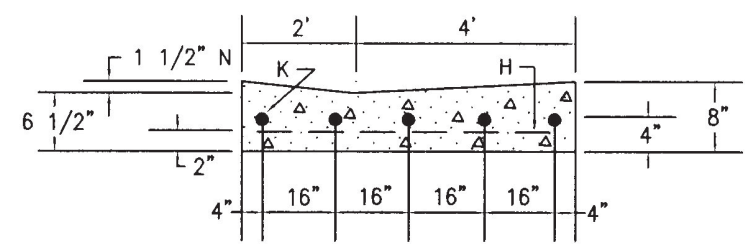
DETAILS

Project Number: 141190  
Date: 01/25/2023  
Sheet: D-1.3

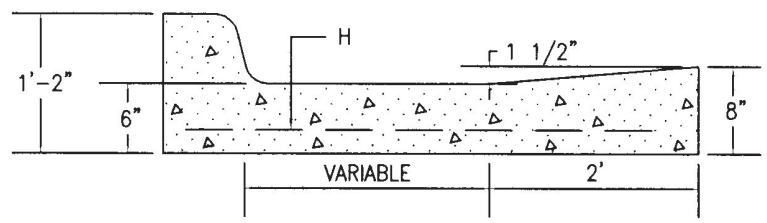




PLAN



SECTION A-A



SECTION B-B

GENERAL NOTES:

1. DESIGN ELEVATIONS TO BE GIVEN AT EACH END OF THE CURB RETURN (TOP OF CURB ELEV.) AND AT INTERSECTIONS OF PROJECTED FLOWLINES (FLOWLINE ELEV.).
2. ON UPSTREAM AND DOWNSTREAM ENDS OF THE INTERSECTION, VALLEY GUTTER CONSTRUCTION SHALL EXTEND TO THE END OF RETURNS.
3. THE VALLEY GUTTER TO BE REINFORCED WITH 6" X 6" X NO. 6 GA. WIRE MESH.
4. INVERT OF VALLEY GUTTER TO EXTEND FROM FLOWLINE OF UPSTREAM CURB RETURN TO FLOWLINE OF DOWNSTREAM CURB RETURN.
5. CURB FLOWLINE AND TOP OF CURB ELEV. SHOWN IN THE BOX CORRESPOND TO QUARTERPOINTS INDICATED ON THE CURB RETURN IN THE CLOCKWISE DIRECTION.
6. - - - DENOTES 1/2" EXPANSION JOINT.
7. FOR NEW CONSTRUCTION, VALLEY GUTTER SHALL BE CONSTRUCTED PRIOR TO ADJACENT PAVEMENT. ASPHALT CONC. SHALL BE INSTALLED MONOLITHICALLY TO MEET NEW VALLEY GUTTER.
8. PRIOR TO CONSTRUCTION OF NEW VALLEY GUTTER ON EXISTING ACCEPTED STREETS, PAVEMENT SHALL BE REMOVED AS SHOWN ON PLANS.

CONSTRUCTION NOTES:

- A. END OF CURB RETURN, SEE NOTE 1.
- B. FOR RAMP DETAILS, SEE DWGS. 2418, 2440, 2441.
- C. INTERSECTION OF FLOWLINES, SEE NOTE 1.
- D. SURFACE AND CURB TO BE MONOLITHIC.
- E. DIRECTION OF FLOW.
- F. FLOWLINE.
- G. PROJECTED FLOWLINE OF 1 1/2" INVERT, SEE NOTE 2.
- H. 6" X 6" NO. 6 GA. WIRE MESH.
- J. BEGIN CROWN WARP TO STRAIGHT SECTION WHERE SPECIFIED ON PLANS, OR INDICATED BY THE ENGR.
- K. NO. 4 BARS 3'-0" LONG AT 16" O.C.
- L. ALTERNATE A, WITH FILLET AS PER PLANS.
- M. ALTERNATE B, NO FILLET AS PER PLANS.
- N. THE 1 1/2" INVERT DEPTH MAY BE REDUCED TO IMPROVE RIDEABILITY WITH APPROVAL OF ENGINEER.

NM APWA	
PAVING CONCRETE VALLEY GUTTER	
REVISIONS	DWG. 2420
	AUG. 1986



**GENERAL NOTES:**

1. NMDOT IS RECOGNIZED AS A TITLE II PUBLIC ENTITY UNDER THE AMERICANS WITH DISABILITIES ACT (ADA), OF 1990 (PUBLIC LAW 101-336). A TITLE II ENTITY IS DEFINED AS ANY STATE OR LOCAL GOVERNMENT ENTITY AND PROHIBITS DISCRIMINATION ON THE BASIS OF DISABILITY. THE ADA EXTENDS THE PRINCIPLES OF SECTION 504 OF THE REHABILITATION ACT, OF 1973, AS AMENDED, TO PROTECT PERSONS WITH DISABILITIES IN ALL PUBLIC FACILITIES AND PROGRAMS IRRESPECTIVE OF THE FUNDING SOURCE.
2. THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), JULY 26, 2011, OR LATEST EDITION. THESE GUIDELINES SHALL APPLY TO ALL NEW AND ALTERED PEDESTRIAN ACCESS ROUTES (PAR).
3. REFER TO CONSTRUCTION PLANS FOR THE DETAILED LAYOUTS AND DETAILS.
4. PEDESTRIAN ACCESS ROUTES (PAR) SHALL BE FIRM, STABLE, AND SLIP RESISTANT. PROVIDE SLIP RESISTANT TEXTURE ON SIDEWALKS AND CURB RAMPS BY BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP AND/OR PERPENDICULAR TO PEDESTRIAN TRAVEL. EXTEND TEXTURE THE FULL WIDTH AND LENGTH OF THE CURB RAMP INCLUDING SIDE FLARES. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATIONS ONLY.
5. VERTICAL SURFACE DISCONTINUITIES SHALL BE 0.5 INCHES MAXIMUM. VERTICAL DISCONTINUITIES BETWEEN 0.25 INCHES AND 0.5 INCHES SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 50 PERCENT. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE VERTICAL SURFACE DISCONTINUITY.
6. HORIZONTAL OPENINGS IN GRATINGS AND JOINTS SHALL NOT PERMIT PASSAGE OF A SPHERE MORE THAN 0.5 INCHES IN DIAMETER. ELONGATED OPENINGS IN GRATES SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.
7. PROVIDE EXPANSION JOINT MATERIAL 0.5 INCHES THICK WHERE CURB RAMP ADJOINS ANY RIGID PAVEMENT, SIDEWALK OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.
8. SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL.
9. INSTALL JOINTS WHERE CURB RAMPS, TURNING SPACES, FLARES, AND SIDEWALKS ABUT. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH.
10. VERTICAL WALLS OR HEADER CURBS ARE PERMITTED WHEN ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES CANNOT BE ACCOMMODATED BY CURB RAMP FLARES OR GRADING. GRADE NON-WALK AREAS AT 3:1 OR FLATTER.
11. CONSTRUCTION TOP / BOTTOM OF CURB TO BE FLUSH WITH ADJACENT SURFACES (CURB RAMPS, SIDEWALKS, AND FLARES). VERTICAL LIPS NOT PERMITTED AT THE BOTTOM OF CURB RAMP WHERE THE RAMP MEETS STREET LEVEL.

**SIDEWALKS**

12. SIDEWALK, AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL 609-01-1/1.
13. SIDEWALK CROSS SLOPE IS RECOMMENDED TO BE CONSTRUCTED FOR CROSS SLOPE OF 1.5% TYPICAL, BUT SHALL NOT EXCEED 2.0% CROSS SLOPE ON THE PEDESTRIAN ACCESS ROUTE (PAR).
14. SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5.0 FT, EXCLUSIVE OF THE WIDTH OF THE CURB RETURN.  
EXCEPTION: WHERE SIDEWALK WIDTH NEEDS TO BE REDUCED TO NO LESS 4.0 FT, PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 200 FT MAXIMUM. PASSING SPACES SHALL BE 5.0 FT MINIMUM BY 5.0 FT MINIMUM.
15. ANY SIGNS POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNALS, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 4.0 FT.
16. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5.0 FT MINIMUM.

**CURB RAMPS**

17. FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE FEASIBLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN NOTE 18 OF THE CURB RAMP STANDARD DETAILS. SLOPES THAT EXCEED THOSE INDICATED IN THE CURB RAMP STANDARD DETAILS, OR CONSTRUCTION PLANS, WILL NOT BE ACCEPTED AND WILL BE REMOVED AND RECONSTRUCTED.
18. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3% MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
19. CONSTRUCT THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITIONS, AND TURNING SPACES AS TYPICAL 5.0 FT X 5.0 FT AND MINIMUM 4.0 FT X 4.0 FT CLEAR SPACE BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
20. CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.
21. THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.3%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP RUNS, TURNING SPACE OR BLENDED TRANSITION IS NOT TO EXCEED 5.0%.
22. CONSTRUCT CURB RAMPS FLUSH TO ADJACENT ROADWAY. GRADE EDGE OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING. FOR LEVEL TURNING SPACES BEHIND CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE.
23. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
24. ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF CURB RAMP IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB. (FOR EXAMPLE, A 6" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 6.0 FT FOR AN 8.3% SLOPE).

**CROSSWALKS**

25. PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMP LOCATIONS SHALL BE PLACED WITHIN THE WIDTH OF THE MARKED OR UNMARKED CROSSWALK AS SHOWN IN THE CONSTRUCTION PLANS.

**DETECTABLE WARNING**

26. DETECTABLE WARNING SURFACES (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE UTILIZED WHERE CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACE PROVIDE A FLUSH PEDESTRIAN CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET, ALLEY, TRAFFIC ISLAND, MEDIAN, OR RAILROAD. DETECTABLE WARNING SURFACES (DWS) WILL NOT BE INSTALLED AT RESIDENTIAL DRIVEWAYS. DETECTABLE WARNING SURFACE MUST BE PROVIDED AT THE JUNCTION BETWEEN THE PAR AND COMMERCIAL DRIVEWAYS THAT ARE STOP OR YIELD CONTROLLED OR ARE CONTROLLED BY A SIGNAL.
27. DETAILS OF DETECTABLE WARNING SURFACE ARE SHOWN IN CONTRACT PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.

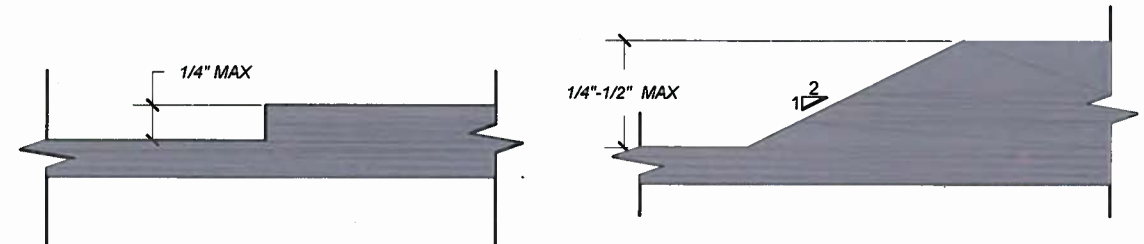
**ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS**

28. FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT PRACTICABLE. INSTALL PEDESTRIAN STUB POLES, WHERE APPLICABLE, SO AS NOT TO CREATE PEDESTRIAN OBSTRUCTIONS. REFER TO THE MUTCD FOR FURTHER GUIDANCE.
29. PEDESTRIAN SIGNAL PUSH BUTTONS SHALL COMPLY WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 0" TO 10" AND SHALL BE WITHIN 36" TO 46" ABOVE THE SIDEWALK SURFACE.
30. PEDESTRIAN SIGNAL SHALL HAVE 4FTx4FT MIN TURNING SPACE TO PROVIDE ACCESS TO PUSH BUTTONS.

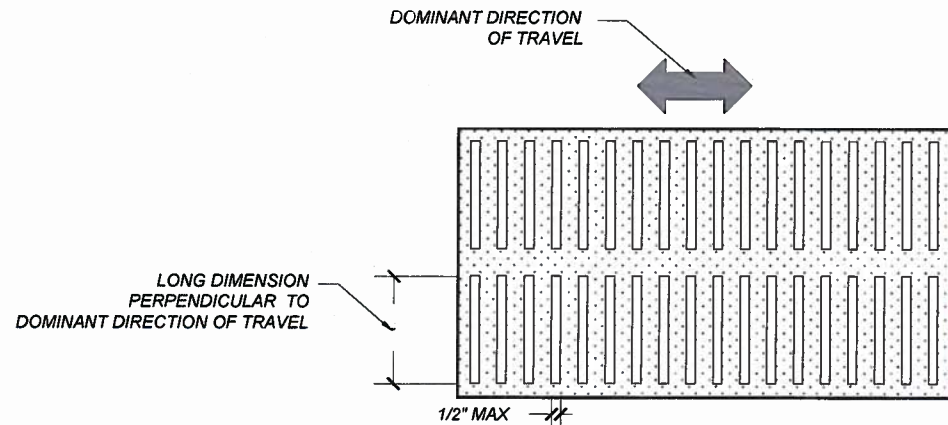
**ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:**

ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS WITHIN THE NMDOT PEDESTRIAN ACCESS STANDARDS AND PROWAG 2011 OR LATEST EDITION. ANY DESIGN / CONSTRUCTION DEVIATION THAT IS DEEMED AN VARIANCE OR TECHNICALLY INFEASIBLE BY THE DEFINITION BELOW SHALL REQUIRE SUBMITTAL AND APPROVAL OF ADA DESIGN VARIANCE PROCEDURES.

31. **EXCEPTION:** IN ALTERATION WORK, IF COMPLIANCE IS TECHNICALLY INFEASIBLE, THE ALTERATION SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF THE ALTERATION.
32. **TECHNICAL INFEASIBILITY:** MEANS, WITH RESPECT TO AN ALTERATION OF A BUILDING OR A FACILITY, THAT IT HAS LITTLE LIKELIHOOD OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONDITIONS WOULD REQUIRE REMOVING OR ALTERING A LOAD-BEARING MEMBER WHICH IS AN ESSENTIAL PART OF THE STRUCTURAL FRAME; OR BECAUSE OTHER EXISTING PHYSICAL OR SITE CONSTRAINTS PROHIBIT.
33. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.



**VERTICAL SURFACE DISCONTINUITIES**  
SCALE: NONE REFER TO NOTE 5

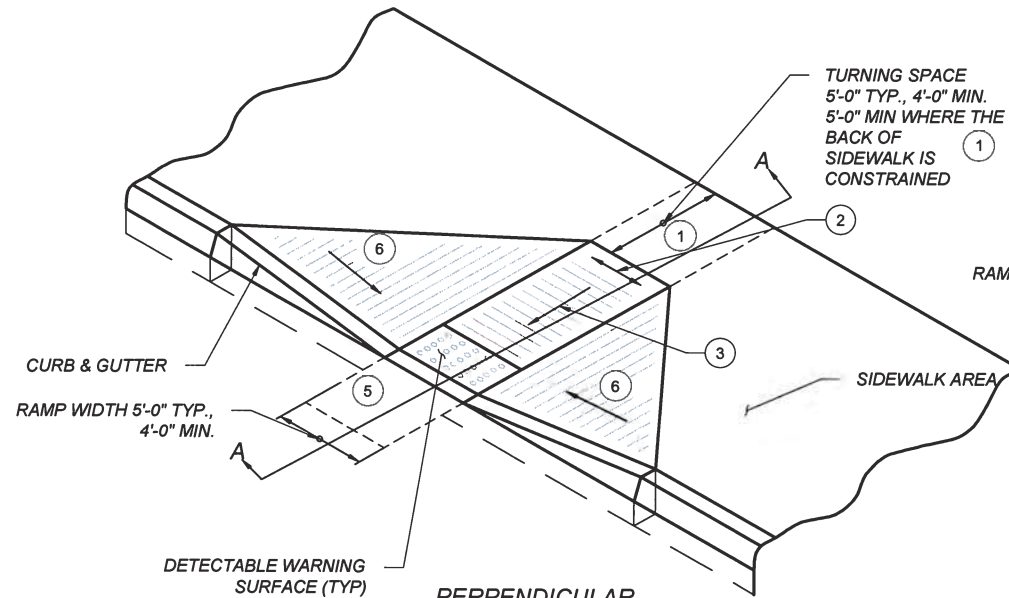


**HORIZONTAL OPENINGS**  
SCALE: NONE REFER TO NOTE 6

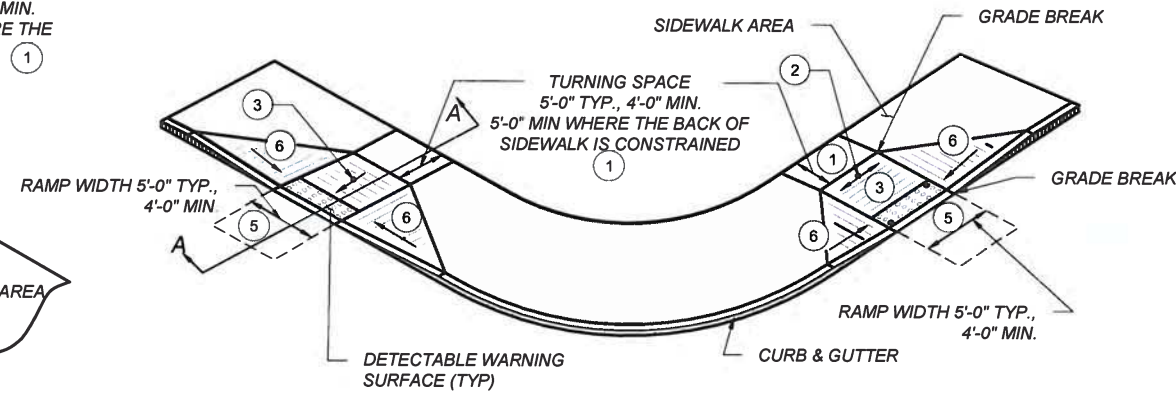


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REVISIONS ( OR CHANGE NOTICES )			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
<b>PEDESTRIAN ACCESS ROUTE GENERAL NOTES</b>			
APPROVED	DESIGN ENGINEER		DATE
		1-13-15	
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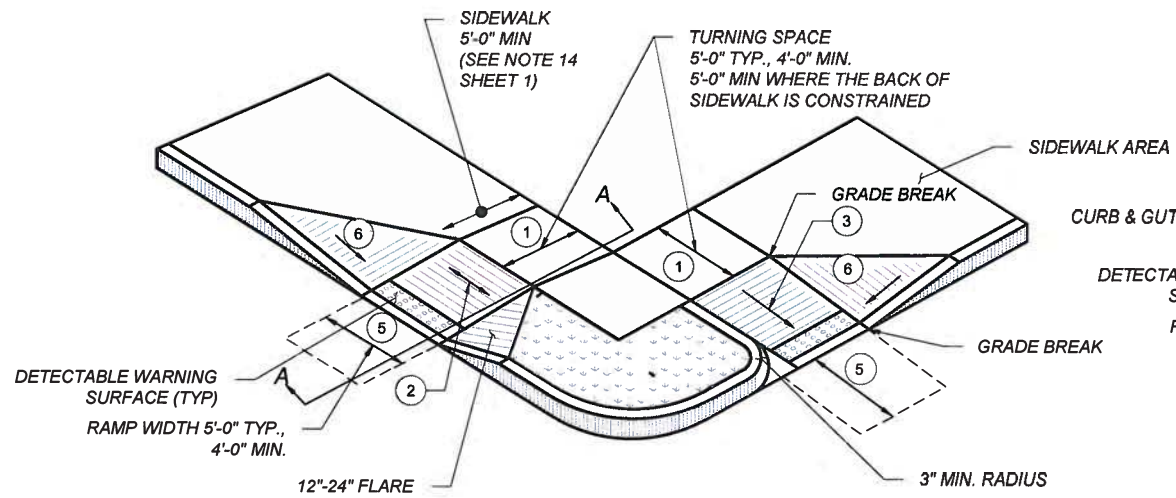




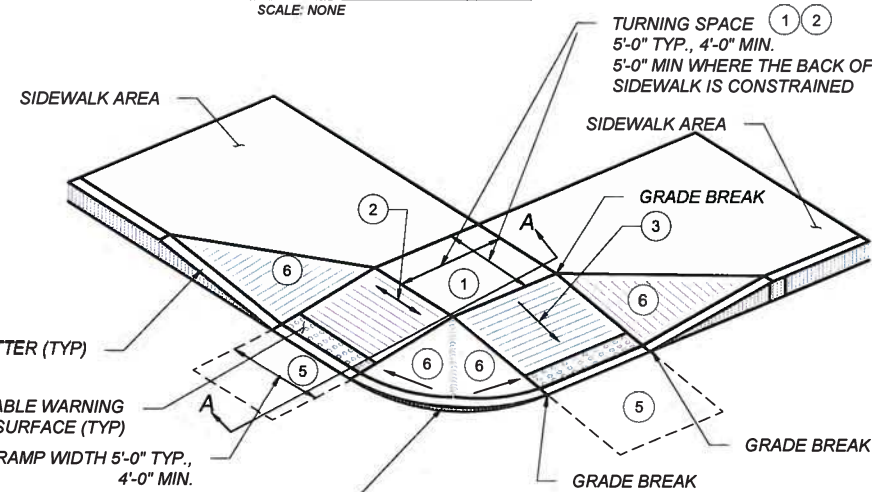
**PERPENDICULAR  
CURB RAMP**  
SCALE: NONE



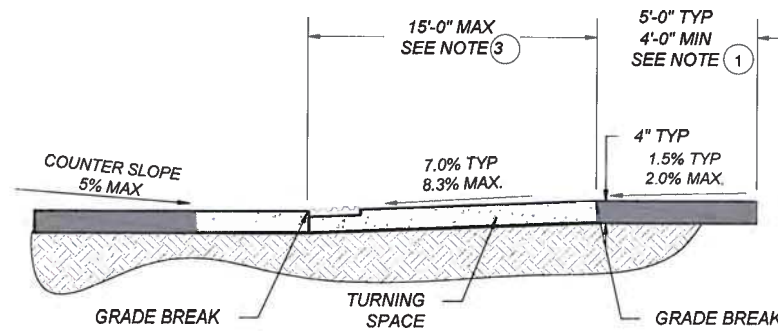
**DUAL PERPENDICULAR  
CURB RAMP**  
(PREFERRED INSTALLATION)  
SCALE: NONE



**DUAL PERPENDICULAR  
CURB RAMP**  
(ALTERNATE INSTALLATION)  
SCALE: NONE



**PERPENDICULAR  
CURB RAMP  
WITH SHARED TURNING SPACE**  
SCALE: NONE



**SECTION A-A**  
SCALE: NONE

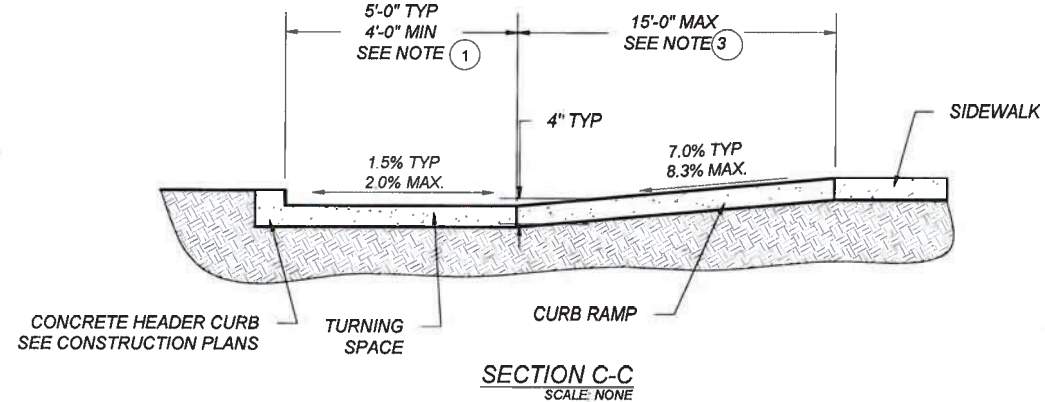
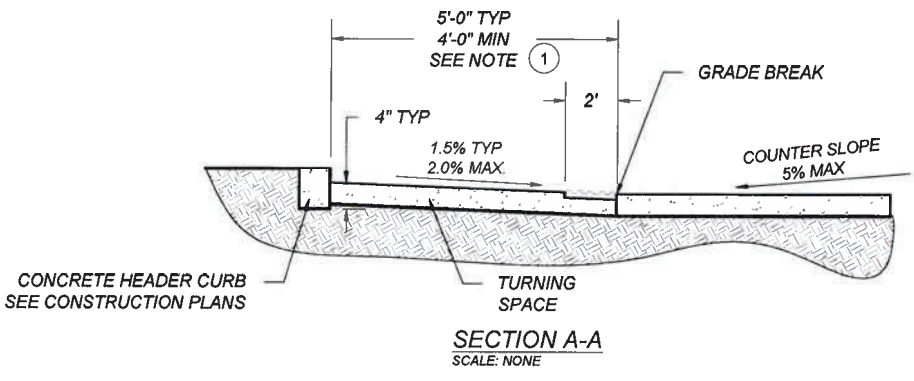
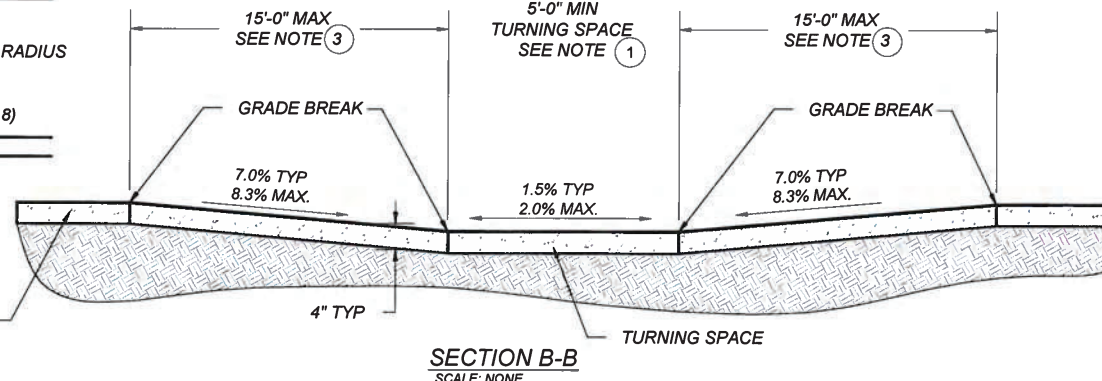
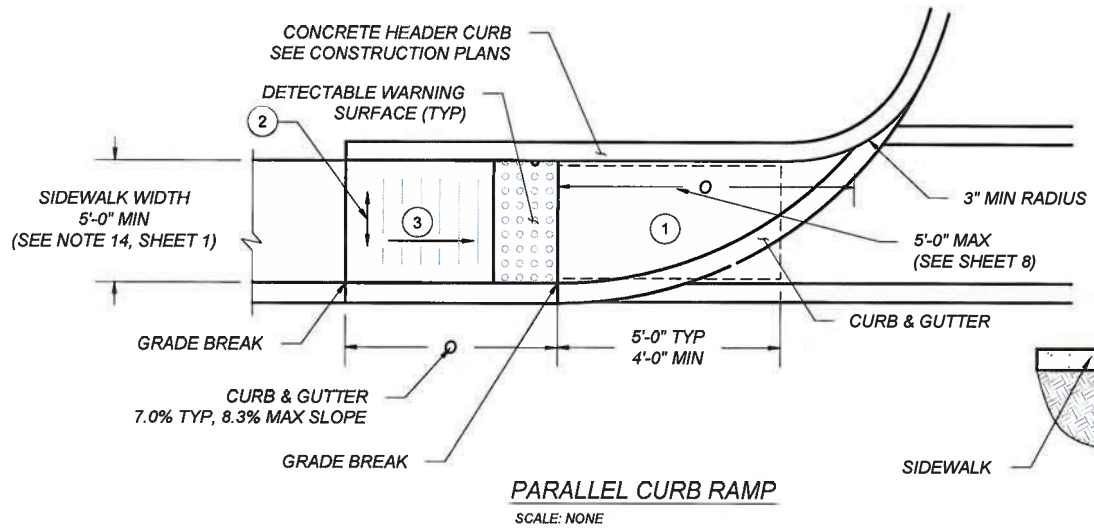
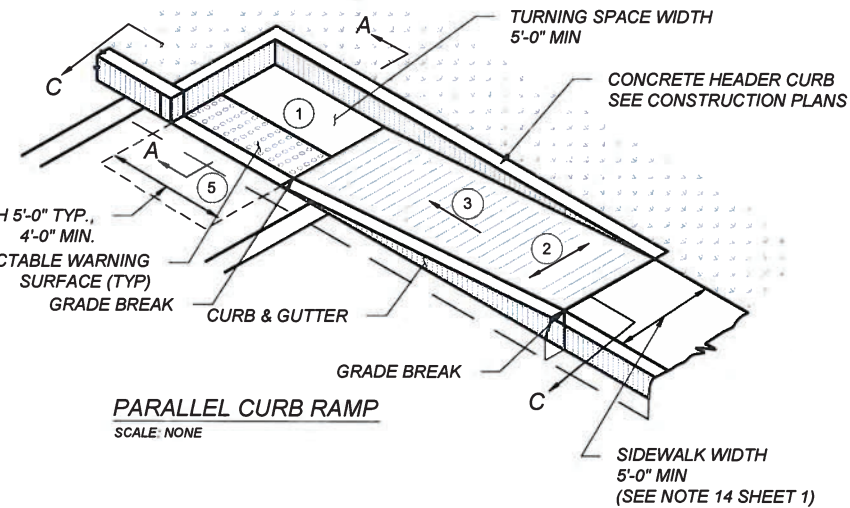
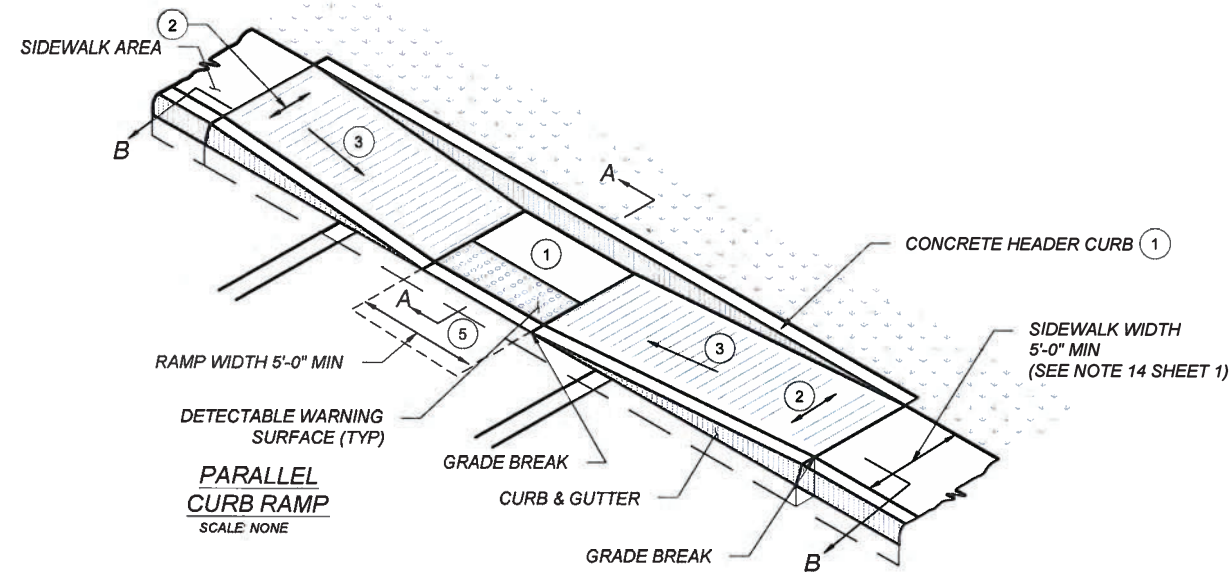
**KEYED NOTES**

- 1 TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
  - 2 CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
  - 3 RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3% MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
  - 4 GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
  - 5 COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
  - 6 FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.
- NOTES:**
- A DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
  - B DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
  - C IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
  - D CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.



NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
PERPENDICULAR CURB RAMPS			
APPROVED			DATE 1-13-15
		DESIGN ENGINEER	DATE
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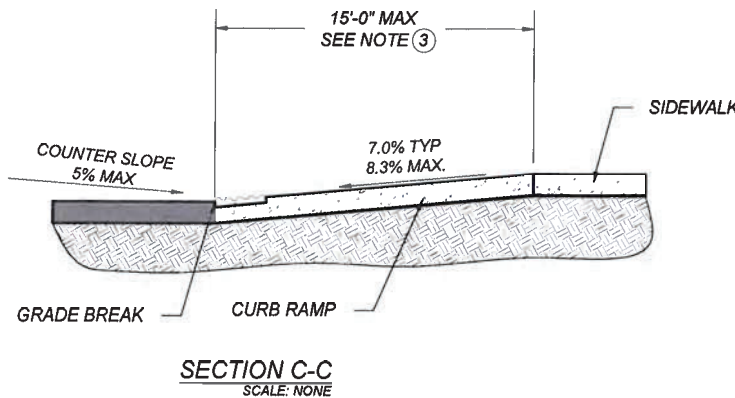
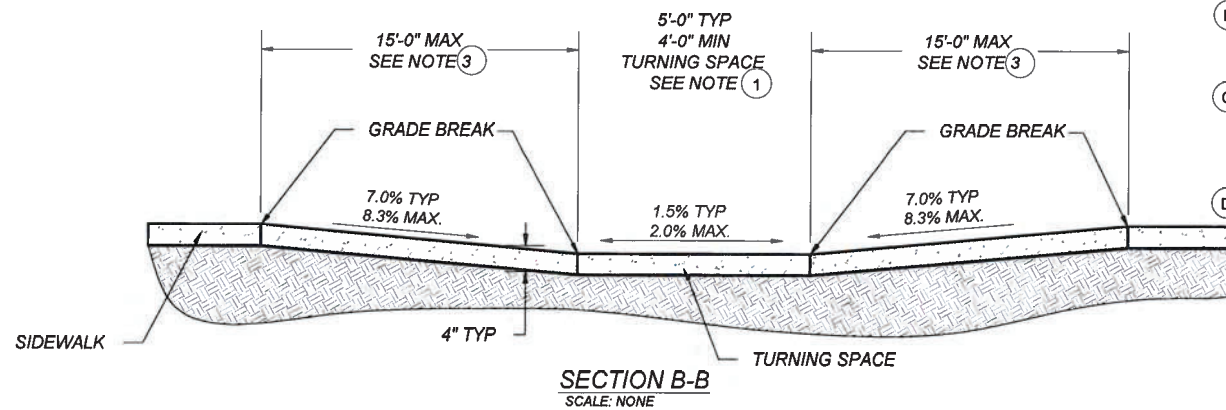
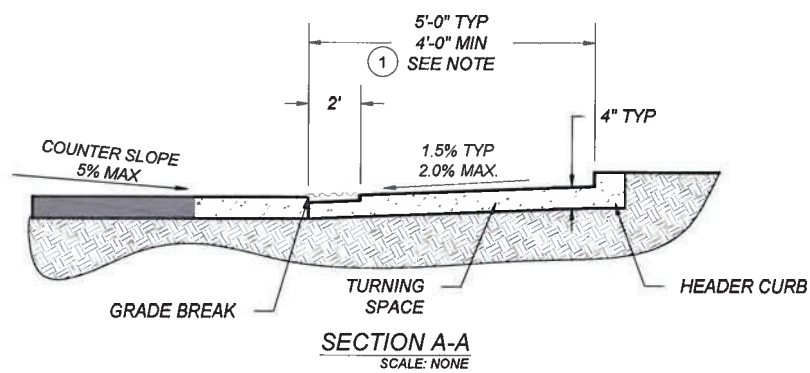
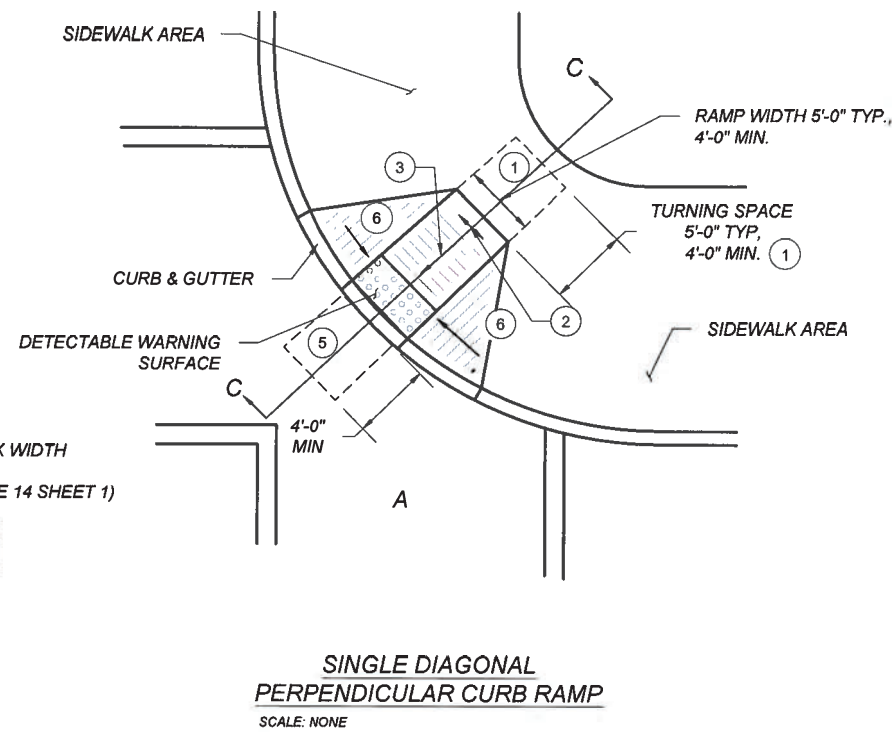
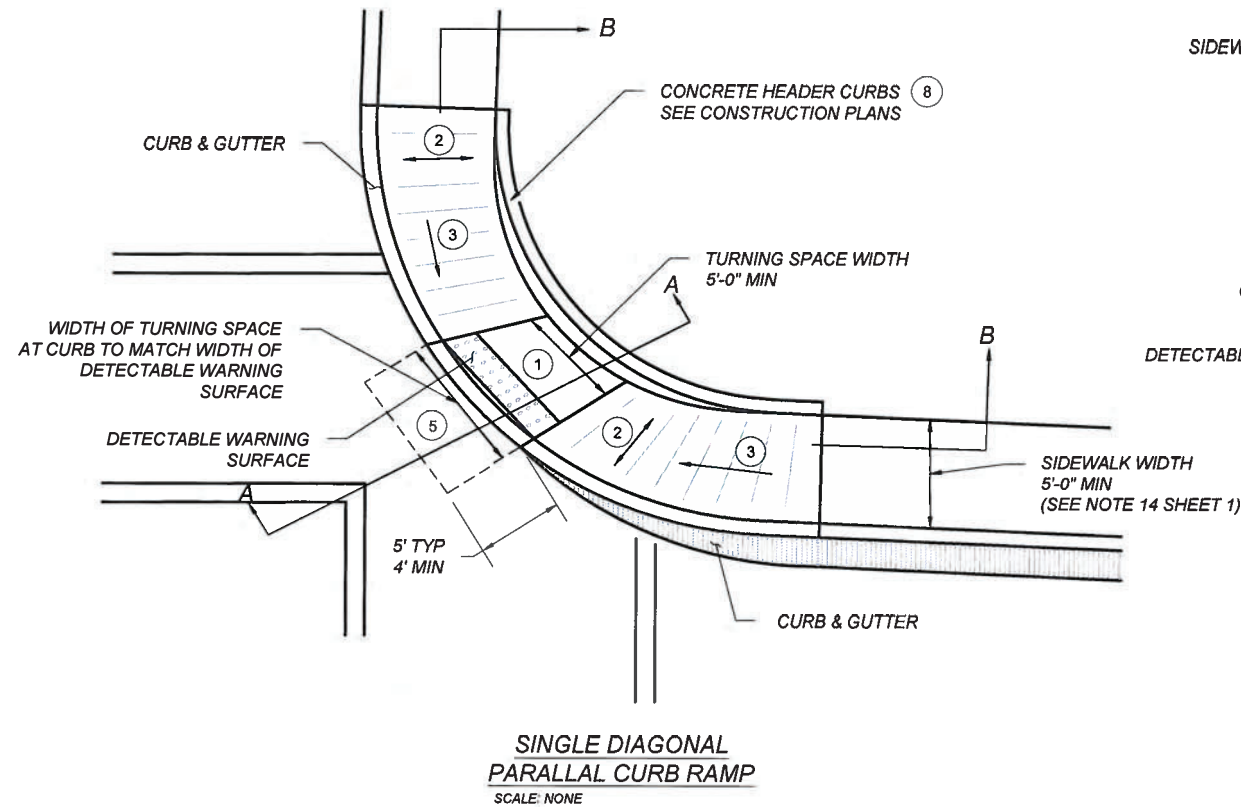
**KEYED NOTES**

- 1 TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
  - 2 CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
  - 3 RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3% MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
  - 4 GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
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REVISIONS (OR CHANGE NOTICES)			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
<b>PARALLEL CURB RAMPS</b>			
APPROVED	DESIGN ENGINEER		DATE
			1-13-15
608-001-3			608- 3 of 12





**KEYED NOTES**

- 1 TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
- 2 CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
- 3 RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3% MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
- 4 GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
- 5 COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
- 6 FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

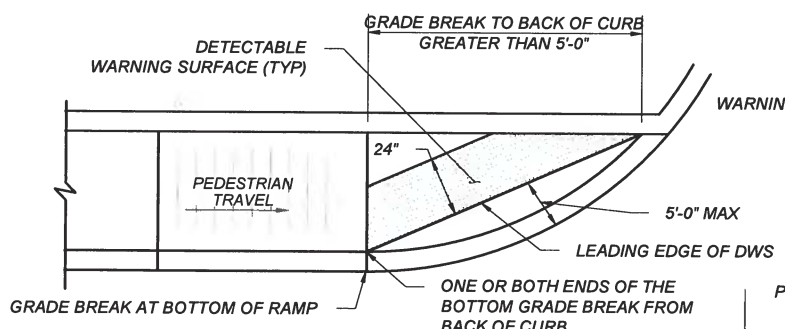
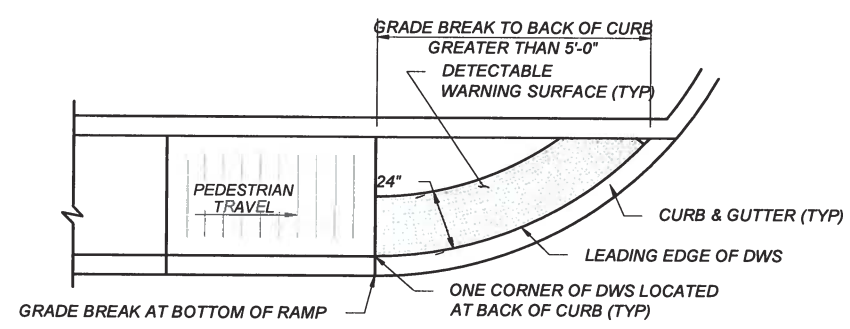
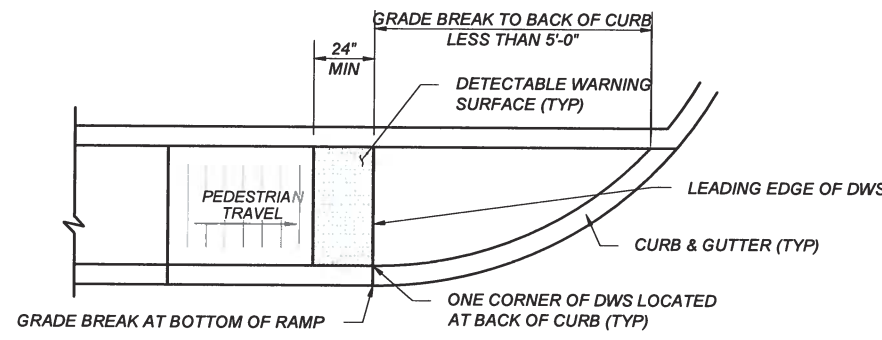
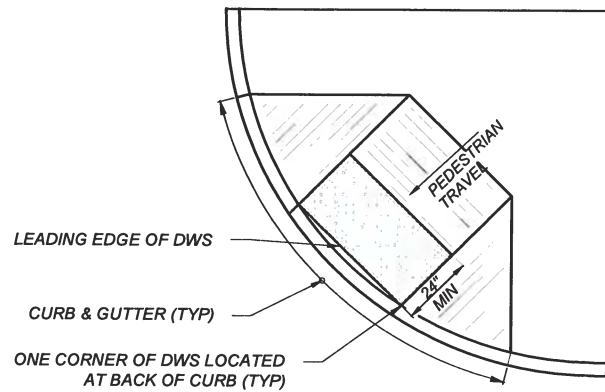
**NOTES:**

- A DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
- B DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
- C IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
- D CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

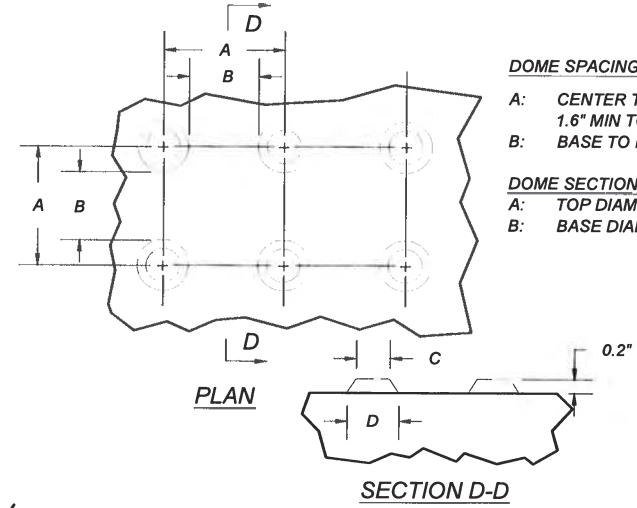


NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
DIAGONAL CURB RAMPS			
APPROVED	<i>Michael J. Smelker</i>		1-13-15
	DESIGN ENGINEER		DATE

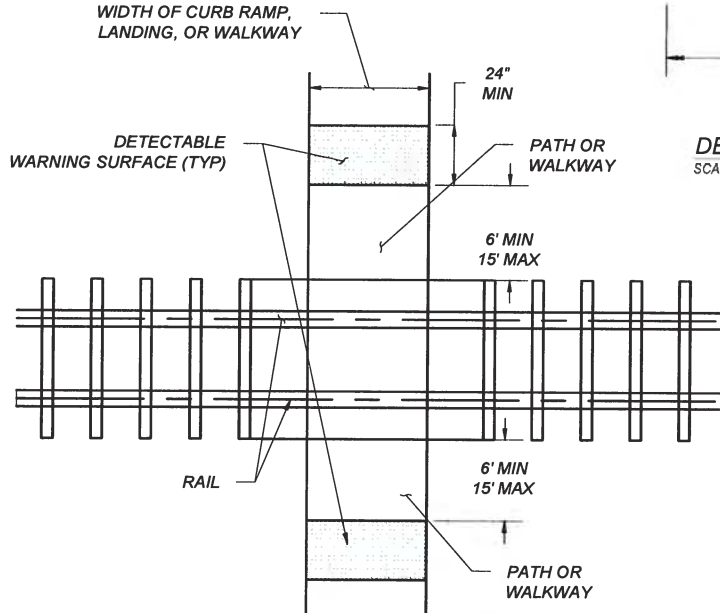




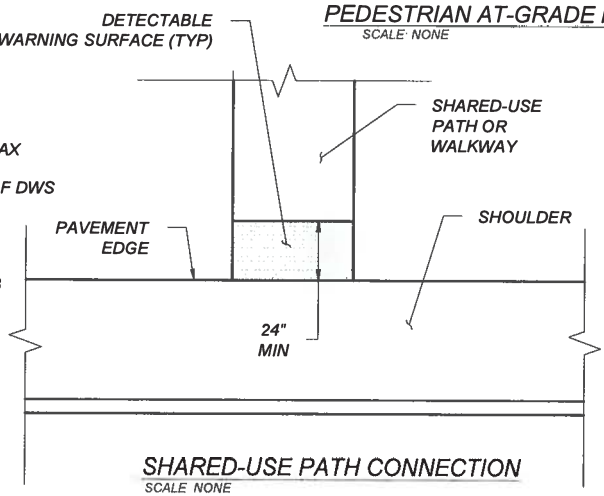
**DETECTABLE WARNING SURFACE (DWS) ON CURVED SURFACES**  
SCALE: NONE



**DETECTABLE WARNING SURFACE (DWS) TRUNCATED DOME DETAILS**  
SCALE: NONE



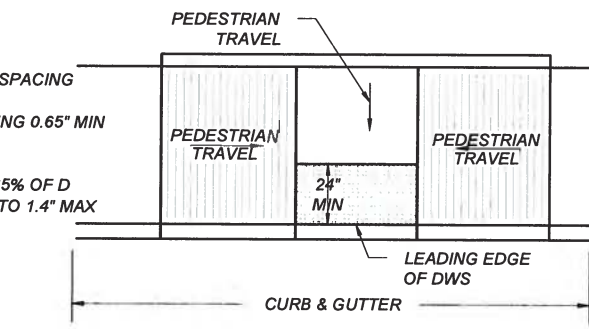
**PEDESTRIAN AT-GRADE RAIL CROSSINGS**  
SCALE: NONE



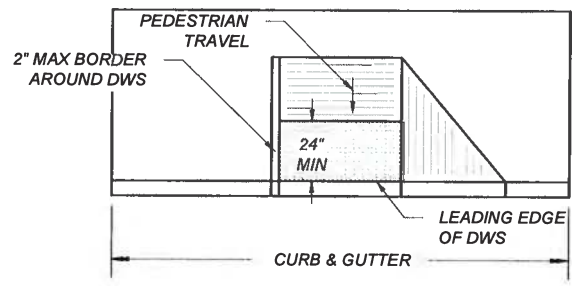
**SHARED-USE PATH CONNECTION**  
SCALE: NONE

**DOMES SPACING**  
A: CENTER TO CENTER SPACING 1.6" MIN TO 2.4" MAX  
B: BASE TO BASE SPACING 0.65" MIN

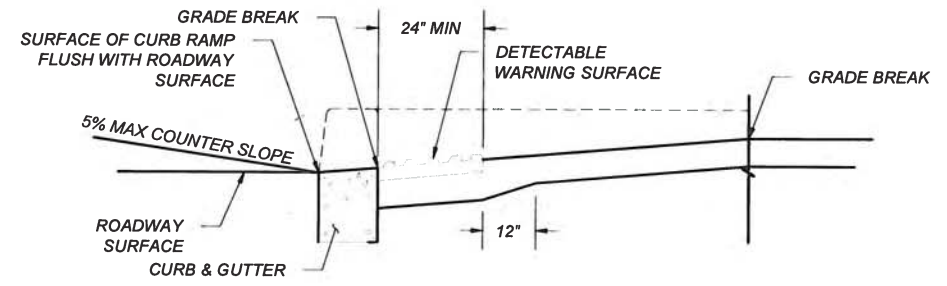
**DOMES SECTION**  
A: TOP DIAMETER 50%-65% OF D  
B: BASE DIAMETER 0.9" TO 1.4" MAX



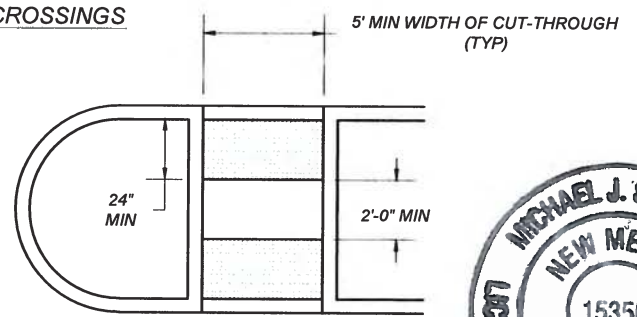
**DETECTABLE WARNING SURFACE**  
SCALE: NONE



**DETECTABLE WARNING SURFACE**  
SCALE: NONE



**DETECTABLE WARNING SURFACE**  
SCALE: NONE



**MEDIAN CUT-THROUGH**  
SCALE: NONE  
EXCEPTION: IF THE LENGTH BETWEEN TWO DWS SURFACE IS LESS THAN 2' THEN DETECTABLE WARNING SURFACE WILL NOT BE INSTALLED

**DETECTABLE WARNING SURFACE (DWS):**  
A STANDARDIZED TRUNCATED DOME GRID SURFACE BUILT IN OR APPLIED TO THE PEDESTRIAN ACCESS ROUTE TO WARN VISUALLY IMPAIRED PEOPLE OF HAZARDS. THE SURFACE IS PLACED WHERE DETECTABLE WARNING SURFACE (DWS): A STANDARDIZED TRUNCATED DOME GRID SURFACE BUILT IN OR APPLIED TO THE PEDESTRIAN ACCESS ROUTE TO WARN VISUALLY IMPAIRED PEOPLE OF HAZARDS. THE SURFACE IS PLACED WHERE PEDESTRIANS WILL ENCOUNTER THE PRESENCE OF HAZARDS IN THE LINE OF TRAVEL, SUCH AS THE EDGE OF ROADWAY AND AT-GRADE RAIL CROSSINGS, INDICATING THEY SHOULD STOP AND DETERMINE THE NATURE OF THE HAZARD BEFORE PROCEEDING.

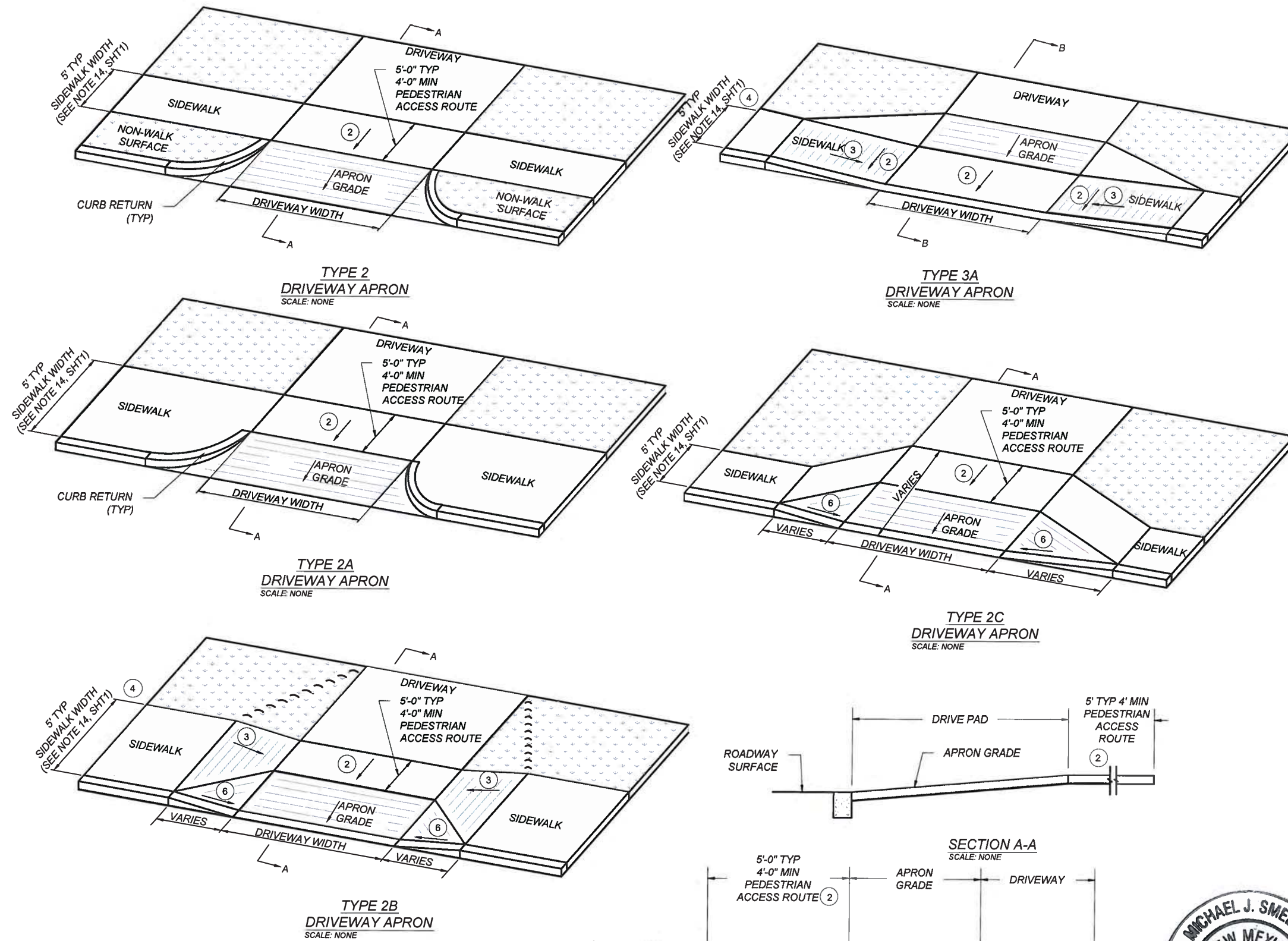
- LOCATION:**
1. THE DETECTABLE WARNING SURFACE (DWS) SHALL BE 2.0 FT MINIMUM WIDTH AND EXTENDED THE FULL WIDTH OF THE CURB RAMP RUN, TURNING SPACE, BLENDED TRANSITION, AN EXCLUDING ANY THE FLARED SIDES
  2. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF THE CURB.
  3. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PARALLEL TO THE DIRECTION OF TRAVEL.
  4. IF CURB AND GUTTER ARE NOT PRESENT, SUCH AS A SHARED-USE PATH CONNECTION, THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE PAVEMENT EDGE.
  5. PEDESTRIAN REFUGE ISLANDS SHALL HAVE DETECTABLE WARNINGS. DETECTABLE WARNINGS AT CUT THROUGH ISLANDS SHALL BE SEPARATED BY A 24 INCH MINIMUM LENGTH OF THE WALKWAY WITHOUT MARKINGS.
- EXCEPTION:** DETECTABLE WARNINGS SHALL NOT BE REQUIRED ON CUT THROUGH ISLANDS WHERE THE CROSSING IS LESS THAN 6 FT IN THE DIRECTION OF PEDESTRIAN TRAVEL.

- NOTES:**
1. DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION OR RECONSTRUCTION OF STREETS, CURBS, OR SIDEWALKS BY ALL PUBLIC AGENCIES AND BY ALL PRIVATE ORGANIZATIONS CONSTRUCTING FACILITIES FOR PUBLIC USE.
  2. DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, WALKWAY SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT FOR THE FULL WIDTH OF RAMP.
  3. ALL PRODUCTS USED FOR DETECTABLE WARNING SURFACES SHALL BE ON THE DEPARTMENT'S APPROVED PRODUCT LIST.



NO.	DATE	REV. BY	DESCRIPTION
REVISIONS ( OR CHANGE NOTICES )			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
<b>DETECTABLE WARNING SURFACE</b>			
APPROVED	DESIGN ENGINEER		1-13-15 DATE
608-001-8			
608-8 of 12			





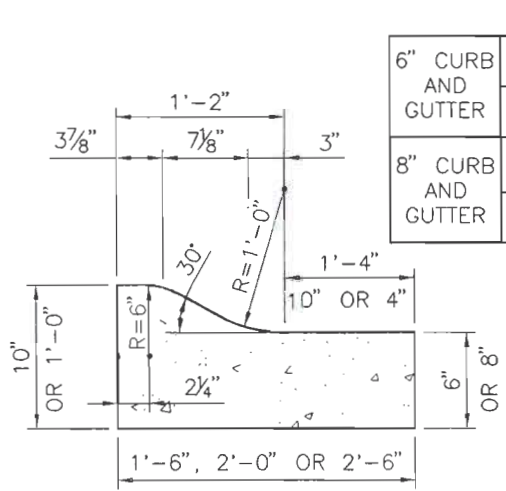
**KEYED NOTES**

- 1 TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
  - 2 CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
  - 3 RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3% MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
  - 4 GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
  - 5 COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
  - 6 FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.
- NOTES:**
- A DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
  - B DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
  - C IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
  - D CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

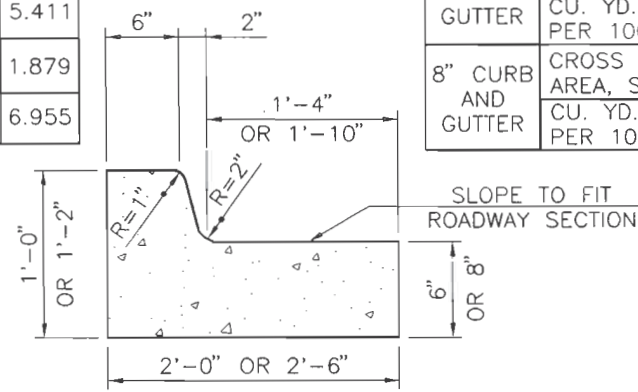


NO.	DATE	REV. BY	DESCRIPTION
REVISIONS ( OR CHANGE NOTICES )			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
<b>DRIVEWAY APRONS</b>			
APPROVED	[Signature]		1-13-15 DATE
			ENGINEER

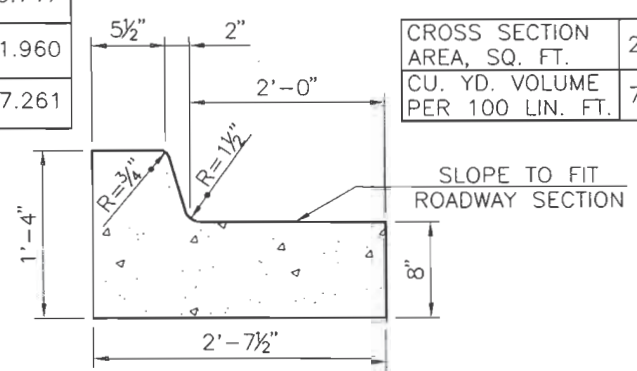




		1'-6"	2'-0"	2'-6"
6" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	0.961	1.211	1.461
	CU. YD. VOLUME PER 100 LIN. FT.	3.559	4.485	5.411
8" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.211	1.544	1.879
	CU. YD. VOLUME PER 100 LIN. FT.	4.485	5.719	6.955



		2'-0"	2'-6"
6" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.294	1.544
	CU. YD. VOLUME PER 100 LIN. FT.	4.791	5.717
8" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.627	1.960
	CU. YD. VOLUME PER 100 LIN. FT.	6.026	7.261

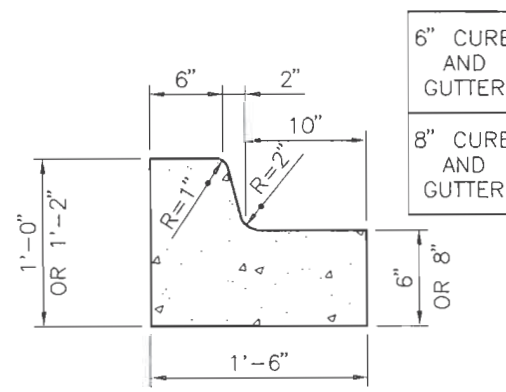


CROSS SECTION AREA, SQ. FT.	2.113
CU. YD. VOLUME PER 100 LIN. FT.	7.824

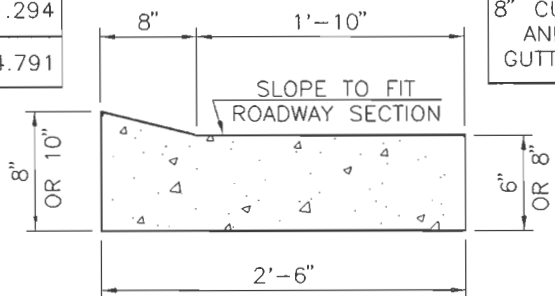
**CONCRETE MOUNTABLE CURB AND GUTTER TYPE "A"**

**CONCRETE BARRIER CURB AND GUTTER TYPE "B"**

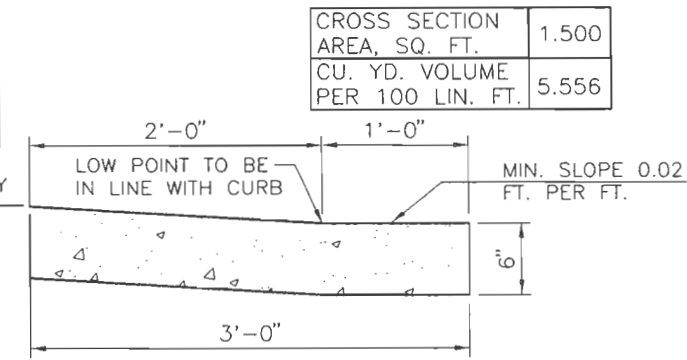
**CONCRETE BARRIER CURB AND GUTTER TYPE "C"**



6" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.044
	CU. YD. VOLUME PER 100 LIN. FT.	3.866
8" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.294
	CU. YD. VOLUME PER 100 LIN. FT.	4.791



6" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.306
	CU. YD. VOLUME PER 100 LIN. FT.	4.835
8" CURB AND GUTTER	CROSS SECTION AREA, SQ. FT.	1.722
	CU. YD. VOLUME PER 100 LIN. FT.	6.379

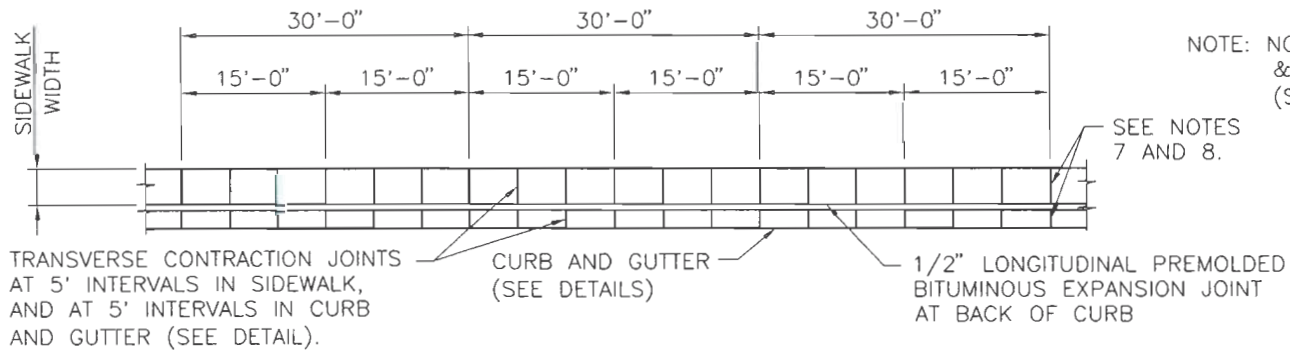


CROSS SECTION AREA, SQ. FT.	1.500
CU. YD. VOLUME PER 100 LIN. FT.	5.556

**CONCRETE BARRIER CURB AND GUTTER TYPE "D"**

**CONCRETE LAYDOWN CURB TYPE "E"**

**CONCRETE VALLEY GUTTER**

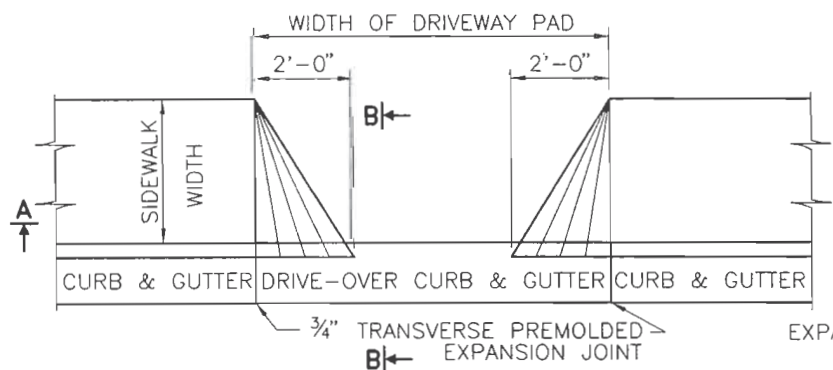


TRANSVERSE CONTRACTION JOINTS AT 5' INTERVALS IN SIDEWALK, AND AT 5' INTERVALS IN CURB AND GUTTER (SEE DETAIL).

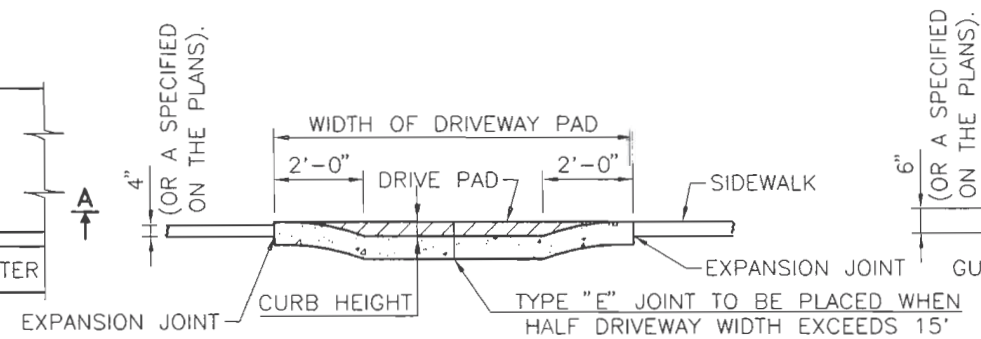
CURB AND GUTTER (SEE DETAILS)

1/2" LONGITUDINAL PREMOLDED BITUMINOUS EXPANSION JOINT AT BACK OF CURB

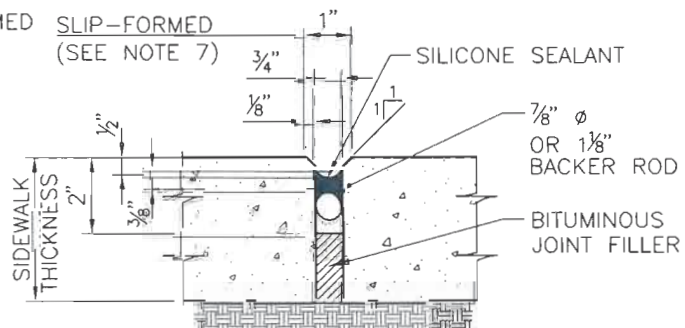
**PLAN CURB AND GUTTER AND SIDEWALK**



**PLAN DRIVE PAD**

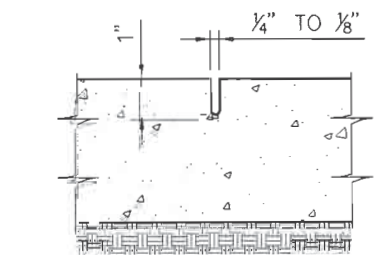


**SECTION A-A**



**SECTION B-B**

**SEALED EXPANSION JOINT**



**TRANSVERSE CONTRACTION JOINT**

NO.	DATE	REV. BY	DESCRIPTION
1	9/9/09	YML	ADDED DETAILS

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

SIDEWALK CURB AND GUTTER

DESIGNED BY \_\_\_\_\_ DRAWN BY SKL CHECKED BY YML

609-01-1/1

1 of 1



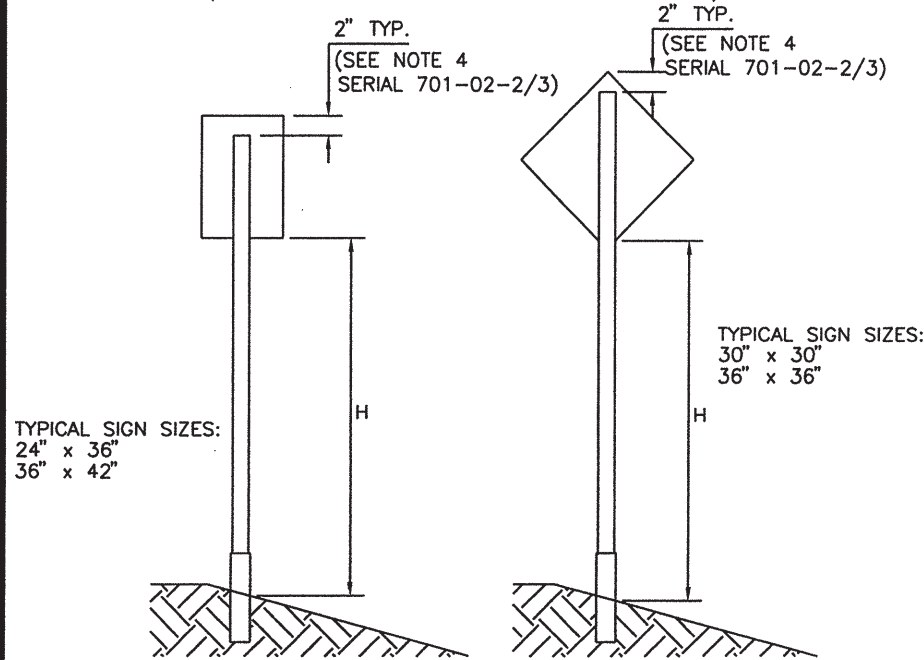
**GENERAL NOTES**

1. CONCRETE SHALL BE STRUCTURAL CONCRETE CLASS "A."
2. END OF DAYS POUR, 30 MINUTE INTERRUPTIONS, COLD JOINTS AND DROP INLETS SHALL DETERMINE THE LOCATION OF A CONSTRUCTION JOINT AND A 3/4" PREMOLDED BITUMINOUS JOINT IS REQUIRED.
3. PLACE TRANSVERSE CONTRACTION JOINTS AT 5'-0" INTERVALS AND AT THE END OF RADIUS POINTS OR ISLAND NOSES.
4. BED COURSE MATERIAL ON WHICH SIDEWALK IS TO BE PLACED SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T 99, METHOD C.
5. EXCAVATION AND PREMOLDED BITUMINOUS EXPANSION JOINTS TO BE INCLUDED IN THE UNIT PRICE BID FOR SIDEWALKS.
6. THE SILICONE SEALED JOINTS SHALL BE SEALED IN ACCORDANCE WITH SECTION 452 OF THE STANDARD SPECIFICATIONS.
7. FOR SLIP-FORMED CURB AND GUTTER, FURNISH 1" SEALED EXPANSION JOINTS AT 90' INTERVALS, AND TRANSVERSE CONSTRUCTION JOINTS AT 5' INTERVALS.
8. FOR SIDEWALKS AND NON-SLIP FORMED CURB AND GUTTER, FURNISH 3/4" SEALED EXPANSION JOINTS AT 30' INTERVALS, AND TRANSVERSE CONTRACTION JOINTS AT 5' INTERVALS.



### SINGLE POST INSTALLATION

(TOTAL SIGN AREA NOT TO EXCEED 10.5 SQ. FT.)



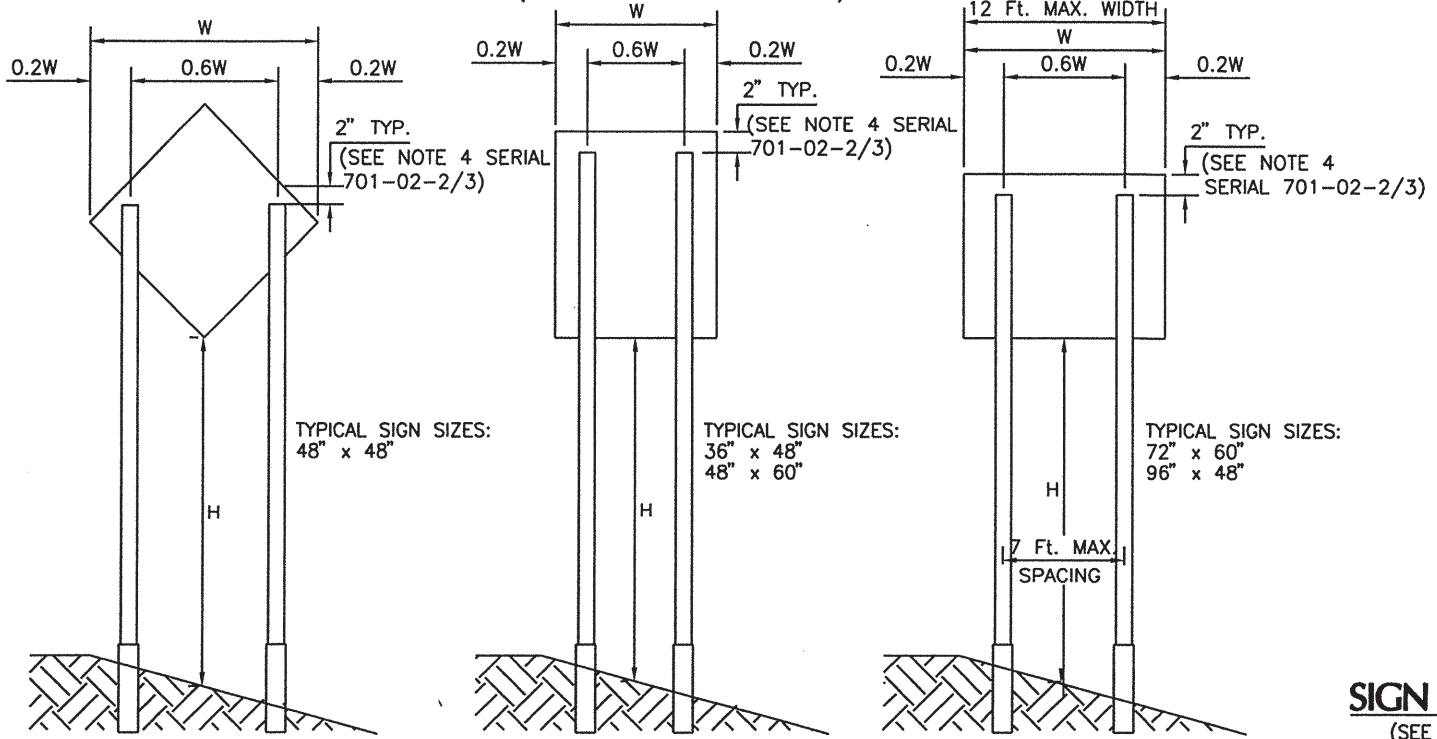
### SIGN POST REQUIREMENTS

(SEE NOTES 1 & 3, SHT. 701-02-2/3)

POST TYPE	POST SIZE	MAX. CLEAR HEIGHT, H (FT.)	MAX. SIGN AREA (SQ. FT.)
SQUARE TUBING	1.75" X 1.75" (12 GA.)	9	5
SQUARE TUBING	1.75" X 1.75" (12 GA.)	8	6
SQUARE TUBING	1.75" X 1.75" (12 GA.)	7	7
SQUARE TUBING	2.00" X 2.00" (12 GA.)	9	8
SQUARE TUBING	2.00" X 2.00" (12 GA.)	8	9
SQUARE TUBING	2.00" X 2.00" (12 GA.)	7	10
SQUARE TUBING	2.25" X 2.25" (12 GA.)	9	10.5
SQUARE TUBING	2.25" X 2.25" (12 GA.)	10	10.5

### DOUBLE POST INSTALLATION

(TOTAL SIGN AREA NOT TO EXCEED 30 SQ. FT.)  
(EXCEPT FOR SLIP BASE SYSTEMS.)



### SIGN POST REQUIREMENTS

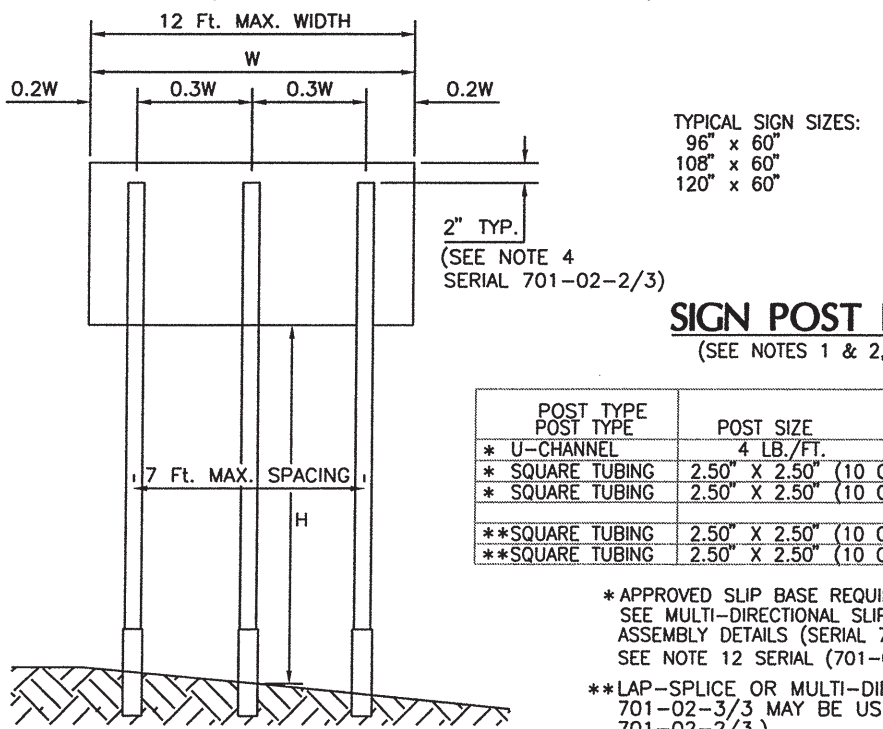
(SEE NOTES 1 & 2, SERIAL 701-02-2/3)

POST TYPE	POST SIZE	MAX. CLEAR HEIGHT, H (FT.)	MAX. SIGN AREA (SQ. FT.)
SQUARE TUBING	2.00" X 2.00" (12 GA.)	11	13
SQUARE TUBING	2.00" X 2.00" (12 GA.)	9	15
SQUARE TUBING	2.00" X 2.00" (12 GA.)	8	16
SQUARE TUBING	2.25" X 2.25" (12 GA.)	7	20
* U-CHANNEL	4 LB./FT.	11	25
* U-CHANNEL	4 LB./FT.	9	30
* SQUARE TUBING	2.50" X 2.50" (10 GA.)	7	36

\* APPROVED SLIP BASE REQUIRED WITH THIS INSTALLATION  
SEE MULTI-DIRECTIONAL SLIP BASE ASSEMBLY DETAILS (SERIAL 701-02-3/3)  
SEE NOTE 12 SERIAL (701-02-2/3)

### TRIPLE POST INSTALLATION

(TOTAL SIGN AREA NOT TO EXCEED 50 SQ. FT.)



### SIGN POST REQUIREMENTS

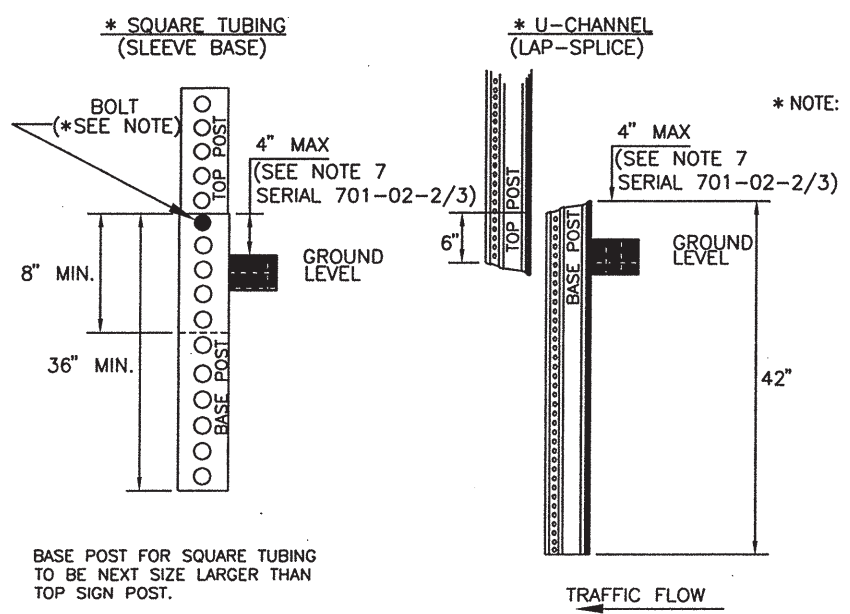
(SEE NOTES 1 & 2, SERIAL 701-02-2/3)

POST TYPE	POST SIZE	MAX. CLEAR HEIGHT, H (FT.)	MAX. SIGN AREA (SQ. FT.)
* U-CHANNEL	4 LB./FT.	11	36
* SQUARE TUBING	2.50" X 2.50" (10 GA.)	9	45
* SQUARE TUBING	2.50" X 2.50" (10 GA.)	7	50
**SQUARE TUBING	2.50" X 2.50" (10 GA.)	11	36
**SQUARE TUBING	2.50" X 2.50" (10 GA.)	9	45

\* APPROVED SLIP BASE REQUIRED WITH THIS INSTALLATION  
SEE MULTI-DIRECTIONAL SLIP BASE ASSEMBLY DETAILS (SERIAL 701-02-3/3)  
SEE NOTE 12 SERIAL (701-02-2/3)  
\*\*LAP-SPLICE OR MULTI-DIRECTIONAL SLIP BASE (SERIAL 701-02-3/3) MAY BE USED. SEE NOTE 12 (SERIAL 701-02-2/3.)

### BASE POST INSTALLATION DETAILS FOR SQUARE TUBING AND U-CHANNEL SYSTEMS

(SEE SERIAL. 701-02-3/3 FOR MULTI-DIRECTIONAL SLIP BASE SYSTEMS)



\* NOTE: SEE MANUFACTURER'S DRAWINGS FOR SPECIFIC ASSEMBLY INFORMATION (POST TO BASE POST OVERLAP), INCLUDING TYPES OF NUTS, BOLTS, WASHERS, AND OTHER PARTS REQUIRED FOR PRODUCT USE.

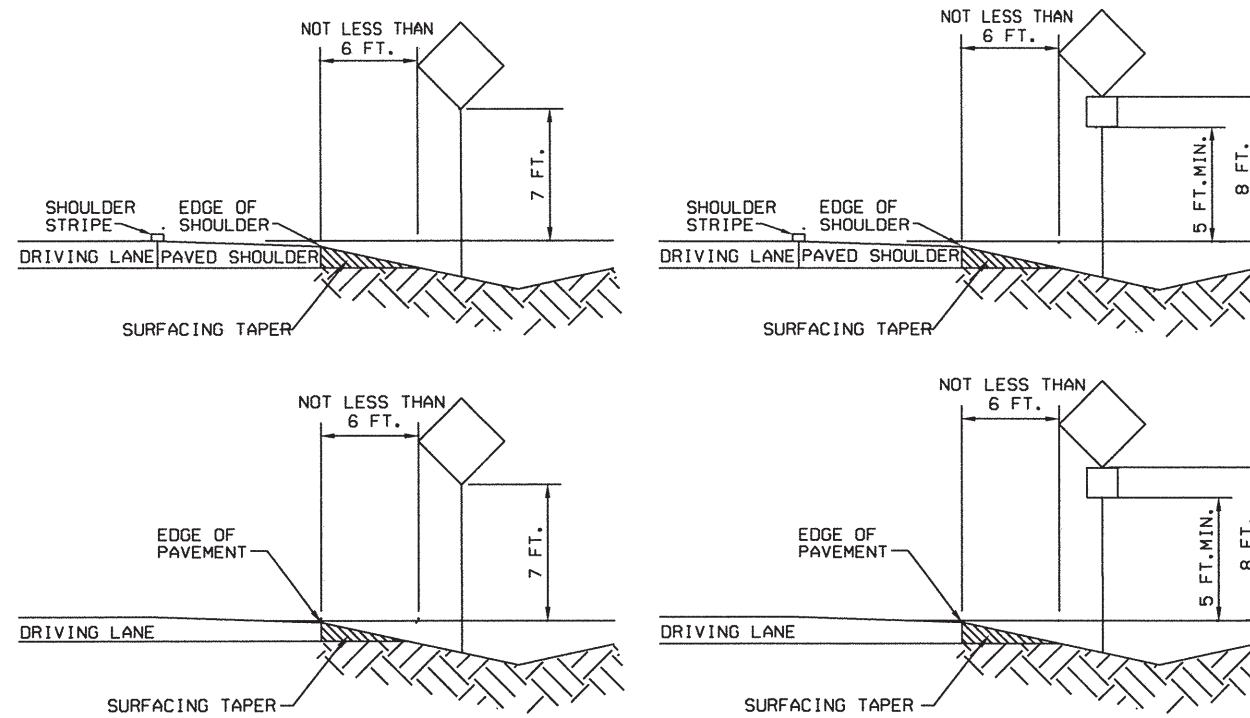
NO.	DATE	REV. BY	DESCRIPTION
REVISIONS ( OR CHANGE NOTICES )			
<b>NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING</b>			
<b>SMALL SIGN SUPPORT INSTALLATION DETAILS</b>			
APPROVED	DESIGN ENGINEER		DATE
DESIGNED BY	DRAWN BY	CHECKED BY	
701-02-1/3			SHEET 1 OF 3



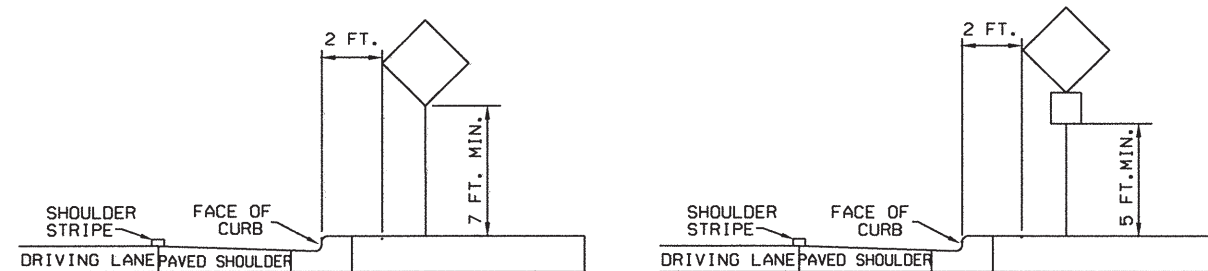
# HORIZONTAL AND VERTICAL CLEARANCES

(SEE NOTE 9)

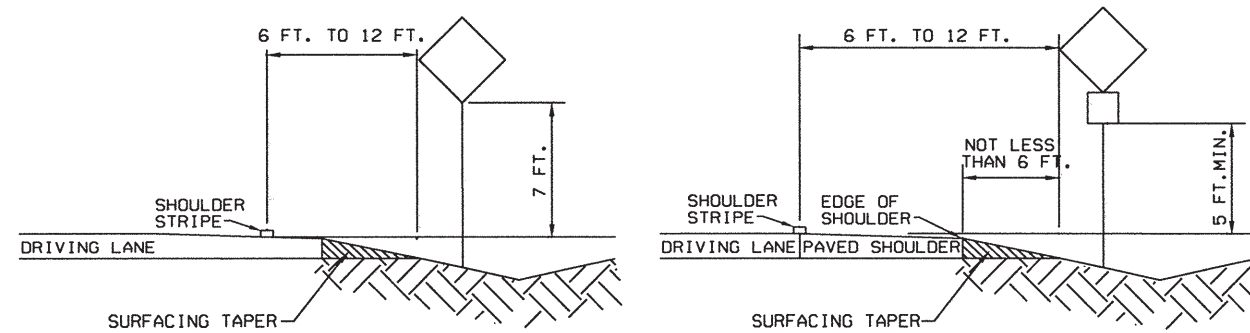
## FREEWAYS/EXPRESSWAYS & RURAL AREAS



## URBAN (BUSINESS, COMMERCIAL, & RESIDENTIAL AREAS) CONSTRUCTION ZONES IN URBAN AREAS



## CONSTRUCTION ZONES IN FREEWAYS/EXPRESSWAYS AND RURAL AREAS



## GENERAL NOTES:

1. ALL SQUARE TUBING SIGN POST REQUIREMENTS ARE BASED ON A 10 OR 12 GAUGE THICKNESS, ASTM A570 GRADE 50 STEEL, A MINIMUM YIELD STRENGTH OF 60,000 PSI AND A 70 MPH WIND LOAD. ALL U-CHANNEL SIGN POSTS REQUIREMENTS ARE BASED ON A MINIMUM YIELD STRENGTH OF 80,000 PSI AND 85 MPH WIND LOAD. SEE THE MUTCD & STANDARD HIGHWAY SIGNS MANUAL (CURRENT EDITION) FOR FURTHER GUIDANCE.
2. FOR CONSTRUCTION SIGNING & PERMANENT SINGLE AND TRIPLE POST INSTALLATIONS, SMALLER POST CROSS SECTIONS MAY BE USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND THE RECOMMENDATIONS DETAILED IN NOTE 1.
3. TOP EDGE OF POSTS SHALL NOT EXTEND PAST TOP EDGE OF SIGN.
4. STEEL POSTS, BASE POSTS, AND SLIP BASES FOR ALUMINUM PANEL SIGNS SHALL BE SELECTED FROM THE DEPARTMENT'S APPROVED PRODUCT LIST. ALL SIGNS MOUNTED WITHIN THE CLEAR ZONE SHALL BE MOUNTED ON A NCHRP REPORT 350 APPROVED SIGN POST/BASE POST BREAKAWAY SYSTEM UNLESS INSTALLATION IS LOCATED BEHIND A NON-GATING LONGITUDINAL BARRIER. OTHER INSTALLATIONS, CONFIGURATIONS OR SYSTEMS NOT SHOWN MAY BE USED AS RECOMMENDED BY THE MANUFACTURER WITH APPROVAL OF THE DISTRICT TRAFFIC ENGINEER.
5. FOR INSTALLATIONS ON WEAK (SOFT) SOIL, SOIL PLATES SHALL BE USED AS RECOMMENDED BY THE MANUFACTURER. PAYMENT FOR SOIL PLATES SHALL BE INCIDENTAL TO THE SIGN INSTALLATION.
6. BASE POSTS SHALL NOT EXTEND MORE THAN 4" ABOVE GROUND LEVEL AND SHALL BE OF THE SAME WEIGHT/GAUGE AND TYPE AS THE SIGN POST.
7. INTERMIXING OF U-CHANNEL AND SQUARE TUBING POSTS, POSTS OF DIFFERENT WEIGHTS/GAUGES OR PRODUCT BRANDS IS NOT ALLOWED EXCEPT WHERE RECOMMENDED BY THE MANUFACTURER.
8. HORIZONTAL CLEARANCES APPLY TO INSTALLATIONS ON LEFT AND RIGHT SIDE OF ROADWAY.
9. SUPPLEMENTAL SIGNS SHALL NOT BE ATTACHED DIRECTLY TO PRIMARY PANELS ON EITHER PERMANENT OR CONSTRUCTION SIGNING INSTALLATIONS.
10. SPACING BETWEEN SUPPLEMENTAL PANELS AND PRIMARY PANELS SHALL NOT EXCEED 6'.
11. SIGN PANELS PLACED PARALLEL TO TRAFFIC SHALL BE MOUNTED ON A MULTI-DIRECTIONAL BREAKAWAY SYSTEM. (SEE SERIAL 701-02-3/3)

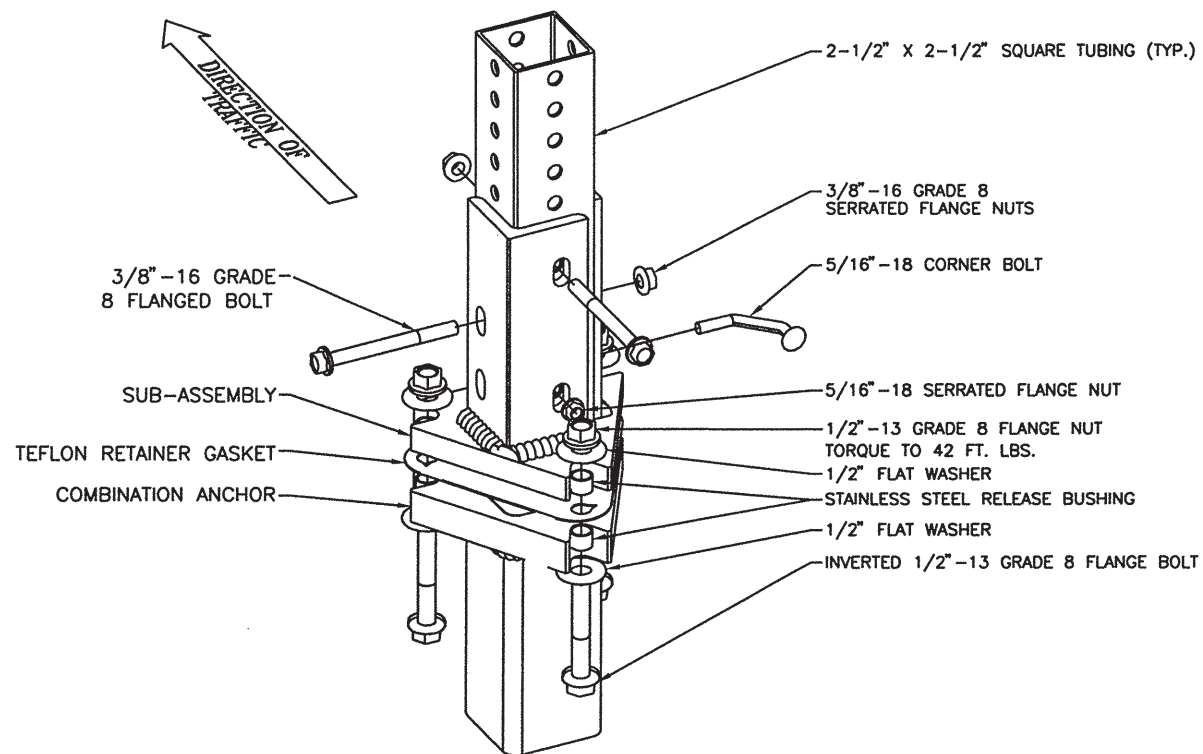
NO.	DATE	REV. BY	DESCRIPTION
REVISIONS ( OR CHANGE NOTICES )			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
SMALL SIGN SUPPORT INSTALLATION DETAILS			
APPROVED		<i>[Signature]</i>	DATE
		DESIGN ENGINEER	2-3-02
DESIGNED BY		DRAWN BY	CHECKED BY
701-02-2/3		SHEET 2 OF 3	



# MULTI-DIRECTIONAL SLIP BASE DETAILS

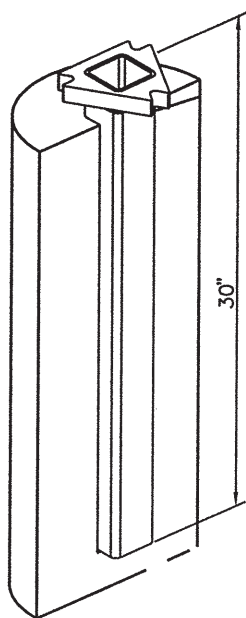
SEE APPROVED PRODUCT LIST FOR APPROVED EQUALS.

## SQUARE TUBING SLIP BASE



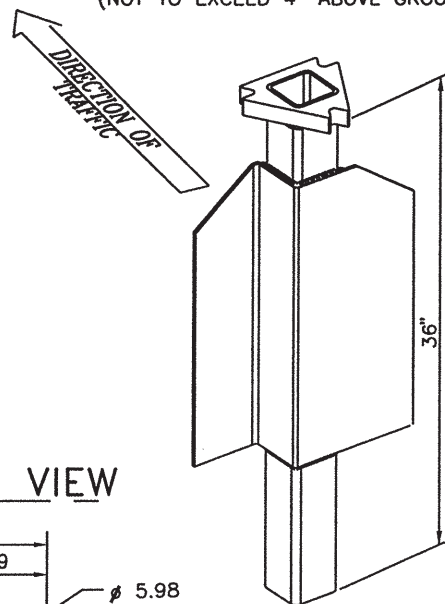
### DETAIL "A" - CONCRETE ANCHOR

(NOT TO EXCEED 4" ABOVE GROUND LEVEL)

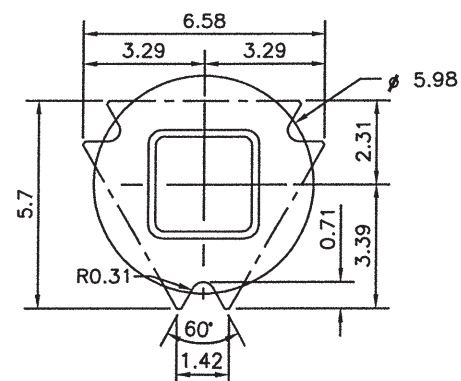


### DETAIL "B" - SOIL ANCHOR

(NOT TO EXCEED 4" ABOVE GROUND LEVEL)



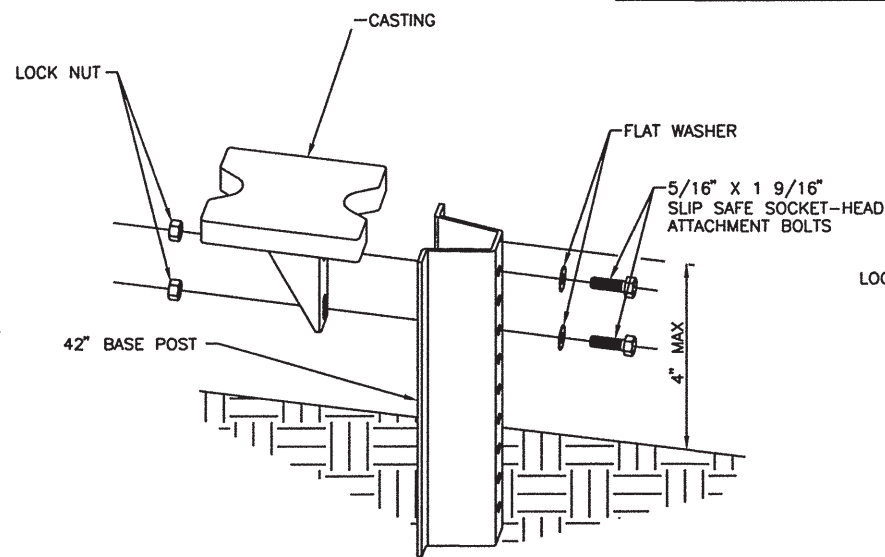
### ANCHOR TOP VIEW



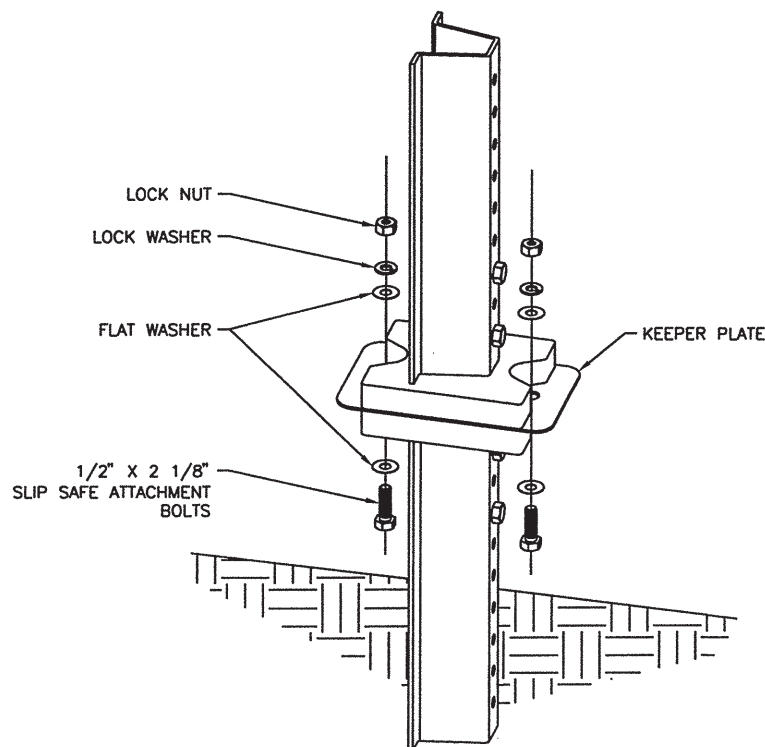
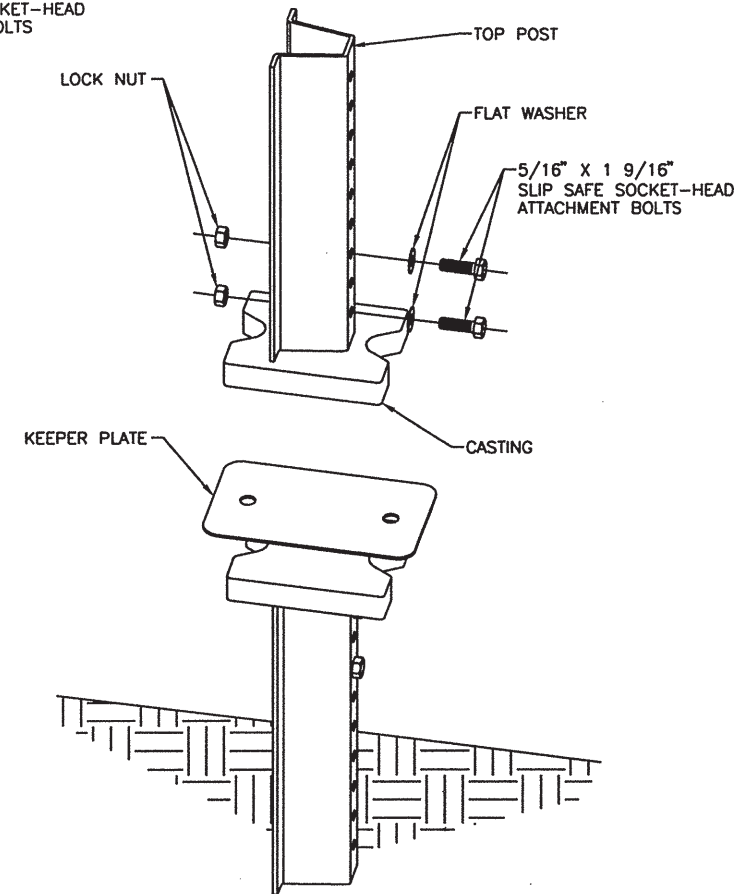
NOTES:

1. CONCRETE SHOULD BE A MINIMUM OF 12" IN DIAMETER AND 30" DEEP.
2. CLASS "A" CONCRETE SHALL BE USED. THE COST SHALL BE INCIDENTAL TO THE PRICE OF STEEL POSTS & BASE POSTS FOR ALUMINUM PANEL SIGNS.

## U-CHANNEL SLIP BASE



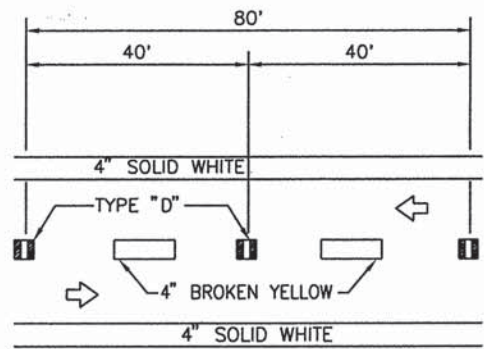
NOTE: BOLTS SHOULD BE TIGHTENED 1/2 TO 3/4 TURN AFTER SNUG.



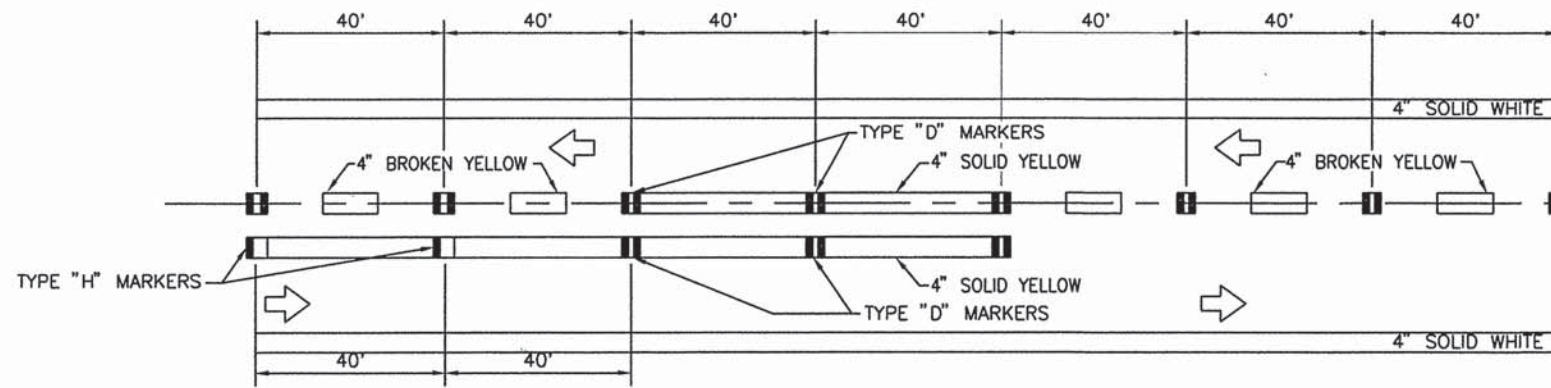
NOTE: TIGHTEN NUT 1/3 TO 1/2 TURN AFTER SNUG.

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS ( OR CHANGE NOTICES )			
<b>NEW MEXICO</b>			
<b>DEPARTMENT OF TRANSPORTATION</b>			
<b>STANDARD DRAWING</b>			
<b>MULTI-DIRECTIONAL SLIP</b>			
<b>BASE POST DETAILS</b>			
APPROVED			1-11-05 DATE
DESIGNED BY	DRAWN BY	CHECKED BY	
701-02-3/3			SHEET 3 OF 3

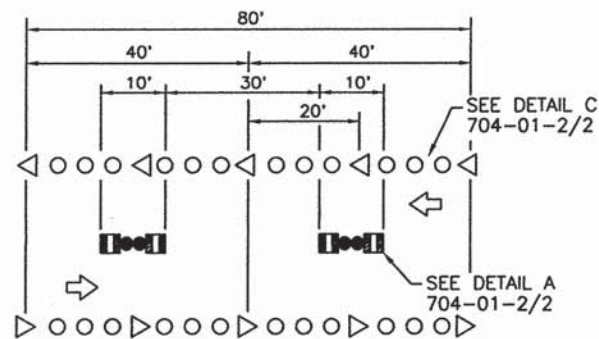




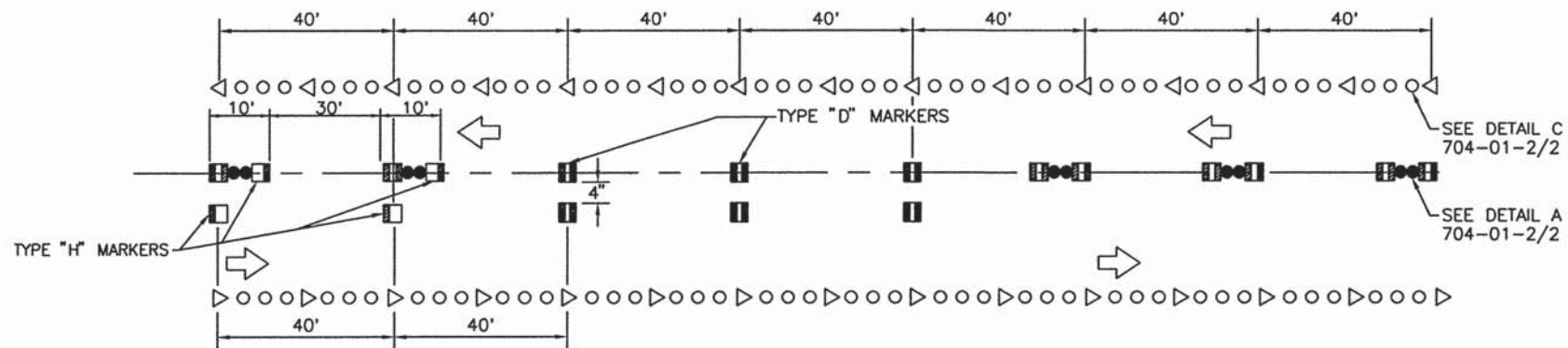
2-LANE SUPPLEMENTAL TREATMENT TO PAVEMENT MARKINGS



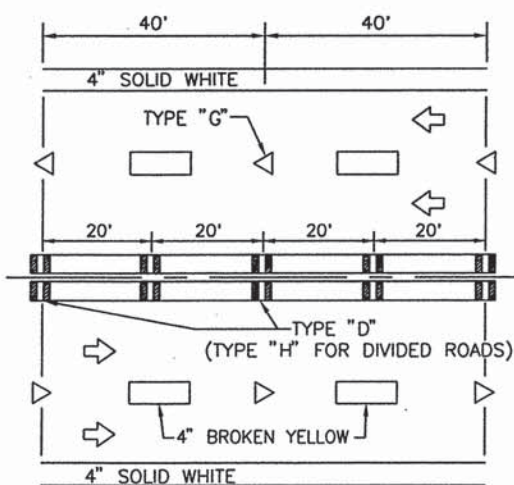
2-LANE "NO PASSING ZONE" SUPPLEMENTAL TREATMENT TO PAVEMENT MARKINGS



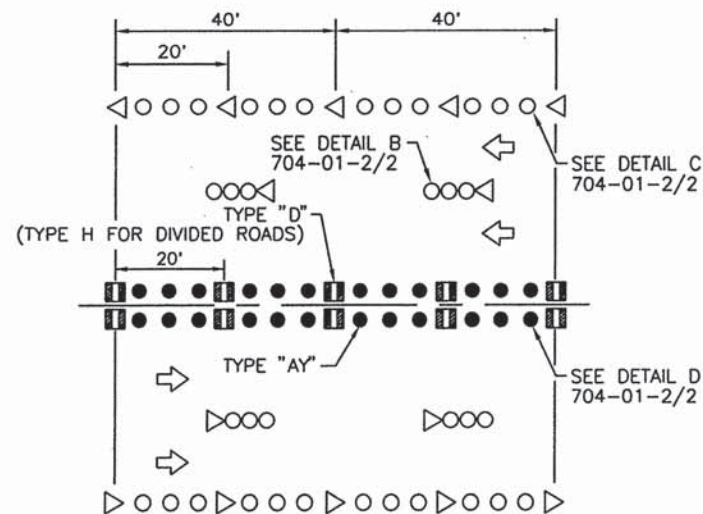
2-LANE FULL TREATMENT - NO PAVEMENT MARKINGS



2-LANE "NO PASSING ZONE" FULL TREATMENT - NO PAVEMENT MARKINGS



4-LANE UNDIVIDED/DIVIDED SUPPLEMENTAL TREATMENT TO PAVEMENT MARKINGS



4-LANE UNDIVIDED/DIVIDED FULL TREATMENT - NO PAVEMENT MARKINGS

NOTES:

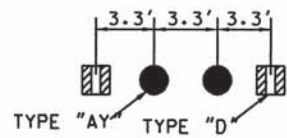
1. RAISED PAVEMENT MARKERS SUPPLEMENTAL TO PAVEMENT MARKINGS SHALL BE LATERALLY OFFSET TO PAVEMENT MARKINGS BY 2"-3" (TO THE RIGHT OR LEFT, ADJACENT TO TRAFFIC FLOW FOR WHICH IT IS INTENDED) SO AS NOT TO BE COVERED DURING RE-STRIPING OPERATIONS.
2. SEE THE MUTCD & FHWA ROADWAY DELINEATION HANDBOOK (CURRENT EDITION) FOR FURTHER DETAILS.
3. SEE DEPARTMENT'S APPROVED PRODUCT LIST FOR APPROVED RAISED PAVEMENT MARKER PRODUCTS.
4. TYPE D, G, H, OR J MARKERS MAY BE SUBSTITUTED WITH PLOWABLE TYPE PD, PG, PH OR PJ MARKERS, RESPECTIVELY, WHEN SPECIFIED IN THE PLANS.

LEGEND

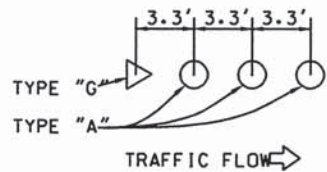
SYMBOL	MARKER	DESCRIPTION
○	TYPE A	NONREFLECTIVE CIRCULAR WHITE MARKER
●	TYPE AY	NONREFLECTIVE CIRCULAR YELLOW MARKER
□	TYPE B	TWO-WAY WHITE REFLECTIVE MARKER
◐	TYPE C	RED-WHITE REFLECTIVE MARKER
▣	TYPE D OR PD	TWO-WAY AMBER REFLECTIVE MARKER OR PLOWABLE TWO-WAY AMBER REF. MARKER
◓	TYPE G OR PG	ONE-WAY WHITE REFLECTIVE MARKER OR PLOWABLE ONE-WAY WHITE REF. MARKER
◑	TYPE H OR PH	ONE-WAY AMBER REFLECTIVE MARKER OR PLOWABLE ONE-WAY AMBER REF. MARKER
◐◑	TYPE J OR PJ	RED-AMBER REFLECTIVE MARKER OR PLOWABLE RED-AMBER REF. MARKER

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS ( OR CHANGE NOTICES )			
<b>NEW MEXICO</b>			
<b>DEPARTMENT OF TRANSPORTATION</b>			
<b>STANDARD DRAWING</b>			
<b>TYPICAL RAISED PAVEMENT MARKER PLACEMENT</b>			
APPROVED	DESIGN ENGINEER		DATE
DESIGNED BY		DRAWN BY	CHECKED BY
704-01-1/2		SHEET 1 OF 2	

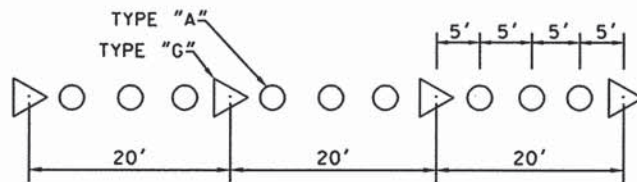




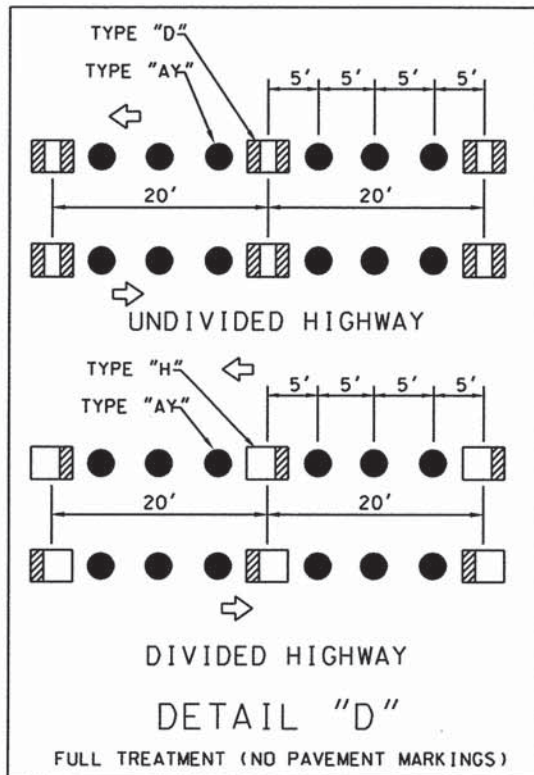
DETAIL "A"  
2 LANE FULL TREATMENT (NO PAVEMENT MARKINGS)



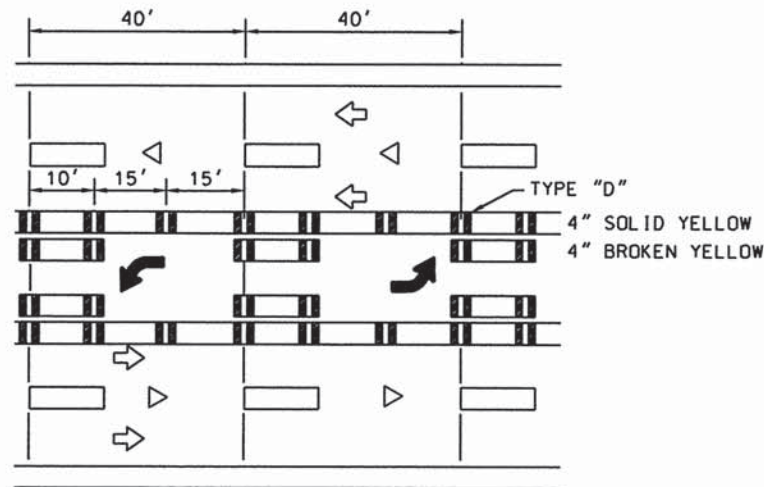
DETAIL "B"  
4 LANE FULL TREATMENT (NO PAVEMENT MARKINGS)



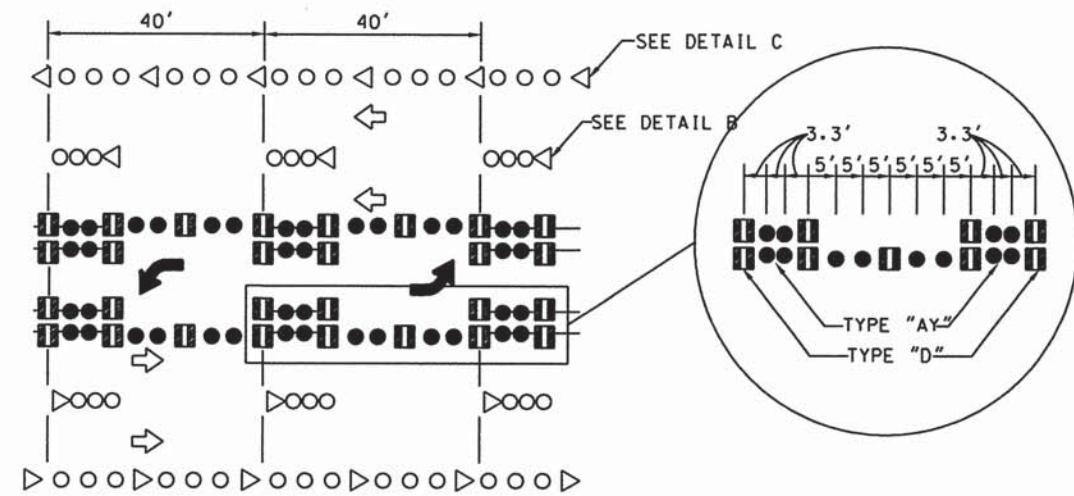
DETAIL "C"  
FULL TREATMENT (NO PAVEMENT MARKINGS)



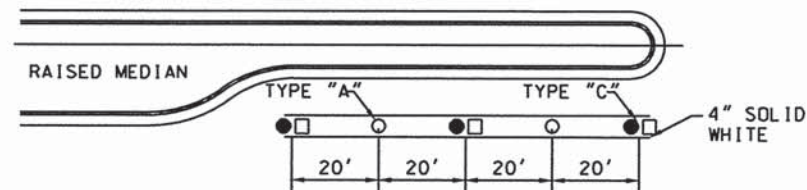
DETAIL "D"  
FULL TREATMENT (NO PAVEMENT MARKINGS)



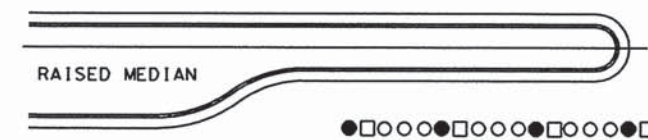
4-LANE CONTINUOUS LEFT TURN LANE SUPPLEMENTAL TREATMENT TO PAVEMENT MARKINGS



4-LANE CONTINUOUS LEFT TURN LANE FULL TREATMENT - NO PAVEMENT MARKINGS



LEFT TURN LANE SUPPLEMENTAL TREATMENT TO PAVEMENT MARKINGS



LEFT TURN LANE FULL TREATMENT - NO PAVEMENT MARKINGS

NOTES:

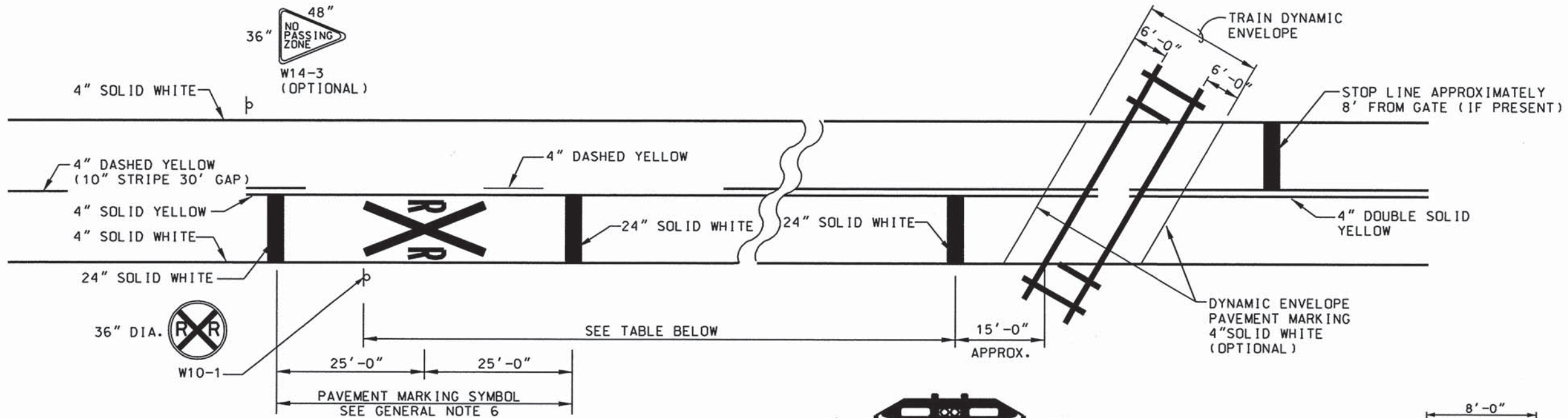
1. RAISED PAVEMENT MARKERS SUPPLEMENTAL TO PAVEMENT MARKINGS SHALL BE Laterally OFFSET TO PAVEMENT MARKINGS BY 2"-3" (TO THE RIGHT OR LEFT, ADJACENT TO TRAFFIC FLOW FOR WHICH IT IS INTENDED) SO AS NOT TO BE COVERED DURING RE-STRIPING OPERATIONS.
2. SEE THE MUTCD & FHWA ROADWAY DELINEATION HANDBOOK (CURRENT EDITION) FOR FURTHER DETAILS.
3. SEE DEPARTMENT'S APPROVED PRODUCT LIST FOR APPROVED RAISED PAVEMENT MARKER PRODUCTS.
4. TYPE D, G, H OR J MARKERS MAY BE SUBSTITUTED WITH PLOWABLE TYPE PD, PG, PH OR PJ MARKERS, RESPECTIVELY, WHEN SPECIFIED IN THE PLANS.

LEGEND

SYMBOL	MARKER	DESCRIPTION
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■	TYPE D OR PD	TWO-WAY AMBER REFLECTIVE MARKER OR PLOWABLE TWO-WAY AMBER REF. MARKER
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●■	TYPE J OR PJ	RED-AMBER REFLECTIVE MARKER OR PLOWABLE RED-AMBER REF. MARKER

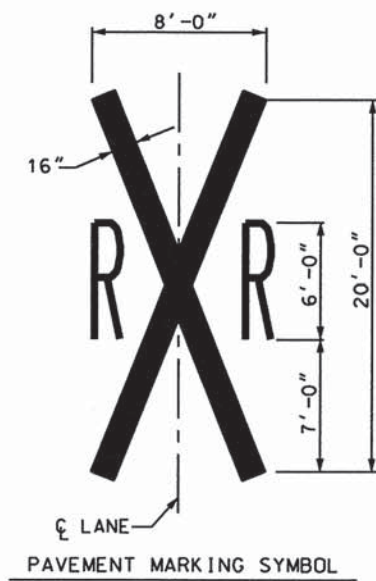
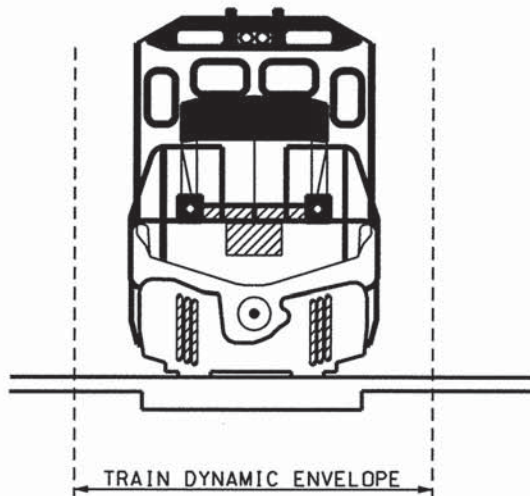
NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
TYPICAL RAISED PAVEMENT MARKER PLACEMENT			
APPROVED	DESIGN ENGINEER		DATE
DESIGNED BY	DRAWN BY	CHECKED BY	
704-01-2/2		SHEET 2 OF 2	





POSTED OR 85TH PERCENTILE SPEED	ADVANCE PLACEMENT DISTANCE <sup>1</sup>								
	CONDITION A: SPEED REDUCTION AND LANE CHANGING IN HEAVY TRAFFIC <sup>2</sup>	CONDITION B: DECELERATION TO THE LISTED ADVISORY SPEED (MPH) FOR THE CONDITION.							
		0 <sup>3</sup>	10	20	30	40	50	60	70
20 mph	225 ft.	N/A <sup>5</sup>	N/A <sup>5</sup>	---	---	---	---	---	---
25 mph	325 ft.	N/A <sup>5</sup>	N/A <sup>5</sup>	N/A <sup>5</sup>	---	---	---	---	---
30 mph	450 ft.	N/A <sup>5</sup>	N/A <sup>5</sup>	N/A <sup>5</sup>	---	---	---	---	---
35 mph	550 ft.	N/A <sup>5</sup>	N/A <sup>5</sup>	N/A <sup>5</sup>	N/A <sup>5</sup>	---	---	---	---
40 mph	650 ft.	125 ft.	N/A <sup>5</sup>	N/A <sup>5</sup>	N/A <sup>5</sup>	---	---	---	---
45 mph	750 ft.	175 ft.	125 ft.	N/A <sup>5</sup>	N/A <sup>5</sup>	---	---	---	---
50 mph	850 ft.	250 ft.	200 ft.	150 ft.	100 ft.	---	---	---	---
55 mph	950 ft.	325 ft.	275 ft.	225 ft.	175 ft.	100 ft.	N/A <sup>5</sup>	---	---
60 mph	1100 ft.	400 ft.	350 ft.	300 ft.	250 ft.	175 ft.	N/A <sup>5</sup>	---	---
65 mph	1200 ft.	475 ft.	425 ft.	400 ft.	350 ft.	275 ft.	175 ft.	N/A <sup>5</sup>	---
70 mph	1250 ft.	550 ft.	525 ft.	500 ft.	425 ft.	350 ft.	250 ft.	150 ft.	---
75 mph	1350 ft.	650 ft.	625 ft.	600 ft.	525 ft.	450 ft.	350 ft.	250 ft.	100 ft.

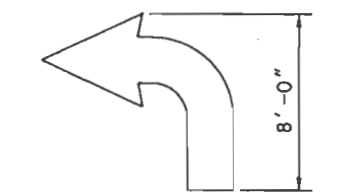
- NOTES:
- THE DISTANCES ARE ADJUSTED FOR A SIGN LEGIBILITY DISTANCE OF 175 FT. FOR CONDITION A. THE DISTANCES FOR CONDITION B HAVE BEEN ADJUSTED FOR A SIGN LEGIBILITY DISTANCE OF 250 FT. WHICH IS APPROPRIATE FOR AN ALIGNMENT WARNING SYMBOL SIGN.
  - TYPICAL CONDITIONS ARE LOCATIONS WHERE THE ROAD USER MUST USE EXTRA TIME TO ADJUST SPEED AND CHANGE LANES IN HEAVY TRAFFIC BECAUSE OF A COMPLEX DRIVING SITUATION. TYPICAL SIGNS ARE MERGE AND RIGHT LANE ENDS. THE DISTANCES ARE DETERMINED BY PROVIDING THE DRIVER A PIEV TIME OF 14.0 TO 14.5 SECONDS FOR VEHICLE MANEUVERS (2001 AASHTO POLICY, EXHIBIT 3-3, DECISION SIGHT DISTANCE, AVOIDANCE MANEUVER E) MINUS THE LEGIBILITY DISTANCE OF 175 FT FOR THE APPROPRIATE SIGN.
  - TYPICAL CONDITION IS THE WARNING OF A POTENTIAL STOP SITUATION. TYPICAL SIGNS ARE STOP AHEAD, YIELD AHEAD, SIGNAL AHEAD, AND INTERSECTION WARNING SIGNS. THE DISTANCES ARE BASED ON THE 2001 AASHTO POLICY, STOPPING SIGHT DISTANCE, EXHIBIT 3-1, PROVIDING A PIEV TIME OF 2.5 SECONDS, A DECELERATION RATE OF 11.2 FT/SECOND<sup>2</sup>, MINUS THE SIGN LEGIBILITY DISTANCE OF 175 FT.
  - TYPICAL CONDITIONS ARE LOCATIONS WHERE THE ROAD USER MUST DECREASE SPEED TO MANUEVER THROUGH THE WARNED CONDITION. TYPICAL SIGNS ARE TURN, CURVE, REVERSE TURN, OR REVERSE CURVE. THE DISTANCE IS DETERMINED BY PROVIDING A 2.5 SECOND PIEV TIME, A VEHICLE DECELERATION RATE OF 10 FT / SECOND<sup>2</sup> MINUS THE SIGN LEGIBILITY DISTANCE OF 250 FT.
  - NO SUGGESTED DISTANCES ARE PROVIDED FOR THESE SPEEDS. AS THE PLACEMENT LOCATION IS DEPENDANT ON SIGHT CONDITIONS AND OTHER SIGNING TO PROVIDE AN ADEQUATE ADVANCE WARNING FOR THE DRIVER.



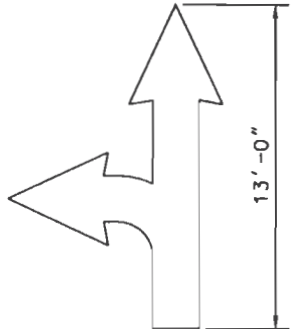
- GENERAL NOTES:
- THE CONTRACTOR SHALL CONTACT AND COORDINATE WITH THE RAILROADS AND UTILITIES SECTION MANAGER AT THE NEW MEXICO DEPARTMENT OF TRANSPORTATION, AND WITH THE RAILROAD OWNERS PRIOR TO ANY WORK DONE AT RAILROAD CROSSINGS.
  - A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.
  - ON MULTI-LANE ROADS, THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL RXR SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.
  - THE 24" SOLID WHITE STOP LINE SHALL BE REFLECTIVE 60 MIL. PLASTIC (3 LIN. FT. PER LANE).
  - IN AN EFFORT TO SIMPLIFY THE FIGURE TO SHOW WARNING SIGN AND PAVEMENT MARKING PLACEMENT, NOT ALL REQUIRED TRAFFIC CONTROL DEVICES ARE SHOWN.
  - WHEN THE RAILROAD PAVEMENT MARKING SYMBOL, IS USED A PORTION OF THE SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCED WARNING SIGN (W10-1). IF NEEDED, SUPPLEMENTAL PAVEMENT MARKING SYMBOLS MAY BE PLACED BETWEEN THE ADVANCED WARNING SIGN AND THE CROSSING, BUT SHOULD BE AT LEAST 50 FT. FROM THE STOP LINE.

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
PAVEMENT MARKINGS FOR TYPICAL RAILROAD CROSSINGS			
APPROVED	DESIGN ENGINEER		DATE
DESIGNED BY	DRAWN BY	CHECKED BY	
704-02-1/1			

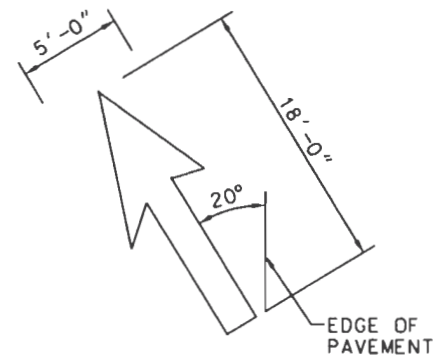




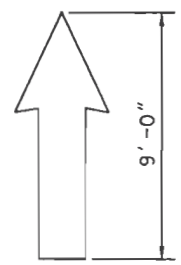
LEFT OR RIGHT TURN ONLY ARROW PAVEMENT MARKER  
12' MIN. FROM STOP BAR



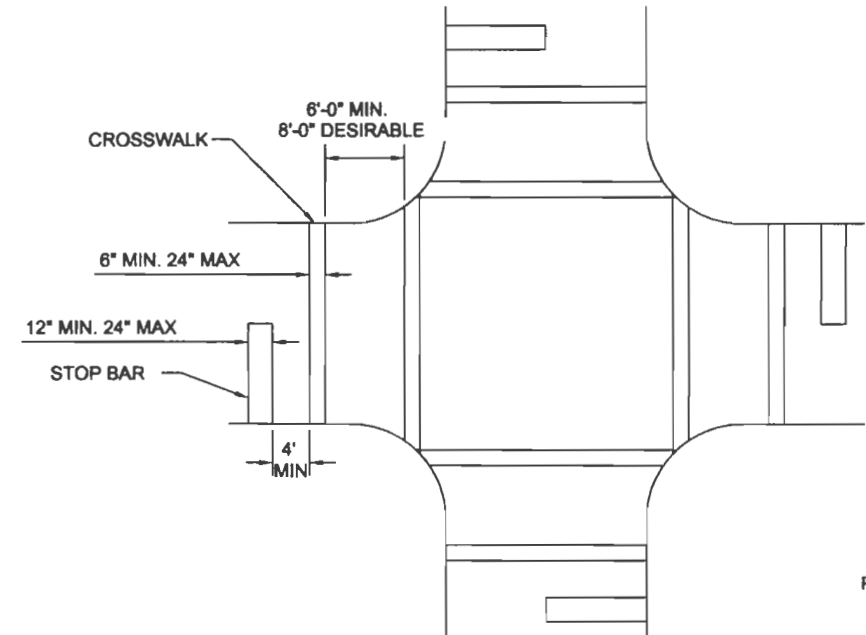
TURN AND THROUGH LANE-USE ARROW PAVEMENT MARKER



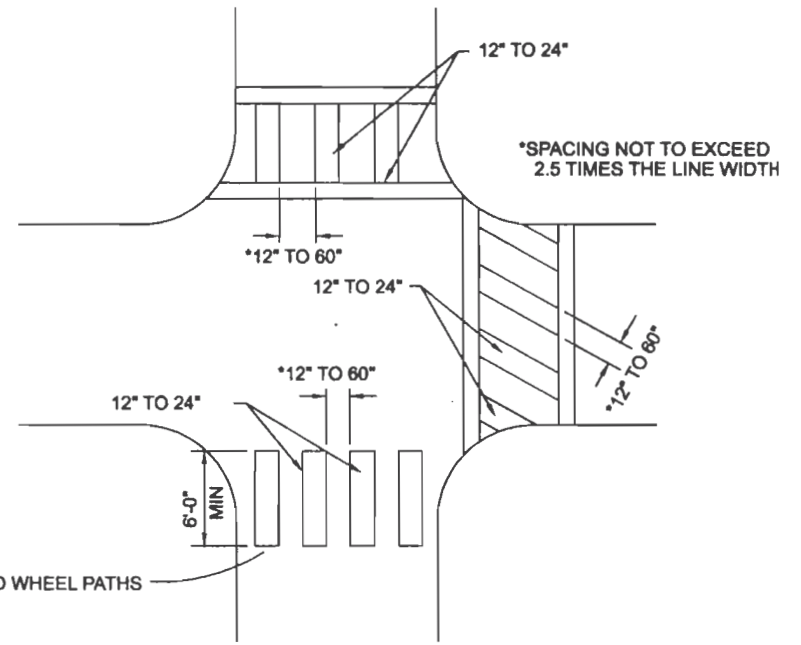
LANE-REDUCTION ARROW PAVEMENT MARKING  
RECOMMENDED SPACING OF 72' TO 180'  
(4 TO 10 TIMES HEIGHT OF THE ARROW)



THROUGH LANE-USE ARROW PAVEMENT MARKER

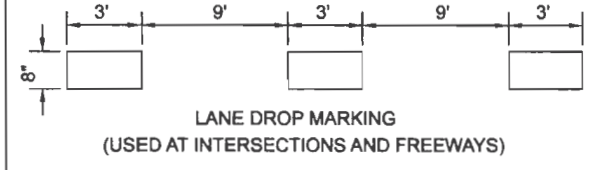
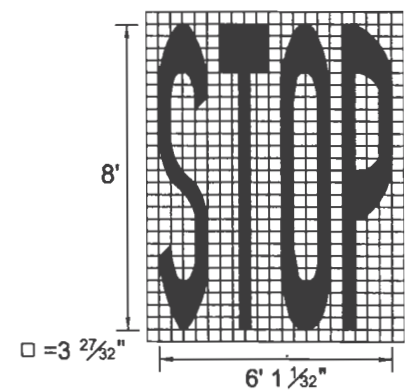
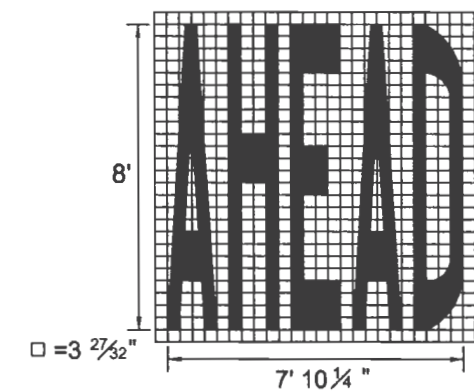
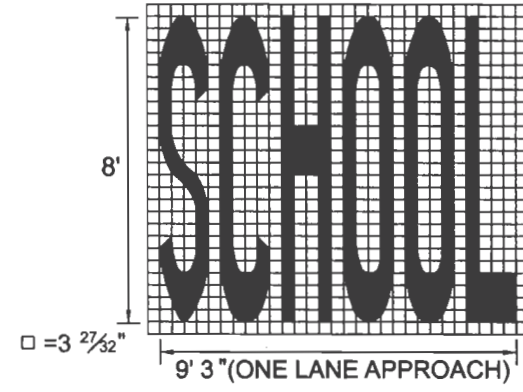
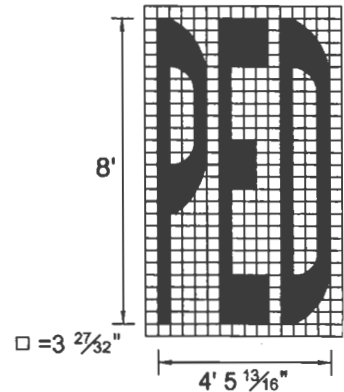
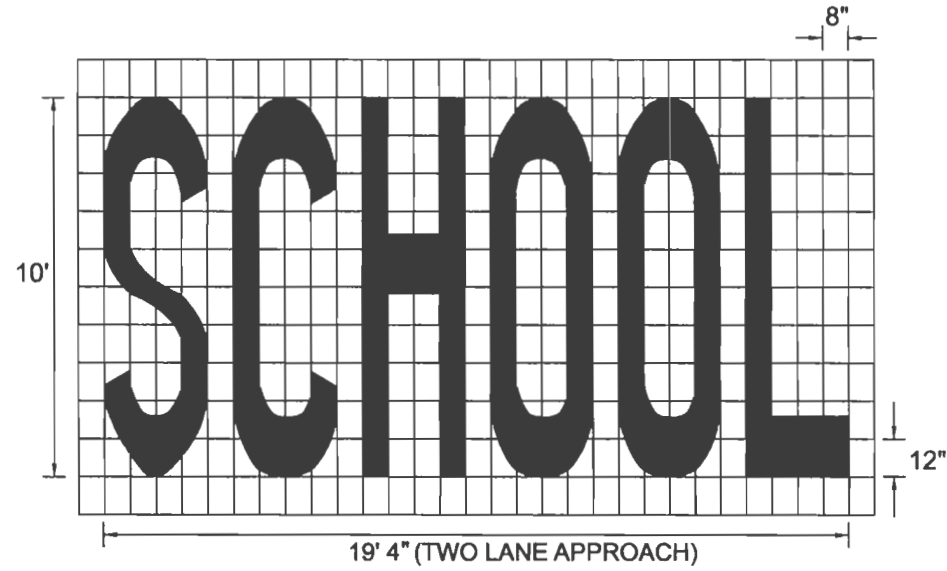
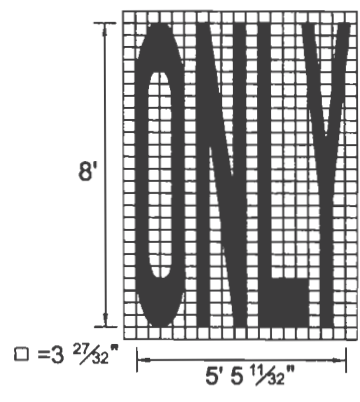
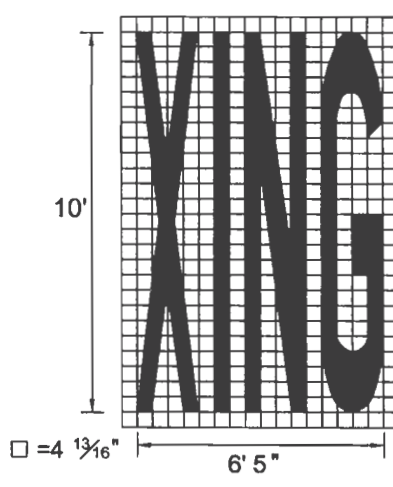


TYPICAL CROSSWALK AND STOP BAR PAVEMENT MARKINGS  
AT STOP CONTROLLED OR SIGNALIZED INTERSECTIONS.

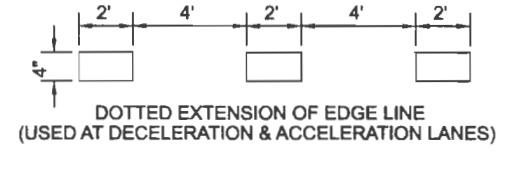


TYPICAL CROSSWALK PAVEMENT MARKINGS

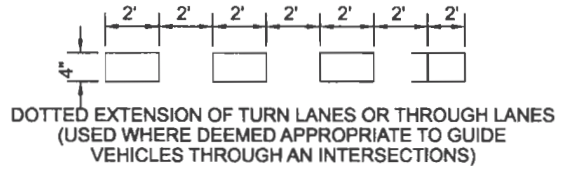
NOTE: 12" TO 24" STOP BAR IS TO BE LOCATED IN COMPLIANCE WITH STOP SIGN OR TRAFFIC SIGNAL. IF CROSSWALKS ARE TO BE USED THE STOP LINE SHOULD BE PLACED 4' IN ADVANCE OF THE NEAREST CROSSWALK.



LANE DROP MARKING  
(USED AT INTERSECTIONS AND FREEWAYS)



DOTTED EXTENSION OF EDGE LINE  
(USED AT DECELERATION & ACCELERATION LANES)



DOTTED EXTENSION OF TURN LANES OR THROUGH LANES  
(USED WHERE DEEMED APPROPRIATE TO GUIDE VEHICLES THROUGH AN INTERSECTIONS)

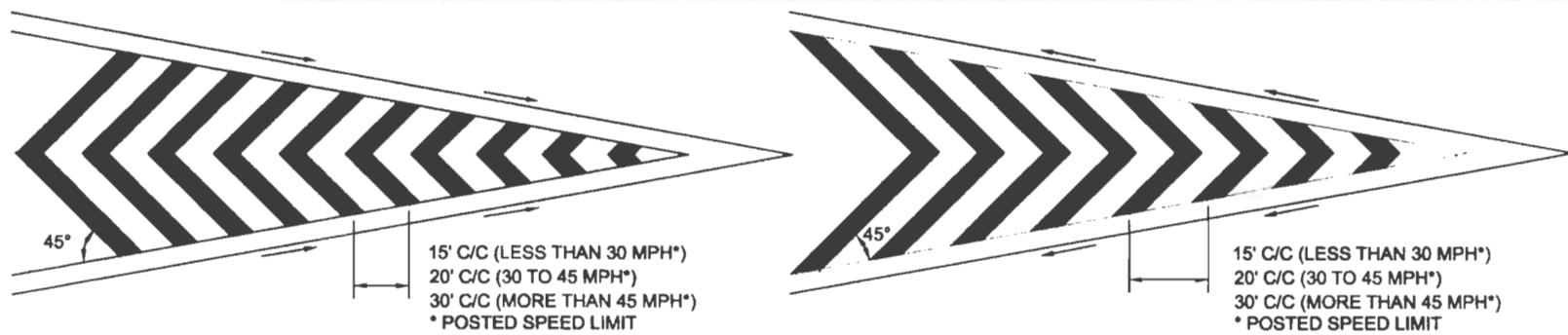
PAVEMENT MESSAGE NOTES:

1. ALL WORD MESSAGES SHALL USE STANDARD WORDING AND LETTERS FROM THE CURRENT MUTCD, THE STANDARD HIGHWAY SIGNS BOOK AND THE STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS.
2. THE LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL MESSAGE MARKINGS, INCLUDING ARROW MARKINGS, SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS FOR LOW SPEED ROADS, BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS UNDER ANY CONDITIONS. THE SPACE BETWEEN THE LINES MAY BE REDUCED APPROPRIATELY WHERE THERE IS LIMITED SPACE BECAUSE OF LOCAL CONDITIONS.
3. PAVEMENT MESSAGES SHOULD GENERALLY BE NO MORE THAN ONE LANE IN WIDTH, EXCEPT THE "SCHOOL" MESSAGES WHICH MAY EXTEND TO THE WIDTH OF TWO LANES.
4. PAVEMENT MARKINGS AND PAVEMENT MESSAGES SHALL BE AS SPECIFIED IN THE CONSTRUCTION PLANS.



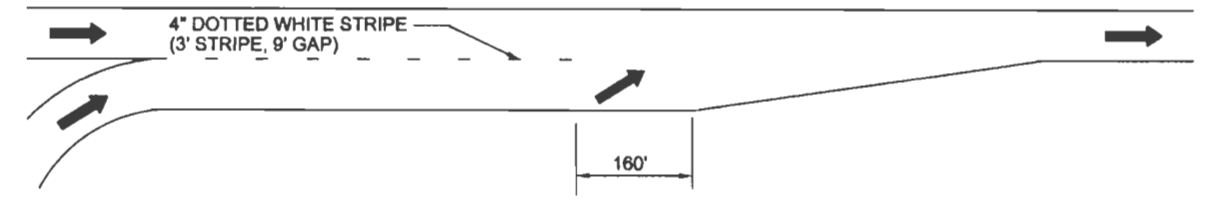
NO.	DATE	REV. BY	DESCRIPTION
1	4/16/08	BLJ	ADDED DIMENSIONS FOR WORD MESSAGES
REVISIONS (OR CHANGE NOTICES)			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
PAVEMENT MARKINGS AND MESSAGES			
APPROVED <i>Kathleen Garcia</i>		DATE 7-17-08	
DESIGNED BY _____		DRAWN BY _____ CHECKED BY _____	
704-03-1/2		SHEET 1 OF 2	



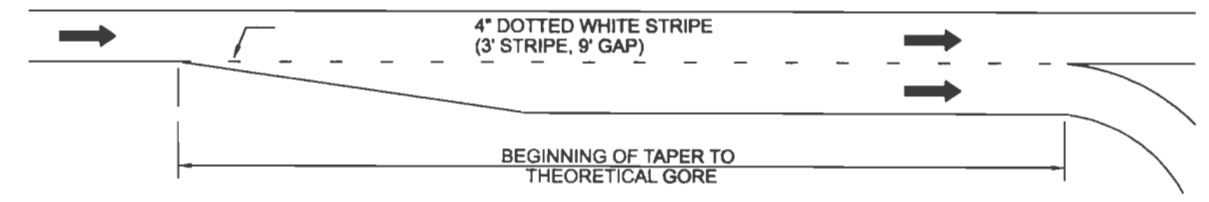


**CHEVRON STRIPES DETAIL**  
(ENTRANCE RAMP GORE AREA)

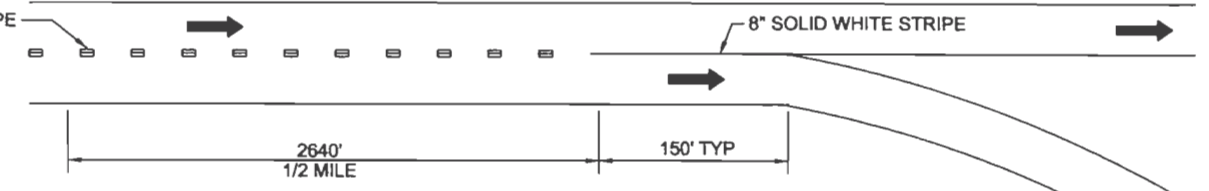
**CHEVRON STRIPES DETAIL**  
(EXIT RAMP GORE AREA)



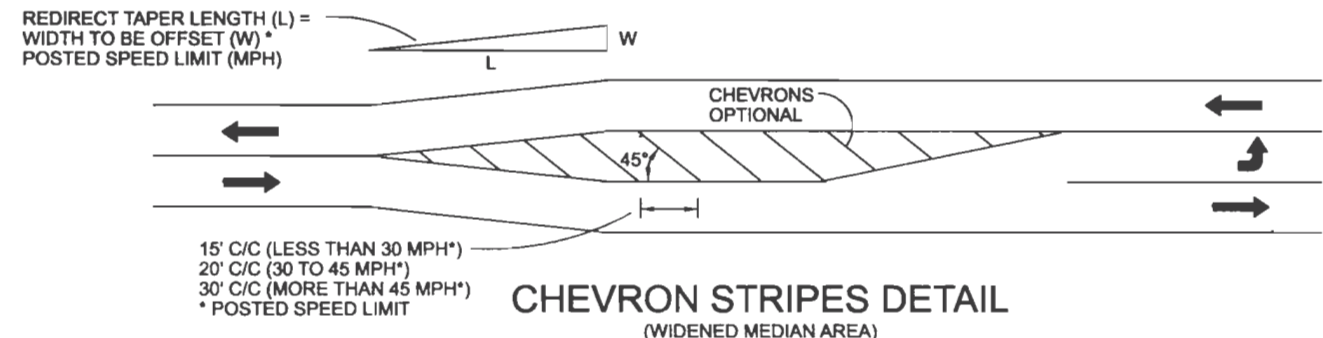
**ACCELERATION LANE**



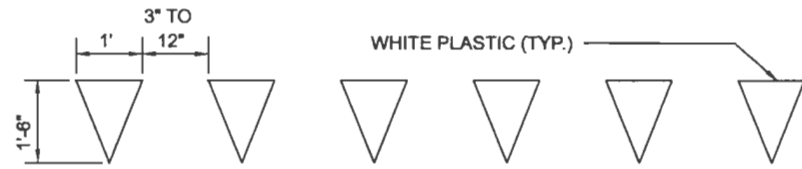
**DECELERATION LANE**



**LANE DROP**

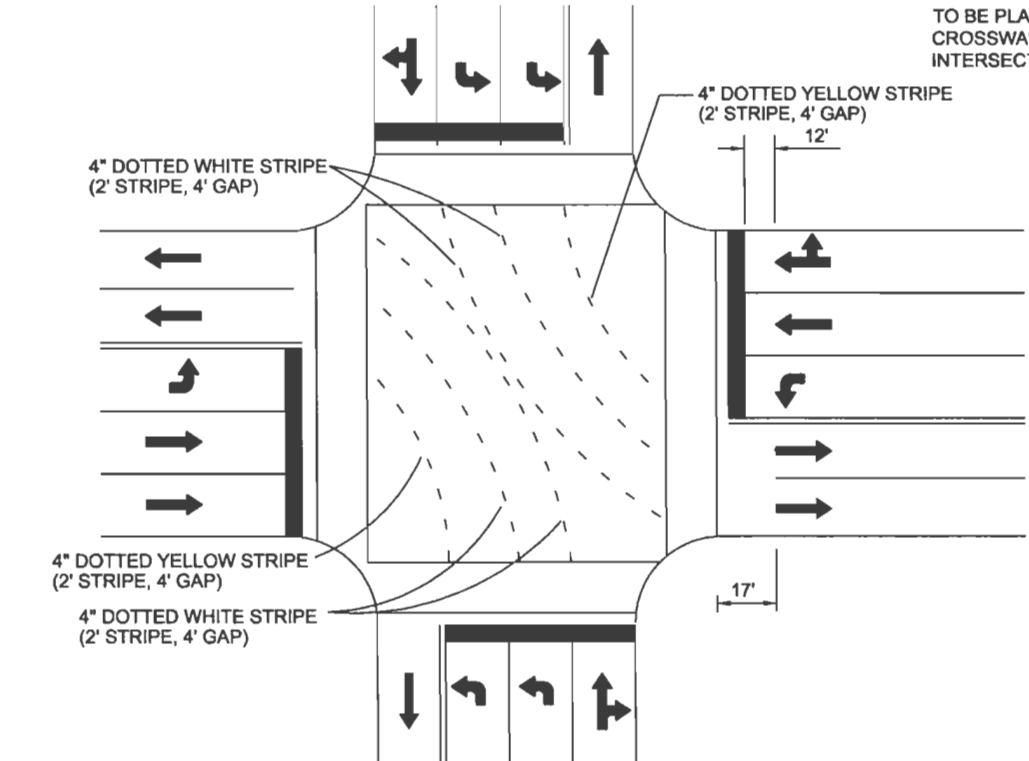


**CHEVRON STRIPES DETAIL**  
(WIDENED MEDIAN AREA)

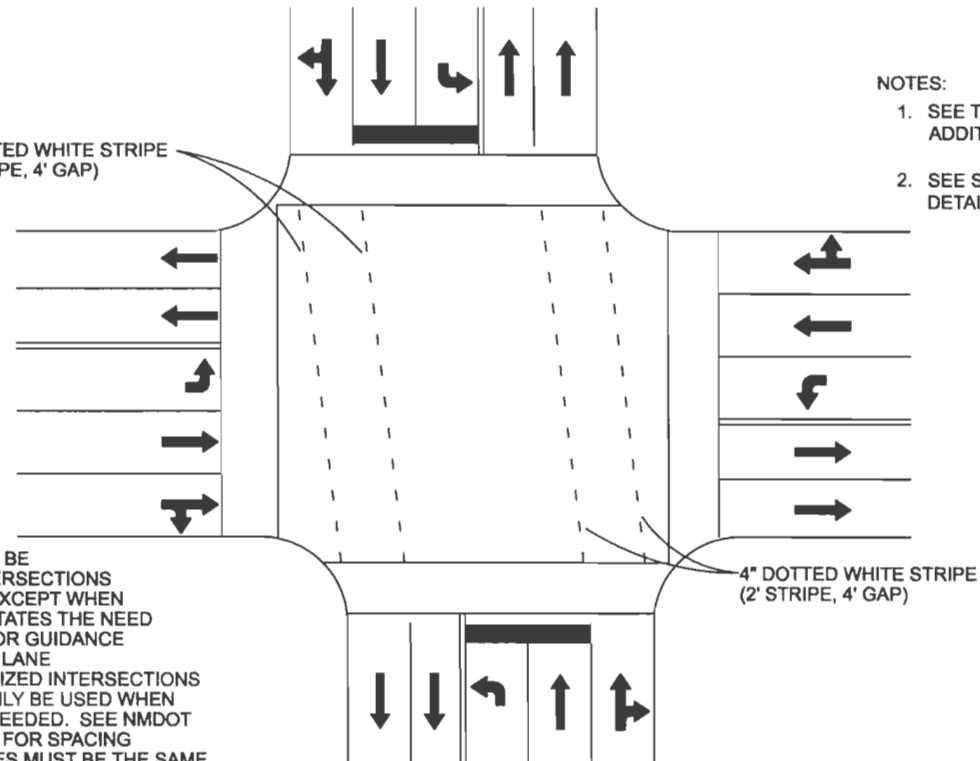


**TYPICAL YIELD LINE**

TO BE PLACED 4' IN ADVANCE OF CROSSWALK OR NEAREST EDGE OF THE INTERSECTING TRAVELED WAY.



**SIGNALIZED INTERSECTION PAVEMENT MARKINGS**



**LANE LINE EXTENSIONS WHERE THROUGH LANES ARE OFFSET**

NOTE: LANE EXTENSION LINES ARE TO BE USED ONLY AT SIGNALIZED INTERSECTIONS WITH DUAL LEFT TURN LANES EXCEPT WHEN ENGINEERING JUDGEMENT DICTATES THE NEED AT SINGLE LEFT TURN LANES FOR GUIDANCE THROUGH THE INTERSECTION. LANE EXTENSION LINES AT UNSIGNALIZED INTERSECTIONS ARE OPTIONAL AND SHOULD ONLY BE USED WHEN EXTRA DELINEATION IS NEEDED. SEE NMDOT STANDARD DRAWING 704-03-1/2 FOR SPACING INFORMATION. EXTENSION LINES MUST BE THE SAME COLOR AS THE LINE THEY ARE EXTENDING.

- NOTES:
- SEE THE CURRENT EDITION OF THE MUTCD FOR ADDITIONAL DETAILS AND GUIDANCE NOTES.
  - SEE SERIAL 704-03-1/2 FOR ADDITIONAL DETAILS.



REVISIONS (OR CHANGE NOTICES)			
NO.	DATE	REV. BY	DESCRIPTION
1	4/17/08	BLJ	REVISED LANE EXTENSION DETAIL, STRIPING

NEW MEXICO  
DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWING

PAVEMENT MARKINGS AND MESSAGES

APPROVED *Kathleen A. Garcia* 4-17-08  
DESIGN ENGINEER DATE

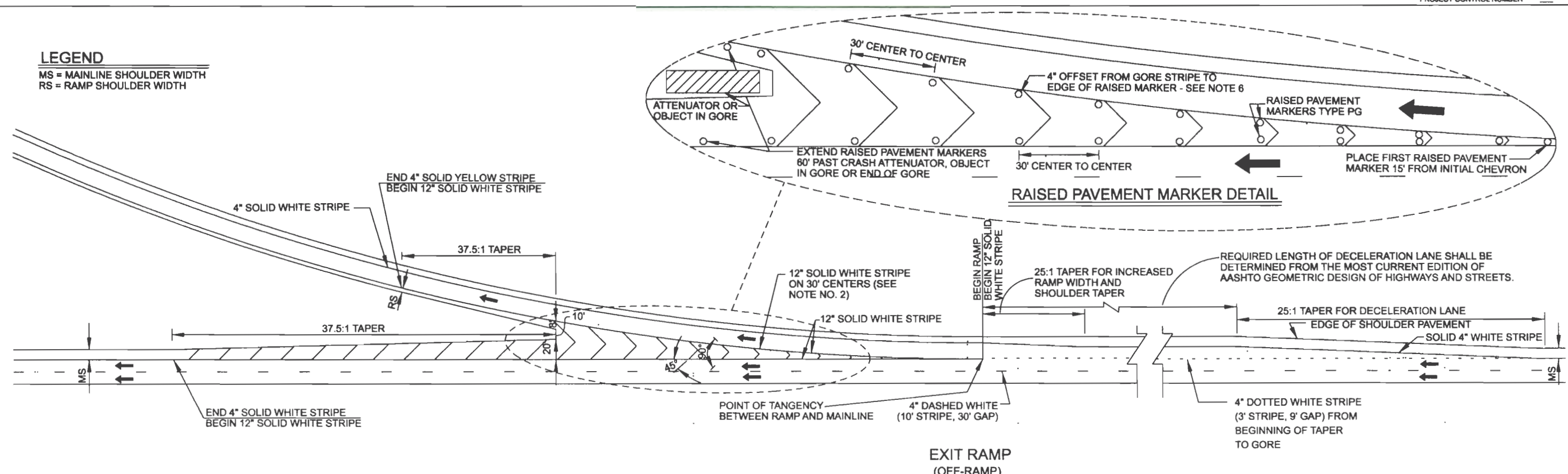
DESIGNED BY \_\_\_\_\_ DRAWN BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_

704-03-2/2 SHEET 2 OF 2

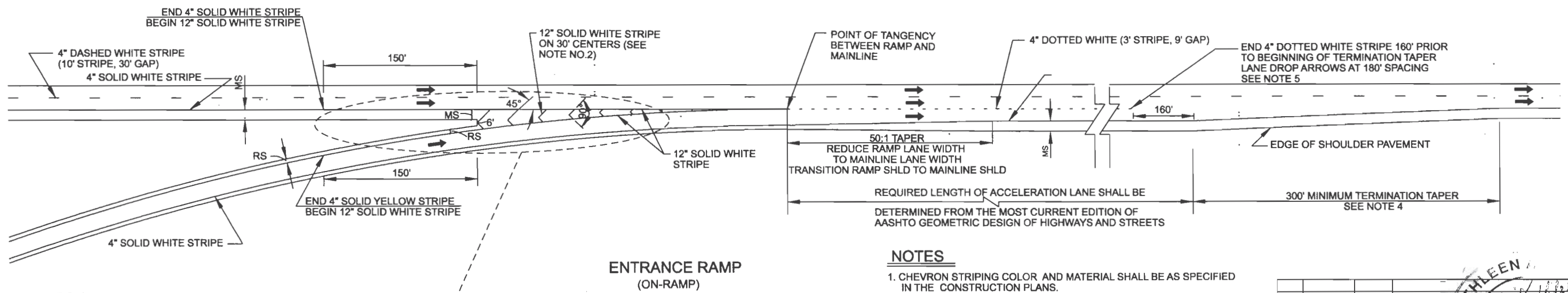


**LEGEND**

MS = MAINLINE SHOULDER WIDTH  
RS = RAMP SHOULDER WIDTH



**EXIT RAMP  
(OFF-RAMP)**



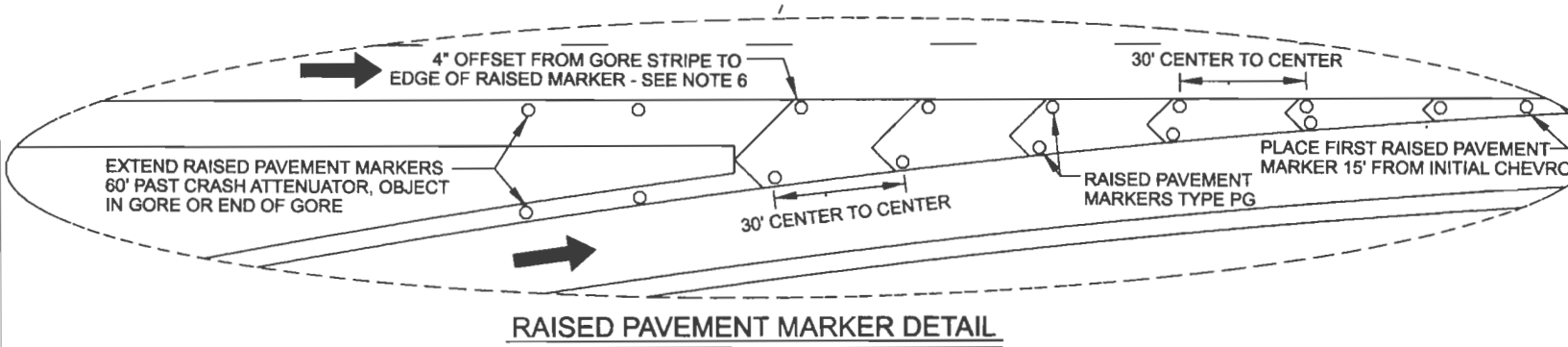
**ENTRANCE RAMP  
(ON-RAMP)**

**NOTES**

- CHEVRON STRIPING COLOR AND MATERIAL SHALL BE AS SPECIFIED IN THE CONSTRUCTION PLANS.
- SEE SERIAL 704-03-2/2 FOR CHEVRON SPACING DETAILS AT DIFFERENT SPEEDS.
- APPROPRIATE SHOULDER WIDTHS AND LANE WIDTHS FOR BOTH RAMPS AND MAINLINE SHALL BE DETERMINED FROM THE MOST CURRENT EDITION OF AASHTO GEOMETRIC DESIGN OF HIGHWAYS AND STREETS.
- ACCELERATION LANES THAT EXCEED 1300' SHALL BE TERMINATED WITH A 50:1 OR 70:1 TAPER.
- ONE LANE DROP ARROW SHALL BE PLACED WHEN ACCEL LANE IS 0 - 500 FT IN LENGTH, TWO SHALL BE USED WHEN ACCEL LANE IS 501-1000 FT IN LENGTH, AND THREE SHALL BE USED WHEN THE ACCEL LANE IS LONGER THAN 1000 FT. LAST LANE DROP ARROW IN SERIES SHALL BE PLACED 160' PRIOR TO (UPSTREAM OF) THE BEGINNING OF THE TERMINATION TAPER OF THE ACCELERATION LANE.
- RAISED PAVEMENT MARKERS SHALL BE TYPE PG - PLOWABLE ONE-WAY WHITE REFLECTIVE MARKERS. SURFACE PREPARATION FOR THE MARKERS INCLUDING SAW CUTTING OR MILLING SHALL BE INCIDENTAL TO THE COST OF THE RAISED PAVEMENT MARKER.

**LEGEND**

MS = MAINLINE SHOULDER WIDTH  
RS = RAMP SHOULDER WIDTH



**RAISED PAVEMENT MARKER DETAIL**

1	4/16/08	BLJ	REVISED TAPER, STRIPING, GORES, ARROWS
NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
STANDARD GORE STRIPING AND GEOMETRIC DETAILS FOR ENTRANCE AND EXIT RAMPS			
APPROVED			4/17/08 DATE
DESIGNED BY	DRAWN BY	CHECKED BY	
704-05-1/1			